



**Riverside Sunderland** Supplementary Planning Document  
Prepared by Sunderland City Council



Figure 1 - Visualisation of Vaux North

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# Chapter 1: Background and Context

## 1.1 Introduction

Sunderland City Council has bold ambitions and aspirations for Riverside Sunderland which, over the next 20 years, will be established as a successful business location, a popular place to live and a focal point for civic, cultural and community life. The key elements of Riverside Sunderland will include:

- a new central business district;
- new city centre residential neighbourhoods;
- civic buildings, community facilities and cultural attractions;
- an enhanced and restored riverside park;
- new bridges across the River Wear as part of an improved walking and cycling network;
- the transformation of St Mary's Boulevard into pedestrian-friendly city street; and
- digital (5G) infrastructure and sustainable urban drainage systems (SuDS).

This Supplementary Planning Document (SPD) provides the planning policy framework for the consideration of development proposals within Riverside Sunderland.

## 1.2 Riverside Sunderland and the City Plan

The regeneration of Riverside Sunderland is integral to Sunderland's City Plan. The City Plan sets out three themes:

- by 2030 Sunderland will be a **dynamic city** with more and better jobs, it will be on course to become a low-carbon economy with a great choice of housing. It will be a digitally connected City providing fibre to every premise and the best ultra-high capacity, low latency wireless network for its businesses, residents and visitors
- it will be a **healthy city** where people will live healthier lives for longer, with people accessing our wonderful natural assets such as our beaches, parks and countryside; and
- it will be a **vibrant city**, rich with the diversity of great creative and cultural businesses. The residents of Sunderland will be active, enjoying a fulfilling cultural life and clean, green and safe neighbourhoods.

## 1.3 Riverside Sunderland Masterplan

Sunderland City Council (hereafter referred to as the Council) has prepared a masterplan for Riverside Sunderland. The Riverside Sunderland masterplan sets out a robust development strategy and demonstrates how the key elements of the development will come together to create a special place. This includes:

- a central business district at Vaux and at the Heart of the City creating approximately 1 million square feet of modern offices, commercial premises and other employment space;
- approximately 1,000 new homes in residential neighbourhoods at Vaux, Farrington Row, Ayre's Quay, Sheepfolds and Bonnersfield;
- major public buildings including City Hall and a new city library;
- a restored riverside park incorporating Galley's Gill and spanning both sides of the river;
- two new pedestrian footbridges across the River Wear; and
- the reinvention of St Mary's Boulevard to create a single-carriageway city street.

The masterplan builds on the vision document published by the Council in November 2019. The vision set out our ambitious goals which include doubling the resident population of the city centre from 2,500 to 5,000, and increasing city centre employment by 50% to 18,000.



Figure 2 - Map of Sunderland Riverside with the site boundary highlighted in red

## 1.4 A Carbon Neutral Sunderland

In 2019, the Council declared a Climate Emergency and committed to becoming carbon neutral by 2030:

**“In recognition of the threat posed to our environment by climate change Sunderland City Council will declare a climate emergency. Numerous local authorities around the country have declared a climate emergency and it is important for the council to show it takes the issue seriously. Recent weather and changes in ecosystems show that we are already seeing changes as a result of climate change so it is important to join other councils in giving the issue suitable attention and clearly setting out how we will meet our targets on cutting emissions.”**

The Council is preparing a Low Carbon Framework with partners across the city to establish how Sunderland will become carbon neutral. This SPD seeks to guide development on Riverside Sunderland to achieve carbon neutrality and climate change resilience by:

- creating energy-efficient offices and public buildings;
- delivering energy-efficient homes built using modern methods of construction;
- encouraging active travel and use of public transport;
- reducing car dependency;
- providing charging points for electric vehicles;
- promoting renewable energy and energy storage;
- introducing green roofs and green walls wherever practicable; and
- implementing sustainable urban drainage solutions.

## 1.5 Policy Context: National Planning Policy Framework

The National Planning Policy Framework 2019 (NPPF) sets out the Government's planning policies for England and provides guidance on how they should be applied. The three overarching objectives of the NPPF are:

- **Economic** – to help build a strong, responsive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- **Social** - to support strong, vibrant and healthy communities by ensuring that a sufficient quantity and variety of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with access to services and open spaces to support communities' health, social and cultural well-being.
- **Environmental** - to contribute to protecting and enhancing our natural and built environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, mitigating and adapting to climate change; and supporting a low carbon economy.

## 1.6 Policy Context: Local Plan

Sunderland's Local Plan is in three parts:

- **Part One – Core Strategy and Development Plan (CSDP)**  
The CSDP was adopted in January 2020 and sets an overarching strategy, strategic policies and strategic allocations and designations for the future change and growth of Sunderland. The Plan also includes local policies for development management purposes. The Plan covers the period from 2015 to 2033 and covers all land within Sunderland's administrative boundaries.
- **Part Two – Allocations and Designations Plan (A&D)**  
The A&D Plan will set out local policies including site-specific policy allocations and designations for the development, protection and conservation of land in the city. The A&D Plan will allocate Riverside Sunderland for mixed use development.
- **Part Three – International Advanced Manufacturing Park (IAMP) Area Action Plan 2017-2032**  
The IAMP Area Action Plan was adopted by Sunderland City Council and South Tyneside Council in November 2017. It sets out site-specific policies for the development of the IAMP.

The Local Plan supersedes saved policies of the Sunderland Unitary Development Plan (UDP) 1998 and UDP Alteration No. 2 (2007). However, some policies will remain as saved policies and part of the Development Plan until the A&D Plan is adopted. Until then saved policies will continue to be applied and treated as a material consideration in the determination of planning applications, (Saved policies applicable to Riverside Sunderland are set out at Appendix 1).

Riverside Sunderland has a key role to play in delivering Sunderland's Local Plan. The CSDP, sets out (in Strategic Policy SP2) the Council's approach to the “Urban Core”, and the aspiration to make it “a more attractive and vibrant place...where people gather to socialise, work, live and play”. The revitalised City Centre will be the catalyst for the city's wider economic growth, and will help to attract skilled workers and visitors.

The aims of policy SP2 include:

- increasing the supply of office space, especially at Vaux;
- promoting mixed use development;
- growing the leisure, tourism and cultural economy; and
- creating sustainable communities.

SP2 also sets out guiding principles for development including:

- improved connectivity and pedestrian movement;
- providing high-quality public realm;
- protecting and enhancing heritage assets; and
- ensuring a high standard of design.

Other relevant strategic policies within the CSDP are summarised in Appendix 1.

## 1.7 Purpose of this SPD

This SPD gives detailed advice on how CSDP Policy SP2 will be applied to Riverside Sunderland. The purpose of the SPD is to:

- facilitate the implementation of the Riverside Sunderland masterplan in a comprehensive and coordinated way;
- provide a basis for informed and transparent planning decisions; and
- establish development principles and design guidance.

The document is in six sections, including this introduction as Section 1:

- Section 2 contains a description of the site and analysis of its key features;
- Section 3 introduces the six Riverside Sunderland localities;
- Section 4 sets out guiding principles and parameters for development;
- Section 5 sets out design guidance for each of the localities; and
- Section 6 contains guidance on the preparation of planning applications.

The SPD cannot pre-determine the final form of future Local Plan documents. It can only respond to the existing policy framework, but it will help to inform future policy making. Once the A&D Plan has been adopted, the SPD will be updated to reflect any substantive changes.

## 1.8 Preparing this Document

This SPD has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. It has been subject to a Strategic Environmental Assessment (SEA) Screening, which determined that a SEA was not required. An Equalities Impact Assessment (EIA) has been prepared. Riverside Sunderland will be subject to a Habitat Regulation Assessment (HRA) (as part of the wider Allocations and Designations Plan), and as such the SPD will be updated to reflect any substantive changes required as a result of the assessment.

## 1.9 Public Engagement

The SPD has been subject to two separate four week formal public consultation exercises in line with the Council's Statement of Community Involvement and comments received have been analysed and where appropriate incorporated into the SPD.

A Consultation Statement accompanies this SPD which sets out who was consulted, a summary of the main issues and how the issues have been addressed in the SPD. The Adoption Statement includes all changes made following the Revised Draft consultation.

## 1.10 Review of this SPD

This SPD will be reviewed on a regular basis to take into account changes in national, regional and local planning policy and context.

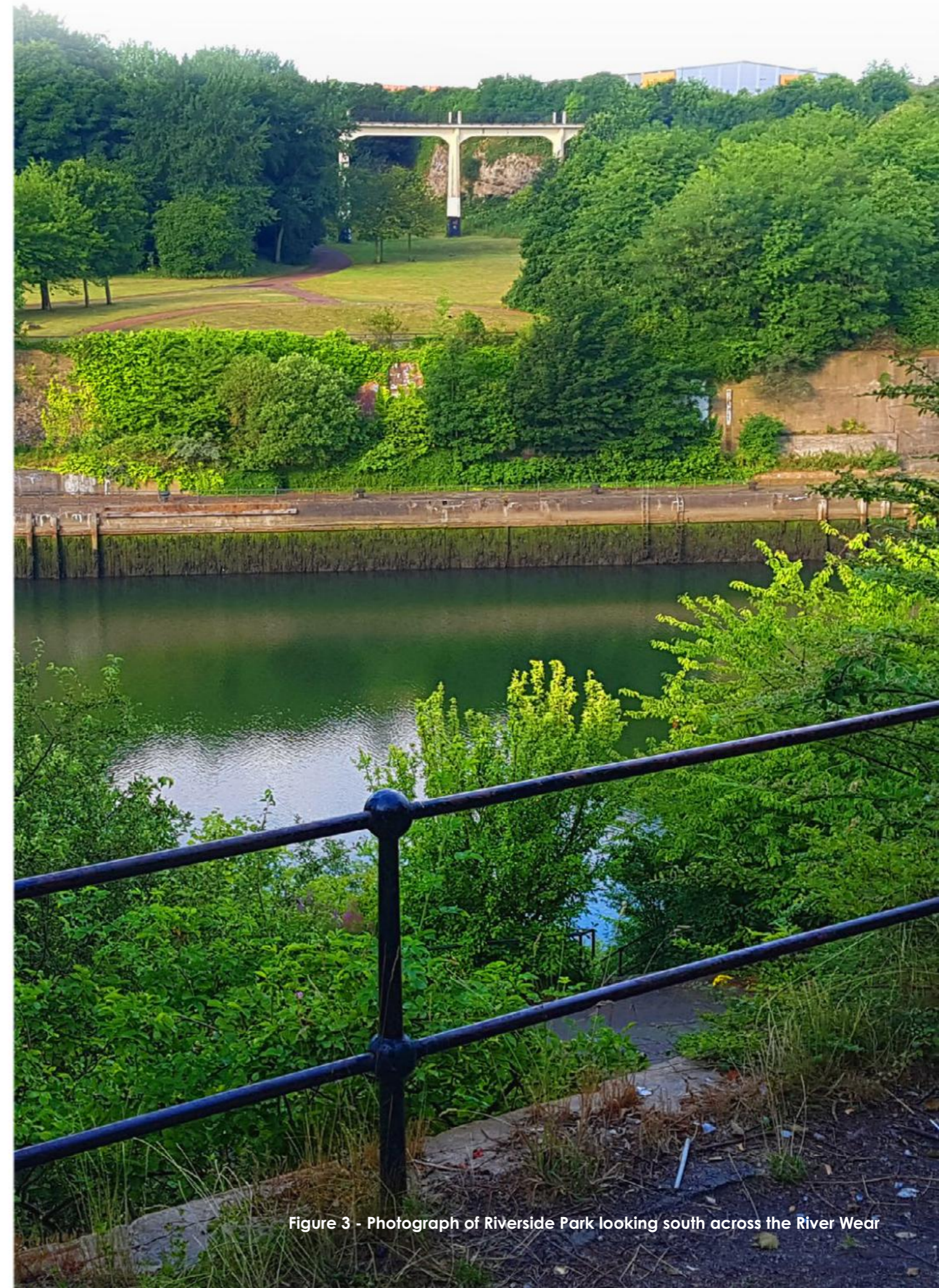


Figure 3 - Photograph of Riverside Park looking south across the River Wear







# Chapter 2: Site Description and Analysis

## 2.1 Site Description

The plan shows the extent of the Riverside Sunderland masterplan area. It is a large (approximately 38 ha) site, which overlaps with and extends beyond the traditional commercial core of the City Centre. The site, which straddles the River Wear, extends from High Street West in the south, across St Mary's Boulevard to the former Vaux Brewery site which overlooks the Wear. On the south bank of the river, the site also includes the riverside, Galley's Gill, Farrington Row and Ayre's Quay. On the north bank it includes the riverside and the Sheepfolds area, which lies adjacent to the internationally recognised Stadium of Light, home to Sunderland Association Football Club. This SPD also provides guidance for Bonnersfield, the development area which adjoins Sheepfolds.

Riverside Sunderland contains two of the three medieval settlements from which Sunderland has evolved: the monastic community of Monkwearmouth on the north bank of the river, and the parish of Bishopwearmouth to the south. The construction of the first Wearmouth Bridge in 1796 hastened the development of the modern city; the present road and rail bridges form a vital gateway to Sunderland, providing a backdrop to the riverside landscape.

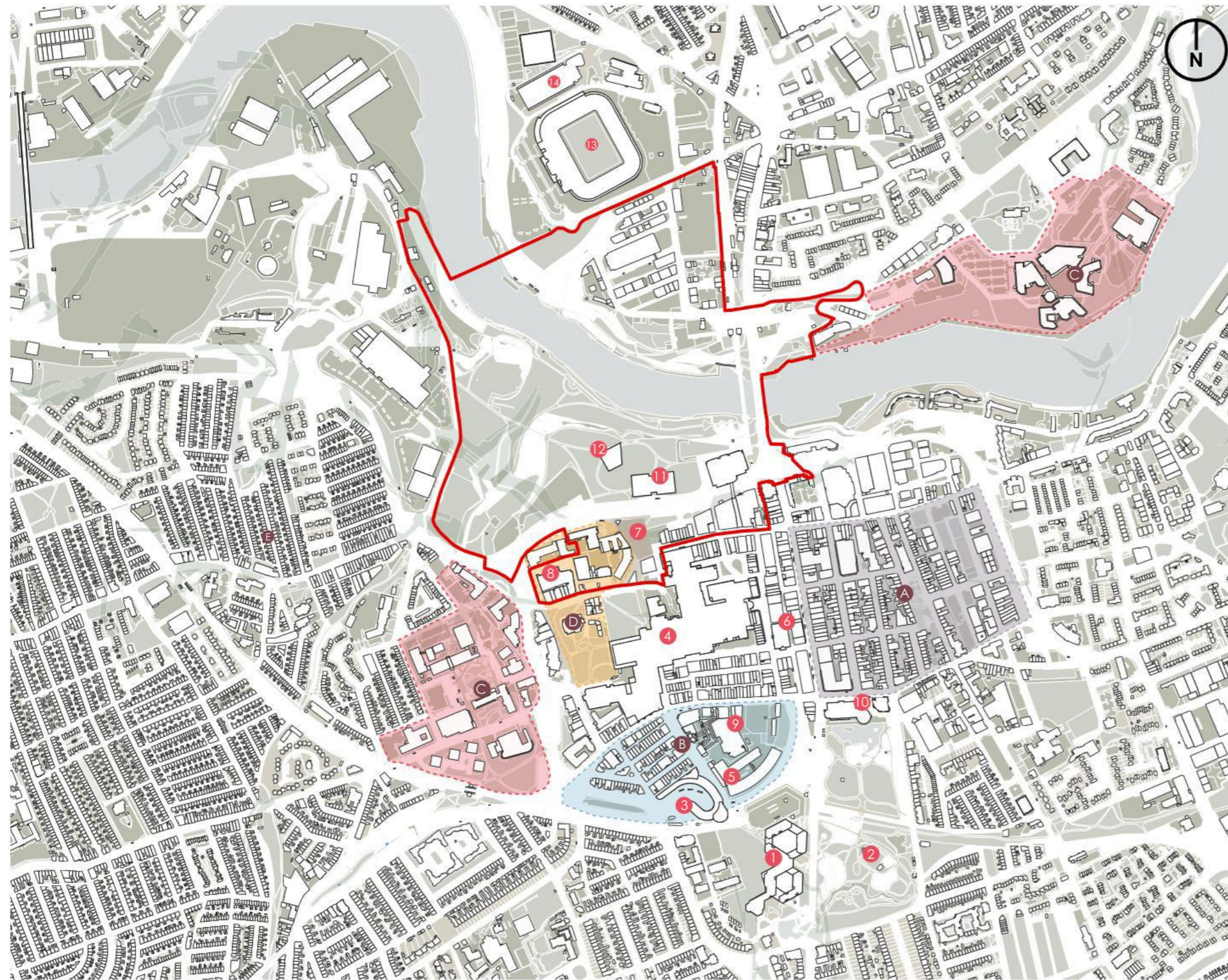
The historic environment of Riverside Sunderland primarily comes from a combination of its industrial heritage along the river corridor and the fine surviving architecture of the late Victorian and Edwardian buildings along the High Street, and makes a key contribution to the quality and character of the Riverside Sunderland environment. Until the mid-20th century the area was dominated by traditional industries including shipbuilding, mining, brewing, coal staithe, railway yards and a power station. All of these activities have since ceased and much of the area is vacant and derelict land. Some pockets of light industry survive in Sheepfolds. The 19th-20th century urban grain has been eroded, however, the area has a diverse and distinctive range of designated and non-designated heritage assets, including several grade II listed buildings, sites of archaeological importance and the northern part of Bishopwearmouth Conservation Area. The Sunnyside Conservation Area is located adjacent to the south east boundary of the Riverside Area, with numerous other listed buildings just outside the area, but within its setting. The landscape setting is remarkable. The River Wear flows through a deep gorge at this point, and at the eastern edge of the site, it is spanned by the historic road and rail bridges. There are dramatic views up and down the river and out to the sea.

During recent years Riverside Sunderland has seen new investment and development, with The Beam, a modern office building, opening on the Vaux site in 2019. Sunderland's new City Hall is under construction and is due for completion in 2021. Legal & General has announced a £100m investment in new office space on development sites close to The Beam, and planning permission has been granted for an 80-bed 4-star hotel adjacent to Keel Square. Complementary heritage-led regeneration activity, revitalising and re-using key listed buildings along the High Street, is also currently being delivered within the Riverside Sunderland area.



