

Sunderland and South Tyneside

International Advanced Manufacturing Park

Key Issues and Options – Consultation Questionnaire

Sunderland City Council and South Tyneside Council are working together to deliver an International Advanced Manufacturing Park (IAMP) that would provide for more than 5,000 new jobs over the next 20 years.

One of the first stages in progressing this major project through the planning process is to invite you to give your views and preferences on a range of key issues, options and alternatives. Your feedback will help to inform the preparation of an Area Action Plan for the IAMP area and the necessary planning applications for the project.

Subject to the precise location and spatial configuration of the IAMP site, the Area Action Plan could be a joint document that would form part of both councils' respective Local Plans. These Local Plans set the statutory planning framework for how the area will develop and grow over the next 15-20 years, determining the opportunities for job creation and how many new homes can be built, identifying where development will take place in the most sustainable way while protecting the environments and facilities that are most important. They form the planning policy basis for assessing all planning applications and development proposals in each council's local area.

Please return you completed questionnaire to us by Friday 27 March 2015 to the e-mail or FREEPOST postal address on the back page. You can also fill it in electronically via our website Local Plan pages.

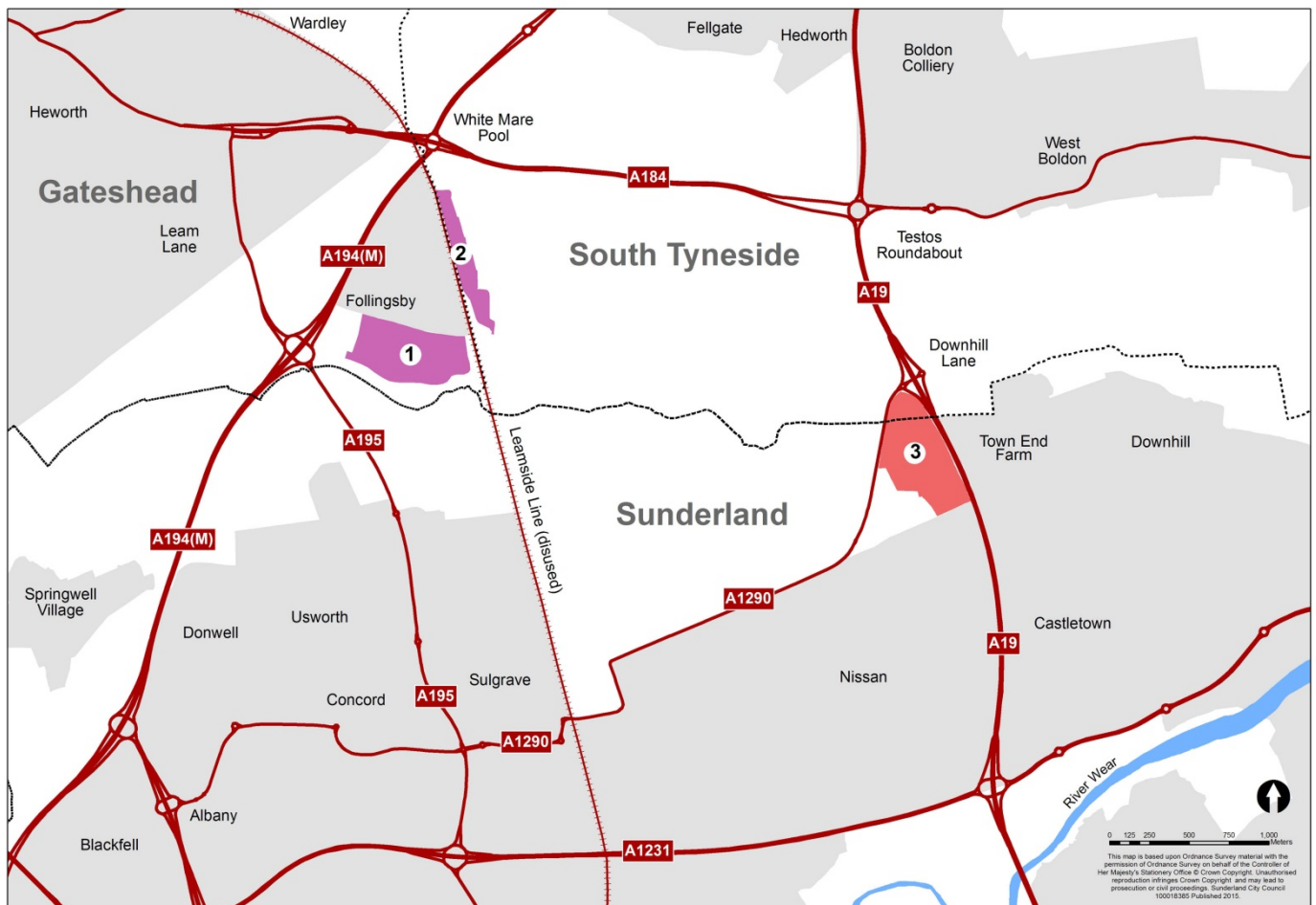
Background

While we seek to make the best use of previously-developed 'brownfield' sites within our established urban areas through a sustainable and strategic approach to planning, detailed analysis has shown there to be a strong need for new large floor-plate business space within the North East area that cannot be accommodated on these sites. There are also particular