

ECONOMIC PROSPERITY SCRUTINY COMMITTEE

AGENDA

Meeting to be held in the Civic Centre (Committee Room No. 1) on Tuesday 6th December, 2016 at 5.30 p.m.

Membership

Cllrs Blackburn, Curran, M. Dixon, Essl, G. Galbraith, E. Gibson, Marshall, Porthouse, D. Snowdon, Taylor, Turner, W. Turton.

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	Report of the Head of Law and Governance (copy attached).	
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5.	Scrutiny Policy Reviews 2015/16: Environmental Enforcement	85
	Report of the Executive Director of Commercial Development (copy attached).	

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Information contained in this agenda can be made available in other languages and formats on request

6. **Annual Work Programme 2016-17** 95

Report of the Head of Member Support and Community Partnerships (copy attached).

7. **Notice of Key Decisions Published 15th November 2016** 98

Report of the Head of Member Support and Community Partnerships (copy attached).

Part C – CCFA/Members Item/Petitions

No items.

E. WAUGH,
Head of Law and Governance,
Civic Centre,
SUNDERLAND.

28th November, 2016.

Item 2

At a meeting of the ECONOMIC PROSPERITY SCRUTINY COMMITTEE held in the CIVIC CENTRE, SUNDERLAND on TUESDAY, 8TH NOVEMBER, 2016 at 5.30 p.m.

Present:-

Councillor David Snowdon in the Chair

Councillors Blackburn, Curran, M. Dixon, Essl, E. Gibson, Marshall, Porthouse, Taylor and Turner.

Also in attendance:-

Councillor Dianne Snowdon, Vice Chairman of the Scrutiny Co-ordinating Committee
Ms Marie Brett, Assistant Head of Service, Community Services
Ms Allison Clarke, Library Outreach and Development Manager
Mr Jim Diamond, Scrutiny Officer
Mrs Karen Lounton, Bereavement and Registration Services Manager
Mrs Sandra Mitchell, Head of Programmes
Mrs Christine Tilley, Community Governance Services Team Leader

The Chairman welcomed everyone to the meeting.

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors G. Galbraith and W. Turton.

Minutes of the Last Ordinary Meeting of the Scrutiny Committee held on 11th October 2016

A copy of the minutes of the last ordinary meeting of the Scrutiny Committee held on 11th October, 2016 was submitted.

(For copy report – see original minutes).

1. RESOLVED that the minutes of the last ordinary meeting of the Scrutiny Committee held on 11th October, 2016 (copy circulated), be confirmed and signed as a correct record subject to the apologies of Councillor Essl being added to those submitted.

Councillor Porthouse enquired once again about receiving a report providing an explanation on the major ICT incident which had occurred in September, in view of the cost to the Council of the systems failure.

Mr James Diamond, Scrutiny Officer advised that 'Information Technology' fell under the remit of the Scrutiny Co-ordinating Committee and therefore a report would be submitted to a meeting of this committee for consideration.

Councillors Porthouse and Essl both commented that they felt a report should be submitted to the Economic Prosperity Scrutiny Committee on the matter and asked that the Chairman of the Scrutiny Co-ordinating Committee, Councillor N. Wright be made aware of their views.

Declarations of Interest (including Whipping Declarations)

There were no declarations of interest made.

Variation in the Order of Business

The Chairman proposed and it was agreed that the order of business be changed so that the item on the Cemetery Regulations and the introduction of the Medical Examiner Service was considered at this point on the agenda.

Cemetery Regulations and the Introduction of a Medical Examiner Service – Monitoring of Policy Review Recommendations

The Head of Area Arrangements, Scrutiny and Member Support and Chief Operating Officer Place submitted a joint report (copy circulated), setting out the progress made on the implementation of scrutiny recommendations contained in a previous policy review into the Council's Cemetery Regulations and the introduction of a Medical Examiners Service and providing an update on the latest position with regard to the introduction of a Medical Examiner Service in England and Wales.

(For copy report – see original minutes).

Mrs Karen Lounton, Bereavement and Registration Services Manager updated the Committee on the progress being made on the implementation of the scrutiny recommendations, advising that a review of the Council's Cemetery Regulations had been undertaken and the draft Regulations would be shared with stakeholders later that week.

In response to Members' questions, Mrs Lounton advised of the work to improve areas of the cemetery which included tidying up the footpaths and putting down bark chippings and cleaning up headstones, which had been undertaken in consultation with the Friends of Bishopwearmouth Cemetery. She added that further thought would be given to any other improvements which could be made.

Mrs Lounton advised that there was a long established section of the cemetery for Jewish people with future scope for burials as there were no issues with regards to space in this section.

It had been recognised that there were some issues with outdated signage in the cemetery in Washington and others in the city and that this was being addressed. There had also been an issue with fly tipping and as a deterrent she had written to all

Memorial Masons in the city advising that action would be taken against anyone found to be doing this to prevent them doing any future work in the city's cemeteries should there be any more instances of materials being left in this way in the cemetery and she hoped that this would remedy the situation.

Mrs Lounton advised that a working draft relating to authorised and unauthorised kerb-sets in cemeteries had been formulated which was still under consideration and should, when finalised, result in a clear policy for the future.

Mrs Lounton advised that the Medical Examiner post would offer an additional level of scrutiny to all non-coroner cases. The Medical Examiner Service was being rolled out across the country and needed to be embedded within the Local Authority. She had responded to the Department of Health consultation on the introduction of the service on behalf of the Council to the effect that it was considered to be excellent in principle, however the issue was that the burden of the fee payable for the service, would fall to the family. It was anticipated that the fee would be in the region of £160, whereas there was no fee payable for any deaths looked at by the coroner. Mrs Lounton advised that the earliest date for implementation of the new service would be April 2018. Tentative conversations had taken place with Gateshead and South Tyneside Local Authorities about the possibility of having a shared service, the location of which to be determined.

Members expressed concern in respect of the fee to be charged for the Medical Examiner Service.

Mrs Lounton confirmed that this would result in a significant cost to residents in the city based on current figures in that there were around 3,000 deaths per annum, 1500-1600 of which were referred to the coroner at the moment and it was expected that most deaths would in future be passed to the Medical Examiner.

Mrs Lounton advised that a response to the consultation was expected in December.

Full consideration having been given to the report, it was:-

2. RESOLVED that the progress made on the implementation of the scrutiny recommendations on the policy review into the Council's Cemetery Regulations and the latest position with regard to the introduction of a Medical Examiner Service in England and Wales be noted and that the Committee be kept informed of any further progress.

Consultation on the Future Delivery of Library Services

The Executive Director of People Services submitted a report (copy circulated), providing the Scrutiny Committee with information about the outcomes from the first phase of consultation on the future delivery of library services to enable Members to inform the recommendations on the future delivery of library services prior to submission of a report to Cabinet on 14 December 2016.

(For copy report – see original minutes).

Mrs Sandra Mitchell, Head of Programmes provided a presentation to the Committee on the consultation process, the outcomes, the consultation timetable and invited the

Committee to consider whether they felt the consultation process felt appropriate and whether there were any key issues Members felt should influence proposals for future delivery both from the consultation and more generally.

Mrs Mitchell took Members through the detail of the questions included in the consultation advising that the majority of responses had been received online.

Members considered the table set out at paragraph 3.4 of the report concerning the usage of library services at individual libraries in 2015/2016 compared to that in 2011/2012.

Ms Marie Brett, Assistant Head of Service, Community Services advised that a visitor count was taken at libraries 4 times a year. When the decision was taken to review library opening hours the last time, the information was taken from the Data Management System and opening hours were based on the number of visits as well as customer preferences.

Members commented that they were disappointed at the level of engagement from stakeholders in the consultation process, although they felt that the consultation process had been comprehensive and there was nothing further which could have been done to encourage more people to take part.

Mrs Mitchell advised that the responses to the consultation would be submitted to Cabinet for consideration at the December meeting to inform the recommendations on the future delivery of library services.

Full consideration having been given to the report and the Chairman having thanked Mrs Mitchell for the presentation, it was:-

3. RESOLVED that the feedback from the recent consultation exercise together with the background information and financial context to inform the future delivery of library services be received and noted.

Annual Work Programme 2016/17

The Head of Area Arrangements, Scrutiny and Member Support submitted a report (copy circulated), attaching for Members' information, a copy of the current work programme for the Committee's work during the 2016-17 Council Year.

(For copy report – see original minutes).

Mr James Diamond, Scrutiny Officer referred the Committee to the work plan for the year ahead. He advised that Mr John Seager, Chief Executive of Siglion would be in attendance at the next meeting of the Committee to provide a progress report. A report on 'Environmental Enforcement – Policy Development' would also be included on the agenda for the Committee's December meeting and Councillor Mordey and Ms Nicky Rowland, East Area Response Manager, Community Services would be in attendance to present the report.

Mr Diamond confirmed that the report to the January meeting of the Committee on 'Business Centres' would include information in respect of the Business Centres at

Washington, 'Evolve' at Rainton Bridge, Houghton le Spring and the Software Centre, Sunderland and that the meeting would be held at the Software Centre.

Full consideration having been given to the report, it was:-

4. RESOLVED that the information contained in the work programme and detailed above be received and noted.

Notice of Key Decisions

A report providing an opportunity to consider the items on the Executive's Notice of Key Decisions for the 28 day period from 25th October 2016 (copy circulated), was submitted.

(For copy report – see original minutes).

5. RESOLVED that the Notice of Key Decisions be received and noted.

The Chairman then closed the meeting having thanked Members and Officers for their attendance.

(Signed) D. SNOWDON,
Chairman.

Item 4

ECONOMIC PROSPERITY SCRUTINY COMMITTEE

6 DECEMBER 2016

REFERENCE FROM CABINET – 23 NOVEMBER 2016

INTERNATIONAL ADVANCED MANUFACTURING PARK: AREA ACTION PLAN

Report of the Head of Law and Governance

1. Purpose of this Report

To set out for the advice and consideration of this Committee a report which was considered by Cabinet on 23 November 2016 to seek approval to make minor modifications to the draft Area Action Plan (AAP) for the International Advanced Manufacturing Park (IAMP) following the public consultation which was held from 8 August 2016 to 10 October 2016. A schedule of proposed modifications is attached as Appendix A.

2. Background and Current Position

2.1 The Cabinet, at its meeting held on 23 November 2016, gave consideration to a report of the Chief Executive to seek approval to make minor modifications to the draft Area Action Plan (AAP) for the International Advanced Manufacturing Park (IAMP) following the public consultation which was held from 8 August 2016 to 10 October 2016.

2.2 The Cabinet agreed to:-

- (a) Accept the proposed modifications to the draft AAP set out in Appendix A, and
- (b) Refer this report to Planning and Highways Committee and also to the Economic Prosperity Scrutiny Committee for advice and consideration in accordance with the Budget and Policy Framework Procedure Rules.

2.3 Copies of the 23 November 2016 Cabinet agenda have been circulated to all Members of the Council. The report has also been forwarded to the Planning and Highways Committee for advice and consideration.

3 Conclusion

3.1 The report is referred to this Committee for advice and consideration. The comments of this Committee will be reported to the Cabinet meeting on 11 January 2017.

4. Recommendation

4.1 The Committee is invited to give advice and consideration on the attached report of the Chief Executive.

5. Background Papers

5.1 Cabinet Agenda, 23 November 2016.

5.2 A copy of the Agenda is available for inspection from the Head of Law and Governance or can be viewed on-line at:-

<http://www.sunderland.gov.uk/committees/cm5/Meetings/tabid/73/ctl/ViewMeetingPublic/mid/410/Meeting/8902/Committee/1953/Default.aspx>

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CABINET MEETING – 23 November 2016

EXECUTIVE SUMMARY SHEET – PART I

Title of Report:

INTERNATIONAL ADVANCED MANUFACTURING PARK: AREA ACTION PLAN

Author(s): Report of the Chief Executive

Purpose of Report:

The purpose of this report is to seek Cabinet approval to make minor modifications to the draft Area Action Plan (AAP) for the International Advanced Manufacturing Park (IAMP) following the public consultation which was held from 8 August 2016 to 10 October 2016. A schedule of proposed modifications is attached as Appendix A.

It is also proposed that this report is submitted to Scrutiny Co-ordinating Committee and Planning and Highways Committee for advice and consideration.

Description of Decision:

2.1 Cabinet is requested to:-

- 1) Accept the proposed modifications to the AAP set out in Appendix A and
- 2) Refer this report to the Planning and Highways Committee and also to the Scrutiny Co-ordinating Committee for advice and consideration in accordance with the Budget and Policy Framework Procedure

Is the decision consistent with the Budget/Policy Framework? *Yes

If not, Council approval is required to change the Budget/Policy Framework

Suggested reason(s) for Decision:

The decision is required:-

- 1) To facilitate the modification of the AAP for the IAMP following the recent consultation and to progress the Plan through the stages of the Policy Framework procedure.

Alternative options to be considered and recommended to be rejected:

The adoption of the AAP is a key component of both Sunderland and South Tyneside Councils' ambition to enable the development of the IAMP. The submission of the draft Plan for public examination is a statutory stage in the process required to bring the Plan forward. The AAP, when adopted, will form part of the suite of documents that will constitute the statutory Local Plan for the City and as such must be declared sound by a Planning Inspector following the public examination. At that examination, the Inspector

will take into consideration representations made during the statutory consultation stage and consider any minor modifications made to the Publication Draft. The proposed modifications set out in this report represent the Councils' response to those submissions. Not to modify the plan following the statutory consultation stage would increase the risk of the Plan being found unsound at examination. The alternative option of not modifying the draft AAP is therefore not recommended.

Impacts analysed:

Equality **Privacy** **Sustainability** **Crime and Disorder**

Is the Decision consistent with the Council's co-operative Values? Yes

Is this a "Key Decision" as defined in the Constitution? *Yes

Is it included in the 28 day Notice of Decisions? *Yes

INTERNATIONAL ADVANCED MANUFACTURING PARK: AREA ACTION PLAN**REPORT OF THE CHIEF EXECUTIVE****1.0 PURPOSE OF THE REPORT**

- 1.1 The purpose of this report is to seek Cabinet approval to make minor modifications to the draft Area Action Plan (AAP) for the International Advanced Manufacturing Park (IAMP) following the period of statutory public consultation which was held from 8 August 2016 to 10 October 2016. A schedule of proposed modifications is attached as Appendix A.
- 1.2 This report also proposes submission of the AAP to Scrutiny Co-ordinating Committee and Planning and Highways Committee for advice and consideration.

2.0 DESCRIPTION OF DECISION

2.1 Cabinet is requested to:-

- 1) Accept the proposed modifications to the draft AAP set out in Appendix A and
- 2) Refer this report to Planning and Highways Committee and also to the Scrutiny Co-ordinating Committee for advice and consideration in accordance with the Budget and Policy Framework Procedure Rules.

3.0 BACKGROUND

- 3.1 Members will recall that the Publication Draft AAP was approved by Cabinet on 20 July 2016 in advance of a statutory public consultation exercise which was held from 8 August 2016 to 10 October 2016.
- 3.2 The IAMP represents a significant strategic economic development project for the region. Promoted jointly with South Tyneside Council, it is a core component of the City Deal and one of the major investment priorities set out by the North East Local Enterprise Partnership in the Strategic Economic Plan.
- 3.3 At the very heart of IAMP is an ambition by both Councils to create a world class business environment for the automotive supply chain, advanced manufacturing and knowledge based industries creating high-quality jobs in an attractive, resilient and sustainable environment. In doing so, IAMP will make a significant contribution to the economic success of Sunderland, South Tyneside and the North East Region.

- 3.4 The IAMP covers an area of around 100 hectares, with a proposed further 50 hectares set aside for future expansion and 135 hectares along the River Don corridor retained for environmental enhancement.
- 3.5 It is proposed that the IAMP is located immediately north of the Nissan plant. Sixty percent of the IAMP site is within Sunderland with the remaining 40 percent in South Tyneside. A location and draft proposals plan is included in Appendix B
- 3.6 The IAMP has been designated as a Nationally Significant Infrastructure Project (NSIP) by the Secretary of State. This means that it will follow a specific process to obtain the necessary planning approvals by means of a Development Consent Order (DCO) that will be determined by the Planning Inspectorate. The DCO will be submitted by IAMP LLP, the joint venture company set up by both Councils, in its specific role as scheme promoter. This is entirely separate to the Councils' role as relevant Local Planning Authorities (LPA). For the avoidance of doubt, this report is presented to Cabinet in its LPA role.
- 3.6 The whole of the proposed site for the IAMP is within the designated Green Belt as set out in the Unitary Development Plan and South Tyneside's Local Development Framework. The Publication Draft Plan presented to Cabinet on 20 July 2016, set out the "exceptional circumstances" required to remove the site from the Green Belt. In this respect, this means that any application for a DCO will need to successfully demonstrate very special circumstances. Following detailed discussions with the Planning Inspectorate it was determined that the most appropriate way forward would be for the two Local Planning Authorities to prepare a joint AAP that would run alongside the DCO process and set the spatial policy context for IAMP.