Figure 5 - Current site plan for Riverside Sunderland with redline boundary highlighted

## 2.2 Context Diagram



- |                               |                             |   |                     |                            |             |
|-------------------------------|-----------------------------|---|---------------------|----------------------------|-------------|
| 1 The Civic Centre            | 5 Sunderland College        | 9 Mecca Bingo                           | 13 Stadium of Light | A Sunnyside                | E Millfield |
| 2 Mowbray Park                | 6 Sunderland Train Station  | 10 Sunderland Gallery and Winter Garden | 14 Aquatic Centre   | B Holmeside                |             |
| 3 Bus Station                 | 7 Keel Square               | 11 City Hall                            |                     | C University of Sunderland |             |
| 4 The Bridges Shopping Centre | 8 Sunderland Empire Theatre | 12 The Beam                             |                     | D The Minster Quarter      |             |

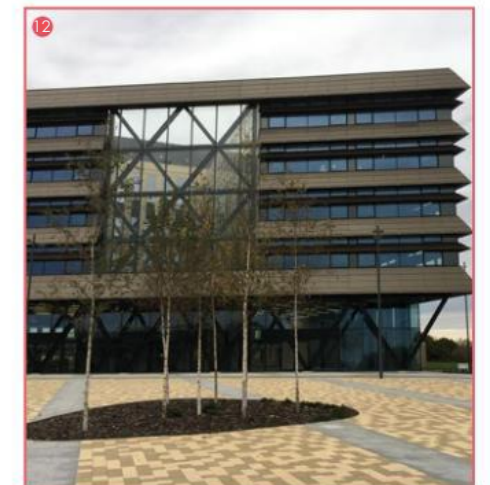
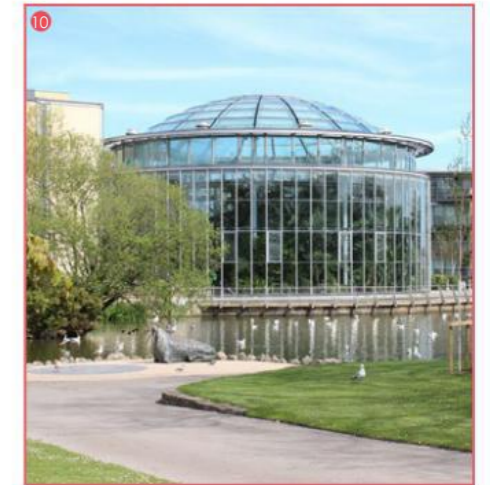
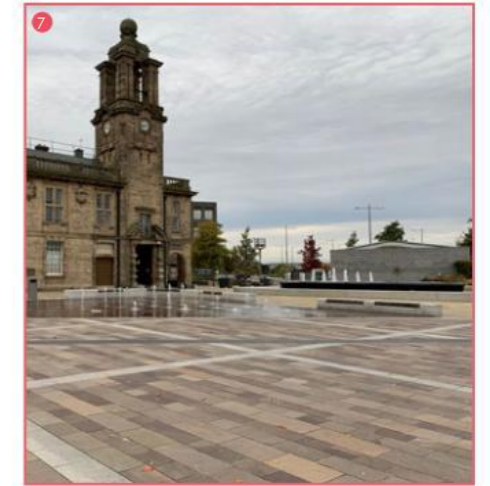


Figure 6 - Contextual analysis with the site boundary outlined

## 2.3 Neighbourhood Connections

The following concept diagram highlights the spatial relationship of Riverside Sunderland with the surrounding neighbourhood areas taking into account wider context and key connections.

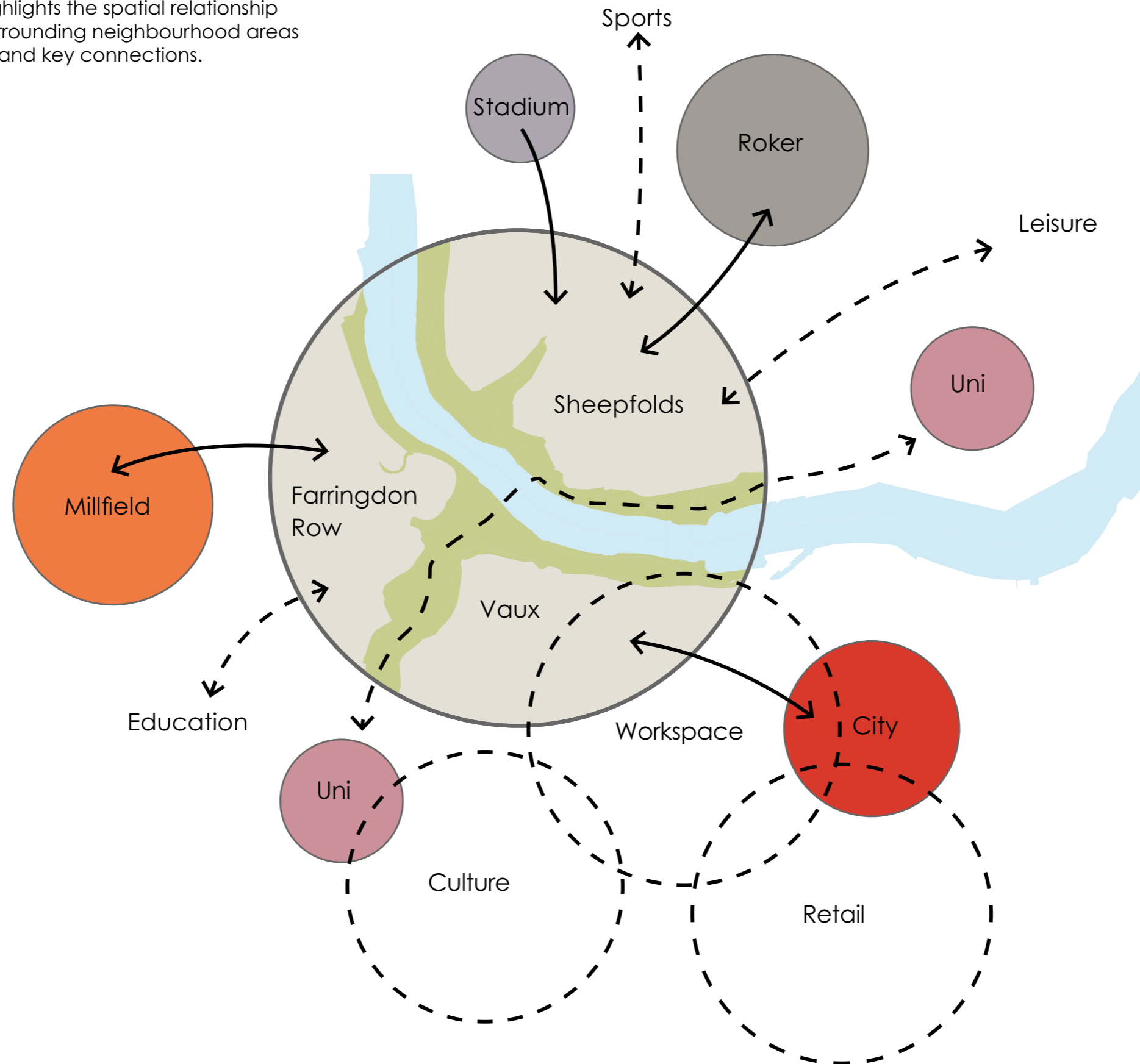


Figure 7 - Neighbourhood Connections Diagram

## 2.4 Strategic Movement Analysis

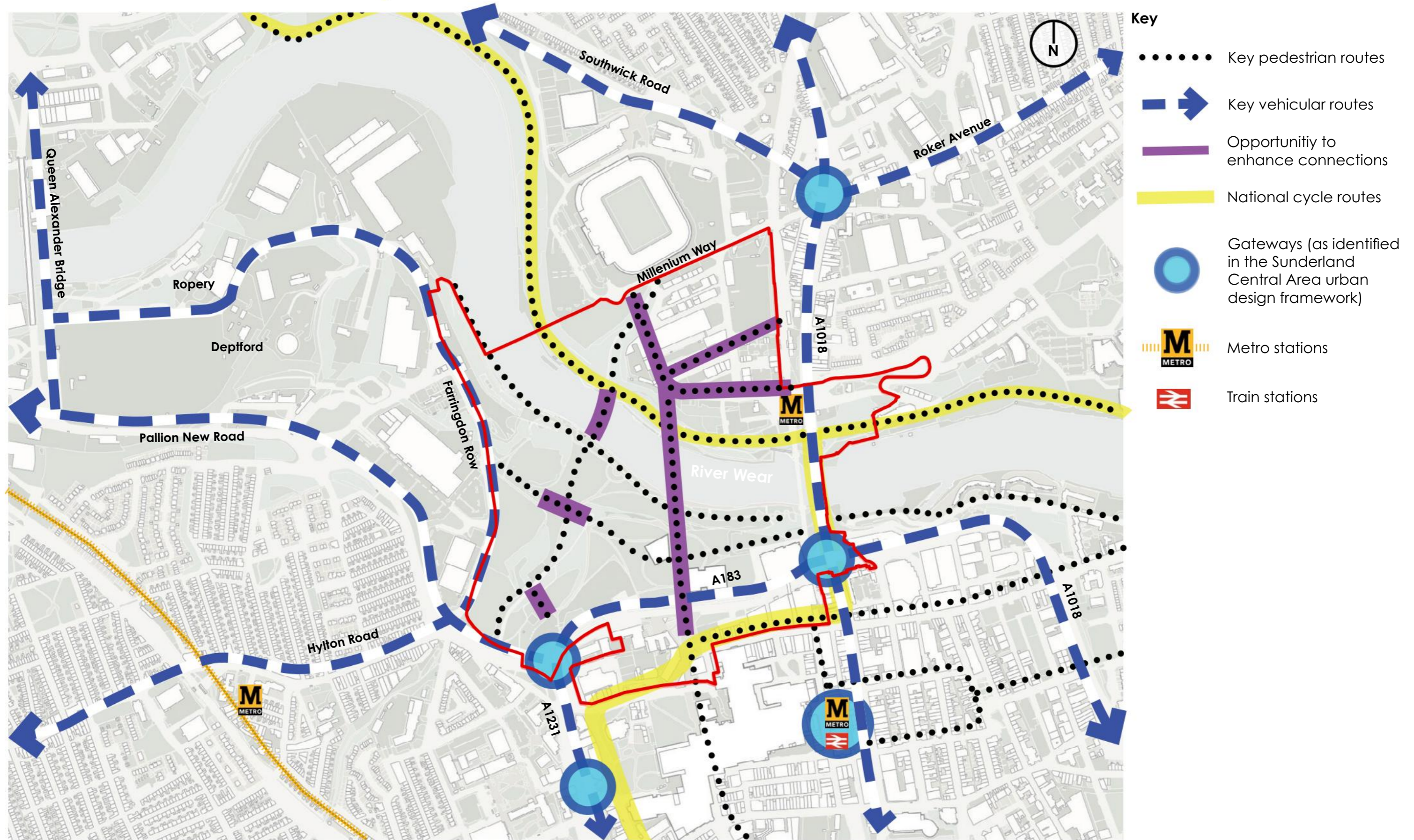


Figure 8 - Strategic movement analysis diagram with the site boundary outlined

## 2.5 Urban Design Analysis



Figure 9 - Urban design analysis diagram with site boundary outlined



## 2.6 Key Views

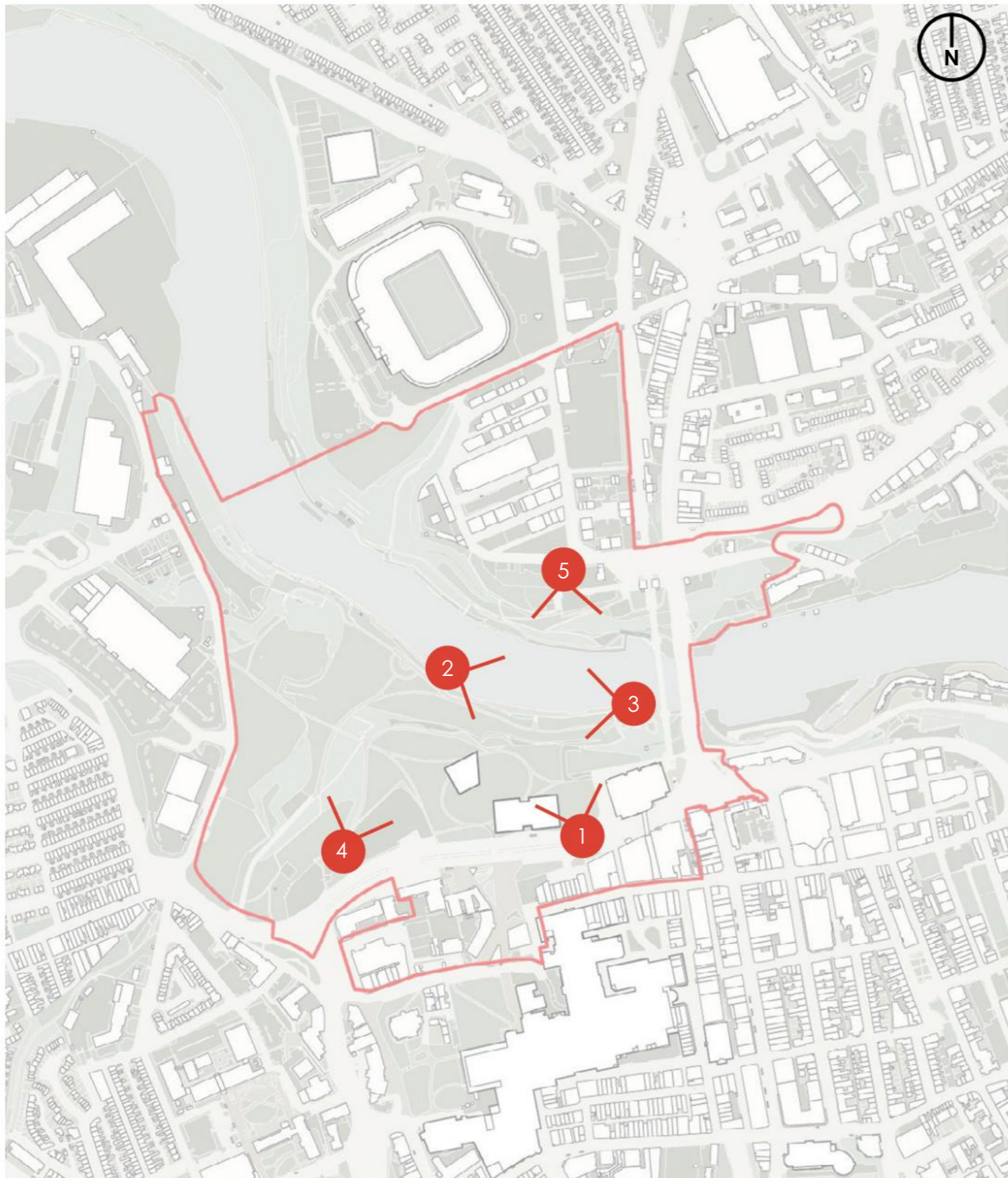


Figure 12 - Photographic study showing a visual analysis from within the site



Pic.1 View from looking out onto River Wear with Galley's Gill in foreground and the stadium on the skyline



Pic.2 View from looking east along the River Wear



Pic.3 View from looking west along the River Wear

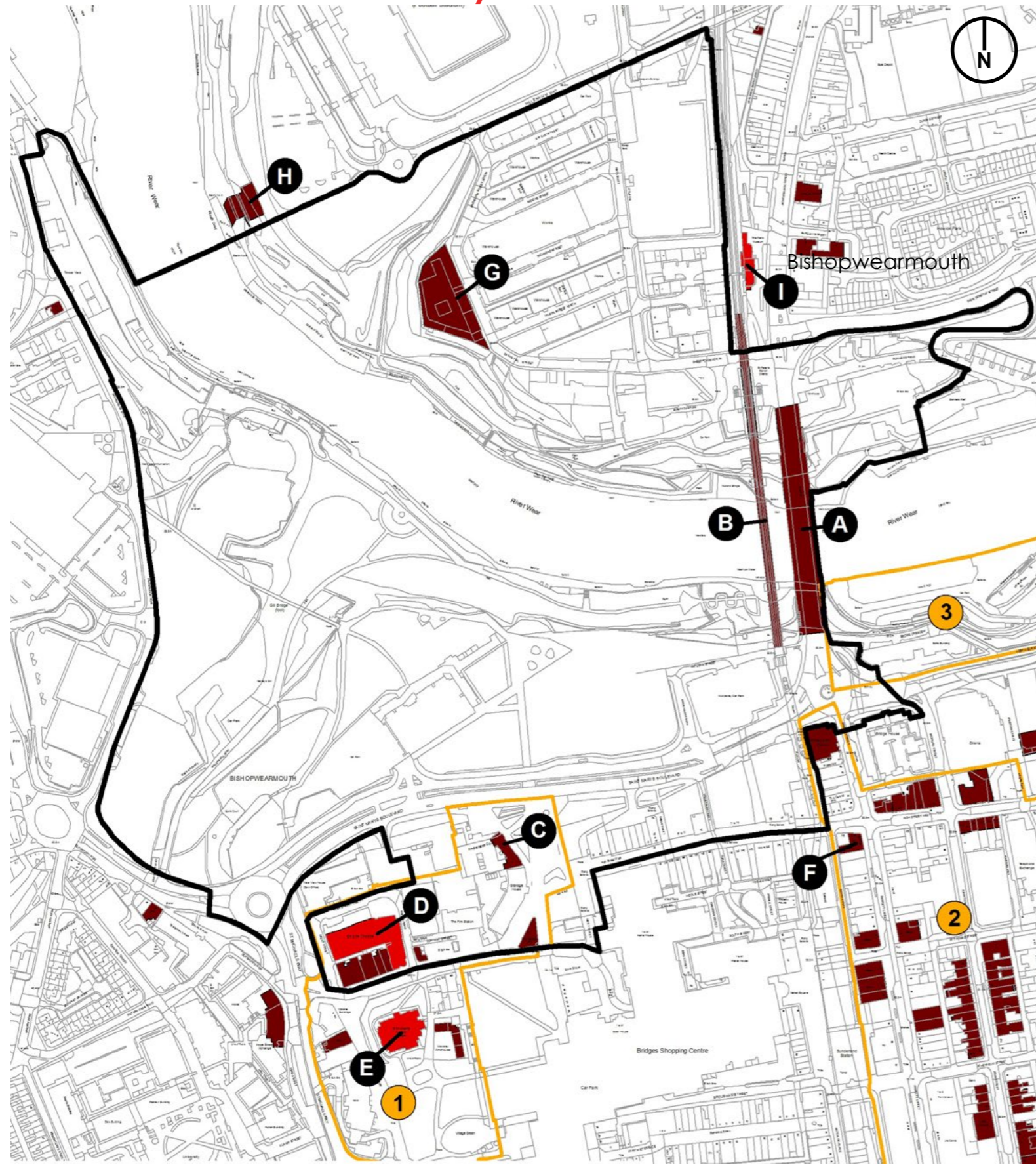


Pic.4 View from Riverside Park looking north towards Stadium of Light



Pic.5 View from Sheepfolds looking south across the River Wear Towards Vaux

## 2.7 Historic Environment Analysis



















Key	
	Riverside Sunderland
	Conservation areas
	Bishopwearmouth
	Sunnside
	Old Sunderland - Riverside
	Grade II* Listed Buildings
	Grade II Listed Buildings
	Wearmouth Bridge
	Wearmouth Railway Bridge
	Magistrates Court
	Empire Theatre
	Sunderland Minster
	Elephant Tea Rooms
	NER Stables
	Coal Staithe
	Frans Museum (former Monkwearmouth Station Museum)

Figure 10 - Historic environment analysis diagram with the site boundary outlined



Figure 11 - Aerial view of Wearmouth Bridge and the surrounding industrial and residential area, 1946

## 2.8 Challenges and Opportunities

Riverside Sunderland presents some **challenges** which development will need to address. These include:

- vertical and horizontal separation due to cliffs and steep slopes, the river and St Mary's Boulevard;
- steep artificial banks restrict access to the river;
- some paths and steps are steep and/or in a poor state of repair;
- parts of Riverside Sunderland are subject to a high risk of surface water flooding;
- Riverside Park, Farrington Row, Ayre's Quay and Bonnersfield are in Critical Drainage Areas relating to flooding;
- some former industrial uses have left a legacy of contaminated land;
- the site lies within the zone of influence of the Durham Coast Special Area of Conservation (SAC), Northumbria Coast Special Protection Area (SPA) and the Durham Coast, Fulwell and Carley Hill Quarries SSSI;
- there are protected Local Wildlife and Local Geological Sites and a principal aquifer with a relatively thin impermeable stratum; and
- protecting and enhancing the River Wear Corridor.