demands for employment floorspace for supply-chain industries in close proximity to Sunderland's internationally-successful Nissan car manufacturing plant and adjacent Enterprise Zone (eg. Vantec), supporting the growth of the automotive sector and low-carbon advanced manufacturing industries such as electric vehicles and renewable offshore energy technologies. New industrial projects are already having to be turned away due to a shortage of suitable sites. There is clearly a need to ensure a future 'pipeline' of new sites so that investment can be secured and sustained.

In this regard, Sunderland's draft Local Plan Core Strategy already proposes the allocation of a 20-25ha strategic employment site on Green Belt land just north of the Nissan plant alongside the A19(T). However, the Plan acknowledges that there is significant demand from manufacturing companies for land in this area and work would continue on identifying employment land requirements. Additional land might therefore need to be brought forward to meet this demand.

Two other emerging sites in this area also have potential for employment development. The Newcastle-Gateshead Core Strategy proposes a 22ha extension south of Follingsby Business Park, while the former Wardley Colliery Disposal Point has been granted planning permission for redevelopment with an anaerobic digestion waste facility. These sites would provide a complimentary business offer to that being proposed for the IAMP.

These three sites are shown on the plan below.



The **Sunderland and South Tyneside City Deal** was formally announced and agreed by Government in June 2014. It includes an initial funding commitment, in partnership with the North East Local Enterprise Partnership (NELEP) and the two councils, towards ongoing consideration and development of the International Advanced Manufacturing Park (IAMP) project.

Question 1: How big should the International Advanced Manufacturing Park be?