4.0 THE IAMP AAP PUBLIC CONSULTATION

- 4.1 Statutory public consultation on the AAP took place between 8 August 2016 and 10 October 2016. A comprehensive consultation exercise was undertaken to involve as many people as possible. This included;
- Sending letters/email/leaflets to Sunderland and South Tyneside Local Plan database consultees which includes residents, landowners, developer, statutory bodies and interest groups.
 - Sending leaflets to communities in close proximity to IAMP
 - Sending letters to all Members and MPs of the 2 local authority areas
 - Arranging 8 events from Tuesday 16 August 2016 until Thursday 15 September 2016. To encourage a wide demographic, these events were held at different times of the day and at different locations. In total 67 people attended these events.
 - Encouraging responses to the consultation via a number of channels including;
 - hard copies of the consultation questionnaire which were distributed at the events and held at venues across the two boroughs;
 - an online version of the consultation questionnaire was advertised on the two Council websites and the dedicated IAMP website; and
 - a Freepost address and telephone number was provided

- 4.3 In total 38 responses were received from a range of local residents, businesses, neighbouring authorities, landowners within the proposed IAMP site and statutory consultees.
- 1.4 Generally the IAMP was supported and considered to make a positive contribution to the North East economy. There were a few concerns particularly around the impact of Brexit, the release of Green Belt land for development, the scale and the impact on the A19 and environmental concerns.
- 1.5 Officers have considered all of the representations made to the AAP and new evidence and have proposed a number of minor modifications to enhance clarity of the AAP policies, policies map and supporting text, as well as within the supporting Background Technical Papers. Officers are currently preparing a Consultation Report which summaries the Comments made and the Councils response. This will be considered by Cabinet in January 2017. These proposed modifications are set out in Appendix A.
- 1.6 The main changes proposed in response to the public consultation feedback have involved strengthening Policies S1 and S3 in relation to ensuring a comprehensive development and the principal uses permissible within the IAMP and the merging of Policies S5 and S6 regarding ancillary uses and the Hub into a single policy. Enhancements to the AAP's integral monitoring framework are also proposed. However, these amendments are not considered to constitute 'major' modifications, and thus they can reasonably be proposed as 'minor' inconsequential modifications with no need to carry out further public consultation on them prior to submission of the AAP.

5.0 NEXT STEPS

- 5.1 Subject to Cabinet approval of the schedule of modifications in Appendix A, and any advice and comments received from Scrutiny Co-ordinating Committee and Planning and Highways Committee, officers will prepare an amended draft AAP and associated supporting documents for presentation to Cabinet and Council in January 2017.
- 5.2 It is proposed that Council approval will be sought to submit the AAP to the Secretary of State in advance of an independent Examination in Public.

6.0 REASON FOR DECISION

- 6.1 The decision is required to facilitate the modification of the AAP for the IAMP following the recent public consultation, and to progress the Plan through the stages of the Policy Framework procedure.

7.0 ALTERNATIVE OPTIONS

- 7.1 The adoption of the AAP is a key component of both Sunderland and South Tyneside Councils' ambition to enable the development of the IAMP. The submission of the draft Plan for public examination is a statutory stage in the process required to bring the Plan forward. The AAP, when adopted, will form part of the suite of documents that will constitute the statutory Local Plan for the city and as such must be declared sound by a Planning Inspector following the public examination. At that examination, the Inspector will take into consideration representations made during the statutory consultation stage and consider any minor modifications made to the Publication Draft. The proposed modifications set out in this report represent the Councils' response to those submissions. Not to modify the Plan following the consultation stage would increase the risk of the Plan being found unsound at examination. The alternative option of not modifying the draft AAP is therefore not recommended.

8.0 RELEVANT CONSIDERATIONS AND CONSULTATIONS

8.1 Environment and Sustainability

A Sustainability Appraisal has been produced for the AAP and was published alongside the Publication Draft document.

The environment and sustainability of IAMP has been a key consideration for the project since its inception and as a consequence both Councils have placed real significance in early engagement with key agencies and local environmental groups. These include the North East Local Nature Partnership, the Environment Agency, Natural England, Durham Wildlife Trust and the Local Access Forums. Alongside this there has been ongoing dialogue with the ecology officers in neighbouring local authorities.

The production of the Publication Draft AAP was informed to a significant extent by a technical environment and ecology study that provides detailed evidence in support of its policies and designations.

Creating a sustainable, ecologically sensitive business environment is a key objective of IAMP.

8.2 Financial Implications

There are no direct financial implications arising from this report.

8.3 Legal Implications

The AAP has been progressed in accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

8.4 Human Rights

There are no human rights implications directly arising from this report.

8.5 Equalities and Diversity

An equalities assessment has been undertaken as part of the IAMP assessment.

8.6 Duty to Cooperate

The duty to co-operate was created in the Localism Act 2011. It places a legal duty on Local Planning Authorities and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. This duty applies to the AAP.

The importance of the duty to co-operate in the plan making process should not be underestimated and compliance with this duty will inevitably be a key consideration at the Examination in Public.

There has been extensive dialogue between Sunderland and South Tyneside Councils and neighbouring Councils throughout all stages in the preparation of the AAP to date. A key forum for these discussions has been the regular meetings of the North East Combined Authority Heads of Planning Group and the South of Tyne Planning Policy Officers Group (also attended by officers from Durham, Gateshead and South Tyneside Councils).

It will be important to maintain these channels of communication and joint working going forward.

9.0 BACKGROUND PAPERS

IAMP AAP Publication Draft – Report of Representations
<http://www.sunderland.gov.uk/index.aspx?articleid=10133>

10. APPENDICES

Appendix A

- International Advanced Manufacturing Park -Area Action Plan Schedule of Proposed Modifications

Appendix B

- IAMP AAP Publication Draft – Incorporating Proposed Modifications

International Advanced Manufacturing Plant Area Action Plan (AAP) Schedule of proposed changes to AAP Publication Stage

Text = Text to be inserted **Text** = Text to be deleted **Text** = Typo / minor text amendment SMP = Reference Number for Proposed Policy Change, SMT = Reference Number for Proposed supporting Text Change

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
SMP1	Submission	Minor	Policy S1	<p>Policy S1: Comprehensive Development</p> <p>A. Comprehensive development of the IAMP for automotive and advanced manufacturing businesses shall be enabled by releasing 100 ha of land from the Green Belt and safeguarding a further 50ha for potential longer term development, as shown on the policies map.</p> <p>B. Only the delivery of a single unified comprehensive scheme which meets the objectives of the IAMP AAP will be supported. To demonstrate comprehensive development the scheme promoter in submitting a DCO application shall:</p> <ul style="list-style-type: none"> i. ensure the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure; ii. include a detailed masterplan incorporating a unifying design code; iii. include a phasing plan for 15 years for the delivery of the IAMP AAP area. This shall exclude the safeguarded land; and iv. show how the application complies with policy Del2. <p>C. Any other application for planning permission or other order or consent within the area allocated for IAMP will be validated, processed and determined on its merits but any such application must demonstrate that it does not prejudice the objectives or comprehensive development of the IAMP and:</p> <ul style="list-style-type: none"> i. Contributes fully to the realisation of the IAMP as a project of national significance; ii. delivers the same standard of supporting infrastructure and connectivity as the IAMP masterplan; iii. contributes fully, in a proportionate and timely manner, to the mitigation required for the IAMP; iv. achieves the same quality of design as established in the IAMP design code; and v. is capable of being implemented without breaching the provisions of the Planning Act 2008 	To address representations made by IAMP LLP rep. no. 51016/TEFP/039/a and 051016/TEFP/039/b
SMP2	Submission	Minor	Policy S2 - B	<p>B. With the exception of required highway and utilities infrastructure improvements to deliver the proposed development, the A areas of safeguarded land shall only be released for development, through a review of the AAP, where it can be demonstrated that there is insufficient land remaining within the allocated employment areas, as shown on the Policies Map, to accommodate development needs.</p>	To address representations made by IAMP LLP rep. no. 260916/IAMPLLP/035/1
SMP3	Submission	Minor	Policy S2 - B & C	<p>B. With the exception of required highway and infrastructure development to deliver a Comprehensive Development, the A areas of safeguarded land shall only be released for development, through a review of the AAP, where it can be demonstrated that there is insufficient land remaining within the allocated employment areas, as shown on the Policies Map, to accommodate development needs.</p> <p>C. Development in the employment areas as shown on the Policies Map, adjacent to land designated as Green Belt shall ensure boundaries are recognisable and permanent through the use of built form or established landscaping defensible buffers.</p>	For clarity
SMP4	Submission	Minor	Policy S2	Development in the employment areas as shown on the Policies Map, adjacent to land designated as Green Belt shall ensure	For clarity

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
	n		- C	boundaries are recognisable and permanent through the use of built form or established landscaping buffers defensible boundaries, or where required, establishing new defensible boundaries. The location of where new boundaries are required is shown on the Policies Map.	
SMP5	Submission	Minor	Policy S3	<p>Policy S3: Principal Uses</p> <p>A. Through the DCO application, Consent shall be granted for employment development, in the allocated employment areas on the policies map production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors. These are the Principal Uses for IAMP, where the intended uses directly relate to the automotive and advanced manufacturing sectors for production, supply chain and distribution activities.</p> <p>B. To ensure premises are retained for their original permitted use in the long term the DCO shall contain requirements to that effect or the Councils may consider making a direction under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 to that effect.</p> <p>C. Employment development proposals from other sectors for B2 uses and B8 uses shall only be acceptable where:</p> <ol style="list-style-type: none"> i. demand for this other type of use to be located within the IAMP can be clearly demonstrated through market demand analysis; and ii. it can be demonstrated that this type of use is not detrimental to the operation or known needs of the principal uses and the objectives of the IAMP AAP or to the comprehensive development of the IAMP; and <p>D. it can be demonstrated there are no alternative, suitable locations</p> <p>E. Development consent for B2 and B8 uses should be granted subject to DCO requirements to ensure premises are retained for the original permitted use in the long term.</p> <p>F. C. Proposals for residential development and development outside of the parameters as set out within Policy S3, shall not be permitted.</p> <p>D. Proposals for retail and leisure uses outside of the Hub as shown on the Policies Map shall not be permitted, with the exception of the modest scale ancillary uses in the Northern Employment Area (denoted by an 'N' on the Policies Map).</p>	To address representations made by Gateshead Council rep. no. 260916/GC/017/c and 260916/GC/017/d. Newcastle City Council, 260916/NCC/034/f, KLR Planning rep. no. 260916/KLRP/023/j, 260916/KLRP/023/k and 260916/KLRP/023/l.
SMP6	Submission	Minor	Policy S3 - C	<p>C. Employment development proposals from other sectors for B2 uses and B8 uses shall only be acceptable where:</p> <ol style="list-style-type: none"> iii. demand for this other type of use to be located within the IAMP can be clearly demonstrated through market demand analysis; and iv. it can be demonstrated that this type of use is not detrimental to the operation or known needs of the principal uses and the objectives of the IAMP AAP or to the comprehensive development of the IAMP; and 	To re-enforce the presence of the Principal Uses within IAMP. To address representations made by Gateshead Council rep. no. 260916/GC/017/c
SMP7	Submission	Minor	Policy S4	<p>Policy S4: Mix of uses Scale and Quantum of Principal and Supporting Employment Uses</p> <p>A. Within the allocated employment areas shown on the IAMP AAP policies map, planning permission shall be granted for up to 260,000 sq m of employment space for the Principal Uses as follows: where the mix of uses is:</p> <ol style="list-style-type: none"> i. up to 24,000 sq m of employment space for B1(a) and B1(b) class uses only where this is related to in support of the Principal Uses, as set out in Policy S3; and 	To address representations made by Gateshead Council rep. no. 260916/GC/017/e, Newcastle City Council rep no.260916/NCC/034 KLR Planning rep no.260916/KLRP/023/s,

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
				<p>up to 236,000 sq m of employment space for B1(c), B2 and B8 class uses. The primary scale and quantum of mix of uses set out in the policy originates from the 'Strategic Employment Study' (2013) and the schedule of employment and floorspace (2014) submitted as part of the City Deal. The scale and mix of uses is evidenced and justified within the Commercial and Employment Background Report.</p> <p>The policy approach supports the IAMP AAP objectives to ensure the North East region has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment; and encourage investment and expansion by existing businesses.</p>	260916/KLRP/023/t, 260916/KLRP/023/u.
SMP8	Submission	Minor	Policy S5	Policy has been merged with policy S6: The Hub to create a new policy 'Policy S5: The Hub and Ancillary Uses'	To address representations made by Gateshead Council rep. no. 260916/GC/017/f, Newcastle City Council rep. no. 260916/NCC/034/h, KLR Planning rep. no. 260916/KLRP/023/m, 260916/KLRP/023/p, 260916/KLRP/023/n, 260916/KLRP/023/q, 260916/KLRP/023/r, 260916/KLRP/023/o., IAMP LLP rep no. 260916/IAMPLLP/035/m.
SMP9	Submission	Minor	Policy S6	Policy has been merged with policy S5: Ancillary Uses to create a new policy 'Policy S5: The Hub and Ancillary Uses'	To address representations made by Gateshead Council rep. no. 260916/GC/017/f, Newcastle City Council rep. no. 260916/NCC/034/h, KLR Planning rep. no. 260916/KLRP/023/m, 260916/KLRP/023/p, 260916/KLRP/023/n, 260916/KLRP/023/q, 260916/KLRP/023/r, 260916/KLRP/023/o., IAMP LLP rep no. 260916/IAMPLLP/035/m.
SMP10	Submission	Minor	Policy S5	A new policy S5 has been created following the merger of policy S5: Ancillary Uses and policy S6: The Hub	To address representations made by

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
					Gateshead Council rep. no. 260916/GC/017/f, Newcastle City Council rep. no. 260916/NCC/034/h, KLR Planning rep. no. 260916/KLRP/023/m, 260916/KLRP/023/p, 260916/KLRP/023/n, 260916/KLRP/023/q, 260916/KLRP/023/r, 260916/KLRP/023/o, IAMP LLP rep no. 260916/IAMP/LLP/035/m.
SMP11	Submission	Minor	Policy D1 – A & v	A. Proposals for the IAMP should demonstrate how they shall be supported where they reflect the following key design principles: v. Orientation of buildings along the boulevard and primary routes to follow a common building line fronting on to the road, with buildings along the River Don corridor fronting onto facing towards the river and landscaping uses where possible; and	For clarity
SMP12	Submission	Minor	Policy D1 – iii.	A hierarchical street network connected to existing roads and key transport corridors featuring a central boulevard and primary routes to prioritise access from the A19 and integrate the Northern Employment Area part of the IAMP north of the River Don with service networks to encourage efficient movement;	To reflect the amended Policies Map
SMP13	Submission	Minor	Policy D1 – iv.	Drainage infrastructure to be accommodated within the street network with sustainable urban drainage systems (SuDS) placed to enable effective water quality management;	To address representations made by Gateshead Council rep. no. 260916/GC/017/o.
SMP14	Submission	Minor	Policy D1 - vi	Have regard to preserving the setting and special architectural or historic features of the following heritage assets within and in proximity to the site: Give consideration to the setting of listed buildings such as Scot's House (Grade II*) on the south side of the A184, Hylton Grove Bridge (Grade II) on Follingsby Lane and views from elevated locations such as Boldon Downhill and the Penshaw Monument; and	To address representations made by Historic England rep. no. 260916/HISENG/029/h and the Tyne and Wear Archaeology Officer rep. no 190816/T&WAO /013/e
SMP15	Submission	Minor	Policy D1 – B	B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code as part of the DCO application.	For clarity
SMP16	Submission	Minor	Policy D2 - A	Policy D2: Public Realm and landscape A. A public realm and landscape strategy for the IAMP is required to accompany development proposals, based on the following	For clarity