The **opportunities** presented by the Riverside Sunderland site include:

- a spectacular landscape setting, with most development sites on elevated plateaus overlooking the river;
- outstanding views from all parts of the site which should be protected and enhanced;
- easy access to the Metro and other rail and bus services, which creates an opportunity to increase the use of public transport and reduce car-dependency and the impact of traffic;
- restoration of the urban grid;
- close proximity to Keel Square, The Bridges and the historic centre;
- iconic structures, including the Wearmouth bridges, historic buildings and industrial archaeology;
- connections to walking and cycling networks and long-distance routes including the Coast-to-Coast route;
- new river crossings to connect communities and University Campuses on both sides of the river and encourage walking and cycling;
- rich ecology, including valuable blue/green corridors and wildlife sites and the opportunity to protect and enhance the Wearmouth Riverside Local Wildlife Site (LWS);
- potential to bring more life and activity to the river;
- potential to recreate the "lost lanes" linking High Street West;
- opportunity to repurpose heritage assets including The North Eastern Railway Stables and goods shed; and
- potential for integrating land uses and pedestrian/vehicular links with the Stadium of Light.



Figure 13 - Images to illustrate the constraints and opportunities on the site

## 2.9 Development Opportunities



Figure 14 - Diagram highlighting potential opportunities with site boundary outlined

## 2.10 Development Constraints

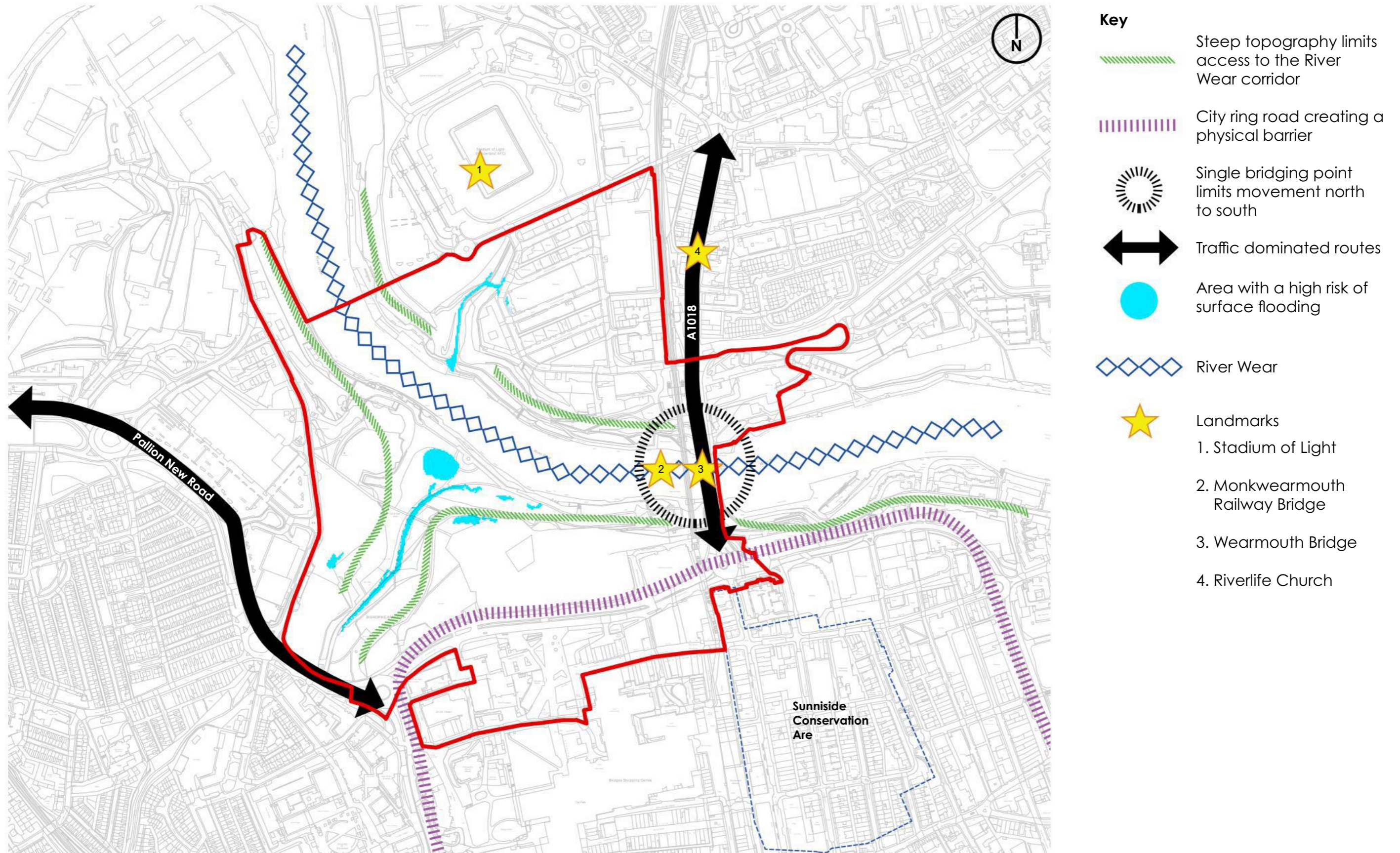


Figure 15 - Diagram highlighting potential constraints with site boundary outlined

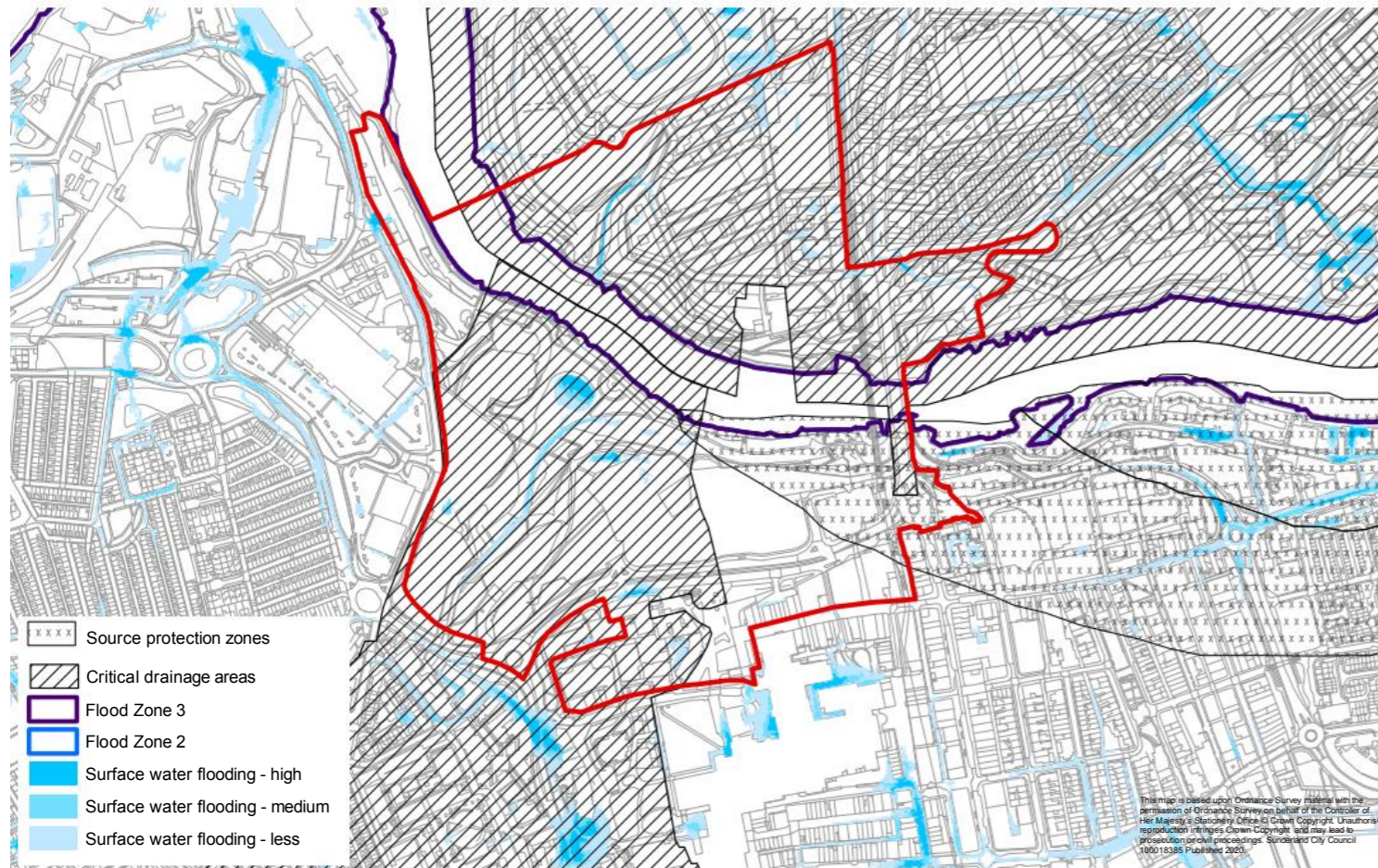


Figure 16 - Critical drainage area



Figure 17 - Strategic wildlife and Green Corridor

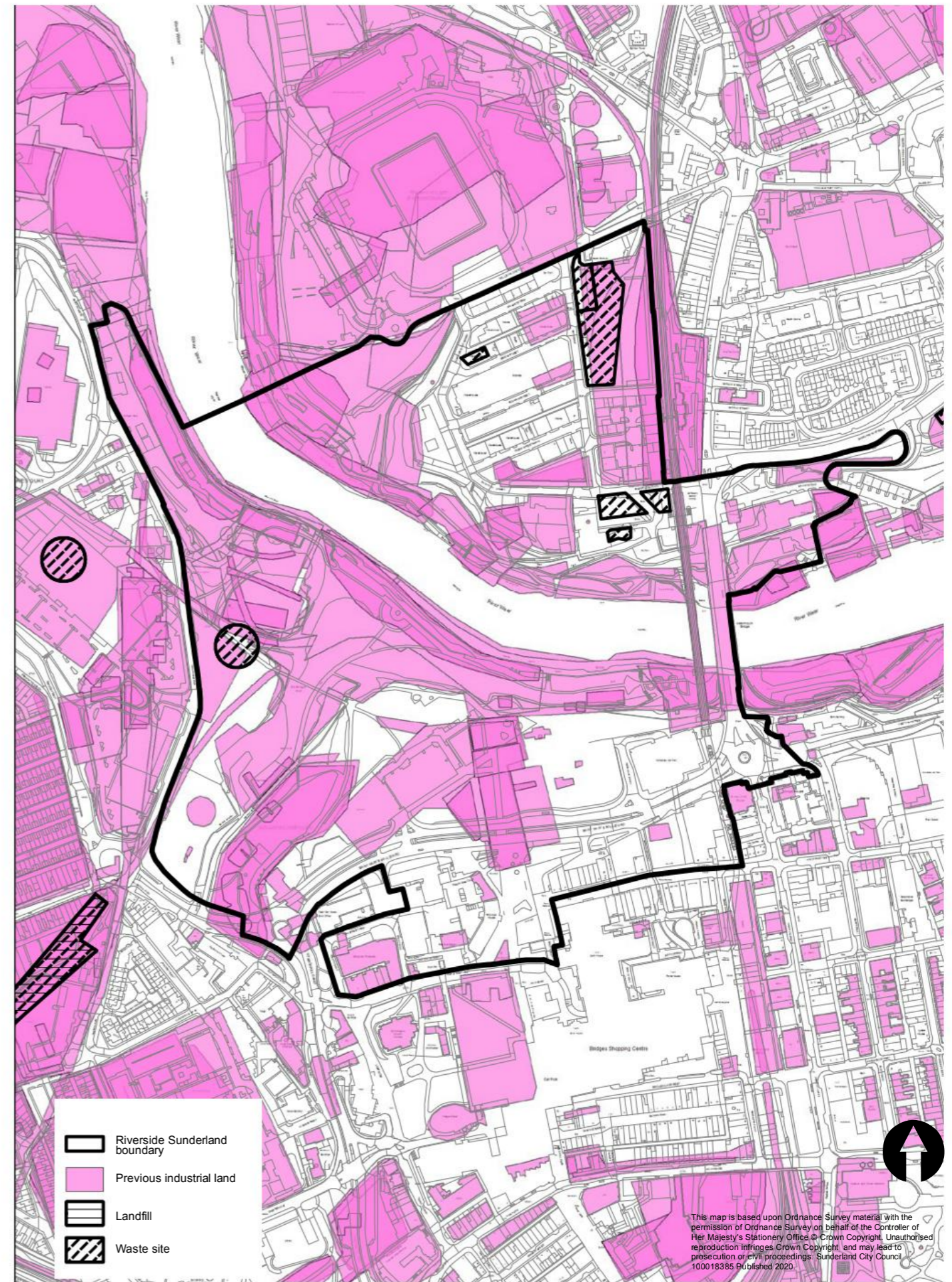


Figure 18 - Previous industrial land and waste sites





# Chapter 3: Riverside Sunderland Localities

05. Heart of the City

01. Vaux

06. Riverside Park

02. Farringdon Row  
/ Ayre's Quay

03. Sheepfolds

04. Bonnersfield

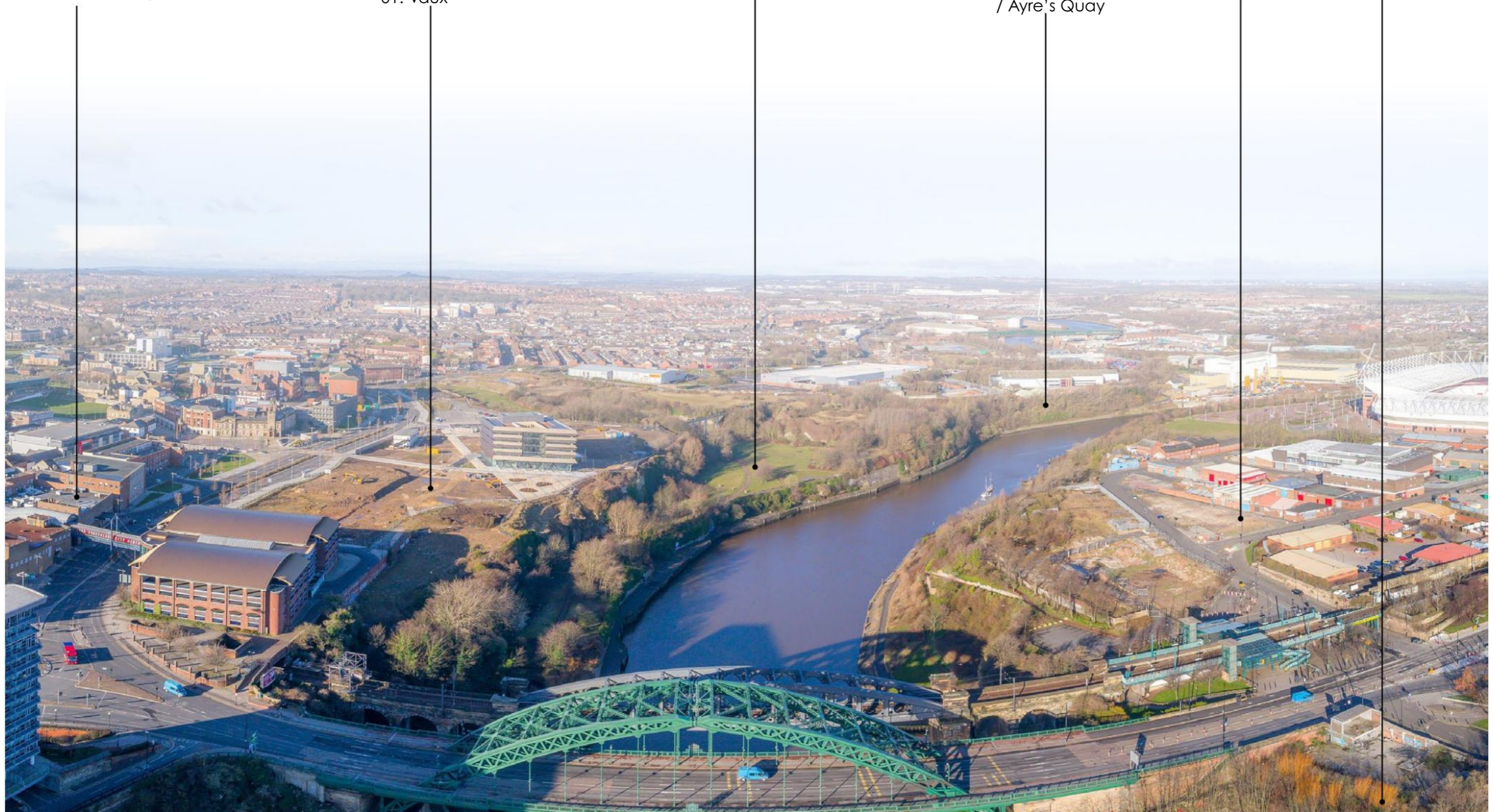


Figure 19 - Aerial view over Sunderland Riverside

### 3.1 Riverside Sunderland Localities

The SPD follows the masterplan, which divides Riverside Sunderland into six localities, with an adjoining development area in Bonnersfield. The following paragraphs describe the evolution and character of the localities. Guidance for the future development of each area is contained in Section 5.