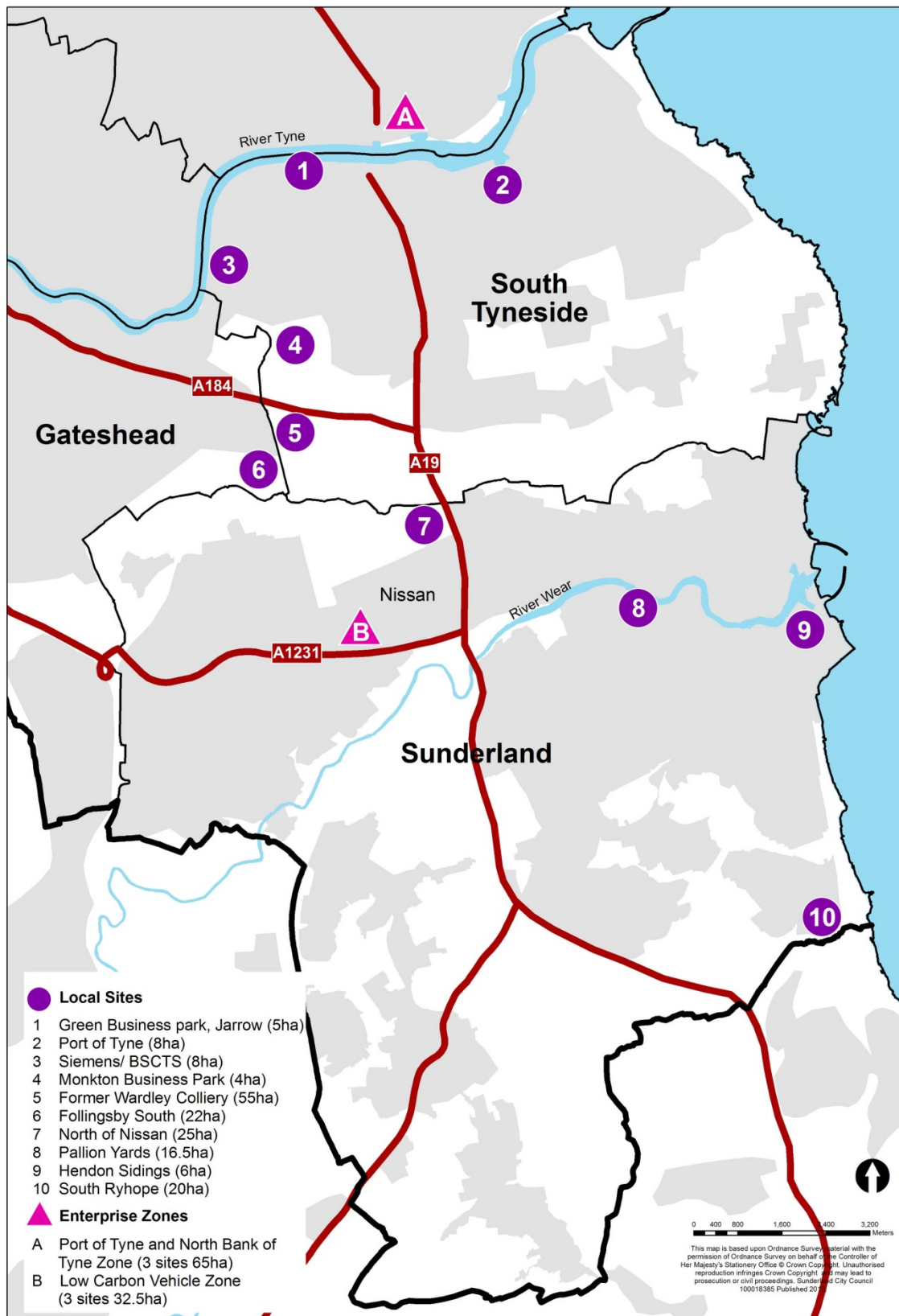
An independent Market Demand Assessment of the scope for growth in different key employment sectors in the North East over the next 20-25 years was carried out in Spring/Summer 2013. The research recommended that the primary opportunities for significant growth potential are in the automotive and advanced manufacturing sectors (assembly and alternative fuel technologies such as electric vehicles), as well as the offshore and renewable energy sectors, supported by logistics provision related to the automotive sector. The research identified three **alternative growth scenarios**:

- **'pessimistic'** – assumed a long period of ongoing recession for the North East combined with structural changes in the international automotive industry that would result in the relocation of some production away from the region, with limited additional large-scale employment land required to support economic growth;
- **'moderate'** – identified scope for significant growth requiring an IAMP of around 140-150 hectares in size, supporting the automotive and other advanced manufacturing sectors, renewable and offshore energy industries, plus distribution and logistics related to the automotive sector;
- **'very optimistic'** – a large-scale growth scenario requiring an IAMP of around 300 hectares in size, focused on the automotive sector, other advanced manufacturing, renewable and offshore energy technologies, with related distribution and logistics.

The analysis concluded that the moderate growth scenario was the most likely and that if additional land was not provided then new investment and job growth would be lost from the region. This analysis informed the original

The evaluation of a range of key criteria (transport, size, suitability, location, adjacency, ecology and planning issues) suggested that the most appropriate location for providing for the identified sectoral growth needs and opportunities, particularly in the automotive and related supply-chain sector, was in the broad area where Sunderland, South Tyneside and Gateshead meet. This area has strong physical and commercial connectivity benefits given its close proximity to the Nissan plant, the A19(T) and A194(M) trunk roads, and the Port of Tyne and Port of Sunderland. It is also a reasonably accessible location to the population of the wider region.

The locations considered in the local area are shown on the map below.



➤ **Q2** Do you agree that the Sunderland-South Tyneside area is the most appropriate location for the identified employment land requirements to support economic growth in the automotive and advanced manufacturing sectors? (Please Tick)

Yes	<input type="checkbox"/>
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No	<input type="checkbox"/>
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If No, please state your reasons, and state any alternative location option(s) you think would be more suitable

[If No, please still give us your views on the following questions in relation to the Sunderland-South Tyneside location.]

Question 3: Where should the International Advanced Manufacturing Park be sited within this Sunderland-South Tyneside area?