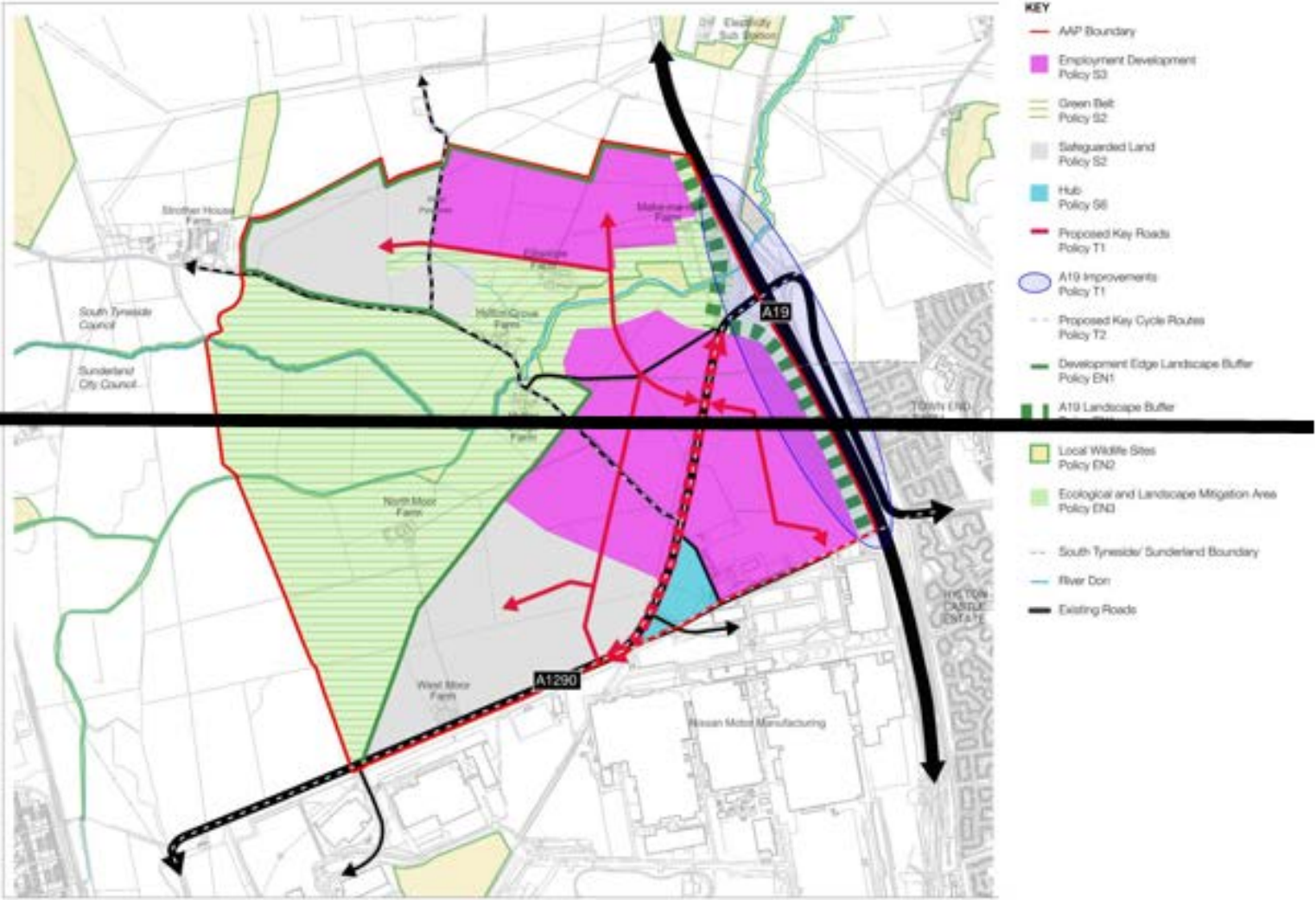
Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
				key principles:	
SMP17	Submission	Minor	Policy D2 – A, iii, B	<p>A. A public realm and landscape-strategy for the IAMP shall be submitted as part of the IAMP DCO application is required to accompany development proposals, based on the following key principles:</p> <ul style="list-style-type: none"> i. Marking key gateways into the site; ii. A comprehensive , wayfinding strategy for cyclists and pedestrians; iii. Use of street furniture and landmarks to reinforce the identity of the IAMP, including within the Hub; iv. Consistent use of road and pavement materials to reinforce a clear street hierarchy; v. Provision of green and blue infrastructure at street level; and vi. Use of low-level lighting within and closer to sensitive ecological areas. <p>B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code. as part of the IAMP DCO application.</p>	For clarity
SMP18	Submission	Minor	Policy T1 - A	<p>The Comprehensive development of IAMP requires the following package of highway improvements to be delivered: The DCO application for the IAMP shall demonstrate how the provision of the following package of highways improvements will be secured:</p>	For clarity
SMP19	Submission	Minor	Policy T1 – A iii.	<p>iii. A new bridge over the River Don to allow access to the Northern Employment Area; northern part of the IAMP; and</p>	To reflect the amended Policies Map
SMP20	Submission	Minor	Policy T1 - B	<p>The Phasing Strategy and Transport Assessment submitted to accompany development proposals as part of the IAMP DCO application shall demonstrate how the IAMP will connect to and integrate with Highways England’s improvements to the Downhill Lane and Testos Junctions on the A19 within and in the vicinity of the A19 Improvements area shown on the policies map.</p>	For clarity
SMP21	Submission	Minor	Policy T1 - B	<p>Suitable and safe connection to and integration with Highways England’s improvements to the Downhill Lane and Testos Junctions on the A19 within and in the vicinity of the A19 Improvements area shown on the policies map.</p>	For clarity
SMP22	Submission	Minor	Policy T1 - B	<p>Suitable and safe connection to and integration with Highways England’s improvements to the Downhill Lane and Testos Junctions on the A19 within and in the vicinity of the A19 Improvements (in the area shown as ‘A19 and Local Road Improvements’ on the Policies Map) must be demonstrated. area shown on the policies map.</p>	To address representations made by IAMP LLP rep. no. 260916/IAMPLLP/35/i
SMP23	Submission	Minor	Policy T2	Policy T2: Walking, Cycling and Horse riding	Minor text amends

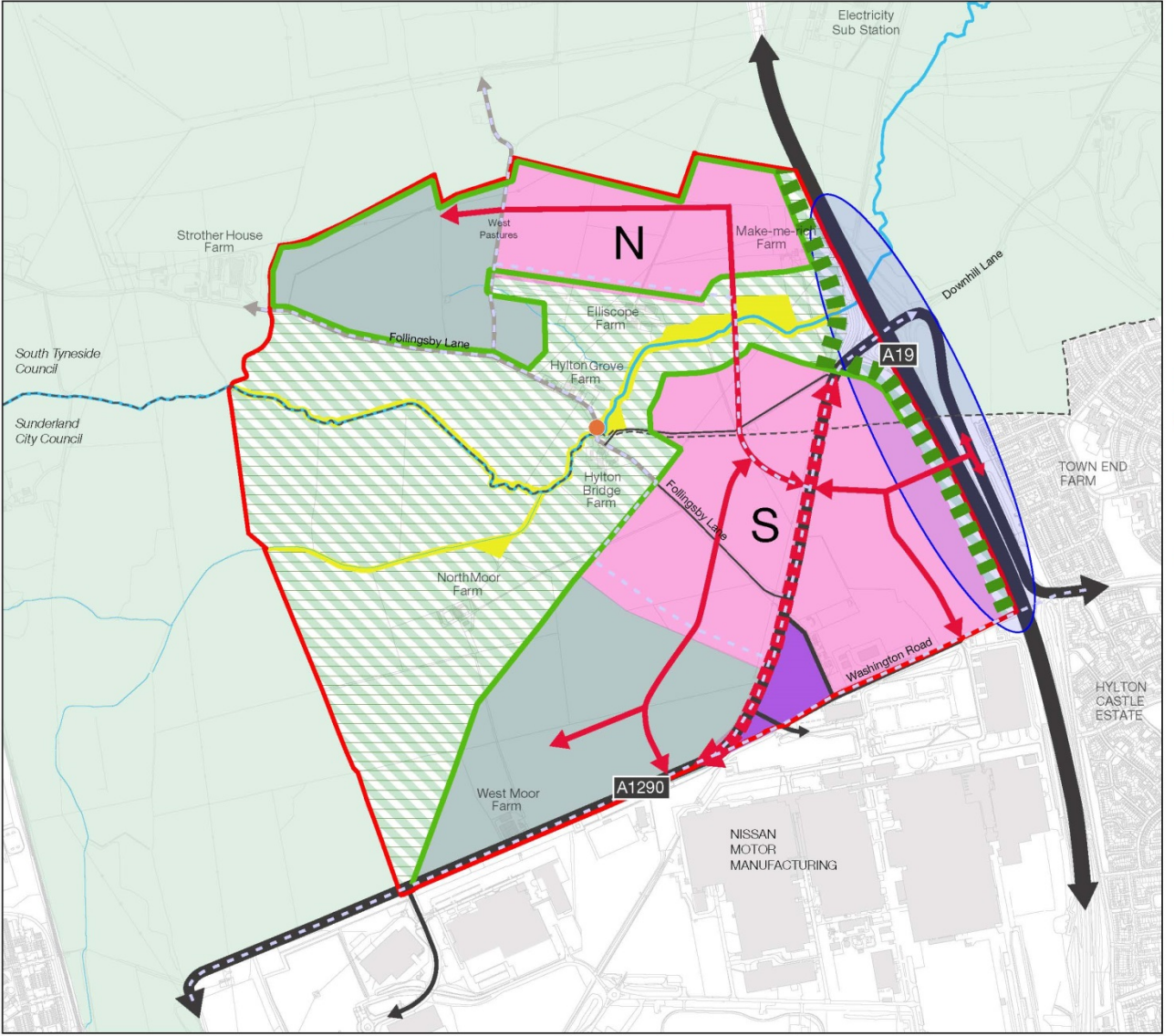
Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
SMP24	Submission	Minor	Policy T2 – A i	Ensuring that any junction / highway measures and any new roads are designed to safely integrate be mindful of potential pedestrian and cycle movements. New routes should seek to ensure that they reflect pedestrian / cycle desire lines and are of a high quality;	To address representations made by Gateshead Council rep. no. 260916/GC/017/l.
SMP25	Submission	Minor	Policy T2 – A ii	Ensuring that roads and spaces are designed to consider the needs of all types of users so that conflict between road users and vulnerable users; is minimised;	To address representations made by The Tyne and Wear Local Access Forum rep. no 260916/TWJLAF/019/a.
SMP26	Submission	Minor	Policy T2	Insert text as ‘D’: Where new routes about agricultural land, appropriate deterrents to restrict public access to agricultural land should be installed.	To address representations made by The National Farmers Union rep. no. 260916/NFU/028/e.
SMP27	Submission	Minor	Policy T4 A, i	A. The IAMP Design Code, as part of the Development Consent Order, shall should establish the parking standards to be applied to development. The key principles underpinning the standards are as follows and should be included in a Travel Plan as part of the DCO: i. Applications for consent within the IAMP must include a A car parking management plan;	For clarity
SMP28	Submission	Minor	Policy T4 – vi.	Sufficient provision should be made for lorry parking to take account of highway safety and avoidance of congestion on the road network;	To address representations made by Nissan Motor Corporation rep no. 210916/NISSAN/034/c.
SMP29	Submission	Minor	Policy T4 – vii.	Provision should be made for car and bicycle electric charging points within parking areas across the site.	To address representations made by Cycling UK. 210916/EVANS/003/a
SMP30	Submission	Minor	Policy IN1	Policy IN1: Infrastructure p Provision	Minor text amends
SMP31	Submission	Minor	Policy IN1	Insert text as ‘A’: In demonstrating comprehensive development under policies S1 and Del2, it must be shown how the infrastructure set out below will be secured.	For clarity
SMP32	Submission	Minor	Policy IN1 - A	A new electricity sub-station is may be required as part of the DCO to ensure sufficient energy to meet the demands of businesses locating at the IAMP.	For clarity

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
SMP33	Submission	Minor	Policy IN1 - A	A new electricity sub-station is required as part of the comprehensive development of the IAMP DCO to ensure sufficient energy to meet the demands of businesses locating at the IAMP.	For clarity
SMP34	Submission	Minor	Policy IN1 – B Under Policy S1 in appendix A	New water, gas and electric utility services shall be made available to the IAMP development site from the existing utilities infrastructure in the local vicinity to enable occupiers to apply for, and obtain, utility connections to their premises. It is recognised this may require connections to be made with Utilities Infrastructure outside of the AAP boundary.	To address representations made by IAMP LLP rep no. 260916/IAMPLLP/035/h
SMP35	Submission	Minor	Policy IN1 - F	In demonstrating comprehensive development under policies S1 and Del2, it must be shown how the infrastructure in paragraphs A to D above will be secured.	For clarity
SMP36	Submission	Minor	Policy IN2	Policy IN2: Flood Risk and Drainage	Minor text amends
SMP37	Submission	Minor	Policy IN2 - B	A detailed Flood Risk Assessment (FRA) and Water Framework Directive Assessment are required to accompany development proposals. alongside the DCO application or subsequent applications.	For clarity
SMP38	Submission	Minor	Policy IN2 - C	A surface water drainage strategy shall be prepared which complies with national design standards and local policy. The scheme promoter shall be required to provide Sustainable Drainage Systems (SuDs) capable of ensuring that run-off from the site (post-development) does not exceed corresponding greenfield rates, minimises prevents pollution, provides multifunctional benefits to wildlife, landscape and water quality and is effectively managed with clear ownership in place.	To address representations made by Gateshead Council rep. no. 260916/GC/017/n.
SMP39	Submission	Minor	Policy IN2 – D	The scheme promoter shall demonstrate sufficient capacity both on and off-site in the foul sewer network to support development should be demonstrated. Where insufficient capacity exists, plans for sewer upgrades should be delivered prior to occupation of development within the IAMP AAP area.	For clarity
SMP40	Submission	Minor	Policy EN1	Policy EN1: Landscape Design	For clarity
SMP41	Submission	Minor	Policy EN1	To minimise the impact on landscape character and visual amenity, seek landscape enhancements, as well as to integrate buildings into the surrounding landscape setting, comprehensive development of the IAMP should the DCO application shall: i. Minimise the visibility of the development from the A19 and maintain a landscape buffer (minimum 50m wide) along the A19;	For clarity

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
				<ul style="list-style-type: none"> ii. Use design and landscaping measures to reduce the impact of development along public rights of way; iii. Incorporate a landscape buffer (minimum 20m wide) around the development edges to integrate the development with the surrounding countryside and provide defensible boundaries for the Green Belt; and iv. Consider the incorporation of green and brown roofs and green walls into the design of the development. <p>As part of the DCO application To support proposed development a landscape and visual impact assessment shall be prepared to gain an understanding of the likely significant effects of the proposed development. Findings during the assessment shall influence the design of the proposals to ensure potential effects are prevented or minimised.</p>	
SMP42	Submission	Minor	Policy EN2 - A	<p>To maintain and enhance biodiversity and protect wildlife habitats, the development of IAMP should:</p> <ul style="list-style-type: none"> i. Avoid direct and minimise any indirect impacts on designated Local Wildlife Sites (LWS) (as shown on the policies map) where possible; ii. Maintain and enhance the River Don as a functional ecological corridor through the implementation of an ecological buffer along the River Don corridor and around Local Wildlife Sites; with the exception of the bridge crossing; iii. Minimise loss of semi-natural habitats. Lost or degraded habitats should be replaced with habitats of equivalent or greater quantity and quality to ensure net gains for nature and accommodate protected species located within the AAP area; iv. Minimise loss of existing mature trees, woodland blocks and hedgerows. Around the edges of the development, trees and hedgerows should be retained and enhanced; v. Design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits; vi. Restrict or minimise public access to areas of ecological sensitivity; and vii. Create links between retained and new habitat areas within and beyond the IAMP AAP area. <p>A. As part of the DCO application an Ecological Impact Assessment should be included in the Environmental Impact Assessment.</p> <p>This shall be undertaken to influence development proposals and ensure potential impacts are prevented or mitigated. Ecological proposals should be designed in conjunction with landscape and drainage specialists, to maximise the ecological value of landscape planting and drainage features. Proposals should include an appropriate long term Management Plan that will ensure long-term ecological value is maintained.</p>	To address representations made by Natural England rep no. 260916/NATENG/038/b and Gateshead Council rep no.260916/GC/017/q.
SMP43	Submission	Minor	Policy EN2 – A & B	<p>A. To maintain and enhance biodiversity and protect wildlife habitats, the development of IAMP should: scheme promoter for the IAMP will:</p> <ul style="list-style-type: none"> viii. Avoid direct and minimise any indirect impacts on designated Local Wildlife Sites (LWS) (as shown on the policies map) where possible; ix. Maintain the River Don as a functional ecological corridor through the implementation of an ecological buffer along the River Don corridor and around Local Wildlife Sites; with the exception of the bridge crossing; x. Minimise loss of semi-natural habitats. Lost or degraded habitats should be replaced with habitats of equivalent or greater quantity and quality to ensure net gains for nature and accommodate protected species located within the AAP area; xi. Minimise loss of existing mature trees, woodland blocks and hedgerows. Around the edges of the development, trees and 	For clarity

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
				<p>hedgerows should be retained and enhanced;</p> <p>xii. Design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits;</p> <p>xiii. Restrict or minimise public access to areas of ecological sensitivity; and</p> <p>xiv. Create links between retained and new habitat areas within and beyond the IAMP AAP area.</p> <p>B. To support proposed development As part of the DCO application an Ecological Impact Assessment should be included in the Environmental Impact Assessment.</p>	
SMP44	Submission	Minor	Policy EN3 - A	To provide green and open spaces for recreational use, the DCO application for IAMP and any other applications proposed development will:	For clarity
SMP45	Submission	Minor	Policy EN3 - i	Incorporate a minimum 50m wide buffer either side along the River Don, linking with the wider Green Infrastructure Corridor to the east and west and allow recreational access within this buffer where there is low risk of harm to ecological receptors;	To address representations made by Natural England rep no. 260916/NATENG/038/b and Gateshead Council rep no.260916/GC/017/q.
SMP46	Submission	Minor	Policy EN4 – A & C	<p>A. Proposals should not adversely impact the amenity of neighbouring occupiers and residents. The IAMP DCO application Proposed development shall be supported where the proposal:</p> <p>C. A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required to support the discharge of requirements attached to the DCO and conditions for other proposed development</p>	For clarity
SMP47	Submission	Minor	Policy Del1	<p>The phasing of the IAMP must have regard to the aim of enabling the comprehensive delivery of a sustainable employment-led development from the outset and as the development progresses. Accordingly, a Phasing Strategy must be submitted with the IAMP DCO any application for proposed development.</p> <p>The Phasing Strategy shall demonstrate how the comprehensive and integrated infrastructure, services and facilities that will make the scheme acceptable in planning terms will be delivered.</p> <p>A Mitigation Strategy and a Management Strategy must be submitted with the IAMP DCO any application and both each should include address the following key elements topics: Landscape and Open Space; Ecology; Drainage and Sustainable Transport.</p> <p>The approved Phasing Strategy, Mitigation Strategy and Management Strategy shall be secured by DCO requirement or planning obligations.</p>	For clarity
SMP48	Submission	Minor	Policy Del2 – B	<p>Insert new text as 'B': Mitigation required as a result of other proposals will be secured through articles and requirements within a DCO, planning conditions or planning obligations as appropriate.</p> <p>B. C. The Phasing Strategy submitted as part of the IAMP DCO application shall demonstrate how the strategic infrastructure for the IAMP as identified in the Infrastructure Delivery Plan will be delivered.</p>	For clarity

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
SMP49	Submission	Minor	Policy Del2 - C	Where necessary, to make development of the IAMP acceptable in planning terms, developer contributions (in the form of planning obligations) will be sought to mitigate the impact of the IAMP. In seeking any such contributions, regard shall be had to scheme viability and other material considerations.	For clarity
SMP50	Submission	Minor	Policies Map	<p>Replace the policies map as follows:</p>  <p>Changes include:</p> <ul style="list-style-type: none"> • Inclusion of wider Tyne and Wear Green Belt • Addition of the inner Green Belt Boundary. • Inclusion of Listed Building 	<p>For clarity.</p> <p>To address representations made by Barbara Hooper rep no260916/HISENG/029/f and Tyne and Wear Archaeology Officer 190816/ T&WAO/013/c</p>

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
				<ul style="list-style-type: none"> • Re-alignment of some of the proposed key internal roads • Annotation of Northern and Southern Employment Areas. • Separation of policies and context in the key. 	