- 01 Vaux
- 02 Farrington Row / Ayre's Quay
- 03 Sheepfolds
- 04 Bonnersfield
- 05 Heart of the City
- 06 Riverside Park

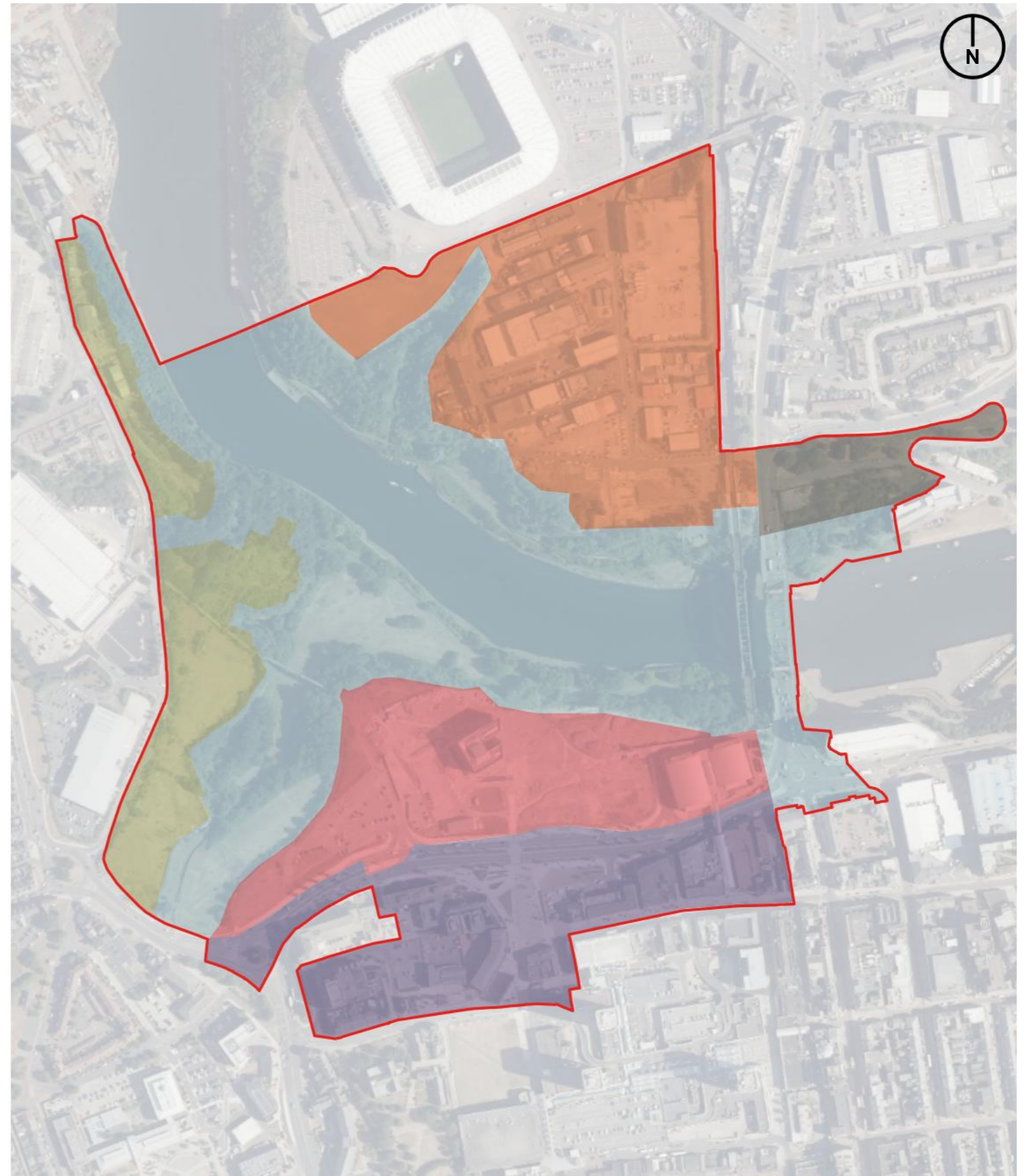


Figure 20 - Diagram showing the six subareas within the site boundary

## 3.2 Vaux

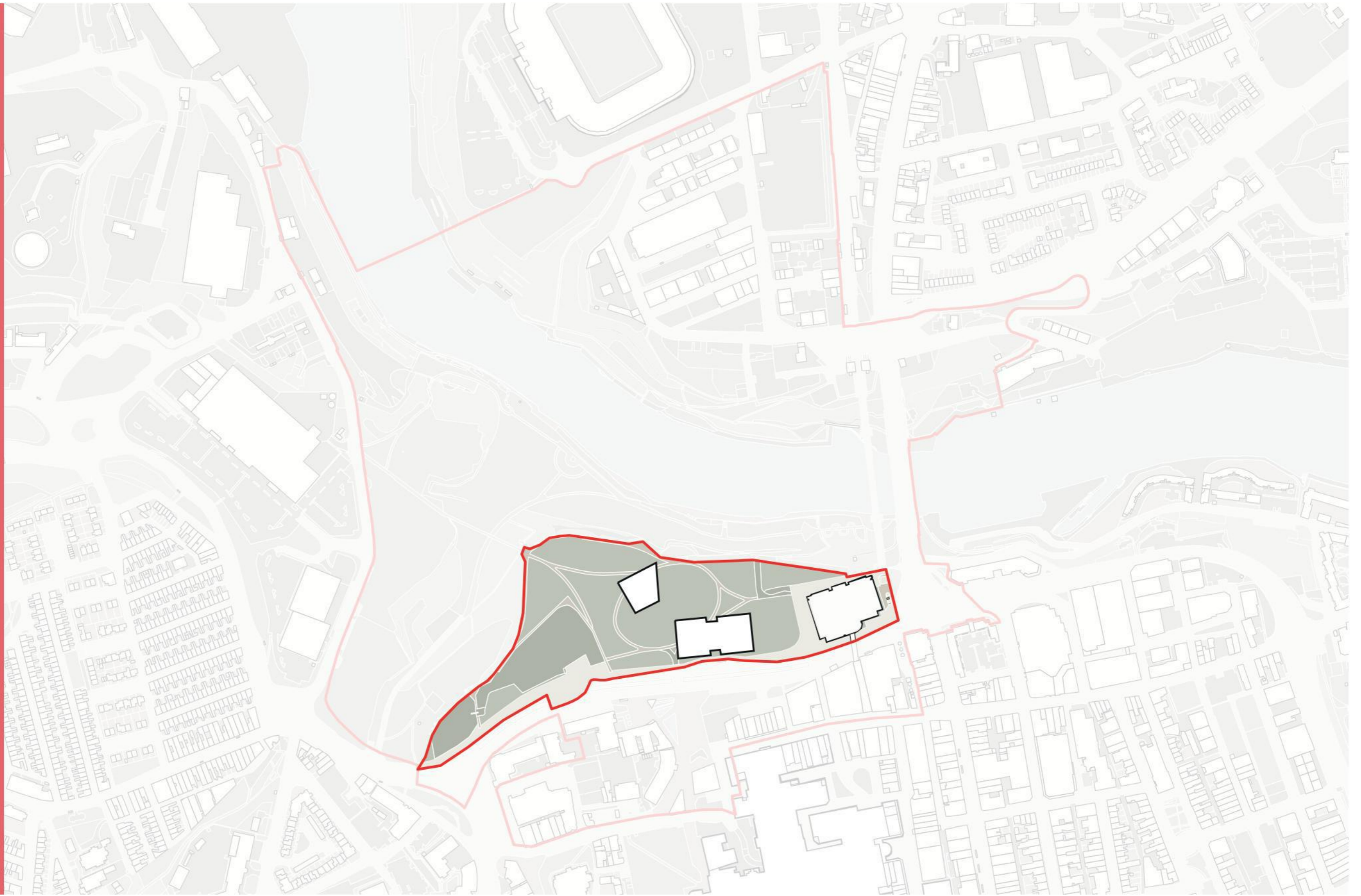


Figure 21 - Site plan for the Vaux

# Vaux

## Description

The Vaux site extends along the escarpment edge on the south side of the river, from Galley's Gill to the Wearmouth Bridge. The site takes its name from the former Vaux Brewery, but historically it was occupied by a mix of industrial, commercial and residential properties, with streets running to the cliff edge. The entire site was cleared in the 1990s: the St Mary's multi-storey car park was completed in 1993 and a dual carriageway was created – St Mary's Boulevard – which separates The Vaux site from Keel Square and the historic City Centre. A new office building, The Beam, opened in 2019 and Sunderland's new City Hall, on the north side of St Mary's Boulevard is under construction and scheduled for completion in 2021.



Figure 22 - Images of The Beam within The Vaux site

## Heritage and archaeology

The site's built heritage, including the historic street grid has been almost entirely erased. Bronze Age remains have been found at the site, which are also considered to be of industrial archaeological interest.

## Natural environment

Key features of ecological importance are:

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

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

## Views

This is a high-profile site, visible to people arriving by rail and road. Its elevated location offers extensive views of the Wearmouth Bridges, the Stadium of Light, Empire Theatre, Galley's Gill the Liebherr site, Keel Square and the skyline of the Bishopwearmouth Conservation Area.

## Infrastructure

It is a 5-10 minute walk from the Vaux site to all the amenities and facilities of the civic and commercial core of the city, including shops, cafes, public transport and cultural attractions. At present the area is almost unpopulated. There are no schools in the immediate vicinity but there are 5 primary schools within 2km. Hudson Road Primary School is the nearest primary school, being approximately 1.4km to the south east. The nearest secondary school (Thornhill) is approximately 1.3km away.

The Vaux site is an accessible location in close proximity to transport hubs at Park Lane and Sunderland Station with bus stops located on St Mary's Boulevard.

## Utilities

Services are present on the site. Most are located below ground and follow existing roads.



Figure 23 - Site Images showing The Vaux site

### 3.3 Farringdon Row / Ayre's Quay

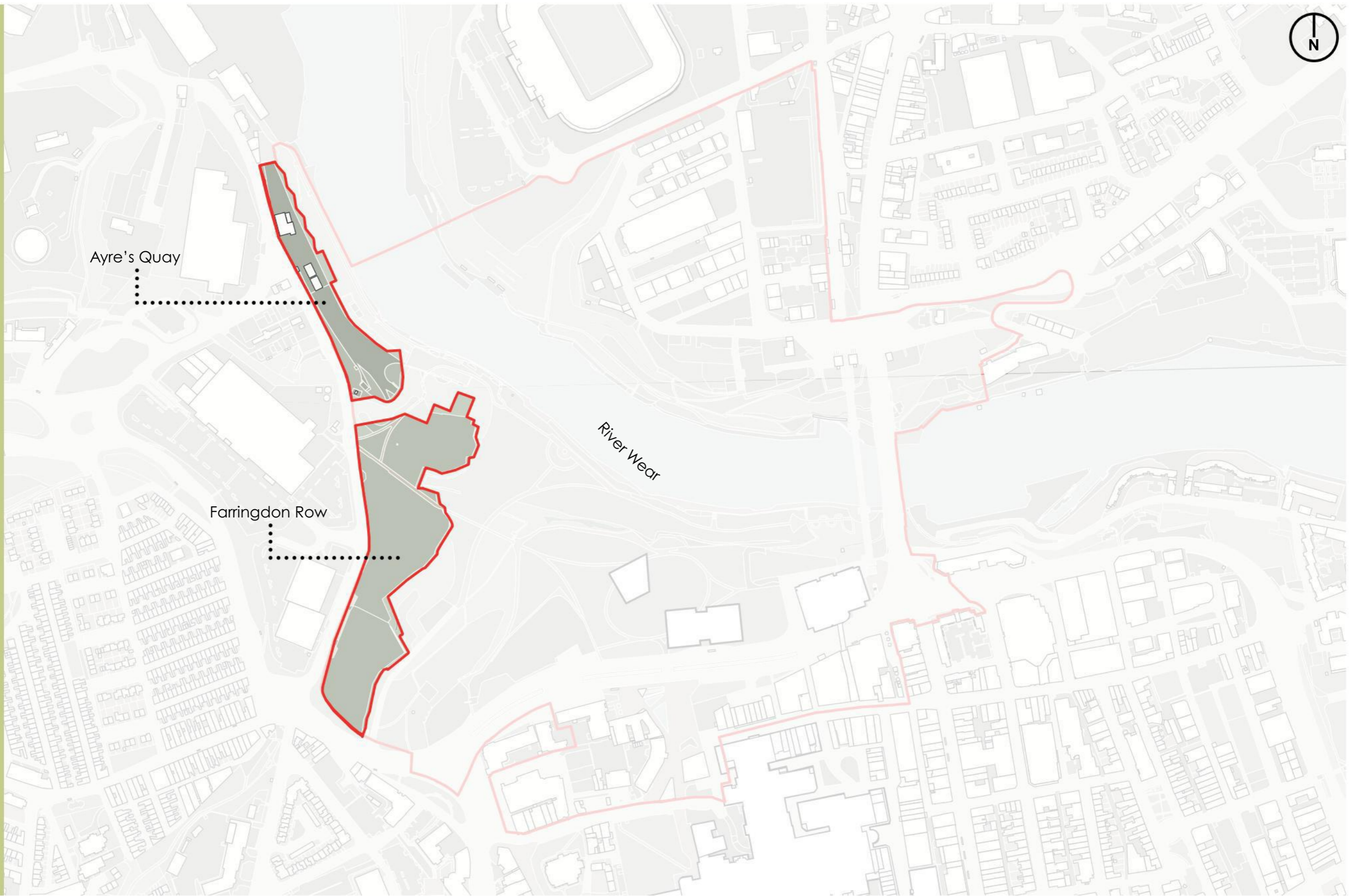


Figure 24 - Site plan for Farringdon Row and Ayre's Quay

## Farringdon Row / Ayre's Quay

### Description

The Farringdon Row / Ayre's Quay site wraps around the western edge of Galley's Gill and follows the river upstream as far as the timber yard. It is contained to the west by the street of the same name. Most of this area was occupied by the former coal-fired Sunderland Power Station, which was demolished in 1979. Other historic uses include a coal depot and a scrap yard. It is connected to The Vaux site by Galley's Gill footbridge. The area is partly cleared and areas have been remediated, but it has become overgrown. The site is bordered to the west by commercial and retail outlets and much of the southernmost part of the site, where it is bounded by the A1231, has also been cleared and levelled, with significant infrastructure improvements as part of the city-wide Sunderland Strategic Transport Corridor (SSTC) project. Whilst the area is relatively level, there is a considerable drop along its eastern side, down to Galley's Gill, and to the north down towards the river.



Figure 25 - Images of existing buildings

### Heritage and archaeology

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

### Natural environment

Key features of ecological importance are:

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

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

### Views

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



Figure 26 - Views from within the site

### Infrastructure

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

### Utilities

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

### 3.4 Sheepfolds



Figure 27 - Site plan for Sheepfolds



## Sheepfolds

### Description

This traditional industrial area stands on the north bank of the Wear, overlooking a bend in the river. It is an elevated site, bounded to the east by the railway line and to the north by the internationally recognised home of Sunderland Football Club, the Stadium of Light. In the industrial era it was dominated by the nearby Wearmouth Colliery and the site was occupied by railway sidings, a miscellany of industrial uses and housing. The site is still populated by light industry, motor trades and the modern Hay Street Industrial Units. Sheepfolds is a hidden corner of Sunderland, surrounded by roads, railways, the river and major sporting venues such as The Stadium and The Beacon of Light and the Sunderland Aquatics Centre. The area is well connected to both the immediate and the wider area by roads and footpaths and is served by St Peter's Metro station, which adjoins the site to the south east corner.



Figure 28 - Images of existing buildings on the Sheepfolds site

### Heritage and archaeology

As its name states, the Sheepfolds area was once in agricultural use, however this changed over the years with the area becoming more industrial, supporting uses such as pottery works, a timber yard, an iron founder and metal works and a scrap yard. Two important historic railway buildings survive, although both need attention. The Grade II listed former North Eastern Railways Stables in Easington Street is an extensive complex in a fine location overlooking the river. The former goods shed in Hay Street is a characterful vernacular building. Both have potential for imaginative reuse. Close to the Stadium of Light, an atmospheric cobbled wagonway connects Millennium Way to the riverside. The impressive Grade II\* listed former Monkwearmouth Station Museum is sited adjacent to the site's eastern boundary and prominent at one of the key gateways into Sheepfolds and into the wider Riverside area and City Centre.

### Natural environment

The ecological value of Sheepfolds needs further examination, but the Stables building is likely to provide habitats for hibernating and roosting bats. There is evidence of Japanese Knotweed on the edge of the Sheepfolds area which will require special control measures.

Key features of ecological importance are:

- the River Wear Strategic Wildlife Network, which includes protected and priority species such as otter, salmon, brown trout, European eel, bats and birds (in particular overwintering waders);

- the coastal European Sites, (Durham Coast Special Area of Conservation, Northumbria Coast Special Protection Area and Ramsar Site); and
- Durham Coast Site of Special Scientific Interest (SSSI) which collectively are nationally important due to their biological, geological and physiographic interest and which support nationally important numbers of wintering birds and breeding little terns.

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

### Views

Parts of the site enjoy excellent views of the Wearmouth bridges and the river valley and it has a sunny, south-facing aspect.

### Infrastructure

Road access to Sheepfolds is restricted to the north by a narrow bridge, and to the south by a low bridge. Goods vehicles access the site from Keir Hardie Way. In addition to the Metro station, bus stops are available on North Bridge Street and Keir Hardie Way. The City Centre is a short walk across the Wearmouth Bridge. National Cycle Ways link the site to Hylton Riverside and Washington to the west and St Peter's Campus and the coast to the east.

Local shops and services, including a doctor's surgery, are found in North Bridge Street and Dundas Street. There is a supermarket at the nearby Roker Retail Park. Dame Dorothy and Grange Park Primary Schools are within easy walking distance, and there is a nursery school at the Beacon of Light. The nearest secondary schools are approximately 2.5km away.

### Utilities

Existing utilities and services run along Hay Street, Stadium Way and Millennium Way.



Figure 29 - Image of the Engine Shed, and the Grade 2 listed former stables.

### 3.5 Bonnersfield

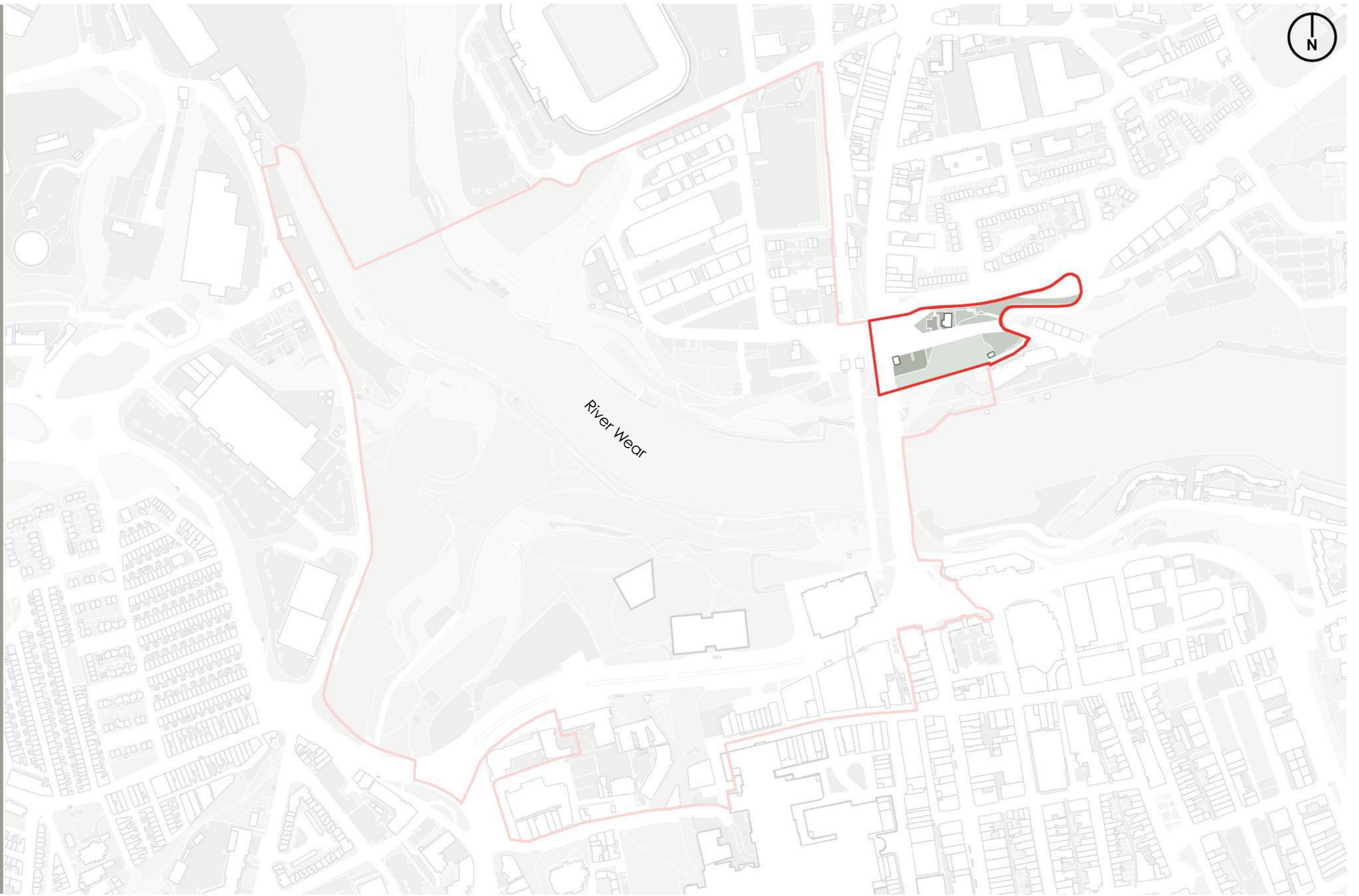


Figure 30 - Site plan for Bonnersfield

# Bonnersfield

## Description

This small but historically significant site on the north bank of the river is located below and immediately to the east of the Wearmouth Bridge. A sloping site running down towards the river, it has been predominantly disused for a number of years. A development of 64 loft style apartments was constructed to the east of the site, but phase 2 comprising further development has never progressed.