Focusing on the identified Sunderland-South Tyneside primary area of search, options have been considered for land to the north of the Nissan plant, south of the A184, west of the A19(T) and east of the A194 and the former Leamside railway line. This analysis involved the consideration of physical and environmental factors, including the need to retain separation between settlements, to identify potential locations for an IAMP of around 100-150ha in size.

➤ **Q3** Which of the following options do you think would be the most appropriate location for the IAMP?

There are 3 possible approaches to the location of IAMP; these are:-

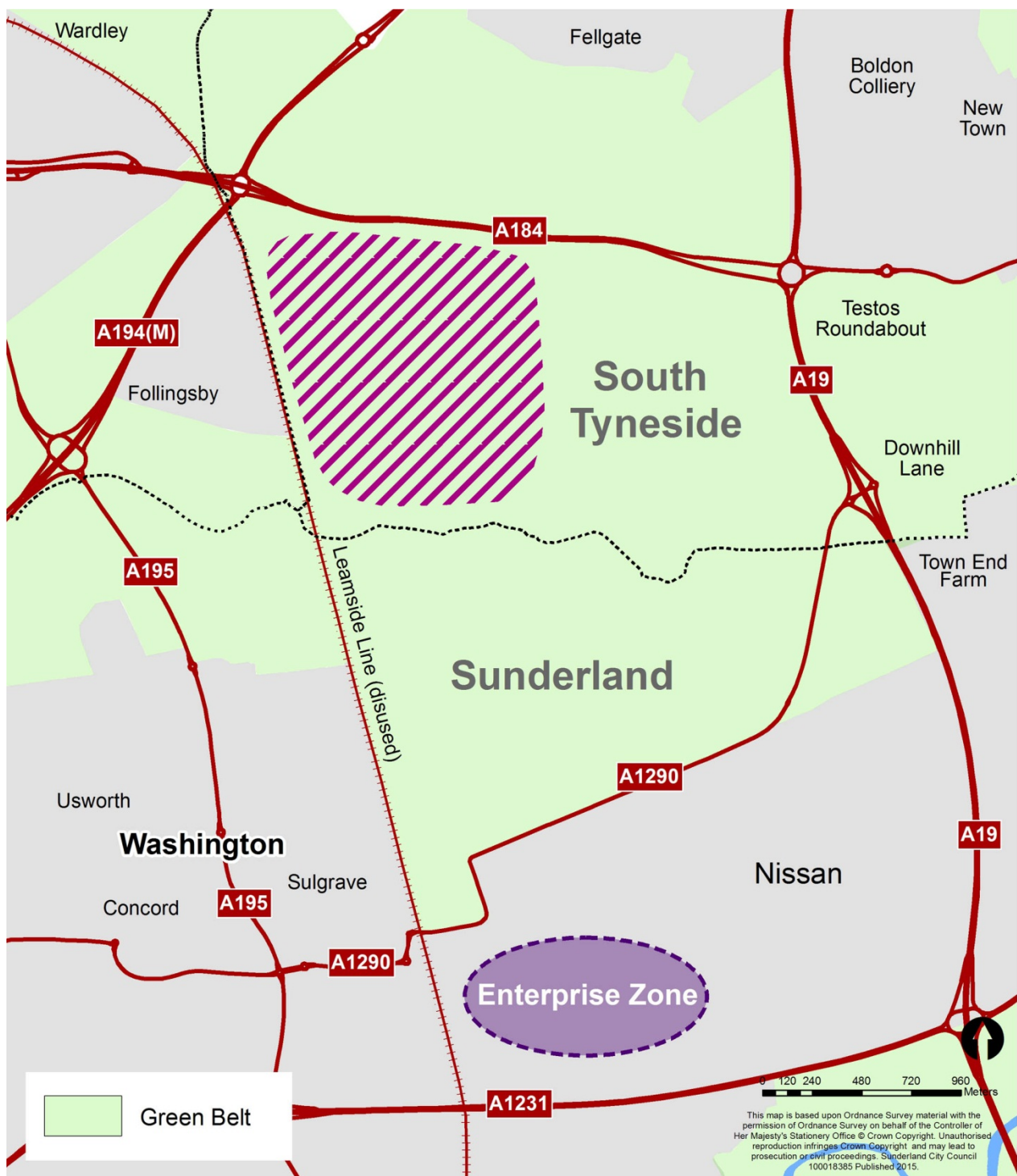
A: 100-150ha site east of the former Wardley Colliery Disposal Point and Spoil Tip