International Advanced Manufacturing Park Area Action Plan 2017 - 2032

Publication Draft:
Proposed Modifications

August 2016

January 2017



Public consultation on this publication draft Area Action Plan (AAP) will take place between 1 August and 26 September 2016. Formal representations and comments received will be taken into consideration, prior to the draft AAP being submitted to the Planning Inspectorate for independent examination. If declared 'sound' and fit for purpose, the final IAMP AAP will be adopted by Sunderland City Council and South Tyneside Council as part of their respective Local Plans.

Forward

“As neighbouring councils, we recognise the importance of working in partnership to create growth and opportunity in Sunderland and South Tyneside for many generations to come.

Our commitment to the delivery of an International Advanced Manufacturing Park (IAMP) that spans our boundaries is based on the knowledge that this will significantly grow our economies. Through the delivery of the IAMP, to the land north of Nissan, we want to build on our strengths in automotive and advanced manufacturing and increase opportunities for enterprise and employment both here and in the wider region.

In Nissan we have the largest and most productive automotive plant within Europe, producing over 500,000 cars each year and the IAMP will support this with 260,000 square metres of floorspace over a 100 hectare site. We anticipate 5,200 jobs being created across the advanced manufacturing and automotive sectors with companies that will benefit from being close to Nissan and from the infrastructure and skilled workforce that exists here.

This IAMP Area Action Plan has been prepared jointly by our councils to establish the planning policy framework that is needed to successfully deliver the IAMP. It takes into account the development's surroundings, the infrastructure and safeguards needed and sustainability of the IAMP. Aside from being of utmost importance to Sunderland and South Tyneside, the development of the IAMP links to the North East Local Enterprise Partnership's Strategic Economic Plan and has been designated as a Nationally Significant Infrastructure Project (NSIP) by Government.

Our vision for the IAMP, as described in this Area Action Plan, is one shaped by evidence, ambition and extensive consultation with residents, business and partners. In IAMP we see a hugely significant opportunity for the region and indeed the whole UK.”

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Glossary

AAP	Area Action Plan	NPS	National Policy Statement	LHA	Local Highways Authority
BIS	Department of Business, Innovation and Skills	NSIP	Nationally Significant Infrastructure Project	LPA	Local Planning Authority
BEIS	Department for Business, Energy & Industrial Strategy	NWL	Northumbrian Water Ltd	LVIA	Landscape and Visual Impact Assessment
CIRIA	Construction Industry Research and Information Association	PwC	Price Waterhouse Coopers	LWS	Local Wildlife Site
DBAP	Durham Biodiversity Action Plan	SA	Sustainability Appraisal	MoU	Memorandum of Understanding
DCO	Development Consent Order	SEA	Strategic Environmental Assessment	NELEP	North East Local Enterprise Partnership
DEFRA	Department of Environment, Food and Rural Affairs	SEP	Strategic Economic Plan	NPPF	National Planning Policy Framework
DPD	Development Plan Document	SCC	Sunderland City Council	PPG	Planning Practice Guidance
EZ	Enterprise Zone	SCI	Statement of Community Involvement		
EU	European Union	STC	South Tyneside Council		
FRA	Flood Risk Assessment	SuDS	Sustainable Drainage System		
IAMP	International Advanced Manufacturing Park	UDP	Unitary Development Plan		
GBSSO	Green Belt and Site Selection Options Paper				
LDF	Local Development Framework				

1 Introduction

1.1 Overview

1. The International Advanced Manufacturing Park (IAMP) represents a unique opportunity for the automotive and advanced manufacturing sectors in the UK. Located next to the UK's largest and most productive car manufacturing plant at Nissan, the IAMP will provide a bespoke, world class environment for the automotive supply chain and related advanced manufacturers to innovate and thrive, contributing significantly to the long-term economic success of the North East of England and the national automotive sector.
2. This IAMP Area Action Plan (AAP) Publication document has been prepared to guide the comprehensive delivery of the IAMP through development of the land to the north of Nissan's existing car manufacturing plant, located within the administrative areas of Sunderland and South Tyneside.
3. The IAMP AAP has been prepared jointly by Sunderland City Council (SCC) and South Tyneside Council (STC) (the Councils) in support of the Sunderland City Deal (in partnership with South Tyneside).
4. The IAMP AAP is a plan for the next 15 years. The AAP sets out planning policies to direct and enable the comprehensive delivery of a high quality employment development targeted at automotive and advanced manufacturing end users, and supporting facilities.
5. The IAMP was designated by the Secretary of State as a Nationally Significant Infrastructure Project (NSIP) in September 2015. That means that the IAMP proposal itself

must be authorised by a Development Consent Order (DCO) under the Planning Act 2008. The Councils intend to submit their application for a DCO during 2017.

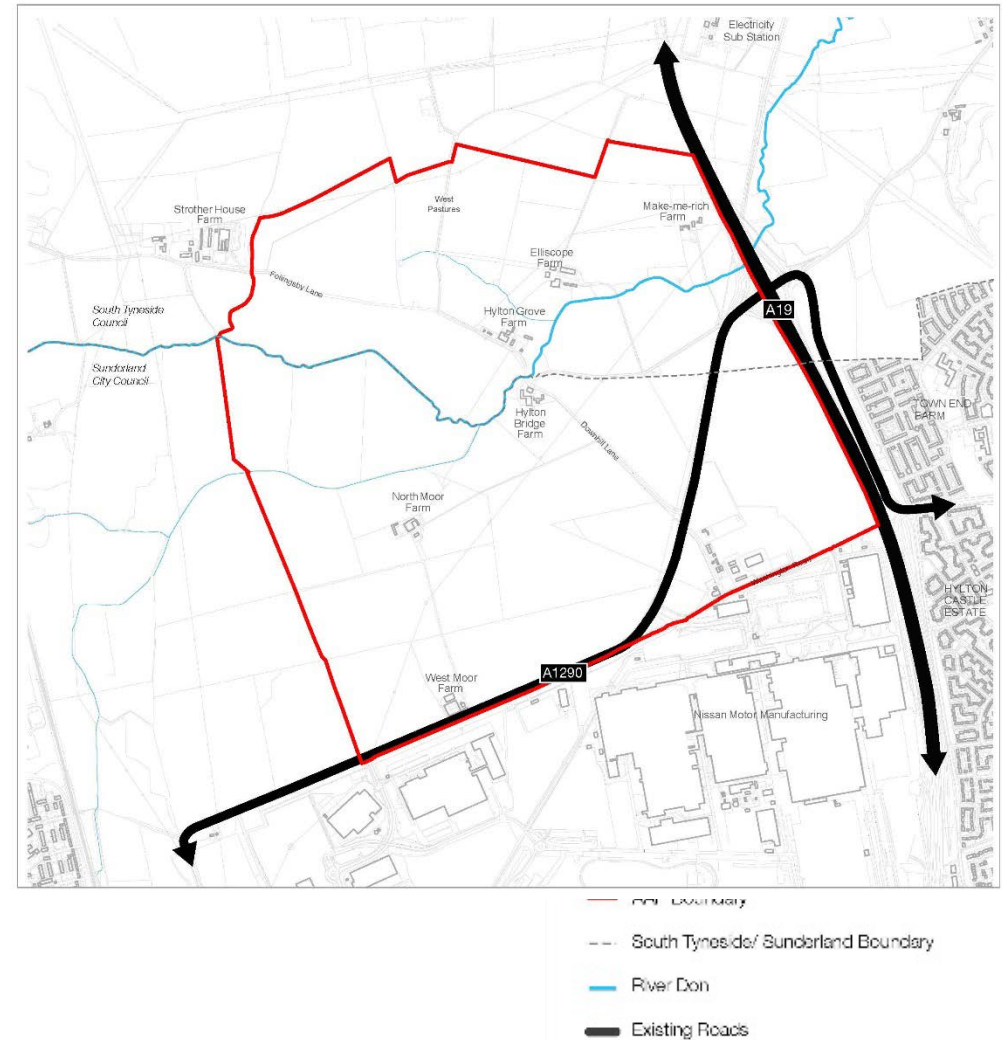
6. The Government has also announced that 25ha within the early phases of the IAMP will benefit from Enterprise Zone status.
7. ~~The IAMP AAP Publication document is the final draft version of the IAMP AAP. It has been made available for consultation to the Planning Inspectorate. This is a formal opportunity for the local community and other interested stakeholders to consider the IAMP AAP. If the Planning Inspectorate finds the IAMP AAP to be 'sound', it will be adopted by the Councils. Once adopted, the IAMP AAP will form part of the statutory Local Plans for both Sunderland City Council and South Tyneside Council.~~
8. ~~The IAMP AAP Publication document have been published alongside the Sustainability Appraisal which has informed the development of the IAMP AAP to ensure it fully considers all opportunities to promote sustainable development.~~
9. The IAMP AAP is also accompanied by a series of Technical Background Reports and other technical evidence base documents which have informed the preparation of the IAMP AAP. The supporting evidence documents for the IAMP AAP can be found at:
10. www.sunderland.gov.uk/iamp-development-plan
11. www.southtyneside.gov.uk/localplan

2 The International Advanced Manufacturing Park: Strategic Context, Vision and Objectives

2.1 The IAMP Proposal

12. The IAMP AAP provides the planning policy context for the delivery of a development comprising of approximately 260,000 sq m of floorspace for automotive and other advanced manufacturing, engineering and related distribution businesses. This would be delivered on a site of 100ha. In addition, 50ha of land is safeguarded for possible future developments of these uses and 135ha of land would be retained for ecological and landscape mitigation. This would not be developed but remain in the Green Belt.
13. The site is identified by the IAMP AAP site boundary in Figure 1.
14. The policies map (Appendix A) presents the sub-areas for the IAMP AAP including:

Figure 1: IAMP AAP Boundary



- the development areas to the north and south of the River Don;
- the ancillary commercial, leisure and transport **local centre area** known as 'the Hub' located in the southern part of the site;
- the extensive ecological and landscape mitigation zone; **and**
- **and** the road, cycle and public rights of way networks across the AAP area.

2.2 The Importance of the IAMP

15. The development of the IAMP will underpin the continued success of the automotive and advanced manufacturing sectors in the UK and North East. The North East of England is recognised internationally as a centre for the automotive industry due to Nissan's presence in the region since 1985. This has led to the expansion of an 'automotive cluster' centred on the Nissan plant north west of Sunderland, with the nearby location of manufacturers linked to the Nissan supply chain.
16. Nissan is a major employer in the North East and has been the largest car plant in the UK for 14 years and the largest exporter for 12 years. Nissan Manufacturing UK (NMUK) in Sunderland accounts for one third of all UK car production. Production surpassed 500,000 vehicles in 2013 and is set to expand further, with the vast majority of these manufactured for export. Sunderland's current trajectory will take it beyond 600,000 cars a year and is on track to become one of the world's largest car plant complexes. In addition, in the North East region there are 25 tier one automotive suppliers, with over 7,000 people employed in Sunderland's Nissan plant underpinning over 20,000 supplier jobs in the wider North East region.

17. The comprehensive development of the IAMP will contribute to achieving key objectives of the Government's Northern Powerhouse agenda. The Northern Powerhouse seeks to rebalance and grow the UK economy by devolving political power and fostering economic activity in the north of England. The Government is committing to £13 billion of investment to transport in the north of England; backing major new science technology and culture projects; and agreeing to devolve significant powers. Projects such as IAMP are critical to the success of the Government's Northern Powerhouse strategy. In particular, innovation clusters such as that proposed for the automotive and advanced manufacturing sectors around the IAMP and Nissan will provide a step-change in creating the Powerhouse.

2.3 Demand for the IAMP

18. Demand for employment land within Sunderland and South Tyneside is consistently strong, demonstrated by the success of strategic sites such as the Low Carbon Vehicle Enterprise Zone. The 'Strategic Employment Study' (2013) assessed future market demand in the automotive and advanced manufacturing sectors. The study identified the requirement for the IAMP (which was confirmed through the Sunderland City Deal (in partnership with South Tyneside) in June 2014) of:
 - Over 260,000 sq m of developable floorspace over a 100ha advanced manufacturing park; and
 - Creating over 5,200 new jobs with the vast majority within the manufacturing sector.
19. In order to understand the level and urgency of demand for the scheme, preparatory work for the IAMP AAP has also explored market opportunities, development enquiries and locational

criteria to meet the needs of the growth in the automotive and advanced manufacturing sectors.

Market opportunities

20. The Department for Business, Innovation and Skills (BIS) The Automotive Strategy (Produced by the then Department for Business, Innovation and Skills) estimates that supply chain production worth £3-4bn could be brought within the UK. In October 2016 Nissan has recently announced additional production in Sunderland of the next-generation Qashqai and X-Trail. Given the recent growth and the new models, Nissan's supply chain has seen, and will continue to see, significant growth. Some of this supply chain is in the North East but in addition, Nissan currently sources around £0.67 billion worth of components annually from outside the North East. It is likely that some of this growth will look to relocate to the North East and potentially into the vicinity of the Nissan plant given the increased demand from Nissan and the need to secure its supply chain.

Locational criteria

21. The City Deal identifies the following locational criteria to meet the needs of the target sectors for the IAMP:
- *Site size*: a 'moderate scenario' of 150ha requires accommodation on large floorplates ranging from 9,000 to 37,000 sq.m;
 - *Adjacency to industry*: Nissan has a complex supply chain. The move towards 'near shoring' shows there are significant opportunities to attract suppliers from overseas as opposed to displacing existing companies from

elsewhere in the region. The majority of Tier 1 suppliers are currently located within five miles of the Nissan plant;

- *Transport links*: The IAMP location has good links to the strategic road network including the A19. The IAMP also has good access to the ports of Tyne and Sunderland and Tees Valley and Newcastle airports, enabling freight movements for imports and exports of goods; and
- *Site availability*: Land in the IAMP AAP boundary is owned by a relatively small number of parties, many of whom own large areas. The Councils will negotiate with owners to assemble the IAMP site and as a last resort may seek to include powers of compulsory acquisition in the DCO.

2.4 Wider Strategic Context

22. Proposals for the IAMP have been developed by the Councils in partnership with the North East Local Enterprise Partnership (NELEP). The North East Strategic Economic Plan (SEP) sets the strategic context for the IAMP, whilst the City Deal introduced the IAMP proposals to secure funding and a commitment to delivery.
23. The SEP and City Deal demonstrate the support and significance of the IAMP at a national, regional and local level.

2.4.1 Strategic Economic Plan (SEP)

24. The NELEP published the SEP for the North East in 2014 and updated it in 2016. The aim of the SEP is to create "more and better jobs" to address the productivity gap between the North East and the best performing areas within the UK. The SEP identifies the IAMP as one of the key employment locations to focus investment. The automotive and advanced

manufacturing sectors are also important for the SEP as they offer innovative, productive and world class activities.

2.4.2 Sunderland City Deal

25. Sunderland City Deal (in partnership with South Tyneside) was signed between the two Councils and the Government in 2014. The City Deal has five key aims:
- Delivery of the International Advanced Manufacturing Park;
 - Commitment to co-designing a local Skills Compact with local businesses;
 - Delivery of the New Wear Crossing;
 - Infrastructure for Ultra Low Emission Vehicles; and
 - Sunderland and South Tyneside Councils commit to supporting the development of the North East Combined Authority.
26. A key objective of the City Deal is to enable the local economy to build on its strengths in advanced manufacturing, with a focus on the automotive sector but also expanding the opportunities for enterprise and employment in the area.
27. The City Deal partners have committed funding to support the delivery of the initial planning phases. Sunderland Council, South Tyneside Council and the NELEP will commit local funding as the project progresses.

2.5 The IAMP Site

28. The IAMP will be located on land to the north of the existing Nissan car manufacturing plant, to the west of the A19 and to the south of the A184. This location benefits from its close

proximity to Nissan and excellent transport links with opportunities for integrated connectivity provided by the surrounding Strategic Road Network, rail and port infrastructure.

29. The IAMP AAP boundary is located within the administrative areas of both Sunderland City Council and South Tyneside Council and is shown in Figure 1.
30. The site currently mainly comprises of arable farmland. The River Don runs through the centre of the area. The Grade II listed Hylton Bridge runs over the River Don. The site was previously crossed by railway infrastructure which is no longer present on site and existing development is limited to mainly agricultural buildings which are distributed across the site along the A1290, off Downhill Lane and Follingsby Lane. The North East Land Sea and Aircraft Museum is located in the southern part of the site next to the A1290 / Washington Road along with some residential properties. There are also two playing pitches located immediately north of the museum.

2.6 The IAMP Vision

31. The vision for the IAMP is:
32. *'A nationally important and internationally respected location for advanced manufacturing and European-scale supply chain industries. A planned and sustainable employment location that maximises links with Nissan and other high value automotive industries as well as the local infrastructure assets, including the ports, airports and road infrastructure.'*
33. The type of place which the Councils want to create is:
- 'an attractive working environment that creates the conditions in which businesses can establish and thrive and

where people choose to work. A unique opportunity for increased job and business creation and the promotion of regional prosperity whilst taking advantage of natural assets and green infrastructure including the River Don corridor.'