## Heritage and archaeology

The site is in an area of archaeological importance. It may have formed part of Monkwearmouth village or a monastic precinct. There are remains of industrial buildings and structures on the site which has previously housed a brewery, a timber yard, a saw mill, an iron works and a dock at different times; this heritage makes Bonnersfield an area of industrial archaeological importance.

Adjoining the site to the west is the Grade II listed Wearmouth Bridge and the Grade II\* listed Monkwearmouth Station Museum sits to the north west. Lying to the east is St Peter's Church, which is Grade I listed, the below ground remains of Monkwearmouth Monastery are also a designated Scheduled Ancient Monument.

## Natural environment

The key ecological features of the site, which is within the Magnesian Limestone Gorge are:

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

Adjacent to the site is Wearmouth Riverside Local Wildlife Site, which is recognised for significant assemblages of woodland, grassland, wetland and inter-tidal habitats and associated fauna. The site lies within a critical drainage area with a low incidence of flooding.

## Views

The site is a south-facing location overlooking the river and is highly visible when viewed from the south bank of the river.



Figure 31 - View from Bonnersfield looking through the Monkwearmouth Railway Bridge heritage asset

## Infrastructure

Vehicular access to the site is restricted by the road layout on Dame Dorothy Street lying to the north and as such can only be accessed from the east, with vehicles leaving the site restricted to westbound travel. St Peter's Metro station is nearby and bus stops are available on North Bridge Street and Keir Hardie Way. The City Centre is a short walk across Wearmouth Bridge. National Cycle Ways link the site to Hylton Riverside and Washington to the west and St Peter's Campus and the coast to the east.

Local shops and services, including a doctor's surgery, are found in North Bridge Street and Dundas Street. There is a supermarket at the nearby Roker Retail Park. Dame Dorothy and Grange Park Primary Schools are within easy walking distance, and there is a nursery school at the Beacon of Light. The nearest secondary schools are approximately 2.5km away.

## Utilities

Utilities including electricity, water and gas are available in the vicinity of the site.

### 3.6 Heart of the City

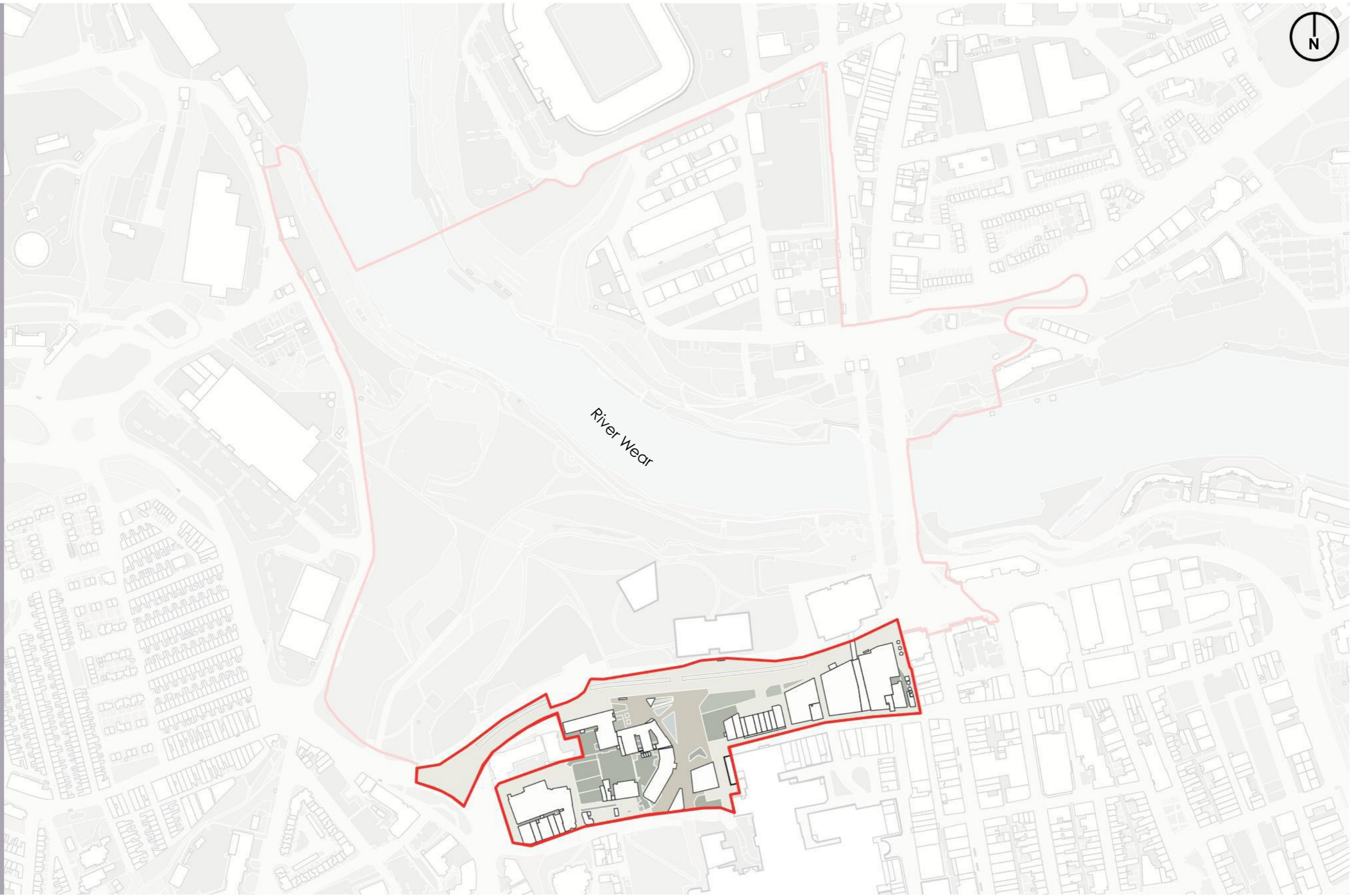


Figure 32 - Site plan for Heart of the City

# Heart of the City

## Description

This site forms the southern edge of Riverside Sunderland and overlaps with the historic City Centre; it also forms part of the Bishopwearmouth Conservation Area and shares part of its boundary with the Sunnyside Conservation Area that stretches out to the south east. It includes High Street West (between St Michael's Way and Fawcett Street), Keel Square and St Mary's Boulevard. This area is devoted to a mix of retail, leisure and culture, although gap sites and vacant properties reflect an area in transition.

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

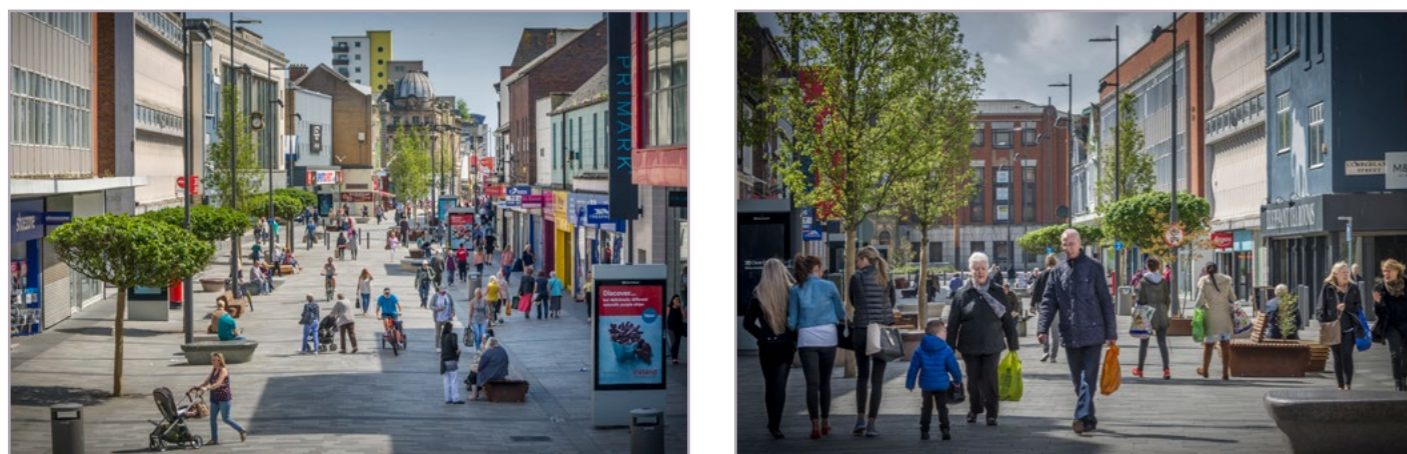


Figure 33 - Images of existing buildings on the High Street

## Heritage and archaeology

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

The west side of the site, which is within the Bishopwearmouth Conservation Area, contains a group of fine Edwardian buildings including the Magistrates' Court, the Empire Theatre and two historic pubs, the Dun Cow and the Peacock, that are of outstanding architectural quality and dominate the street scene and skyline with their striking roofscape features. This area is the focus of major heritage-led regeneration activity through the Bishopwearmouth Townscape Heritage and Cultural Quarter initiatives that are conserving and rejuvenating several key buildings for new cultural uses. The former Fire Station, for example, has been

converted into a bar/restaurant, performing arts space and heritage centre.

High Street West's junction with Fawcett Street is characterised by the impressive landmark listed building's of Mackie's Corner and the elaborate Elephant Tea Rooms in the Sunnyside Conservation Area just outside the site boundary. Both these buildings are being revitalised through restoration and adaptive re-use projects as part of the Heritage Action Zone regeneration initiative.

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

## Views

Keel Square, which has been described as the heart of the city, stands in a vital crossroads location close to the core retail area, leisure and cultural attractions. It will offer impressive views of City Hall and the central business district as development at Vaux proceeds. The planned future development of the hotel, the Culture House (referred to elsewhere as new library) and Crowtree Place (not part of Riverside Sunderland) will add vitality and purpose to the space.

## Infrastructure

This City Centre site offers access to a wide range of shops, cafes, restaurants and cultural attractions. Doctors, dentists, opticians and other healthcare services are available nearby, and there is extensive public transport provision. The nearest primary school is Hudson Road (1km), with four other schools within 2km walking distance, and there is private nursery provision in the locality; Thornhill Secondary School is approximately 1.2 km away.

## Utilities

Utilities including electricity, water, 5G and gas are available throughout the area.



Figure 34 - High Street West site images

### 3.7 Riverside Park



Figure 35 - Site plan for Riverside Park

# Riverside Park

## Description

Riverside Park will have four distinct zones: Kingsley Gardens and Galley's Gill, which run north east from Silksworth Row down to the river, and the two riverside strips (Lambton Riverside and Wearmouth Riverside) on either side of the Wear.

A park was created in Galley's Gill after the coal staites and other industrial structures had been demolished. Unfortunately, it has never been popular and it has been subjected to vandalism and anti-social behaviour. The demolition of Vaux Brewery and the construction of SSTC have left Galley's Gill isolated from the life of the city. The riverside zone, on both banks of the river was previously dominated by the Lambton Coal Drops and other industrial sites.

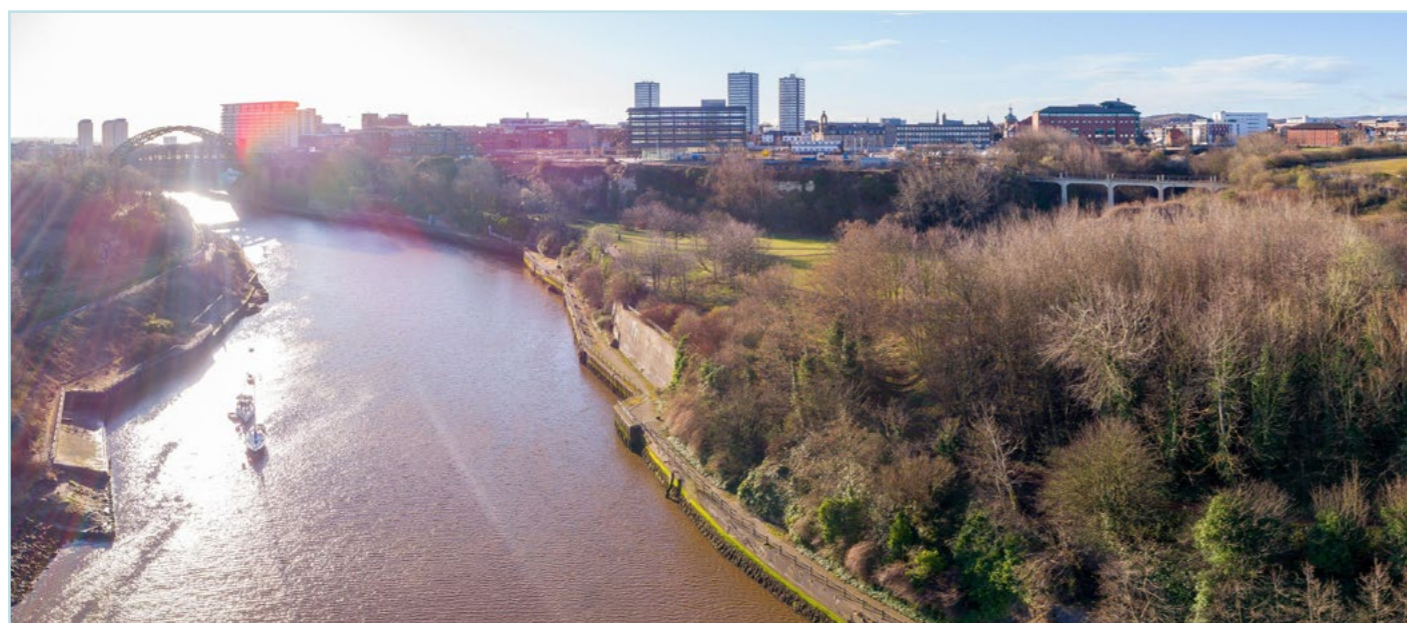


Figure 36 - Aerial image of the Riverside Park

## Heritage

Historic photographs reveal an extraordinary industrial landscape, which survived until the 1970s and 1980s. Galley's Gill was dominated by railways and, while most of the built legacy has been swept away, significant survivals include the Hetton Colliery Railway tunnels. Boundary walls and other fragments survive, and the remains of Gill Cemetery can also be seen in the upper valley of Kingsley Gardens. Historically, Galley's Gill would have provided the route for the now culverted Barnes Burn ordinary watercourse to enter the River Wear.

## Natural environment

Land on both sides of the river has been largely undisturbed. The special features of the Wearmouth Riverside LWS which spans the river include:

- broadleaf woodland;
- exposed magnesian limestone with ledges of botanical interest;
- lowland meadow grassland;
- coastal plant interest; and
- intertidal muds.

Key features of ecological importance are:

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

## Views

Galley's Gill and the riverside have suffered from decades of neglect and are not as well used as they deserve to be. But the development of Riverside Sunderland, which will generate movement, community activities and leisure visits, will unlock the site's enormous potential. There are remarkable views in all directions, and the Gill Bridge, which spans the valley, is a superb vantage point. Woodland management and the selective clearance of undergrowth will improve visibility, open up views, and create a greater sense of comfort and safety.

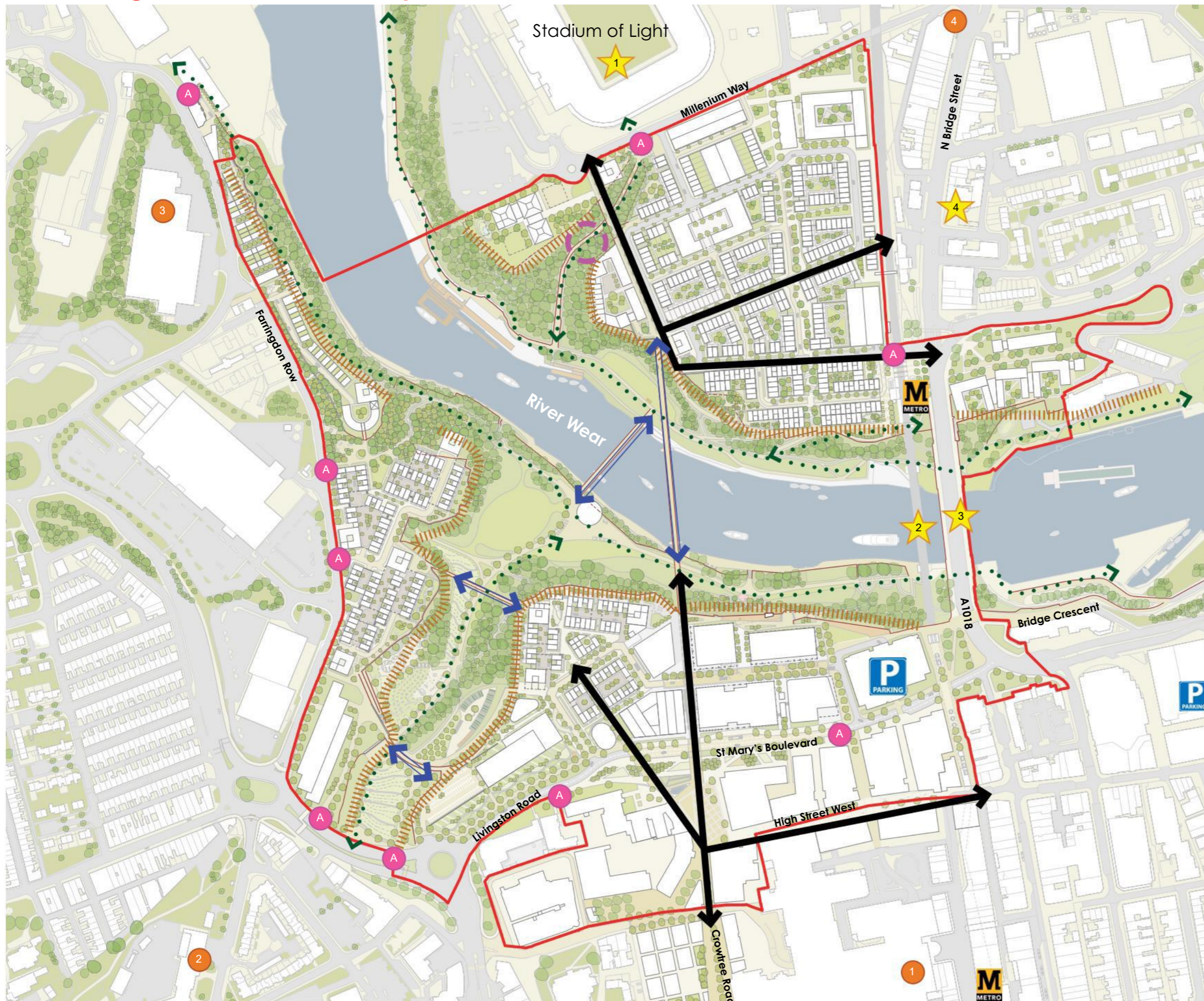
## Infrastructure

Due to its close proximity to the City Centre, the site is very accessible to transport hubs and easily reached by foot and cycle. The north bank of the park offers connection to regional, coastal and national walking and cycling networks, however the lack of a low-level bridge crossing makes it feel segregated with no direct connectivity with the south bank.