B: 100-150ha site on land to the immediate north of the Nissan plant

C: A dispersed allocation across these two sites

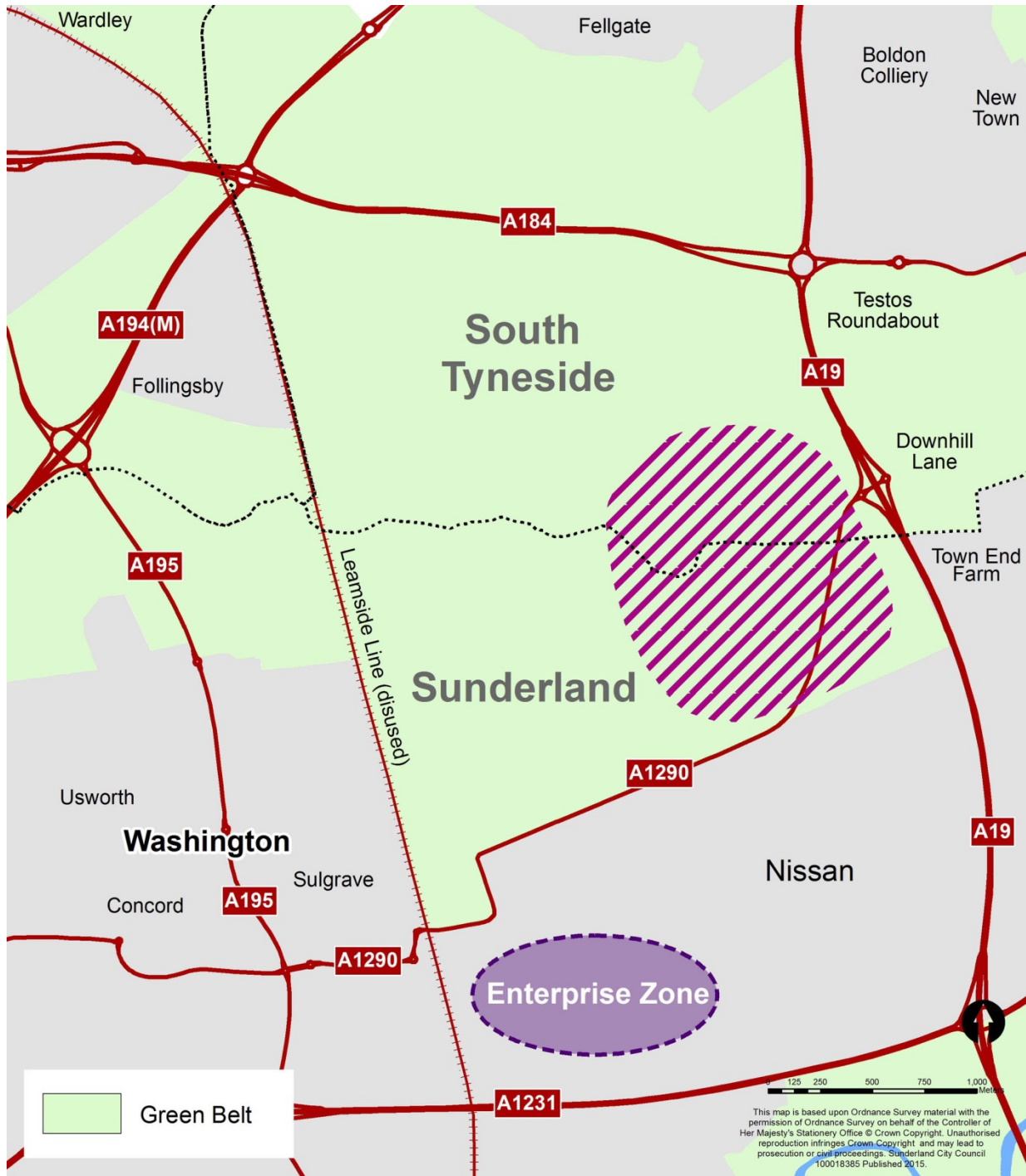
These are shown on the following 3 plans along with an overview of the main planning considerations affecting each option

A: 100-150ha site east of the former Wardley Colliery Disposal Point and Spoil Tip