2.7 The IAMP Objectives

34. The following objectives are the primary aims of the IAMP. They form the basis for the site specific policies and will form the key indicators against which success will be measured.
1. Build on the area's international reputation in the automotive industries and support Nissan in its expansion and investment in the UK.
 2. Enable the North East to continue to achieve a positive balance of trade in goods, thereby strongly supporting the growth and resilience of the UK economy.
 3. Deliver a key element of the Sunderland City Deal (in partnership with South Tyneside) with Government and to support the NELEP to stimulate local jobs and growth in the local economy.
 4. Attract European-scale 'super suppliers', especially linked to automotive industries and encourage investment and expansion by existing businesses.
 5. Ensure the North East has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment.
 6. Ensure links to sub-regional infrastructure, including ports, roads and airports.
 7. Ensure a suitable transport network to realise the vision.
 8. Ensure access to a skilled workforce to realise the vision.
 9. Protect and enhance biodiversity through on and off site mitigation.
 10. Encourage design and development based on sound sustainability principles.
 11. Create a central hub to provide identity and encourage public transport.
 12. Maximise opportunities to bring in public sector and private sector funding.
 13. Improve flood alleviation, water quality and habitat connectivity along the River Don.

3 Policy Context and AAP Preparation

35. The IAMP AAP is a joint plan for both Sunderland City Council and South Tyneside Council. Once adopted, the IAMP AAP will form part of the statutory development plan for both Councils.
36. The IAMP AAP has taken account of the IAMP's **nationally significant** status **as a NSIP**. The IAMP AAP is intended to guide the preparation of the DCO application and inform its Examination.
37. The IAMP AAP is also a development plan along with the two Councils' respective Local Plans for the determination of any planning applications submitted on the IAMP site, which are unrelated to the IAMP proposal, given that the wider site includes various uses (including agricultural and residential) that will remain even once the IAMP project is implemented.
38. It also provides the policy context for the areas of safeguarded land should there become a need to release further land for expansion of the IAMP in the longer term.

3.1 National Policy

39. The IAMP AAP has been developed in accordance with the requirements of the National Planning Policy Framework (NPPF).
40. The NPPF includes a presumption in favour of sustainable development achieved through sustainable economic growth. It highlights the importance of ensuring the right land is available at the right time to support innovation. It also demands that local planning authorities should *"plan positively for the*

location, promotion and expansion of clusters or networks of...high technology industries" growth (paragraph 21).

3.2 Local Policy

3.2.1 Sunderland City Council

Adopted Plan

41. The Sunderland Unitary Development Plan was adopted in 1998. A number of policies have been saved and still form part of the development plan. This includes saved policy EC1 which states that the City Council will encourage proposals which *"develop the city's role as a major manufacturing centre, especially in relation to advanced or high technology processes"*.

Emerging Local Plan

42. The emerging Local Plan will comprise a Core Strategy and an Allocations Plan, along with the IAMP AAP. The policies in the Revised Preferred Options draft Core Strategy (2013) have been taken into consideration in preparing the IAMP AAP.
43. The draft Core Strategy Policy CS3.2 identifies land to the North of Nissan as one of two strategic sites. The Vaux site is the other strategic site and will comprise a mixture of business and residential uses. Policy CS3.2 explains that development on the north of the Nissan site will comprise land uses in use classes B1(b) (research and development), B1(c) (light industry), B2 (general industrial) and B8 (storage and distribution). Emphasis will be given to particular developments which support low carbon technologies. Offices (B1(a)) will

only be acceptable when ancillary to the wider development and should not be of a scale where they impact upon the deliverability of office sites in Sunderland City Centre.

44. It also states *“the site will be developed to accommodate major employers and should be in accordance with an agreed masterplan. Piecemeal development will not be acceptable. Due to its location, a high standard of design and landscaping will be sought to minimise its impact on the landscape”*. The IAMP AAP sets out the framework for this masterplan and the policy framework to ensure comprehensive and not piecemeal development.
45. Draft Policy CS3.4 states that subject to sufficient evidence to demonstrate demand for employment land which cannot be met within the existing employment land area, Sunderland City Council will work with South Tyneside Council to deliver this through the production of a development plan document at the earliest opportunity. The IAMP AAP is that development plan document, with the Commercial and Employment Technical Background Report providing the relevant evidence.
46. The draft Core Strategy recognises that the strategic site to the north of Nissan will involve development of land within the Green Belt.
47. Sunderland City Council's consultation on the Strategic Growth Options (May 2016) recognises that the exceptional circumstances case for the release of the site from the Green Belt will be considered through the IAMP AAP.
48. The 'Exceptional Circumstances for releasing land from the Green Belt Technical Background Report' demonstrates the exceptional circumstances required to amend the Green Belt boundary.

3.2.2 South Tyneside

49. The South Tyneside adopted statutory development plan is currently its suite of Local Development Framework (LDF) documents. These are being reviewed through the new Local Plan, alongside the IAMP AAP.
50. The South Tyneside LDF Core Strategy Development Plan Document (DPD) was adopted in 2007, the Development Management DPD was adopted in 2011 and the Site Specific Allocations DPD was adopted in 2012.
51. The Core Strategy states that opportunities along the A19 economic growth corridor should be promoted. The IAMP is located in that corridor. Supporting text to Policy SA3 in the Site Specific Allocations DPD notes that the land north of the Nissan plant is proposed as a strategic employment site in Sunderland's emerging Core Strategy. It notes the potential for it to extend into South Tyneside subject to it establishing 'exceptional circumstances' for releasing land from the Green Belt.
52. The consultation on South Tyneside's Strategic Land Review (May 2016) recognises that the exceptional circumstances case for the release of the site from the Green Belt will be considered through the IAMP AAP.
53. The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report, demonstrates the exceptional circumstances required to amend the Green Belt boundary.

3.3 The Area Action Plan

3.3.1 Purpose and Function

54. The purpose of the IAMP AAP is to guide the delivery of future comprehensive development at the IAMP. The IAMP AAP has been prepared in partnership by both Councils. It should be read as a whole alongside policies within the adopted and emerging Sunderland and South Tyneside Local Plans as these will continue to apply within the IAMP area, except where there is a site specific policy set out in the IAMP AAP. The AAP policies map at Appendix A updates that part of the key diagrams and proposals maps of both Sunderland and South Tyneside's Local Plans.

3.3.2 Why an Area Action Plan?

55. The scale of the IAMP proposals, location across two local authority areas and the current designation of the majority of the land as Green Belt justifies the need for a dedicated AAP to:
- Enable the joint preparation of a statutory planning document;
 - Review and revise the Green Belt boundary; and
 - Recognise the strategic importance of the IAMP (including its NSIP status) and set the site specific policy framework and development principles against which proposals could be determined.

56. This approach is supported by the Planning Inspectorate who have advised that the benefits of preparing an AAP for the IAMP are that:
- It allows for full consideration of all issues and options to ensure the selected site is the most suitable;
 - It provides a vehicle to demonstrate that proper co-ordination has taken place with other bodies and councils (under the Duty to Co-operate);
 - It involves an NPPF compliant method of securing changes to the Green Belt through the demonstration of 'exceptional circumstances'; and
 - It provides a clear policy context against which to consider future applications for DCOs and planning permission.

3.3.3 Evidence Base

57. The IAMP AAP is supported by an evidence base consisting of 10 Technical Background Reports that cover the following themes:
- Commercial and Employment
 - Environment and Ecology
 - Flood Risk and Water Management
 - Geotechnical Assessment
 - Exceptional Circumstances for Releasing Land from the Green Belt
 - Landscape Character

- Masterplan Design
- Planning Policy
- Transport
- Utilities and Infrastructure

58. The Technical Background Reports are available on the South Tyneside Council and Sunderland City Council websites:

59. www.sunderland.gov.uk/iamp-development-plan

60. www.southtyneside.gov.uk/localplan

3.4 Sustainability Appraisal and Habitats Regulations Assessment

61. The IAMP AAP is subject to a Sustainability Appraisal (SA). This comprises the Strategic Environmental Assessment (SEA) and the SA of economic and social effects (including the Equality Impact Assessment and Health Impact Assessment). The role of an SA is to promote sustainable development by assessing potential alternatives to help achieve the necessary environmental, economic and social objectives.
62. The SA is a statutory requirement and is built on the SAs developed for each Councils' Local Plans. It covers the options for the location of IAMP, issues and options for the main spatial layout of the IAMP AAP and the options within the policies and proposals.
63. Independently to the SA process, a screening exercise was carried out to determine whether there was a need for a Habitat Regulations Assessment. ~~It was agreed with Sunderland City Council and South Tyneside Council~~ This

~~process concluded~~ that a Habitat Regulations Assessment was not required.

3.5 Duty to Co-operate

64. The legal Duty to Co-operate requires local authorities to '*engage constructively, actively and on an ongoing basis*' with neighbouring authorities on strategic 'larger than local' spatial development matters relevant to statutory plans.
65. The seven local authorities of the North East Combined Authority and Local Enterprise Partnership area – namely Durham, Gateshead, Newcastle, North Tyneside, Northumberland (plus the Northumberland National Park Authority), South Tyneside and Sunderland – have developed a Duty to Co-operate Memorandum of Understanding (MoU) and governance structure, which was agreed in 2012. This was considered to be the best means of establishing a formal commitment to effectively coordinating ongoing dialogue and joint working on key strategic cross-boundary issues.
66. Working closely with the NELEP, this joined up city-regional approach is aimed at helping the seven local authorities to deliver economic growth through a more coordinated approach to important issues affecting the whole region focused around transport, skills and attracting inward investment to support employment.
67. South Tyneside Council and Sunderland City Council have also been working closely together with the NELEP since early 2013 on the Sunderland City Deal. A core part of the City Deal supports the initial planning, design and land assembly for developing the IAMP.

68. A The Duty to Co-operate Compliance Statement accompanies the will be provided by the Councils to accompany the IAMP AAP when it is submitted to the Planning Inspectorate. This will and explains how the duty to cooperate has been implemented.

3.6 Consultation

69. Preparation for of the IAMP AAP has undergone various issues and options consultation stages in accordance with under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This is described in the Statement of Consultation, including:

- The economic scenarios to determine the scale of the proposal;
- Alternative locations across the North East region;
- Alternative locations within Sunderland and South Tyneside; and
- Alternative locations within the broad area of land to the north of Nissan.

70. The previous stages of consultation undertaken to inform the

71. IAMP AAP Publication Draft were:

- **IAMP for the North East Region (Consultation February to March 2015).** This sets out a range of initial key issues and options for consideration in relation to the IAMP. It presented evidence regarding the need for an IAMP and consulted on a range of options to take account of the different

economic scenarios, and included indicative maps showing alternative potential locations for the IAMP.

- **IAMP: Green Belt and Site Selection Options Paper (GBSSO, Consultation December 2015 to February 2016).** This document built on the 'IAMP for the North East Region Consultation' taking into account comments on this initial consultation paper. The GBSSO presented the demand case for the IAMP in further detail, considering and discounting alternative locations across the region for a large scale employment site to meet the needs of the automotive and advanced manufacturing sectors. The document assessed the Green Belt area to the north of Nissan in order to understand the impact of potential boundary changes on the five purposes of Green Belt as defined in the NPPF. The paper also presented the proposed vision and objectives for the IAMP AAP along with analysis of three potential site options in the broad area to the north of Nissan.

72. The outcome of the previous consultations can be summarised as follows:

- Preference for the 'moderate growth scenario' requiring a development of around 140 – 150 hectares to accommodate growth in the automotive and advanced manufacturing sectors;
- Preference for the location of the IAMP on land to the north of Nissan; and

- Preference for the site to be located adjacent to Nissan, broadly in line with Option 1 (as presented in the GBSSO paper).

73. Consultation on the IAMP AAP Publication draft complies with the consultation process set out in the Sunderland City Council and South Tyneside Council Statements of Community Involvement (SCI).

3.6.1 Appraisal of Alternative Options

74. The options presented in the Green Belt and Site Selection Options Paper were subject to sustainability appraisal to inform the identification of a preferred option for the IAMP AAP.
75. The preferred option is primarily based on Option 1 but positive elements from Options 2 and 3 were incorporated including the location of the 'Hub' so that it could be accessed by employees on existing sites and new employees at IAMP, and the location of the safeguarded land was moved to the west to maintain a larger expanse of Green Belt land north-south.
76. The preferred location for the IAMP is on land currently designated as Green Belt in South Tyneside and Sunderland. The appropriateness of the release of land currently in the Green Belt is therefore a key issue to be dealt with through the AAP and consenting process.
77. The NPPF states that: '*Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan*'. The IAMP AAP forms part of the Local Plans for Sunderland City Council and South Tyneside Council, and therefore is an appropriate mechanism to amend the Green Belt boundary.

78. The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report provides evidence for the exceptional circumstances case for the release of land at the IAMP from the Green Belt. It sets out the case for release of the Green Belt for the development of the IAMP as well as the potential release of additional expansion land for the long term development of the IAMP beyond 15 years; this is known as 'safeguarded land'.
79. The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report details the case for the IAMP, including scale and locational factors. It describes the range of other locations that have been considered as well as options within the land to the north of Nissan. These alternative locations and sites have been consulted on through the IAMP Key Issues and Options Report (February 2015) and the Green Belt Site Selection Options Paper (GBSSO) (November 2015). These locations and sites have also been the subject of a series of technical assessments, as described in the Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report.
80. The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report demonstrates that the significant national and regional economic benefits of the IAMP are considered to outweigh the degree of harm caused by development on land to the north of Nissan, currently designated as Green Belt. It also demonstrates that there are no suitable alternative locations with lower adverse impacts for realising the IAMP vision and objectives.
81. The land to be released from the Green Belt by the IAMP AAP has been selected to minimise the removal of land from the Green Belt by only revising the boundary to accommodate development required. The IAMP AAP proposals also take

account of the Green Belt purposes and functions set out in the NPPF and include the following mitigation measures in the policies:

- The use of existing permanent and recognisable boundaries as far as possible and the creation of new boundaries through development to prevent unrestricted sprawl and future encroachment of development into the Green Belt;
- The retention of a strategic Green Belt corridor to the north of the IAMP AAP area to maintain a gap between settlements and prevent neighbouring towns merging into one another; and
- The inclusion of areas of safeguarded land to ensure revised Green Belt boundaries are capable of enduring beyond the IAMP AAP period.

3.7 Relationship Between IAMP AAP and Development Consent Orders

82. There are currently two NSIPs being progressed on sites to the north of Nissan. One of these is IAMP and the other is Highways England's A19 Testos and Downhill Lane Junction Improvements. These NSIPs are being delivered over a similar time frame through DCOs.
83. DCOs are a form of planning permission that can integrate other types of approval, such as highways/infrastructure works, and compulsory acquisition. The NSIP consenting process brings together planning, land assembly, environmental and access matters for a proposed project within a single consultation, application, public examination and decision making process, determined by the Secretary of State.

3.7.1 IAMP's National Significance NSIP Status

84. The Secretary of State designated the IAMP as nationally significant in September 2015. As a result, the IAMP can only be authorised by a DCO made pursuant to the Planning Act 2008.
85. The Councils intend to submit their application for a DCO during 2017.

3.7.2 A19 Testos and Downhill Lane Junction Improvements

86. Highways England is proposing to make major improvements to the A19's Testos and Downhill Lane junctions located to the east and north east of the proposed IAMP site.
87. The proposal at the Testos junction is for a grade-separated A19(T) which is aimed at helping to relieve congestion and improve road safety at the current roundabout. Further improvements are also proposed to the Downhill Lane junction which would improve access to the IAMP from the A19.
88. Highways England is consulting on options for the scheme in autumn/ winter summer 2016 with a preferred option to be announced in 2017, before the end of 2016. It is currently anticipated that the DCO application will be submitted in late 2017. It will be determined primarily in accordance with the National Networks National Policy Statement although the Councils will expect Highways England to have regard also to the draft IAMP AAP, where appropriate.

3.7.3 AAP Relationship with the DCO Process

89. The majority of developments that are classed as NSIPs are supported by a specific National Policy Statements (NPS) (for example, Energy, Water, Transport) that provide guidance for determining relevant DCO applications. There is no NPS for Business and Commercial projects. The IAMP AAP therefore provides planning policy **framework support** for the IAMP to which the Secretary of State will have regard when determining the DCO.
90. The following chapters of this AAP provide guidance as to the nature of requirements that will be sought by the local planning authorities within the IAMP DCO, for example in relation to a design code. Those requirements, similar to planning conditions, will then guide the construction and operation of the IAMP.
91. Owing to the designation of the IAMP as a nationally significant project, all proposals for the IAMP or any part of it can only be consented by DCO. It is envisaged that the DCO for IAMP will possess the flexibility to respond to market needs over the lifetime of the development.
92. If any proposals for the area covered by this AAP come forward that are not covered by the Secretary of State's designation and which require planning permission, these will be determined in accordance with the IAMP AAP, the Councils' other planning policies and the NPPF.

3.7.4 Monitoring the Delivery of the IAMP

93. A framework to monitor the effective delivery of the IAMP is provided in Appendix B.

4 Spatial Strategy and Design

4.1 Overview

94. The spatial strategy for the IAMP AAP seeks to deliver a scheme comprising 260,000 sq m floorspace for automotive and other advanced manufacturing, engineering and related distribution businesses. The IAMP AAP comprises a core developable area of 100ha with a further 50ha of land safeguarded for possible future development in the longer term. In addition 135ha is retained within the IAMP AAP area along the River Don corridor will accommodate some of the **for environmental mitigation required for biodiversity loss within the site** and remains designated as Green Belt.
95. The IAMP will create a world class facility fit for the demands of the automotive and advanced manufacturing sectors in the 21st century. The policies map at Appendix A establishes the spatial strategy for the IAMP.
96. The strategic policies and AAP policies map set a framework to ensure integration with the Nissan plant and the Enterprise Zone; a high quality environment in a setting along the River Don corridor; and accessibility to the improved A19 with access to labour and export markets.
97. The purpose of the strategic policies in this section are to guide future development within the IAMP AAP area. This section also specifies the design guidelines and masterplan principles necessary to achieve comprehensive delivery of a high quality, internationally renowned business park.