Figure 37 - View towards Monkwearmouth Railway Bridge

### 3.8 Strategic Illustrative Masterplan





- Constraints**
-  Metro station
  -  Train station
  -  Potential access
  -  Parking
  -  Potential new improved connection
  -  Development to address river and natural contours of site
  -  Strategic cycle and pedestrian movement to wider area
  -  Key pedestrian movement along River Wear and within Riverside Park
  -  Landmarks
    1. Stadium of Light
    2. Monkwearmouth Railway Bridge
    3. Wearmouth Bridge
    4. Riverlife Church
  -  Neighbouring communities
    1. City Centre
    2. Millfield
    3. Ayer's Quay
    4. Roker
  -  Improved access over cobbled path

Figure 38 - Strategic illustrative masterplan for the site





Figure 39 -CGI image for illustrative purposes only showing how Riverside Sunderland could look



# Chapter 4: Vision and Principles for Development

## 4.1 Delivering the Vision

This SPD's vision for Riverside Sunderland has been informed by the Riverside Sunderland masterplan vision document. Over the next 20 years Riverside Sunderland will transform into a successful business location, a popular place to live, and a focal point for community life.

Riverside Sunderland's new business district will rebalance the city economy by providing modern offices, workspace and studios for a range of businesses, encouraging start-up businesses and attracting inward investment to the City Centre. The creation of a new central business district spanning the Vaux and the Heart of the City will deliver a new focus of employment and economic activity, with high quality offices and commercial facilities.

Four new neighbourhoods at Vaux, Farrington Row / Ayre's Quay, Sheepfolds and Bonnersfield which connect with each other across the Wear Basin will form a new community on the river. These neighbourhoods will be highly liveable and sustainably connected communities, linked with a revitalised Riverside Park.

The design of Riverside Sunderland will reflect a commitment to great placemaking, quality design and local distinctiveness.



Figure 40 - Aerial photography of Riverside Sunderland looking south toward Vaux across the River Wear

## 4.2 Sustainable Development Principles

Each of the Riverside Sunderland localities will have a distinctive character, reflecting its purpose and the intrinsic qualities of the site. They will also contribute to the identity, functionality and connectedness of the whole site, establish a powerful sense of place, and knit Riverside Sunderland into the fabric of the wider city.

To achieve this sense of place and help achieve the Council's ambitions for carbon neutrality, **development should:**

1. be designed to optimise energy efficiency by:
  - a. siting and orientation assisting with solar gain;
  - b. utilising high quality, thermally efficient building materials;
  - c. residential and non-residential developments aiming to meet high/excellent building standards, in conjunction with the National Design Guide; and
  - d. alterations to existing buildings being designed with energy reduction in mind, incorporating renewable energy technologies if appropriate.
2. source materials locally where possible and/or consider the use of materials from renewable sources;
3. incorporate the use of green and/or blue roofs where possible;
4. incorporate recycling storage facilities for waste as integral parts of the buildings;
5. consider the use of water conserving devices and rainwater recycling;
6. treat water and sustainably discharge through wetland habitats if possible direct to the River Wear;
7. where possible, incorporate district heating infrastructure in line with the following hierarchy:
  - a. where there is an existing heat network, new development should connect into it; or
  - b. where there is no existing heat network, new development will be expected to adopt renewable technologies such as heat pumps and solar. Gas connections will only be considered appropriate as a last resort.
8. enhance the river corridor and provide positive environmental enhancement to the River Wear where possible; and
9. capitalise on the sustainable development opportunities provided by the appropriate adaptive re-use of heritage assets.



Figure 41 - Precedent image to show green infrastructure and SUDS



Figure 42 - Precedent image to show the inclusion of nature into developments



Figure 43 - Sketched image of a proposal for Sunderland Riverside

## 4.3 Layout and Built Form

The successful layout of Riverside Sunderland and the built form will create a distinctive environment that will be highly accessible to a variety of users. It will bring together the established City Centre, Keel Square and the existing retail centre.

To achieve this, **development should:**

1. adopt a legible and permeable urban form, utilising and restoring the historic street layout where possible;
2. enhance local historic character and distinctiveness, including the settings of heritage assets and key views and vistas;
3. ensure a high level of architectural design that responds to the locality;
4. ensure that residential development creates high quality urban neighbourhoods;
5. ensure that developments on the escarpment edge create a distinctive city skyline on both sides of the river;
6. provide active ground floor uses in commercial buildings where possible;
7. ensure civic and cultural buildings are accessible and democratic spaces that welcome the whole community;
8. create safe spaces through passive surveillance and appropriate lighting;
9. ensure that building heights and form respond to the sloping topography and maximise views along the river edge;
10. ensure that a satisfactory level of amenity for existing and future residents can be maintained/created when considering layouts and separation distances between residential properties;
11. promote accessibility, permeability and legibility, through ensuring that the different elements connect with each other and are easily navigable;
12. deliver high quality public realm;
13. utilise formal tree planting to soften landscape and create legible markers along key routes;
14. incorporate Sustainable Urban Drainage systems (SuDS) as integral features to the green infrastructure and street layout. SuDS should act as positive features to the development and help to reduce flood risk;
15. ensure surface water run-off levels are in accordance with council standards; and
16. integrate with adjacent land uses.



Figure 44 - Example of active frontage



Figure 45 - Riverside public realm precedent image



Figure 46 - Precedent image to show a safe and accessible public space



Figure 47 - Illustrative sketch of the Riverside developments



Figure 48 - Virtual visualisation of the riverside walkway

## 4.4 Pedestrian and Cycle Movement

Safe and efficient movement of pedestrians and cyclists will be a priority throughout Riverside Sunderland. St Mary's Boulevard, the busy dual-carriageway that currently divides the new central business district, will be reduced in capacity to give greater prioritisation to pedestrians. Movement through and around Riverside Sunderland will be promoted by the construction of a high-level bridge between Vaux and Sheepfolds, complemented by a low-level crossing to connect the north and south banks of Riverside Park. These infrastructure investments will help to reduce the number of people travelling to, and through, Riverside Sunderland by car which will improve air quality and road safety and encourage more people to walk and cycle.

Development should respond to these changes, which are crucial to our carbon neutral aspirations, by bringing forward proposals that will reduce car dependency, or encourage drivers to switch to electric vehicles.

### Development should:

1. create safe and attractive environments for walking and cycling and enhance footpaths and cycle routes;
2. support car-free environments wherever feasible, minimising vehicular movement and supporting safe and clean air environments;
3. design safe cycle routes into all new and existing roads (wherever practical), that will carry vehicle traffic;
4. connect Riverside Sunderland via pedestrian and cycle links to the City Centre and Sunderland Station, Metro stations and the Park Lane Interchange and improve connections;
5. create facilities for cycle parking and storage;
6. sensitively design areas of parking, servicing and refuse collection into development proposals. Whenever possible, these areas should be designed to limit interaction between pedestrian and vehicular movements. In instances of conflict between these uses, pedestrian movement should be given priority;
7. limit the amount of residents' parking and, where appropriate, incorporate opportunities for car share/hire; and
8. encourage the provision of electric vehicle charging facilities.



Figure 49 - Image to show a pedestrian focused residential area

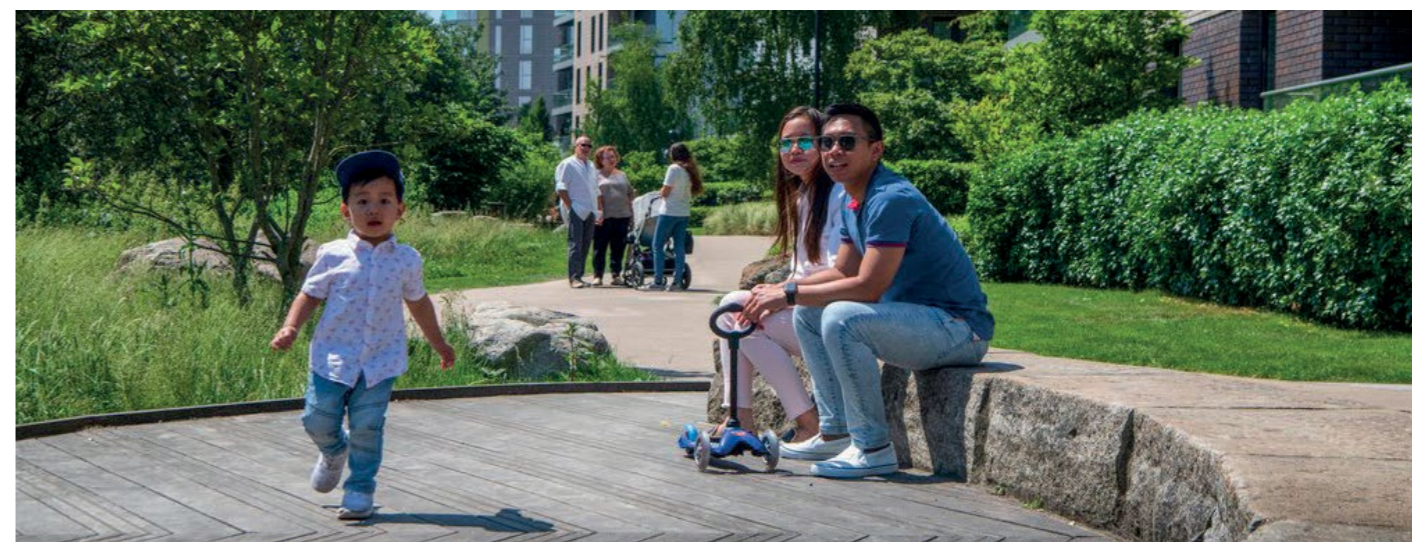


Figure 50 - Using green infrastructure and prioritising pedestrians

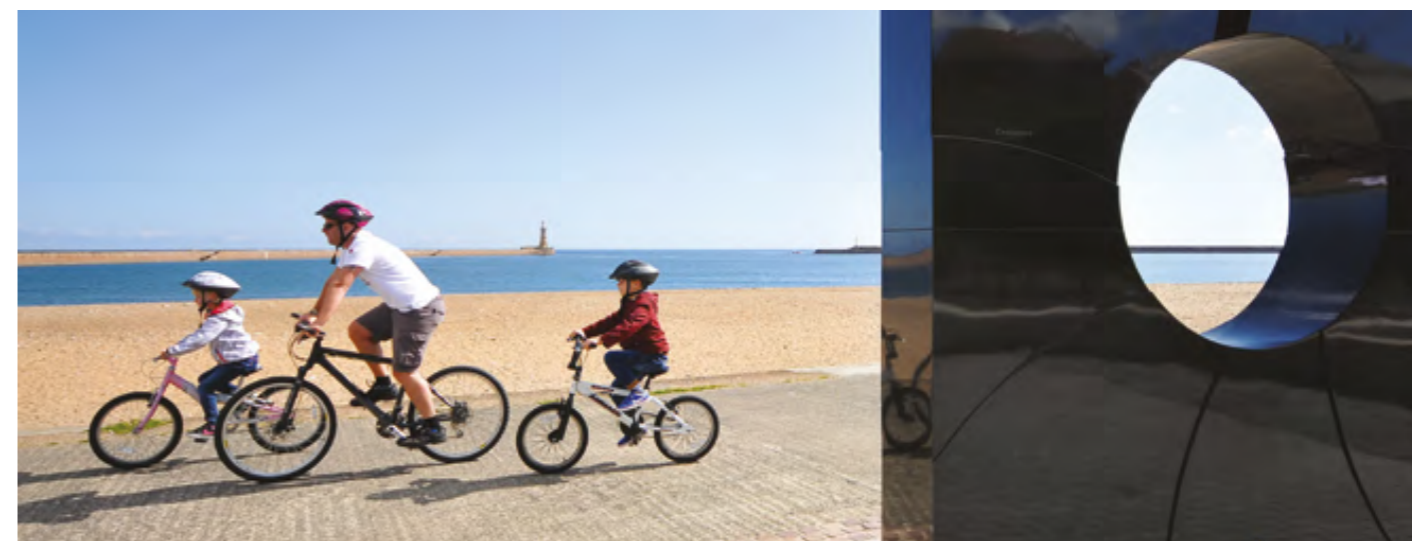


Figure 51 - Cyclists using the routes at Sunderland Riverside

## 4.5 Natural Environment and Biodiversity

Large parts of Riverside Sunderland have been inactive for 40-50 years. Especially on the riverside and in Galley's Gill these forgotten places have naturalised and in some cases, become rich and varied wildlife habitats. The regeneration of the area will bring many benefits but it will be important to ensure that the ecological value and biodiversity of the area is preserved. Our aim is to achieve biodiversity net gain, where appropriate, by creating and managing a network of green spaces and corridors and ensuring the continuing improvement of river water quality.

### Development should:

1. contribute to the creation of a network of green spaces which link Riverside Sunderland;
2. prepare management and enhancement plans for priority habitats;
3. design SuDS schemes to provide landscape and wildlife benefits;
4. limit, as much as possible, the impact on woodland and scrub habitats;
5. assess recreational and other impacts on European Sites through the provision of a report to inform a Habitats Regulations Assessment;
6. assess impacts on the Durham Coast SSSI and Fulwell and Carley Hill Quarries SSSI;
7. assess impact on Local Wildlife and Geological Sites;
8. secure, deliver and maintain biodiversity net gains where appropriate;
9. assess and address potential impacts on priority and protected species such as bats, hedgehog and invertebrates;
10. address non-native and invasive species where present;
11. incorporate measures as far as possible to limit the potential impact of light, noise and other disturbance factors on sensitive species and habitats;
12. use native trees and shrubs in landscaping schemes;
13. protect the river corridor and species that utilise it such as otter, birds, marine mammals, and estuarine and migratory fish (this includes disturbance such as light, noise and vibration);
14. reduce the number of outfalls that contribute to mudflat (a priority habitat) erosion;
15. where possible, improve riparian zones; and
16. be located outside of the flood plain.

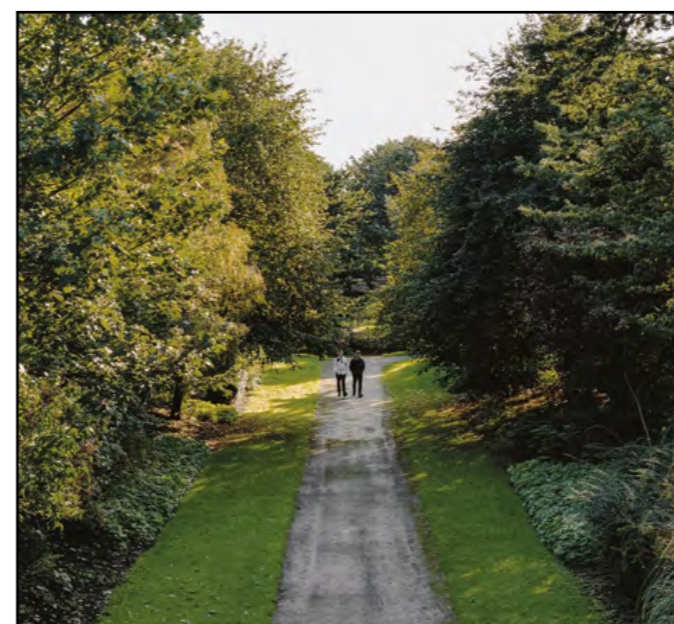
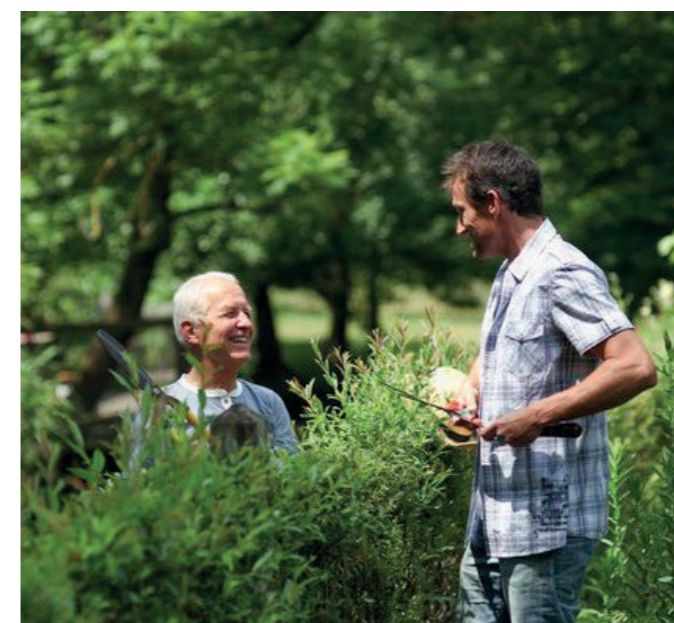


Figure 52 - Photomontage to show a range of green spaces



## 4.6 Historic Environment and Cultural Heritage

The cultural heritage of Riverside Sunderland is extraordinarily rich and contains (and is within the settings of) an extensive and diverse range of heritage assets, including historic buildings, areas, spaces and archaeological sites. It is important that development conserves and enhances these historic assets and their settings.

Although it has a long history, Sunderland rose to prominence as an industrial town and the legacy of that era still shapes the city. Sunderland is proud of its history and it is appropriate that it should be acknowledged and celebrated in Riverside Sunderland. Development should respect the unique heritage of Riverside Sunderland and use it to enrich the experience of a new generation of residents and visitors.