- Significant traffic increase on the A184 and at the A184/A194(M) junction which is unlikely to be supported by the Highway Agency
- Potential for a strategic access to the A194(M) although very weak access to the area around the Nissan plant and the Enterprise Zone
- Does not address the commercial market demand for land around and adjacent to the Nissan plant and the Enterprise Zone
- Does not support the growth of the automotive and advanced manufacturing cluster around the Nissan plant
- Does create the potential for railfreight and/or Metro connectivity, although long-term plans for the Leamside line are uncertain
- Requires an extensive reclamation of the spoil heaps on the site – the cost, viability and timing of which are unknown
- Settlement separation function of the Green Belt can be maintained but creates a large “island” in the Green Belt
- No undue disturbance to residential amenity

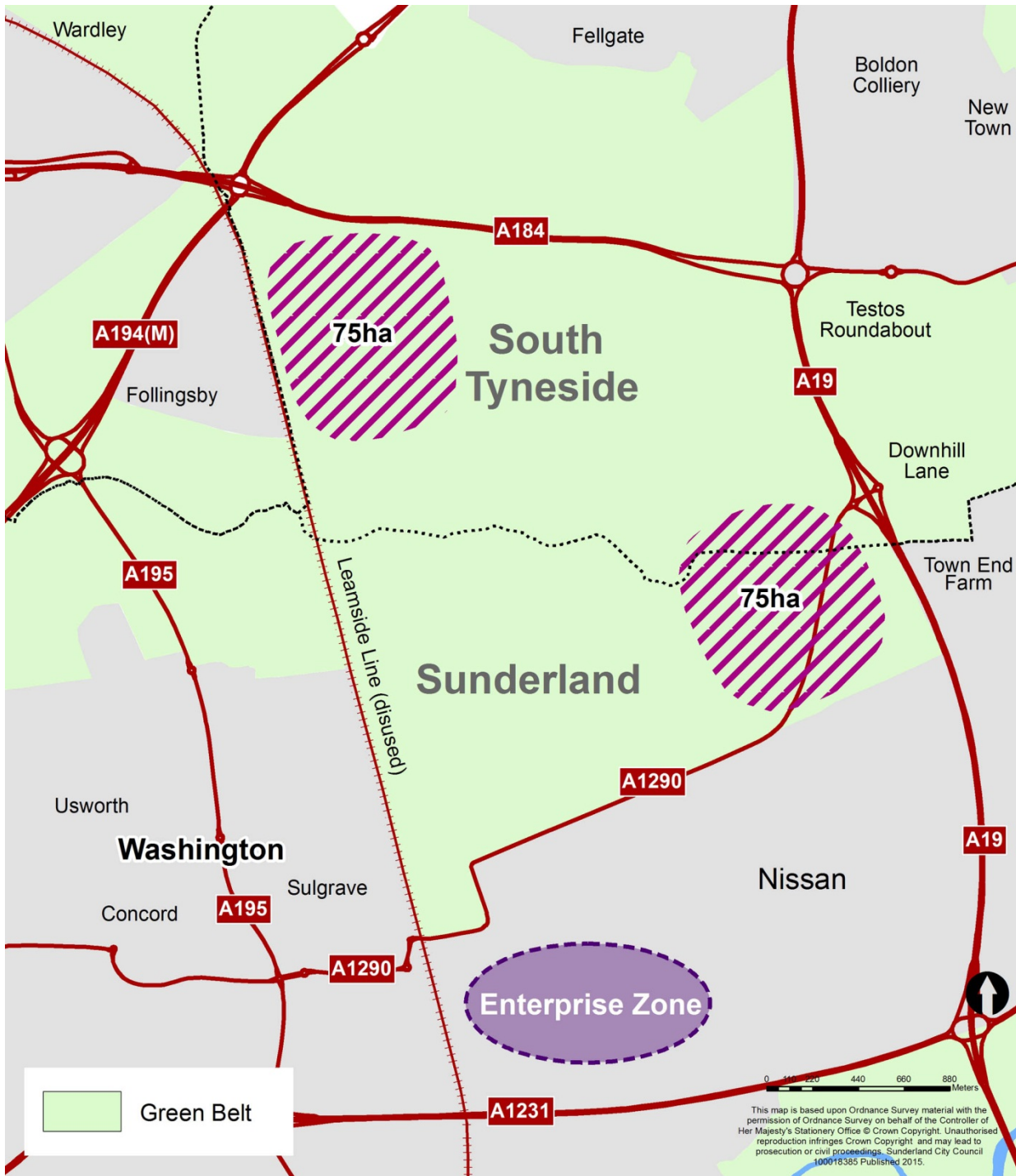
B: 100-150ha site on land to the immediate north of the Nissan plant