4.2 Strategic Policies

4.2.1 Development of the IAMP

Policy S1: Comprehensive Development

- A. Comprehensive development of the IAMP for automotive and advanced manufacturing businesses shall be enabled by releasing 100 ha of land from the Green Belt and safeguarding a further 50ha for potential longer term development, as shown on the policies map.**
- B. Only the delivery of a **single unified** comprehensive scheme which meets the objectives of the IAMP AAP will be supported. To demonstrate comprehensive development the scheme promoter in submitting a DCO application shall:**
- i. ensure the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure;**
 - ii. include a detailed masterplan incorporating a unifying design code;**
 - iii. include a phasing plan for 15 years for the delivery of the IAMP AAP area. This shall exclude the safeguarded land; and**
 - iv. **show how the application complies with policy Del2.****
- C. Any other application for planning permission or other order or consent within the area allocated for IAMP will be validated, processed and determined on its merits but any such application must demonstrate that it does not prejudice the objectives or comprehensive development of the IAMP and:**
- i. **Contributes fully to the realisation of the IAMP as a project of national significance;****
 - ii. **delivers the same standard of supporting infrastructure and****

connectivity as the IAMP masterplan;

iii. contributes fully, in a proportionate and timely manner, to the mitigation required for the IAMP;

iv. achieves the same quality of design as established in the IAMP design code; and

v. is capable of being implemented without breaching the provisions of the Planning Act 2008

98. This policy releases 100ha of land to the north of Nissan within the IAMP AAP boundary from the Green Belt for allocation for employment uses. Within the AAP area the current North East Land Sea and Aircraft Sea Museum is present and is anticipated to remain on the site. There are also two sports pitches adjacent to the Museum, these will be retained on the site until Sunderland City Council determines if they are surplus to requirements.
99. The strategic context section of this AAP summarises the case and the exceptional circumstances to support a review of Green Belt boundaries within the IAMP AAP area. The scale of Green Belt release is based on the need to support the economic opportunity for the North East from the expansion of the UK automotive sector and the requirement for a comprehensive world class scheme to meet proven national and regional need.
100. The scale of release from the Green Belt takes account of existing needs and forecast demand from the automotive and advanced manufacturing sectors. The exceptional circumstances and extent of release is evidenced and justified in the 'Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report'.

101. In order to accommodate future demand for employment related development and growth of established businesses, sufficient land should be made available to ensure the long term sustainability of the IAMP. The designation of 50ha of safeguarded land will ensure Green Belt boundaries endure beyond the end of the IAMP AAP period and support the future sustainability of the IAMP.
102. The amount of safeguarded land identified in this policy is determined using evidence from the Strategic Employment Review (PWC, 2013) and is justified in the Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report. This land has therefore been released from the Green Belt but safeguarded for possible development beyond the plan period, and will only be brought forward for development allocation through a future review of this AAP or the wider Local Plans of the two Councils.
103. The policy requires the comprehensive delivery of the IAMP. This is essential to achieve:
- Delivery of a world class facility on the necessary scale at a pace to meet market demand;
 - End user confidence in deliverability and the potential for future expansion;
 - Environmental mitigation measures and key infrastructure which are delivered alongside development proposals; and
 - High standards of design, place making and estate layout.
104. The scale and national significance of the IAMP mean that it is inappropriate to allow it to come forward on a piecemeal basis, which would undermine the IAMP AAP objectives and prejudice delivery.

105. The Councils will negotiate with landowners to assemble the site for IAMP and will seek the powers of compulsory acquisition through the DCO application if necessary.

4.2.2 Green Belt and Safeguarded Land

Policy S2: Green Belt and Safeguarded Land

- A. The IAMP AAP policies map shows areas designated as Green Belt or safeguarded land.
- B. **With the exception of required highway and utilities infrastructure improvements to deliver the proposed development, the Areas of safeguarded land shall only be released for development, through a review of the AAP, where it can be demonstrated that there is insufficient land remaining within the allocated employment areas, as shown on the Policies Map, to accommodate development needs.**
- C. **Development in the employment areas as shown on the Policies Map, adjacent to land designated as Green Belt shall ensure boundaries are recognisable and permanent through the use of built form or established landscaping buffers defensible boundaries, or where required, establishing new defensible boundaries. The location of where new boundaries are required is shown on the Policies Map.**

106. IAMP is a strategic site of national and regional significance. Removing 150 ha from the Greenbelt and allocating 100 ha for employment development in this Plan period and safeguarding 50 ha enables longer term development needs to be met without revisiting the Green Belt Boundary. This aligns with the NPPF which advises that Green Belt boundaries should not need to be altered at the end of the development plan period, and recommends identifying areas of 'safeguarded land' between the urban area and the Green Belt in order to meet longer term development needs beyond the plan period. The

IAMP AAP policies map updates the Council's existing adopted Local Plan key diagrams and proposals maps in respect of the new Green Belt boundary.

4.3 Land Uses

4.3.1 Principal Uses

Policy S3: Principal Uses

- A. **Through the DCO application, Consent shall be granted for employment development, in the allocated employment areas on the policies map production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors. These are the Principal Uses for IAMP., where the intended uses directly relate to the automotive and advanced manufacturing sectors for production, supply chain and distribution activities.**
- B. **To ensure premises are retained for their original permitted use in the long term the DCO shall contain requirements to that effect or the Councils may consider making a direction under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 to that effect.**
- C. **Employment development proposals from other sectors for B2 uses and B8 uses shall only be acceptable where:**
- i. **demand for this other type of use to be located within the IAMP can be clearly demonstrated through market demand analysis; and**
 - ii. **it can be demonstrated that this type of use is not detrimental to the operation or known needs of the principal uses and the objectives of the IAMP AAP or to the comprehensive development of the IAMP; and**

- D. **it can be demonstrated there are no alternative, suitable locations**
- E. **Development consent for B2 and B8 uses should be granted subject to DCO requirements to ensure premises are retained for the original permitted use in the long term.**
- F. **C. Proposals for residential development and development outside of the parameters as set out within Policy S5, shall not be permitted.**
- G. **D. Proposals for retail and leisure uses outside of the Hub as shown on the Policies Map shall not be permitted, with the exception of the modest scale ancillary uses in the Northern Employment Area (denoted by an 'N' on the Policies Map).**

107. This policy supports the IAMP AAP objectives to build on the area's international reputation in the automotive industry; support Nissan in its investment in the UK; and attract European-scale 'super suppliers' linked to the automotive industry. The policy also seeks to maintain a degree of flexibility in the consenting of future uses for the IAMP, where it can be demonstrated these uses do not impact the overall vision for the IAMP and the objective to meet the needs of advanced manufacturing and automotive sectors.
108. Advanced Manufacturing involves a change in the manufacturing process from a traditional linear model based on design, materials conversion to fabrication, to one based on greater flexibility concerning the range of materials that can be used which can change the method of production.
109. Advanced Manufacturing is also associated with the deployment of a range of technologies including:
- Nano-engineering;
 - Additive/precision manufacturing;

- Design/management of supply chains;
- Green manufacturing;
- Next generation electronics; and
- Continuous manufacture of pharmaceuticals / bio manufacturing.

110. The IAMP's principal use is further justified in the Commercial and Employment Background Report. This policy seeks to satisfy demand from the automotive and advanced manufacturing sectors; protecting the IAMP AAP area from other uses such as general employment development, residential development and large scale retail or leisure uses above 1,500 sq m gross floorspace.
111. The long term use and sustainability of the strategic employment location for the automotive and advanced manufacturing sectors will be secured through a requirement in the DCO and/ or a Town and Country Planning (General Permitted Development) Order Article 4 Direction, which can remove specific development rights related to change of use or permitted development or operational development. This ensures that the uses which are at the core of the IAMP Vision are protected against any future changes to permitted development rights through changes to the Town and Country Planning (General Permitted Development) Order 2015 (as amended).
112. The designation of the IAMP as a commercial and business NSIP by the Secretary of State precludes the provision for residential uses as part of IAMP.

4.3.2 Mix of Uses

Policy S4: Mix of uses Scale and Quantum of Principal and Supporting Employment Uses

- A. Within the allocated employment areas shown on the IAMP AAP policies map, planning permission shall be granted for up to 260,000 sq m of employment space for the Principal Uses as follows: where the mix of uses is:
- i. up to 24,000 sq m of employment space for B1(a) and B1(b) class uses only where this is related to in support of the Principal Uses, as set out in Policy S3; and
 - ii. up to 236,000 sq m of employment space for B1(c), B2 and B8 class uses.

113. The focus for the IAMP is for the provision of employment development in use classes B1(c), B2 and B8 to meet the needs of the automotive and advanced manufacturing sectors. The IAMP AAP will facilitate provision for a range of unit sizes to encourage companies of varying scales to locate on the site. This approach offers the opportunity for business growth within the development to encourage future sustainability.
114. It is recognised that an element of B1 (a) office space is required either as research and development space, as ancillary offices for B2 and B8 uses, or for supporting business services.
115. The primary scale and quantum of mix of uses set out in the policy originates from the 'Strategic Employment Study' (2013) and the schedule of employment and floorspace (2014) submitted as part of the City Deal. The scale and mix of uses is evidenced and justified within the Commercial and Employment Background Report.

116. The policy approach supports the IAMP AAP objectives to ensure the North East region has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment; and encourage investment and expansion by existing businesses.

4.3.3 Ancillary Uses

Policy S5: Ancillary uses

- A. To support the delivery of a sustainable scheme the following ancillary uses shall be permitted within the IAMP as part of the comprehensive scheme comprised in the IAMP DCO application:
- i. education and training facilities;
 - ii. managed workspace (up to a total of 3,000 sq m gross floorspace);
 - iii. a range of local scale retail and leisure uses (up to a total of 1,500 sq m gross floorspace);
 - iv. nursery and child care facilities (up to a total of 1,000 sq m gross floorspace); and
 - v. a hotel with associated leisure and conference facilities.
- B. Ancillary uses associated with education, training, leisure and hotel uses shall be located within or next to 'the Hub' unless an alternative appropriate location within the IAMP development area can be demonstrated to be necessary, which does not undermine proposals for the principal uses.
- C. Ancillary uses shall not prejudice the operation of Use Class B uses, including the expansion of operations.
- D. In addition to the Hub location, small scale retail and leisure provision of up to 1,000 sq m gross floorspace shall be supported

to service the northern extent of the IAMP, north of the River Don.

Ancillary uses will be primarily to serve the existing and new businesses in the locality, but available for all to use.

119. The vision for the IAMP is for ‘a planned and sustainable employment location’. For this vision to be realised, the IAMP should include ancillary uses to provide an attractive working environment and meet the needs of a skilled workforce. Ancillary uses associated with retail, leisure and hotel facilities and space for education and training provision will be necessary to meet the vision and objectives for the IAMP.

120. Complementary ancillary uses are required within the IAMP AAP area to allow existing and new employees the opportunity to access facilities and services locally, making the development more sustainable. These facilities may also be accessible and beneficial to employees in the adjacent Nissan complex and the residents of surrounding residential areas, but are primarily to serve the employment uses.

121. This approach is in accordance with the NPPF which emphasises the importance of sustainable development through the creation of ‘a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being’. Therefore, it is important for the IAMP AAP to include provision to meet the needs of the business community at the IAMP and ‘secure a good standard of amenity for all existing and future occupants of land and buildings’.

4.3.4 The Hub

Policy S6: The Hub

A. Permitted uses for the Hub are specified in AAP Policy S5.

B. Proposals for the Hub, as shown on the IAMP AAP policies map, shall provide for:

- i. A multimodal transport interchange accommodating public transport, cycling and pedestrian access; and
- ii. A higher density design compared to surrounding B2 and B8 uses to enable a concentration of required uses.

C. Proposals for the Hub shall be guided by parameters specified in the IAMP Design Code, which shall be submitted as part of the DCO.

123. This policy sets out the principles for the layout and design of the IAMP Hub, which performs the role of a local centre within the IAMP AAP. This will aid the delivery of the aspiration to create an ‘innovation district’. It will help create an identity for the IAMP, by providing a focal point including a range of supporting facilities such as retail uses, restaurants, cafes, a hotel and leisure facilities. It will also encourage public transport provision and use, as well as cycling and walking by creating an identifiable node. It will also ensure adequate support infrastructure is available in an accessible and therefore sustainable location for workers in the IAMP. This will also ensure the IAMP is an attractive place where workers want to be and therefore a place where investors and businesses want to invest and locate.

4.3.3 The Hub and Ancillary Uses

Policy S5: The Hub and Ancillary Uses

A. To support the delivery of a sustainable scheme the following ancillary uses shall be permitted to form 'The Hub', in the location shown on the Policies Map as part of the comprehensive development of IAMP:

- i. A hotel (Use Class C1) (up to 150 beds) with associated leisure and conference facilities;**
- ii. Education and training facilities (Use Class D2 (c)) to support the Principal Uses;**
- iii. Managed workspace for micro and start-up business (Use Class B1a) up to cumulative total of 3,000sq m gross floorspace), which is in addition to the total floorspace allowance set out for Principal Uses set out in Policy S4;**
- iv. Nursery and child-care facilities (up to cumulative total of 1,000sq m gross floorspace);**
- v. A range of small scale retail units (Use Classes A1 and A3) up to a cumulative total of 1,500sq m gross floorspace, with no single unit being greater in size than 250 sq m gross; and**
- vi. A multi-modal transport interchange accommodating public transport, cycling and pedestrian access.**

B. The Hub should provide for higher density development compared to the surrounding employment uses in IAMP, to enable a concentration of permitted uses.

C. The Hub shall be the primary location for ancillary uses. Provision for small scale retail provision (A1) up to a cumulative total of 1,000 sq m gross floorspace will be permitted within the Northern Employment Area, to support the Principal Uses, with no single unit being greater in size than 250 sq m gross.

124. The vision for the IAMP is for 'a planned and sustainable employment location'. For this vision to be realised, the IAMP should include ancillary uses to provide an attractive working environment and meet the needs of a skilled workforce. Ancillary uses associated with retail, leisure and hotel facilities and space for education and training provision will be necessary to meet the vision and objectives for the IAMP.

125. Complementary ancillary uses are required within the IAMP AAP area to allow existing and new employees the opportunity to access facilities and services locally, making the development more sustainable. These facilities may also be accessible and beneficial to employees in the adjacent Nissan complex and the residents of surrounding residential areas, but are primarily to serve the employment uses.

126. The Hub is located in the south of the AAP area, bordering the A1290 in order for existing employees at Nissan and related current supply chain to access the facilities and transport interchange easily and to also integrate an existing business, the Horseshoe Public House into the Hub offer.

127. This approach is in accordance with the NPPF, which emphasises the importance of sustainable development through the creation of 'a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being'. Therefore, it is important for the IAMP AAP to include provision to meet the needs of the business community at the IAMP and 'secure a good standard of amenity for all existing and future occupants of land and buildings'.

4.4 Design

4.4.1 Masterplan Objectives

128. As part of the consenting process a detailed masterplan is required to demonstrate the comprehensive delivery of the IAMP and achieve the objectives summarised below:
129. **Interface with Nissan:** Adjacency to the Nissan car manufacturing plant will be key to establishing the IAMP in the early phases. Consultation with Nissan has been undertaken to determine the most beneficial highways layout for existing and new businesses in the local area. This objective also steers the location of the Hub and seeks to increase access from the Nissan plant to encourage employees to use the facilities here.
130. **Creating an ‘Innovation District’:** Alongside the provision of employment floorspace, this principle seeks to provide a mix of ancillary uses such as managed workspace, conference facilities, a hotel, retail and leisure. These facilities will be located in the Hub and will be used to attract future occupiers by offering these additional services for employees, and opportunities for future business development. This will provide spaces for employees to socialise, network and share knowledge.
131. **Opportunity for future expansion:** In addition to delivering the scheme of 100ha, a further 50ha of land has been safeguarded for potential future expansion of the IAMP.
132. **A bespoke layout:** This objective demands a bespoke layout to meet the needs of the automotive sector and associated supply chain by creating a permeable grid layout which can accommodate a variety of plot sizes, dependent on the

requirements of each occupier. This will allow for a range of different sizes of occupier to locate at the IAMP.

133. **Improving access and connectivity:** This objective seeks to:
- Optimise vehicular access into the site from the existing road network in particular the A19 as well as promoting new highways connections to optimise access to the wider area;
 - Increase access to the site through sustainable transport networks; and
 - Optimise access and permeability for cyclists and pedestrians within the developed areas of the IAMP, to encourage people to walk and cycle to work.
134. **Movement logistics:** The layout of the masterplan needs to respond to the nature of business to be carried out in the IAMP. This includes ensuring the road network is designed to allow the efficient movement of vehicles around the site, as well as from suppliers to the Nissan plant, alongside employees who will be commuting in and out of the IAMP on varying shift patterns. This objective also seeks to address the impacts of future technologies such as autonomous vehicles and how the road network can be designed to accommodate these.
135. **Landscape connectivity and settlement break:** The ‘Landscape Character Technical Background Report’ has identified the importance of green open space being maintained to enforce the settlement break between existing built up areas. This objective also steers the heights of buildings within the scheme to reduce impacts on views to and from raised viewpoints in the local area, such as the Penshaw Monument and Boldon.