### Development should:

1. conserve and enhance the historic environment of Riverside Sunderland, its historic buildings, structures, areas, spaces and archaeology;
2. respect and enhance the settings of heritage assets, including the Bishopwearmouth and Sunnyside Conservation Areas and views to and from key listed buildings such as the Wearmouth Bridges;
3. make a positive contribution to local historic character and distinctiveness, incorporating heritage assets and respecting and taking inspiration from high quality historic developments in the layout and design of new streets and buildings;
4. identify, protect where possible, record and interpret the industrial archaeology of the area;
5. utilise the regeneration potential of heritage assets, repurposing at risk or vacant historic buildings for restoration and sensitive adaptive re-use;
6. capitalise on and support the wider economic, environmental, cultural and social benefits flowing from the regeneration activities of the Bishopwearmouth Townscape Heritage, Heritage Action Zone and other heritage-led regeneration projects; and
7. be undertaken in accordance with Riverside Sunderland Heritage Impact Assessment.

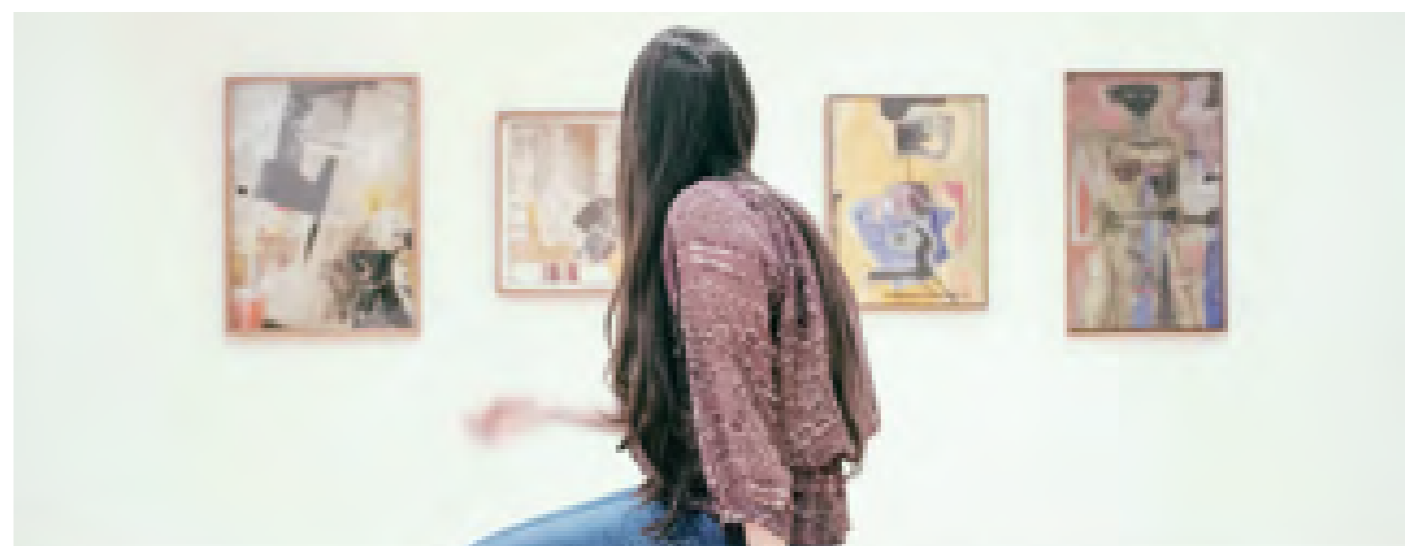


Figure 53 - Images to show the cultural heritage within the Riverside Sunderland site



# Chapter 5: Site Specific Design Guidance

The Vaux is a development where people work, live and spend time

# Vaux

The Vaux site immediately adjoins the commercial heart of the city centre (Keel Square, The Bridges shopping centre and High Street West). The connection between these areas has been severed by the construction of St Mary's Boulevard. The Vaux site will accommodate the first new residential development in Riverside Sunderland – a high-density scheme of approximately 200 homes, with community gardens extending down into Galley's Gill alongside the city's new central business district, with a cluster of modern office buildings arranged around City Hall and a new high level bridge which will connect the central business district to Sheepfolds and the Stadium of Light.

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

Indicative Height Parameters and Densities	Density Minimum of 40 dph, Indicative height parameters 2-8 storeys.
Access Movement and Parking	Direct pedestrian links should provide maximum movement through the site, into the city centre and the riverside.
	Improved pedestrian priority across to St Mary's Boulevard.  The parking arrangements should be appropriate and add to the overall quality and character of the development.



Figure 54 - Illustrative layout for the Vaux site with red line to show boundary between Vaux East and Vaux West

Vaux: Indicative Height Parameters Approx 2 -8 storeys



Figure 55 - Massing of the Vaux site for illustrative purposes

Vaux: Indicative Height Parameters Approx 2 - 8 storeys



Figure 56 - Massing of the Vaux site for illustrative purposes

A riverside residential community

## **5.2 Farringdon Row / Ayre's Quay**



## Farringdon Row / Ayre's Quay

Lying to the western most part of Riverside Sunderland is Farringdon Row / Ayre's Quay, connected to The Vaux via a pedestrian footbridge, this narrow site slopes gradually down towards the river, merging with Riverside Park and extending to the west along the river front. It is anticipated that this will be developed in three parcels: the south end of the site, adjoining the SSTC, will consist of parking facilities and a circular walkway associated with Riverside Sunderland and the wider City Centre; a cluster of approximately 160 houses and flats will look across Galley's Gill to Vaux; Ayre's Quay to the north of the site will be another residential community of approximately 80 dwellings.

Use Class	Design Element	Principle
<b>Required uses</b>  Dwellings (approx. 240) (Use Class C3)  <b>Acceptable Uses</b>  Business uses- small scale as part of live work units/workspace pods - (Use Class E-Commercial, business and service uses)	Layout and Open Space	Existing cliff top edge to be retained and enhanced to provide attractive and varied pedestrian footpaths, linking into the site and the wider area.
		Consideration to be given to the need to retain the historic tunnels running across the northern part of the site, both in terms of ground conditions (building layout) and potential heritage value.
		Entrances to dwelling blocks should be from both sides to activate the street.
		Retain the buffer of woodland and riparian habitat from the river through woodland retention and management to improve this riparian interface where possible.
		Consideration to be given to the existing adjoining employment uses.
	Built Form	Incorporate live work frontages where possible.
		Residential development should create stepping streets to maximise river views.
		Streets should become shared space / gardens where possible, with community spaces and bike storage.
		Dwellings to be orientated east-west where possible, to maximise daylight and wide river views.
	Indicative Height Parameters and Densities	2 - 6 storeys for residential 4 - 8 storeys for commercial
	Access Movement and Parking	Upgrading/improvements to the existing pedestrian bridge from Farringdon Row to the Vaux site.
		Parking to support Riverside Sunderland and the wider City Centre.
Improve connection from south end of Farringdon Row / Ayre's Quay into Millfield, crossing Trimdon Street and following Hetton Colliery Railway.		



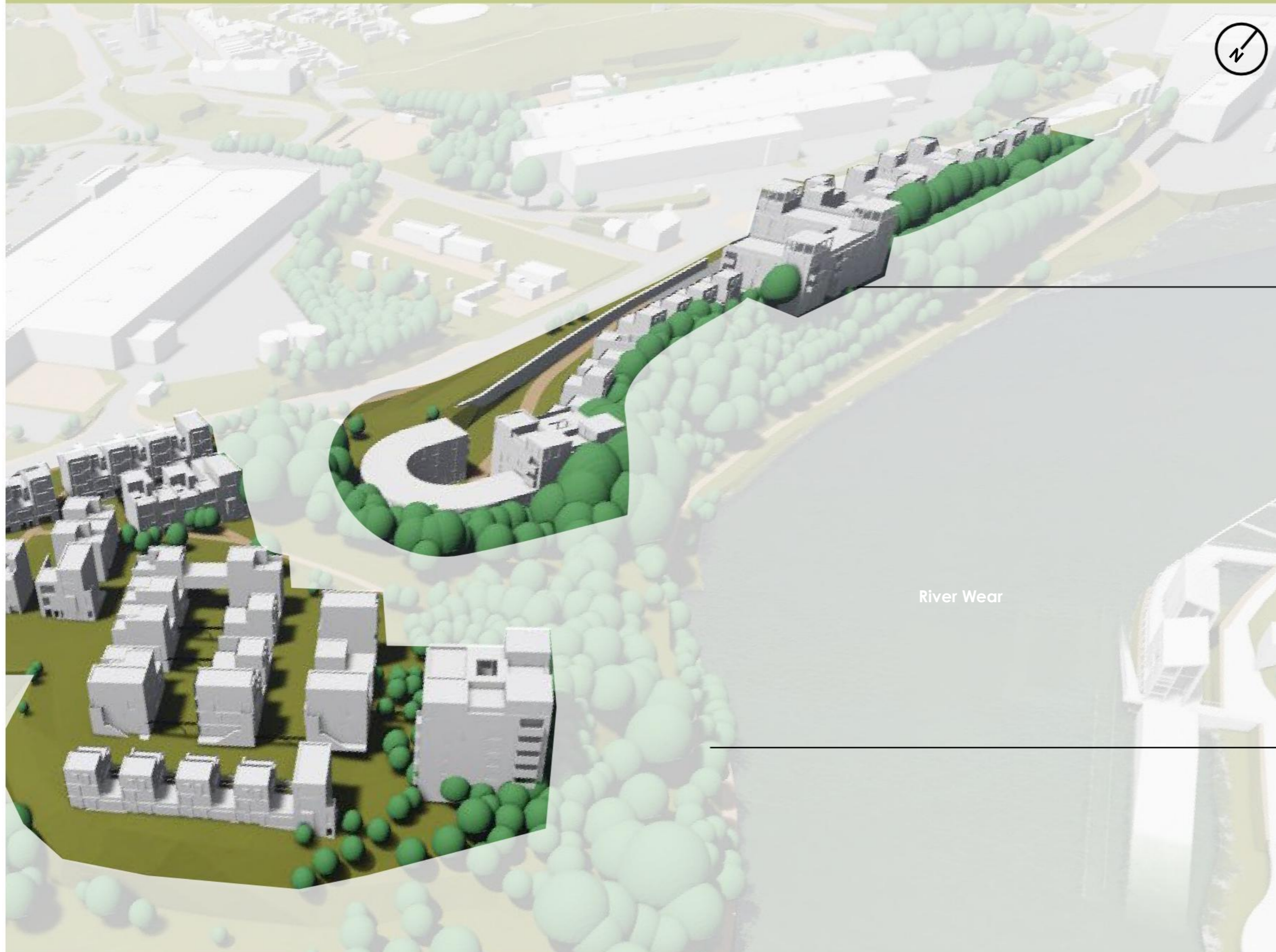
Figure 57 - Illustrative layout for Farringdon Row and Ayre's Quay sites

Farringdon Row / Ayre's Quay: Indicative Height Parameters 2 - 6 storeys (residential) 4 - 8 storeys (commercial)



Figure 58 - Massing of Farringdon Row / Ayre's Quay for illustrative purposes

Farringdon Row / Ayre's Quay: Indicative Height Parameters 2 - 6 storeys (residential) 4 - 8 storeys (commercial)



Linear development addressing the river and reinforces the escarpment edge

River Wear

Strong landscape treatment and improved pedestrian links along the River Wear

Figure 59 - Massing of Farringdon Row / Ayre's Quay for illustrative purposes

The largest residential community with  
commercial uses

## 5.3 Sheepfolds

## Sheepfolds

Approximately 450 new homes will be built in phases on the south-facing Sheepfolds site. The new high-level bridge will land in Easington Street, close to the listed North Eastern Railway Stables, which presents an opportunity for creative re-use and establishing a high quality pedestrian dominated thoroughfare to the Stadium of Light. The 19th century street layout survives and will be maintained. The eastern boundary of the site, next to the railway, is suitable for light industry and a higher density residential. A mixed-use buffer zone is needed to insulate homes and protect the operations of the Stadium of Light.

Use Class	Design Element	Principle
<b>Required Uses</b>  Dwellings (approx. 450) (Use Class C3)  <b>Acceptable Uses</b>  Shops (small scale to meet the day-to-day needs of residents and workers)  Restaurants and cafés (small scale ancillary)  Business uses (Use Class E - Commercial, business and service uses)  Drinking establishments (small scale ancillary) - (Use Class Sui generis)  Hotels (Use Class C1)  Student accommodation (purpose built)  School/non-residential education and training centre – (Use Class F1)  Community meeting room/hall (small scale) – (Use Class F2)	Layout and Open Space	Business uses should be located to the north and east of the site to provide a buffer between residential and the Stadium of Light activities to the north and railway to the east, whilst ensuring development will not affect the operations of the Stadium of Light or constrain any future expansion plans.
		Purpose built student accommodation should be located to the east of the site.
		Improved links to the River Wear and the encouragement of a network of productive green open spaces.
		The layout of residential development should respect the existing grid pattern of development.
		A strong gateway is required at the northern landing point of the new river crossing, providing an active entrance into the site.
		Informal children's play space to be incorporated into the layout.
		Leisure and commercial space to front the Stadium of Light.
		Hotel and events space to the west of the site. Education uses towards the north west.
		Any retail element to the scheme should be small scale and located to northern/eastern boundary of the site.
		The former NER railway stable block listed group will be conserved and sensitively developed to create a destination of character and sense of place for the area.
Community meeting room/hall (small scale) – (Use Class F2)	Built Form	Residential development should respond to the landscape context and take advantage of the river edge location.

		Higher density developments should be located close to St Peter's Metro station.
		Ensure the settings of the listed NER stables, Monkwearmouth Station Museum, Monkwearmouth Railway Bridge and Wearmouth Bridge are enhanced.
		Courtyard dwellings to increase number of homes with a view.
		Layout of developments will need to take into consideration the high level of footfall created from events within Stadium Park.
	Indicative Height Parameters	2 - 6 storeys
	Access Movement and Parking	Ensure the physical and functional connections between Sheepfolds, Stadium Park and the surrounding areas are delivered and enhanced through the development of improved pedestrian routes in Sheepfolds and improved crossing points across Keir Hardie Way and North Bridge Street.
		Ensure safe and easy access with priority given to pedestrian movement.
		The development should enhance and promote access to and along the riverside.
		Create new pedestrian/cycle connections to the east.
		The creation of safe and direct routes to St. Peter's Metro station and the bus stops on North Bridge Street.
		Parking to support the Sheepfolds area.
		Integrate the historic cobbled gangway into the development through the upgrading of the route and linking it to the development.
		Establish a major pedestrian boulevard/shared surface street linking the Stadium of Light with St Peter's Metro.

Figure 58 - Illustrative layout for Sheepfolds site

## Sheepfolds: Indicative Height Parameters 2 - 6 storeys



Figure 60 - Massing of Sheepfold for illustrative purposes

# Sheepfolds: Indicative Height Parameters 2 - 6 storeys

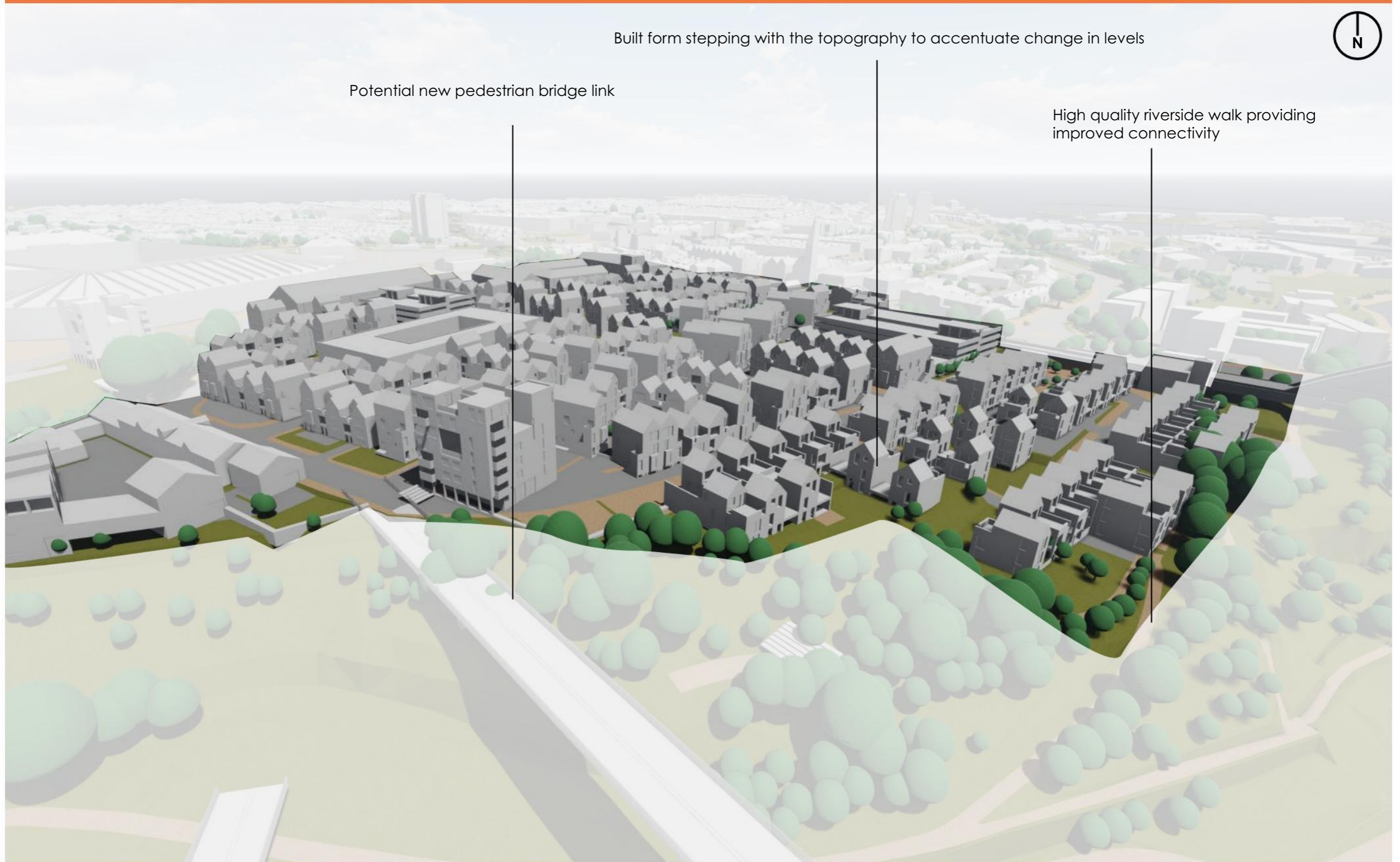


Figure 61 - Massing of Sheepfold for illustrative purposes

A prominent gateway with views of the  
River Wear

## **5.4 Bonnersfield**



## Bonnarsfield

This small site extends east of the Wearmouth Bridge and slopes down towards the river, with impressive eastward views towards the sea.