- Close proximity to Nissan and the Sunderland Enterprise Zone which is of strong interest to the commercial sector
- Part of the site already included within the draft Sunderland Local Plan Core Strategy
- Good highway connectivity to the A19(T) via the A1290 Downhill Lane junction and to the A1231 Washington highway
- Government's Autumn Statement announced funding for improvements to the A19/A1290 junction alongside the Testos junction upgrade, which could help to better facilitate the IAMP project in this location
- Supports the growth of the automotive and advanced manufacturing sector currently focused around the Nissan plant and the Enterprise Zone – enables coherent development of a major economic asset for the region with Nissan at its heart
- Settlement separation function of the Green Belt can be maintained
- Opportunity to connect to the Leamside line or a future Metro extension corridor serving the west of Sunderland
- Need to consider potential impact on amenity of adjacent residential areas in Sunderland

- Opportunity to improve the environmental value of the River Don corridor

C: A dispersed allocation across the two sites



- Would require about 75ha at the Wardley site and about 75ha at the north of Nissan site
- Creates a challenging planning process which impacts upon timing and project delivery – two separate planning applications required
- Creates two major projects each with its own infrastructure requirements instead of one - expensive and time consuming process
- Does not provide a single strategic advanced manufacturing location – the benefits of co-location are lost
- The project would not be of sufficient scale and coherence to enable it to compete for private investment with other European and worldwide locations
- Settlement separation function of the Green Belt can be maintained
- No undue disturbance to residential amenity

Option	➤ Your Choice? (Please Tick)	
	Yes	No
A: 100-150ha site east of the former Wardley Colliery Disposal Point and Spoil Tip	<input type="checkbox"/>	<input type="checkbox"/>
B: 100-150ha site on land to the immediate north of the Nissan plant	<input type="checkbox"/>	<input type="checkbox"/>
C: A dispersed allocation across the two sites	<input type="checkbox"/>	<input type="checkbox"/>

Please state reasons for your choice(s), and state any alternative option(s) you think would be more suitable

Frequently Asked Questions

Is development allowed within the Green Belt?

Contrary to popular perception, Green Belts are not sacrosanct. Councils are also required to keep Green Belt boundaries under review as part of the preparation of their Local Plans, and the needs to provide for future housing and employment land requirements may justify the 'exceptional' circumstances necessary for amending boundaries to enable sustainable growth to happen.

The Green Belt around Sunderland, South Tyneside and Gateshead was originally established back in the 1960s and forms part of the wider Tyne & Wear Green Belt. Its specified objective is to help manage the growth of the Tyneside and Wearside conurbations in a sustainable controlled way, so as to prevent incremental/piecemeal unplanned urban sprawl into the open countryside and the joining up of individual settlements. Its boundaries have seen various adjustments over the past 40+ years, both to release land needed for major new planned housing and industrial developments (including Nissan, Follingsby Park and Boldon Business Park, plus Boldon Colliery's Cotswold Lane housing areas and the Leam Lane housing estate in Gateshead), where you may well now live or work, as well as being extended in other places to help strengthen the separation of built-up areas through green corridors (eg. around Wardley Manor Country Park).

While predominantly 'greenfield' in character, our Green Belt also covers various previously-developed 'brownfield' sites, such as former mining-related industrial land and Ministry of Defence properties as well as farmsteads. The essential purposes and functions of the Tyne & Wear Green Belt nevertheless remain consistent with those set out in the National Planning Policy Framework (NPPF) in preventing the merging of the built-up areas of South Tyneside, Sunderland, Washington and Gateshead, and preserving the special and separate characters of our villages.

What highways works are going on at the Testos and Downhill Lane junctions?

You may be aware that the Highways Agency (who manage the strategic trunk road network across the country) have recently carried out pre-application consultation during October-November 2014 on their proposed grade separation scheme for the A19/A184 Testos roundabout in South Tyneside, potentially linking also to further improvements to the A19/A1290 Downhill Lane junction just to the south close to the Nissan plant (in addition to traffic flow improvement works they are currently undertaking there). The Testos scheme is already provided for in South Tyneside Council's current adopted development plan.