136. **Protecting the River Don corridor:** This objective seeks to protect the River Don corridor from development. The IAMP AAP presents an opportunity to further safeguard and enhance the corridor for the benefit of the local environment and ecological features. This objective also seeks to steer development away from any areas which are at risk of flooding.
137. **Protect and improve Biodiversity:** This objective seeks to protect important wildlife and habitats through creating no-development buffers and steering development to less ecologically sensitive areas. It also seeks to address the subsequent loss of important habitats through mitigation and enhancement in areas of low ecological value.
138. **A surface level strategy for drainage:** This objective seeks to incorporate a surface drainage conveyance system into the masterplan grid network. This includes a series of dykes and wet and dry swales which will manage water movement around the site at street level as well as introduce planting and landscaping which can improve the street environment.
139. **Providing opportunities for recreation:** This objective seeks to maintain and enhance connections into the Great North Forest Trail which passes through the IAMP AAP area. This will increase access to the countryside, particularly from neighbouring areas and will increase opportunities for recreation, which can benefit the user's health and well-being.
140. **Avoidance of utility constraints:** The site is constrained by a number of utility networks which include electricity pylons and intermediate pressure gas pipelines. The masterplan will seek to accommodate these constraints through design and layout considerations, without compromising the permeability of the scheme.

4.4.2 Masterplan Design

Policy D1 – Masterplan Design

- A. Proposals for the IAMP should demonstrate how they shall be supported where they reflect the following key design principles:
- i. Maximise the interface with Nissan and ensure effective movement between the existing site and the IAMP AAP area;
 - ii. Development plots using an ‘open grid’ to create a variety of plot sizes;
 - iii. A hierarchical street network connected to existing roads and key transport corridors featuring a central boulevard and primary routes to prioritise access from the A19 and integrate the Northern Employment Area part of the IAMP north of the River Don with service networks to encourage efficient movement;
 - iv. Drainage infrastructure to be accommodated within the street network with sustainable urban drainage systems (SuDS) placed to enable effective water quality management;
 - v. Orientation of buildings along the boulevard and primary routes to follow a common building line fronting on to the road, with buildings along the River Don corridor fronting onto facing towards the river and landscaping uses where possible; and
 - vi. Have regard to preserving the setting and special architectural or historic features of the following heritage assets within and in proximity to the site: Give consideration to the setting of listed buildings such as Scot’s House (Grade II*) on the south side of the A184, Hylton Grove Bridge (Grade II) on Follingsby Lane and views from elevated locations such as Boldon Downhill and the Penshaw Monument; and
 - vii. Where feasible, orientation of buildings to make use of solar

gain, with due consideration for overheating risks, and to optimise opportunity for solar panel use on buildings.

- B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code as part of the DCO application.

141. This policy formalises the design concept and masterplan objectives for the IAMP, to encourage a compact, permeable development, which is attractive to future occupiers and flexible enough to accommodate a range of businesses.
142. The policy requires the preparation of an ‘IAMP Design Code’ which will form part of the DCO application, which will need to be complied with in the delivery of the development. This will set design parameters applicable to the IAMP AAP area including massing, siting and scale to ensure delivery of a comprehensive development.

4.4.3 Public Realm and Landscape

Policy D2: Public Realm and landscape

- A. A public realm and landscape strategy for the IAMP shall be submitted as part of the IAMP DCO application is required to accompany development proposals, based on the following key principles:
- i. Marking key gateways into the site;
 - ii. A comprehensive , wayfinding strategy for cyclists and pedestrians;
 - iii. Use of street furniture and landmarks to reinforce the identity of the IAMP, including within the Hub;
 - iv. Consistent use of road and pavement materials to reinforce a clear street hierarchy;
 - v. Provision of green and blue infrastructure at street level; and
 - vi. Use of low-level lighting within and closer to sensitive ecological areas.
- B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code. as part of the IAMP DCO application.

set out materials and finishes, landscaping works, street furniture, lighting and gateway and boundary treatments.

143. This policy sets out the over-arching principles for addressing the key public realm and landscape elements of the masterplan, in order to deliver a scheme with a sense of place and which creates its own, unique identity.
144. The policy requires the preparation of a public realm and landscape strategy in accordance with the recommendations from the Environmental Impact Assessment accompanying proposed development applications. The strategy is required to

5 Infrastructure, Transport and Access

5.1 Highway Infrastructure

Policy T1: Highway Infrastructure

- A. The comprehensive development of IAMP requires the following package of highway improvements to be secured: The DCO application for the IAMP Proposed development shall demonstrate how the provision of the following package of highways improvements will be secured:
- i. Upgrading of the A1290 to increase capacity;
 - ii. A new vehicular bridge over the A19 to connect the IAMP with the local road network to the east;
 - iii. A new bridge over the River Don to allow access to the Northern Employment Area; northern part of the IAMP; and
 - iv. New distributor roads within the IAMP to accommodate the movement of all users.
- B. The Phasing Strategy and Transport Assessment submitted to accompany development proposals as part of the IAMP DCO application shall demonstrate how the IAMP will provide suitable and safe connection to and integration with Highways England's improvements to the Downhill Lane and Testos Junctions on the A19 within and in the vicinity of the A19 improvements (in the area shown as 'A19 and Local Road Improvements' on the Policies Map). area shown on the policies map.
- C. Consent shall not be granted for development that adversely impacts the safe and efficient operation of the local and strategic highway networks or that compromises the delivery of these

highway improvements.

145. The emerging Sunderland Local Plan Core Strategy and Development Plan highlights the Strategic Employment Site as a development which will generate significant levels of traffic and may require improvements to the highway network. Subsequent work has confirmed the improvements necessary, as identified in this policy.
146. The location of IAMP benefits from its close proximity to Nissan and excellent transport links with opportunities for integrated connectivity provided by the surrounding Strategic Road Network and port infrastructure. The redundant 'Leamside Line' runs within close proximity of the site and if this re-opens then it would present an opportunity to improve rail connectivity to the site.
147. The local and strategic road network including the A1290 and A19 experiences congestion and delay at peak periods and is close to capacity, influenced in part by the shift operations of local businesses in the area and the limitations of the existing highway infrastructure. This policy seeks to address the issue of congestion and ensure effective provision of highway improvements to facilitate delivery of the IAMP, working in partnership with Highways England in particular.
148. Congestion and delay currently occur within the area covered by this AAP, extending along the A1290, up to and including the A19 Downhill Lane junction. Queuing on the A19 northbound and southbound slip roads also occurs. Highways England are planning to address these traffic issues through the Testos / Downhill NSIP.
149. Development of the IAMP site provides an opportunity for highway improvements to the road network to be implemented

through the creation of new links and junctions. There are also further requirements to ensure appropriate access to the IAMP and ensure sufficient capacity on the strategic highway network. A package of highway improvements has been identified both to mitigate the impact of the IAMP and to address some of the existing issues in the area. Detailed design work, including further modelling and the relevant consultation and approvals will be required in finalising the design of these measures. Further details on the highway infrastructure interventions are set out in the Delivery section of the IAMP AAP.

5.2 Walking, Cycling and Horse Riding

Policy T2: Walking, Cycling and Horse riding

- A. Walking and cycling in and around the IAMP shall be encouraged by:**
- i. Ensuring that any junction / highway measures and any new roads are designed to **safely integrate** **be mindful of** potential pedestrian and cycle movements. New routes should seek to ensure that they reflect pedestrian / cycle desire lines and are of a high quality;
 - ii. Ensuring that roads and spaces are designed **to consider the needs of all types of users** so that conflict between road users and vulnerable users is minimised;
 - iii. Requiring appropriate cycling facilities, such as parking, showers and storage, as part of new developments;
 - iv. Ensuring opportunities for new cycle routes and signage are identified;
 - v. **Building a pedestrian / cycle link over the A19 to connect the**

IAMP with the local network; and

- vi. **Provision of improved connections along Follingsby Lane which will be restricted to use for local access and public transport only.**
- B. Safe access to the open space within the IAMP will be ensured for recreational horse riding through the provision of bridleways linked to the wider bridleway network.**
- C. Consent shall only be granted for the IAMP where the application for a DCO addresses the matters in paragraphs A and B above in the IAMP Design Code.**
- D. Where new routes abut agricultural land, appropriate measures to deter public access to agricultural land shall be incorporated.**

150. The aspiration is for the IAMP to be an attractive sustainable multi-modal environment and for this to be realised it is important that development includes the delivery of a permeable pedestrian and cycle network within the IAMP AAP area.
151. The creation of good quality pedestrian and cycle links through the site and connected with the surrounding area is an important element of the overall strategy for the site.
152. To encourage pedestrian movement and interaction between developments within the IAMP, a safe network of footways and links will play an important role.
153. Bridleways will be provided to enhance access to the open space within the IAMP for recreational horse riders.

5.3 Public Transport

Policy T3: Public Transport

A. The IAMP shall promote and facilitate public transport measures including:

- i. Provision of enhanced bus services into the IAMP from the surrounding residential areas;
- ii. Integration with and linkages to, the Tyne & Wear Metro network;
- iii. Bus priority measures on the key nodes entering the IAMP;
- iv. Adequate provision for buses on the proposed new bridge over the A19 and over the River Don;
- v. New bus stops and improved waiting facilities within the IAMP AAP area; and
- vi. New traffic signal installations incorporating facilities to enable priority for buses.

154. The IAMP will be a significant employment destination with public transport playing an important part in providing access to the site. Infrastructure for bus services will be required, with safe and attractive routes to and from bus stops.
155. A study of public transport provision for the IAMP is being led by Nexus. The DCO application for the IAMP shall have regard to this strategy.
156. The IAMP offers the opportunity for developments to be located within close proximity of bus services and will assist in encouraging travel to/from the site by public transport, which in

turn will contribute towards alleviating traffic congestion along the A1290 and A19.

157. A new vehicular crossing will also be required to provide access to the northern part of the IAMP. There is an existing Grade II listed bridge over the River Don, but is not of a sufficient standard to accommodate the IAMP traffic, therefore a new bridge over the River Don is required, which should be designed to accommodate buses as well as other vehicles, whilst also minimising adverse impacts on this wildlife habitat corridor.

5.4 Parking

Policy T4: Parking

- A. The IAMP Design Code, as part of the Development Consent Order, shall should establish the parking standards to be applied to development. The key principles underpinning the standards are as follows and should be included in a Travel Plan as part of the DCO:
- i. Applications for consent within the IAMP must include a A car parking management plan;
 - ii. Appropriate provision to Council standards of disabled badge parking spaces;
 - iii. Developments will provide 25% of their total car parking provision for the use of car-sharing only;
 - iv. Car parking spaces will be provided across the IAMP through a combination of in-curtilage provision and communal parking areas;
 - v. Sufficient provision should be made for lorry parking to take

account of highway safety and avoidance of congestion on the road network;

- vi. On-street parking may be permitted in certain locations; and
- vii. Provision should be made for car and bicycle electric charging points within parking areas across the site.

B. The scheme should consider the introduction of a car club facility for the IAMP site.

158. Ensuring appropriate levels of parking is vital if operational and market needs are to be met and the impacts of development are to be alleviated. However, a pragmatic approach is required whereby it is acknowledged that too much parking provision encourages greater reliance on the car, reduces potential for sustainable modes of travel to the site and results in the streetscape becoming dominated by vehicles. Notwithstanding this, too little parking provision results in indiscriminate parking throughout the development potentially reducing pedestrian and cycle amenity or spreading parking pressures onto the external highway network.

5.5 Utilities Infrastructure Provision

Policy IN1: Infrastructure Provision

- A. In demonstrating comprehensive development under policies S1 and Del2, it must be shown how the infrastructure set out below will be secured.
- B. A new electricity sub-station is may be required as part of the comprehensive development of the IAMP site DCO to ensure sufficient energy to meet the demands of businesses locating at

the IAMP.

- C. New water, gas and electric utility services shall be made available to the IAMP development site from the existing utilities infrastructure in the local vicinity to enable occupiers to apply for, and obtain, utility connections to their premises. It is recognised this may require connections to be made with utilities infrastructure outside of the AAP boundary.
- D. New telecommunications and broadband services networks shall be provided to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required.
- E. The provision of low carbon and renewable energy systems should be explored within the Design Code for the DCO.
- F. In demonstrating comprehensive development under policies S1 and Del2, it must be shown how the infrastructure in paragraphs A to D above will be secured.

- 159. A primary electricity sub-station may be is required to meet the energy needs of new businesses locating at the IAMP. The location will broadly be adjacent to the A19 north of the River Don. If feasible and viable, the primary electricity sub-station could have the potential to link to renewable energy sources.
- 160. Utilities and telecommunications services to the IAMP site will be made available from suppliers as required. Further information on this is set out in the Delivery section of this IAMP AAP.
- 161. An overview of potential low carbon and renewable energy systems that could be considered for IAMP is included within the Utilities Technical Background Report.

5.6 Flood Risk and Drainage

Policy IN2: Flood Risk and Drainage

- A. Development proposals for new bridge works over the River Don or other watercourses must demonstrate that there shall be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of the proposed works.
- B. A detailed Flood Risk Assessment (FRA) and Water Framework Directive Assessment are required to accompany development proposals, alongside the DCO application or subsequent applications.
- C. A surface water drainage strategy shall be prepared which complies with national design standards and local policy. The scheme promoter shall be required to provide Sustainable Drainage Systems (SuDs) capable of ensuring that run-off from the site (post-development) does not exceed corresponding greenfield rates, minimises pollution, provides multifunctional benefits to wildlife, landscape and water quality and is effectively managed with clear ownership in place.
- D. The scheme promoter for the comprehensive development of IAMP and applicants shall demonstrate sufficient capacity both on and off-site in the foul sewer network to support development should be demonstrated. Where insufficient capacity exists, plans for sewer upgrades should be delivered prior to occupation of development within the IAMP AAP area.

162. The River Don corridor runs through the centre of the IAMP area and therefore represents a key constraint to development. The IAMP AAP needs to take account of flood risk and drainage issues to mitigate the risks of fluvial and surface water flooding and maintain effective operation of the site.

163. As part of the DCO application a Development proposals should be accompanied by a detailed Flood Risk Assessment (FRA) will be prepared in accordance with the requirements and guidance set out in NPPF and PPG. The main uses of the development are categorised as *less vulnerable* under the PPG, though the FRA should consider the impact of flood interruption to the wider area and whether a higher category is appropriate.
164. Sustainable Drainage Systems (SuDS) will be required to be integrated across the area to allow for a comprehensive Drainage Strategy to be delivered. This will involve measures designed into streets based on the road hierarchy. The Drainage Strategy should be submitted with the DCO application.
165. The new access crossing of the River Don will aim to minimise impacts upon the corresponding flood behaviours and to cross by means of clear spans wherever possible. Development proposals must demonstrate that there will be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of the proposed works.
166. Surface drainage for the development should comply with Government Sustainable Drainage Systems design standards.
167. The Drainage Strategy should include details of how proposed drainage systems will manage the risk of pollution in surface run-off, with particular reference to the pollution rating approach set out in the CIRIA SUDS Manual (2015). This is to be recorded in the Drainage Strategy, which should also identify future ownership and maintenance responsibilities for the new drainage systems and distinguish where different

ownerships might apply to different parts of the drainage network (for example, highway drainage).

168. It will also be necessary to demonstrate whether there is sufficient capacity both on and off-site in the foul sewer network to support development. Where insufficient capacity exists the scheme promoter or applicants will be required to identify how any necessary upgrades will be delivered ahead of the occupation of development and record this assessment in the Drainage Strategy which accompanies the FRA.
169. A Water Framework Directive assessment will be required in accordance with guidance published by the Environment Agency to demonstrate that the scheme complies with the Directive's objectives or does not compromise the existing water environment qualities.

6 Environment and Ecology

6.1 Landscape Design

Policy EN1: Landscape Design

- A. To minimise the impact on landscape character and visual amenity, seek landscape enhancements, as well as to integrate buildings into the surrounding landscape setting, comprehensive development of the IAMP should the DCO application shall:
- i. Minimise the visibility of the development from the A19 and maintain a landscape buffer (minimum 50m wide) along the A19;
 - ii. Use design and landscaping measures to reduce the impact of development along public rights of way;
 - iii. Incorporate a landscape buffer (minimum 20m wide) around the development edges to integrate the development with the surrounding countryside and provide defensible boundaries for the Green Belt; and
 - iv. Consider the incorporation of green and brown roofs and green walls into the design of the development.
- B. As part of the DCO application To support proposed development a landscape and visual impact assessment shall be prepared to gain an understanding of the likely significant effects of the proposed development. Findings during the assessment shall influence the design of the proposals to ensure potential effects are prevented or minimised.

170. This policy sets out principles for the protection and enhancement of landscape character and visual amenity.

171. The policy approach seeks to minimise the impact of the IAMP on the surrounding landscape, take opportunities to enhance landscape and provide defensible boundaries for the Green Belt to prevent development sprawl. Proposed measures to reduce the visibility of the new development and mitigate development could include the use of building materials, green roofs and walls, planting with large trees and use of buffers along development edges, to 'soften development' and better integrate the development with the surroundings.
172. New planting, in particular along the edges of the development shall comprise native, fruiting and flowering species to create habitats and food sources for wildlife. Inclusion of green and brown roofs will help to mitigate the impact of the development by creating habitats.
173. The landscape policy approach focuses on the protection and enhancement of the natural and built environment, including preservation and strengthening of the special character of the environment, the separation of settlements, enhancement of the landscape experience along urban fringes, the protection of important public views such as views towards Boldon, Downhill and the Penshaw Monument and important panoramic views such as those from the Monument. This approach is explained in the Landscape Character Technical Background Report.