Use Class	Design Element	Principle
<b>Required uses</b> Dwellings (up to 200) (Use Class C3)	Built Form	Development should present an active frontage to the riverside.
		A high standard of contemporary design that is informed by the best qualities of the topography and built form.
Ensure the settings of Monkwearmouth Station Museum, Monkwearmouth Railway Bridge, the Wearmouth Bridge and Grade I listed St Peter's Church are enhanced.		
<b>Acceptable Uses</b> Restaurants and cafés (small scale ancillary) - (Use Class E-Commercial, business and service uses)	Indicative Height Parameters	2 - 6 storeys.
Drinking establishments (small scale ancillary) - (Use Class Sui generis)	Access Movement and Parking	Direct pedestrian and cycle access to riverside, St. Peter's Metro station and wider facilities and services.
		Undercroft parking.



Figure 62 - Illustrative site layout for Bonnersfield

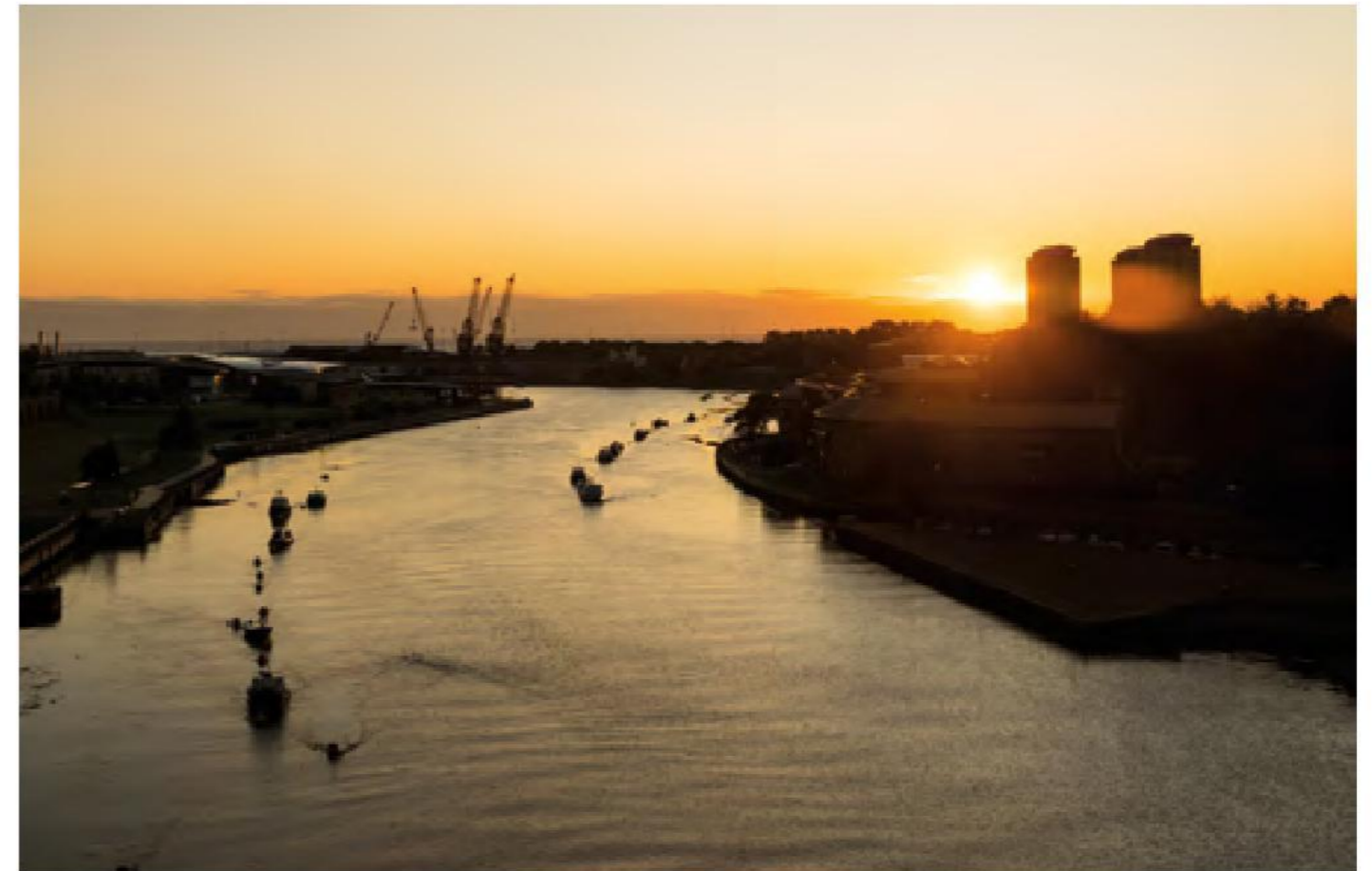


Figure 63 - Illustrative visualisation for Bonnersfield

Bonnersfield: Indicative Height Parameters 2 - 6 storeys



River Wear

Figure 64 - Massing of Bonnersfield for illustrative purposes

# Bonnarsfield: Indicative Height Parameters 2 - 6 storeys



High quality pedestrian movement along riverside improved connectivity

Orientation of blocks to maximise views and solar gain

Figure 65 - Massing of Bonnersfield for illustrative purposes

Reactivating the historic high street

## **5.5 Heart of the City**

## Heart of the City

This part of Riverside Sunderland extends south into the historic heart of the city. It centres on Keel Square, where planning permission has been granted for an 80-bed, 4-star hotel. It extends west to include the Auditorium (opens late 2021), the Dun Cow and the Empire Theatre. Major changes are planned on the north side of High Street West between Keel Square and Fawcett Street. This area will be incorporated into the central business district. Four sites for offices and mixed-use development have been identified as being an opportunity to establish active street frontages. The western and eastern site boundaries are defined by the “lost lanes” which should be restored and revitalised.

Use Class	Design Element	Principle
<b>Acceptable Uses</b>  Shops, Restaurants and cafés, (offices first floor and above) - (Use Class E- Commercial, business and service uses)  Drinking establishments (small scale ancillary) - (Use Class Sui generis)  Dwellings (first floor and above) - (Use Class C3)  Hotel - (Use Class C1)  Public Library - (Use Class F1)  Community meeting room / hall (small scale) - (Use Class F2)	Layout and Open Space	Join together High Street West and the retail core with Bishopwearmouth to the west and wider Riverside Sunderland.
		Development should enhance and integrate with Keel Square.
	Built Form	Retrofitting existing buildings.
		Ground floor commercial use with offices/residential above.
		Heights of buildings relative to the scale of surrounding buildings.
	Indicative Height Parameters and Densities	Enhance settings of Bishopwearmouth and Sunnyside Conservation Areas and key listed buildings in the High Street Environs.
		4 - 8 storeys.
	Access Movement and Parking	Enhance existing pedestrian routes.
		Parking will not be provided within the Heart of the City.
		Servicing should not visually impact High Street West or St Marys' Boulevard.
Ensure direct links with wider City Centre and Riverside Sunderland.		



Figure 66 - Illustrative site layout for Heart of the City



Figure 67 - The Engine Room at The Fire Station

# Heart of the City: Indicative Height Parameters 4 - 8 storeys



Figure 68 - Massing of Heart of the City for illustrative purposes

# Heart of the City: Indicative Height Parameters 4 - 8 storeys



Figure 69 - Massing of Heart of the City for illustrative purposes

The centrepiece of Riverside Sunderland

## **5.6 Riverside Park**



## Riverside Park

Development in Riverside Sunderland will be confined largely to the high-level plateau sites overlooking the River Wear. The plateau is more than 30 metres above the river level in places. Galley's Gill occupies an intermediate level, with open sloping ground 10-20 metres above the river. The area is in a state of disrepair and requires works to repair paths, install lighting, improve signage and restore the landscape. The restored Riverside Park will be an invaluable resource for the Riverside Sunderland community and a recreational asset for people who work nearby and local visitors. It will continue to be an open space and an important wildlife habitat.

### Riverside Park will create an attractive, high quality leisure and recreation facility, by:

- integrating formal and informal children's play space into the layout;
- high and lower level bridge connections to provide connectivity to wider walking and cycling networks;
- creating biodiversity net gain, where appropriate, offsetting the quantum of surrounding development;
- managing the areas of surface water flood risk;
- developing a Park Plaza, which incorporates a community hall, café, public toilets, management and security space;
- integrating urban agriculture into the layout;
- providing a dedicated events space;
- conserving and enhancing areas of biodiversity interest;
- creating a distinctive landscape using high quality materials, features and public art;
- retaining and developing existing heritage features;
- incorporating landscaped SuDS into the layout of the park which maximise useable space and enhance biodiversity where appropriate;
- incorporating formal and informal areas of open space;
- improving pedestrian and cycle networks throughout the park and opening up the River Wear corridor;
- enhancing the riverscape;
- enhancing and protecting the attractive views to Wearmouth Bridge;
- utilising the river for waterside recreation;
- ensuring central, direct pedestrian access to the northern section of the park and wider leisure and recreation networks; and
- protecting access to fishing along the River Wear.



Figure 70 - Illustrative site layout for Riverside Park



Figure 71 - Illustrative cross section showing a new potential connection from Riverside Park



Figure 72 - Massing of Riverside Park for illustrative purposes

# Riverside Park



Figure 73 - Massing of Riverside Park for illustrative purposes



# Chapter 6: Planning Application Requirements

## 6.1 Planning Application Requirements

Planning applications which come forward pursuant to this SPD are to be accompanied by documentation which fully assesses the implications of proposed development upon the physical and natural environment. Developers should consider Sunderland's Validation Checklist when preparing planning applications and are encouraged to engage in pre-application discussions with the Local Planning Authority (LPA) to resolve any issues prior to submission.

In addition to the requirements set out within Sunderland's Validation Checklist, planning applications should also be accompanied by:

- a Design and Access Statement;
- a Transportation Assessment and Travel Plan;
- a Sustainability Statement including a Carbon Impact Assessment;
- a Consultation Statement;
- a Noise Assessment;
- a Health Impact Assessment for schemes over 100 dwellings or more, student schemes of 100 bed spaces or more, or any other large-scale development which has the potential to have a significant impact on health;
- details of mitigation measures to satisfy Habitats Regulations Assessment (HRA) requirements; and
- details of [non-HRA] ecological mitigation measures and how development will ensure a sustainable net gain in biodiversity, where appropriate.

### Design and Access Statement

Design excellence is of fundamental importance to the Council's aspirations for Riverside Sunderland. In accordance with government guidance, a Design and Access Statement is required to accompany most new planning applications. The purpose of Design and Access Statements is to describe and illustrate the design thinking behind a proposal and to explain how the proposed design solution has been informed by the key principles of good design. Design and Access Statements should set out the way in which a development will contribute towards meeting the requirements of current policy and guidance, including this SPD. Further advice can be provided by the Council on request or through pre-application discussions.

### 3D Testing

It is recommended that proposals within the Riverside Sunderland area should use the Virtual Sunderland Model at pre-app stage for testing. It is considered this approach will help to gain a greater understanding of how the scheme sits in the wider context and likely impact on important views.

The Virtual Sunderland project supports the assessment of planning proposals within a 3D virtual model of the city. The project provides clients with 3D city data of their site and surrounding context to support their own internal assessment and design development, and access to the larger virtual city model via physical or virtual workshops to support the assessment of the proposal and the generation and capture of desired views. To engage

with Virtual Sunderland, please email [bne.vng@northumbria.ac.uk](mailto:bne.vng@northumbria.ac.uk) for further details around cost, timeframes and process.

### Transport Assessment and Travel Plan

Riverside Sunderland will be a carbon-neutral development and the Council expects that proposals will encourage the use of sustainable and active modes of travel and reduce the number of journeys by private vehicle. A Transport Assessment should accompany planning applications for development proposals at Riverside Sunderland. This assessment should demonstrate:

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

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

### Masterplans

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

### Sustainability Statement

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

### Consultation Statement

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

## Noise Assessment

A noise impact assessment will be required for proposals which introduce a noise source (including vibration) which may cause loss of amenity or introduce a noise sensitive development in a noisy environment. Noise sensitive developments include residential proposals, medical facilities, schools/colleges.

## Health Impact Assessment

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

## Heritage Statement

A brief analysis of the significance of all heritage assets in the Riverside Area and those outside the area the settings of which could be affected by the development proposals, is provided in the Heritage Impact Assessment (HIA) which forms part of the evidence base for this SPD. The evidence base also includes potential impacts on their significance and, where necessary, measures to mitigate any harm to significance and opportunities to maximise enhancement. As set out within the SPD, development shall be undertaken in accordance with this HIA.

In addition to this, proposals affecting heritage assets are required to be accompanied by an analysis of the asset's significance (including, where relevant, that generated by the relationship with its setting) and the impact of proposals upon that significance, through a Heritage Statement.

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

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

## Flood Risk Assessment and Drainage Strategy

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

## Sequential Test/Impact Assessment

For main town centre uses a sequential assessment and impact assessment may be required in line with Policies VC1 and VC2 of the CSDP. Outline planning applications should provide a detailed design code for future phases.

## Developer Contributions

Developers will be encouraged to engage with the Council at an early stage to negotiate to agree planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended). Planning obligations that benefit the sustainability of the proposed scheme will be discussed, including any necessary infrastructure requirements. More detail on developer contributions is set out in the Planning Obligations SPD<sup>1</sup>.

## Environmental Impact Assessment/Environmental Statement

It is recommended that a request for an Environmental Impact Assessment Screening Opinion(s) be submitted to the Local Planning Authority (LPA) by applicants prior to the submission of development planning applications. Where the LPA determines that the proposal warrants such assessment, an Environmental Statement should be prepared in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

<sup>1</sup> [https://www.sunderland.gov.uk/media/22407/Planning-Obligations-SPD/pdf/Planning\\_Obligations\\_SPD.pdf?m=637279190977630000](https://www.sunderland.gov.uk/media/22407/Planning-Obligations-SPD/pdf/Planning_Obligations_SPD.pdf?m=637279190977630000)



Figure 74 - Visualisation of The Beam in Sunderland Riverside



# Appendices

## Appendix 1: Relevant Adopted and Saved Development Plan Policies

CSDP Policy	
SP7	Healthy and safe communities
HS1	Quality of life and amenity
HS2	Noise-sensitive development
HS3	Contaminated land
H1	Housing mix
H2	Affordable housing
H3	Student accommodation
VC3	Primary shopping areas and frontage
VC4	Hot food takeaways
BH1	Design quality
BH2	Sustainable design and construction
BH3	Public realm
BH6	Quality communications
BH7	Historic environment
BH8	Heritage assets
BH9	Archaeology and recording of heritage assets
NE1	Green and blue infrastructure
NE2	Biodiversity and geodiversity
NE3	Woodlands/hedgerows and trees
NE4	Greenspace
NE9	Landscape character
NE11	Creating and protecting views
WWE1	Decentralise, renewable and low carbon energy

WWE2	Flood risk and coastal management
WWE3	Water management
WWE4	Water quality
WWE5	Disposal of foul water
ST1	Urban Core accessibility and movement
ST2	Local road network
ST3	Development and transport
ID1	Delivering infrastructure
ID2	Planning obligation
UDP Policy	
CN21	Sites of Nature Conservation Importance and Local Nature Reserves
L1	Existing Open Space Over One Hectare
SA93.1	Strategic Footpaths
SA75.1	New and Upgraded Open Space and Leisure
SA96.6	Off Street Parking
SA38.1	Important Panoramic Views
EC5A	Comprehensive Development Sites
EC5B	Strategic Locations for Change
H5A	Housing Allocations In Central Sunderland
SA67A	Residential Development/Conversion
SA97A	Public Parking
NA3A.1	Stadium Park
NA3A.2	Sheepfolds
NA3B.1	Bonnorsfield St Peters University Campus
Saved Designations	
Wildlife Networks / Areas of Potential Archaeological Importance	

# GLOSSARY

<b>Area Appraisal</b>	An assessment of an area's land uses, built and natural environment, and social and physical characteristics.	<b>Perimeter Development Block</b>	Blocks defined by a grid of streets, with a clear distinction between public fronts and private backs. Blocks can vary in size. They can accommodate a range of building types and densities. In city centre locations or Victorian suburbs, buildings tend to form a continuous edge to the block and are generally of a higher density than blocks found in the outer suburbs where blocks often comprise of detached or semi-detached.
<b>Building Line</b>	The line formed by the frontages of buildings along a street.	<b>Section 106</b>	Section 106 Agreement of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation, with a land developer over a related issue.
<b>Conservation Areas</b>	Areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.	<b>SPD</b>	Supplementary Planning Document
<b>Context</b>	The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form and character.	<b>SPG</b>	Supplementary Planning Guidance
<b>Design Statement</b>	A written and illustrative document which justifies the underlying evidence for a proposal using urban design techniques for a particular site. Clause 42 of the Planning and Compulsory Purchase Act 2004 says that all relevant planning applications must be accompanied by a statement about the design principles and concepts that have been applied to the development.	<b>Special Area of Conservation (SAC)</b>	A site designated under the Habitats Directive. These sites, together with Special Protection Areas (or SPAs), are called Natura sites and they are internationally important for threatened habitats and species.
<b>Environmental Impact Assessment (EIA)</b>	The process of identifying, measuring and evaluating the impacts (beneficial and detrimental) that a proposed development could have on the surrounding environment. The findings of the EIA may be presented in an Environmental Statement that may accompany the outline planning application	<b>Site of Special Scientific Interest (SSSI)</b>	Nationally designated sites of special interest due to their fauna, flora, geological or physiographical features.
<b>Focal Building</b>	A landmark building of local rather than strategic importance	<b>Strategic View</b>	The line of sight from a particular point to an important landmark or skyline.
<b>Habitats Regulations Assessment (HRA)</b>	An assessment which must be undertaken to assess the potential impacts of plans or projects upon European designated habitats and species.	<b>Sustainability</b>	Sustainability The principle that the environment should be protected in such a condition and to such a degree that ensures new development meets the needs of the present without compromising the ability of future generations to meet their own needs.
<b>Landmark</b>	A building or structure that stands out from its background by virtue of height, size or some other aspect of design. Landmark buildings, in townscape terms effectively act as pointers to guide people around a city and make a significant contribution to local distinctiveness.	<b>Tall Building</b>	Any structure that breaks the skyline and/or which is significantly taller than its surrounding built fabric.
<b>Legibility</b>	The degree to which a place can be easily understood.	<b>Typography</b>	A description or representation of artificial or natural features of an area or site on or of the ground
<b>Listed Building</b>	A building which is acknowledged by the Secretary of State for Culture, Media and Sport to be of 'special architectural or historic interest'.	<b>Urban Design Framework</b>	Used to show policies in the development plan may be applied to a specific area, identifying the design principles, and providing a basis for development control.
<b>Local Wildlife Sites (LWS)</b>	Locally important sites of nature conservation adopted by local authorities for planning purposes.	<b>Urban Grain</b>	The pattern of the arrangement and site of buildings and their plots in a settlement; and the degree to which an area's pattern of street blocks and street junctions is respectively small and frequent, or large and infrequent.
<b>Massing</b>	The combined effect of the height, size and outline of a building or group of buildings.	<b>Visualisation</b>	Computer simulation, photomontage or other technique to illustrate the appearance of a development
<b>Mixed Use</b>	A mix of different uses within a building, on a site or area. This can be horizontal- where the uses are side-by-side or vertical- where the uses are on different floors within the same building.		