The Highways Agency is progressing these enhancements through the Government's Nationally Significant Infrastructure Projects (NSIP) development consent order process (a form of integrated planning application for such major infrastructure schemes). An independent planning inquiry is expected to take place in 2015/16, after which they anticipate works starting on site in Autumn/Winter 2016/17, with completion in Autumn/Winter 2018/19.

Please note that these improvements to their trunk road network are entirely independent of the proposed IAMP and are required irrespective of where the IAMP is located or how big it is. We are nevertheless liaising closely with the Highways Agency to ensure that the surrounding highway network would be able to satisfactorily accommodate any growth in traffic likely to be generated in the area as a result of the IAMP development.

Further FAQs are answered on our website IAMP and Local Plan pages.

Next Steps and Keeping You Involved in Future Consultation Stages

Thank you for your time in completing this questionnaire – please return to the **FREEPOST** address on the back cover.

We will analyse all responses and feedback to this consultation to inform our preparation of the IAMP Area Action Plan and related planning applications for taking forward this ambitious project. We will keep you informed and consult you further on the draft Area Action Plan when it is formally published later in 2015/early 2016.

Once any necessary amendments have been incorporated, the draft Plan will then be submitted to the Planning Inspectorate for independent examination (a form of public inquiry). If declared ‘sound’ and fit-for-purpose, we anticipate that adoption of the final version of the AAP would take place later in 2016 or early 2017.

The necessary planning applications for gaining planning permission to build the IAMP are expected to be progressed alongside the AAP, and we would then anticipate development to start on the first phase of the IAMP in 2017/18.

Finally, if you would like us to keep you involved in the preparation of IAMP Area Action Plan and planning applications as they progress over the next few years, please provide your contact details for us to include you on our mailing list.

➤ **Please tell us whether you are responding to this consultation as a...** (please tick all that apply):

Local Resident <input type="checkbox"/>	Local Business <input type="checkbox"/>	Local Landowner <input type="checkbox"/>	Developer/Agent <input type="checkbox"/>	Other Organisation <input type="checkbox"/>
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[‘Local’ = South Tyneside, Sunderland or Gateshead, ie. living, working or owning land within these boroughs]

➤ **Your Contact details** (if you wish to be added to our mailing list, or to update existing contact details):

Title:		Name:	
Company/Organisation Name (if applicable):			
Address:			
		Postcode:	
E-mail address:			
Telephone number:			
Company/Organisation Website address (if applicable):			

[All personal information will remain completely confidential and will not be passed on or sold to third parties.]

➤ **Equality information** (optional and confidential, for monitoring purposes only):

Sex:	Male <input type="checkbox"/>	Female <input type="checkbox"/>	Do you have a disability or long-term illness?	Yes <input type="checkbox"/>	No <input type="checkbox"/>			
Age:	Under 17 <input type="checkbox"/>	18-24 <input type="checkbox"/>	25-34 <input type="checkbox"/>	35-44 <input type="checkbox"/>	45-54 <input type="checkbox"/>	55-64 <input type="checkbox"/>	65-74 <input type="checkbox"/>	75+ over <input type="checkbox"/>
Ethnicity:	White <input type="checkbox"/>	Asian / Asian British <input type="checkbox"/>	Arabic / Middle Eastern <input type="checkbox"/>	Other <input type="checkbox"/>				
	Black / Black British <input type="checkbox"/>	Chinese <input type="checkbox"/>	Mixed <input type="checkbox"/>					

[This helps us determine to what extent we are involving a representative range of our population and ‘hard-to-reach’ groups.]

Please return you completed questionnaire to the following e-mail or FREEPOST address:

E-mail: ...

Sunderland City Council
FREEPOST XXX
Civic Centre, Burdon Road
Sunderland SR2 7DN

To find out more about the International Advanced Manufacturing Park, please contact:

Sunderland City Council

Telephone: (0191) ...

E-mail: ...

Visit: www.sunderland.gov.uk/...

South Tyneside Council

Telephone: (0191) 424 7688

E-mail: local.plan@southtyneside.gov.uk

Visit: www.southtyneside.info/localplan

If you know someone who would like this information in a different format contact the communications team on (0191) 424 7385