6.2 Ecology

Policy EN2: Ecology

- A. To maintain and enhance biodiversity and protect wildlife habitats, the development of IAMP should: scheme promoter for the IAMP will:
- i. Avoid direct and minimise any indirect impacts on designated

Local Wildlife Sites (LWS) (as shown on the policies map) where possible;

- ii. **Maintain and enhance** the River Don as a functional ecological corridor through the implementation of an ecological buffer along the River Don corridor and around Local Wildlife Sites; with the exception of the bridge crossing;
- iii. **Minimise loss of semi-natural habitats. Lost or degraded habitats should be replaced with habitats of equivalent or greater quantity and quality to ensure net gains for nature and accommodate protected species located within the AAP area;**
- iv. **Minimise loss of existing mature trees, woodland blocks and hedgerows. Around the edges of the development, trees and hedgerows should be retained and enhanced;**
- v. **Design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits;**
- vi. **Restrict or minimise public access to areas of ecological sensitivity; and**
- vii. **Create links between retained and new habitat areas within and beyond the IAMP AAP area.**

B. To support proposed development As part of the DCO application an Ecological Impact Assessment should be included in the Environmental Impact Assessment.

This shall be undertaken to influence development proposals and ensure potential impacts are prevented or mitigated. Ecological proposals should be designed in conjunction with landscape and drainage specialists, to maximise the ecological value of landscape planting and drainage features. Proposals should include an appropriate long term Management Plan that will ensure long-term ecological value is maintained.

- 174. This policy sets out principles to protect and enhance the ecological value of the IAMP and to encourage development based on sound sustainability principles.
- 175. The policy seeks to limit the impact on the ecological features within the IAMP AAP through the implementation of wildlife buffers and restricted areas of public access for the most ecologically sensitive areas, in order to minimise disturbance. The approach seeks to achieve an ecologically sensitive design that is integrated with green infrastructure, landscape character and SuDS; and offers ecological enhancement to achieve a net gain for nature.
- 176. The Local Wildlife Sites within the IAMP AAP area which this policy applies to include Elliscope Farm, East / Hylton Bridge and River Don East House; Usworth Burn and the River Don corridor.
- 177. **Ecological mitigation measures will both maintain and enhance** **By maintaining** the River Don as a functional ecological corridor. **This** will enable ecological connectivity throughout the development site between existing and new ecological features. **across the scheme**. The policy also seeks to ensure the creation of networks linking areas of retained and created habitat.
- 178. The policy aligns with the aims of the NPPF to achieve net gains for nature and maximise the ecological value of the area. This includes conserving and enhancing the natural environment and reducing pollution of the River Don. Habitat creation will recognise the protected species on site, including the wintering and breeding bird assemblage, and will accommodate these species within the IAMP AAP area and surrounding area. Priority will be given to mitigating effects within the IAMP AAP boundary, however in certain cases it

may be necessary to provide offsite mitigation. Any mitigation will also have to satisfy the requirements of the protected species on site that could be impacted by the development.

179. The policy specifies the requirement for an Ecological Impact Assessment as part of the Environmental Impact Assessment accompanying development proposals. for the DCO Proposals for mitigation and habitat creation will be informed by the following guidance and information:

- Department for Environment Food & Rural Affairs (Defra) (2012) Biodiversity Offsetting Pilots: Technical Paper – The metric for the biodiversity offsetting pilot in England;
- Defra (2012) Biodiversity Offsetting Pilots: Guidance for Developers;
- Natural England (2010) Higher Level Stewardship: Farm Environment Plan (FEP) Manual;
- Technical guidance on the completion of the FEP and identification, condition assessment and recording of HLS FEP features. Natural England;
- Joint Nature Conservation Committee (JNCC) (2010) UK Biodiversity Action Plan Priority Habitat Descriptions; and
- Descriptions of 'Habitats of Principal Importance' (HoPI).

180. The outcomes of the assessment will influence the design of development proposals to ensure no net loss to biodiversity.

6.3 Green Infrastructure

Policy EN3: Green Infrastructure

- A. To provide green and open spaces for recreational use, the DCO application for IAMP and any other subsequent applications proposed development will:**
- i. Incorporate a minimum 50m wide buffer either side along the River Don, linking with the wider Green Infrastructure Corridor to the east and west and allow recreational access within this buffer where there is low risk of harm to ecological receptors;
 - ii. Retain and enhance existing mature trees, woodland and hedgerows around the edges of the development, along the River Don, and east of Elliscope Farm;
 - iii. Create green linkages along main roads through the provision of tree lined streets and landscaped areas for public rights of way; and
 - iv. Incorporate informal open spaces within the IAMP AAP boundary to provide recreational and wildlife benefits and green links between habitats.

181. This policy sets out the principles for the creation of Green Infrastructure. It takes account of the multiple benefits of Green Infrastructure for habitat creation, recreation, visual amenity, health and wellbeing.

182. For the main Green Infrastructure corridor along the River Don, the buffer should comprise marshy areas and ponds, riparian meadows, shrubs and trees to enhance the area for wildlife and to protect the river habitat. Recreational access can be provided by paths set back from the water edge to take account of health and safety and protect ecologically sensitive habitats.

183. Within the IAMP green links can be created through the development by incorporating avenues of trees along the main roads, informal open spaces and landscaped areas linking the swales and SuDS. Public rights of way can be routed along landscape areas to create an attractive setting and promote walking and cycling for local residents and employees.

6.4 Amenity

Policy EN4: Amenity

- A. Proposals should not adversely impact the amenity of neighbouring occupiers and residents. The IAMP DCO application. Proposed development shall be supported where the proposal:**
- i. Takes account of the amenity of surrounding uses during the construction phase and business operations;**
 - ii. Seeks to minimise disturbances caused by noise, odours or visual intrusion; and**
 - iii. Seeks to minimise the impact of noise and air pollution in line with national guidelines.**
- B. Proposals shall be supported where suitable mitigation measures to take account of amenity considerations are demonstrated and will be required to support the discharge of requirements for the DCO and conditions for future applications.**
- C. A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required to support the discharge of requirements attached to the DCO and conditions for other proposed development.**

184. This policy takes account of amenity considerations including noise, traffic, odours and dust during the construction and operational phases of the IAMP. It recognises the importance of taking account of the amenity of surrounding uses. This approach aligns with the NPPF which seeks to ensure new development is appropriate for its location and does not give rise to unacceptable levels of pollution. The policy seeks to ensure development does not result in the harmful or cumulative impact on air quality, noise, odours and dust.

7 Implementation and Delivery

7.1 Delivery Partners

185. Sunderland City Council and South Tyneside Council will lead the delivery of the IAMP with both Councils committed to delivering the vision set out in the IAMP AAP. The scheme is currently being progressed on the basis that the scheme promoter IAMP LLP (comprising both South Tyneside Council and Sunderland City Council) will establish as a joint venture delivery vehicle, to will prepare and submit the IAMP DCO application, secure the necessary funding and deliver the land acquisition, infrastructure works and create development plots on the IAMP site.
186. The delivery vehicle will be is in joint 50:50 ownership of both Sunderland City Council and South Tyneside Council.
187. Other public bodies and in particular government agencies such as Highways England, Environment Agency and Natural England in addition to key stakeholders such as Nissan also have important roles in influencing and informing the detailed design of the development. As part of the duty to cooperate many of these bodies have been engaged with throughout the preparation of the IAMP AAP and this dialogue will continue to ensure that appropriate solutions are found to facilitate development.
188. Discussions have been held between the key stakeholders and landowners in the area and the Councils to ensure key parties are aware of the plans and proposals. This stakeholder involvement has been crucial in developing the IAMP AAP. The Councils will continue this process by further involving and consulting on future aspects of the IAMP project. It is important that the community (including residents, employees and

employers) continue to have a say in the plans for the future of the area.

7.2 Phasing, Implementation and Infrastructure Delivery

Policy Del1: Phasing and Implementation

The phasing of the IAMP must have regard to the aim of enabling the comprehensive delivery of a sustainable employment-led development from the outset and as the development progresses. Accordingly, a Phasing Strategy must be submitted with the IAMP DCO any application for proposed development or accompany other proposed development applications.

The Phasing Strategy shall demonstrate how the comprehensive and integrated infrastructure, services and facilities that will make the scheme acceptable in planning terms will be delivered.

A Mitigation Strategy and a Management Strategy must be submitted with the IAMP DCO any application or other proposed development applications and both each should include address the following key elements topics: Landscape and Open Space; Ecology; Drainage and Sustainable Transport.

The approved Phasing Strategy, Mitigation Strategy and Management Strategy shall be secured by DCO requirement or planning obligations.

189. As is typical with sites of the scale of the IAMP, it is anticipated that development will take place over a number of years in phases. A phasing strategy will be required as part of the DCO application with the phasing of development expected to reflect

the aims of the IAMP AAP. **helping to deliver the employment focus of the site.**

190. The key principle underpinning the delivery strategy for the IAMP is that infrastructure is put in place at the earliest possible opportunity with key mitigation measures prioritised. The project is to be led by investment in and provision of infrastructure for the whole site, this will then ensure that the scheme is able to respond flexibly to the development requirements of potential occupiers.
191. **The DCO application including the Environmental Impact Assessment will be required to ensure that Agreed** mitigation measures must be implemented in accordance with **an the approved agreed** phasing plan, with full implementation prior to the occupation of the final development phase.
192. Delivery of measures to increase highways capacity and to encourage sustainable choices such as pedestrian and cycle improvements, an energy centre and ecological mitigation will be prioritised.
193. It is important that the delivery of the project on the ground is achieved in a coordinated and timely manner. The scheme promoter shall manage the delivery process to seek to ensure that unnecessary delays are avoided and disruption to the area is minimised.

7.3 Securing Mitigation

Policy Del2: Securing Mitigation

A. Mitigation required as a result of the IAMP will be secured through articles and requirements within the IAMP DCO and/or by planning obligation as appropriate.

B. Mitigation required as a result of other proposals will be secured through articles and requirements within a DCO, planning conditions or planning obligations as appropriate.

B. C. The Phasing Strategy submitted as part of the IAMP DCO application shall demonstrate how the strategic infrastructure for the IAMP as identified in the Infrastructure Delivery Plan will be delivered.

C. D. Where necessary, to make development of the IAMP acceptable in planning terms, developer contributions (in the form of planning obligations) will be sought to mitigate the impact of the IAMP. In seeking any such contributions, regard shall be had to scheme viability and other material considerations.

194. The need for any mitigation of the impacts of the IAMP will be identified during the preparation, submission and examination of the IAMP DCO application. Mitigation will be secured within the articles and requirements of the DCO, or by planning obligation, as appropriate. **Mitigation for any other proposals within the IAMP AAP area will be secured by articles and requirements within a DCO, planning condition or planning obligation.** The PPG recognises the role of planning obligations to assist in mitigating the impact of development. Planning obligations should only be sought where they are necessary to make the development acceptable in planning terms, directly relate to the development and are fairly and reasonably related in scale and kind.
195. Development of the IAMP requires significant early investment in infrastructure. The timing of provision of that infrastructure will be secured through the Phasing Strategy **forming part of the IAMP DCO application.**
196. Developer contributions may be appropriate to fund measures to mitigate the impact of development on the environment and

to deliver key infrastructure to support the implementation of the scheme. However, it is expected that the majority of strategic infrastructure will be built or procured directly by the promoter of the IAMP DCO. Similarly, it is possible that a proportion of environmental mitigation could be delivered directly by the promoter within the IAMP AAP area.

Table 1 The Infrastructure Delivery Plan sets out the infrastructure interventions required to mitigate the impact of development proposals.

Table 1: Infrastructure Delivery Schedule

Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
1.	A19 Testos and Downhill Lane Junctions	Capacity improvements, including a grade-separated junction between the A19 and A184 at Testos.	Highways England	Development Consent Order (Highways England)	Construction scheduled to start in 2019.
2.	A1290 from A19 junction to West Moor Farm. Also from A1290 to land to the north	Provide additional capacity to accommodate development traffic, including dual carriageway with signal controlled junctions, street lighting and landscaping.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
3.	From A1290 to the north of the River Don	New road bridge over the River Don.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
4.	Area of land to west of A19 and east of A1290	New link road and bridge or underpass.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
5.	Land between Washington Road and Downhill Lane	New bridge over the A19.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
6.	Follingsby Lane	Improvements to provide attractive cycle link and/or bus only access into IAMP.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.

Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
7.	Local cycle routes	Local cycle routes through the IAMP.	Scheme Promoter and Developers	Developer contributions	Strategic routes to be delivered as part of the main infrastructure works programme. Local routes delivered by developers phased in tandem with scheme build out.
8.	IAMP south	Foul drain outfall.	Northumbrian Water Ltd	Section 98 Requisition under Water Industries Act 1991.	Assumed to be part of the main infrastructure works, programmed to start in 2019.
9.	IAMP north	Foul drain outfall to 'South' part of IAMP.	Northumbrian Water Ltd	Section 98 Requisition under Water Industries Act 1991.	Assumed to be part of the main infrastructure works, programmed to start in 2019.
10.	IAMP south	Surface run-off attenuation works.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
11.	IAMP north	Surface run-off attenuation works.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
12.	IAMP south and north	Internal foul and surface run-off sewers.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
13.	IAMP south	Renew culverted land drain.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.

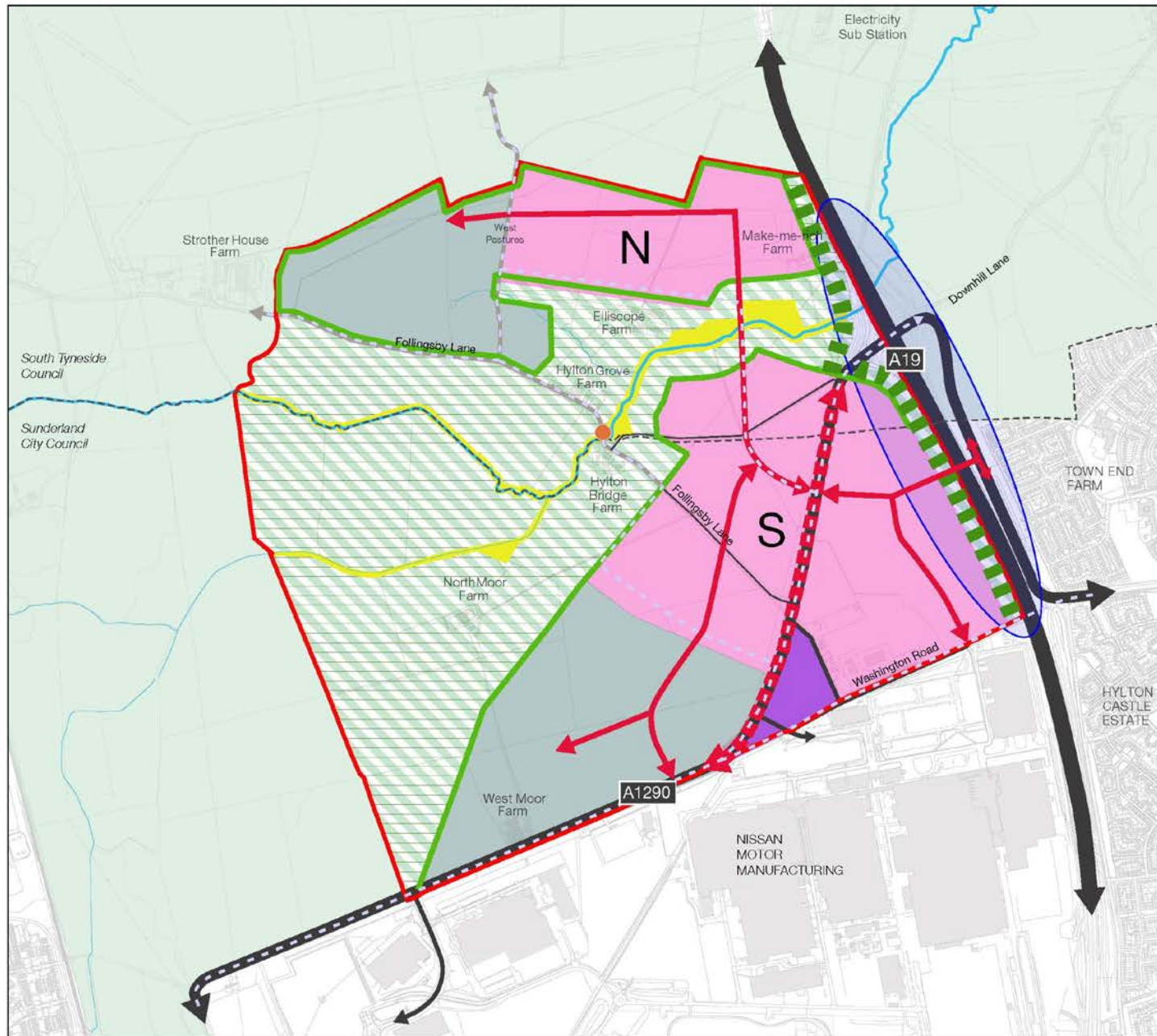
Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
14.	River corridor	River channel improvements.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
15.	Landscape buffers	A19 corridor and development edges.	Scheme Promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
16.	Plot level landscape works	Plot level landscape works.	Scheme Promoter and Developers	Developer contributions	Delivered by developers phased in tandem with scheme build out.
17.	Ecological and landscape mitigation zone	Implementation of habitat creation.	Scheme promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
18.	Ecological and landscape mitigation zone	Protected species mitigation.	Scheme promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
19.	Water supply	Northumbrian Water New Supplies.	Northumbrian Water through agreement with scheme promoter.	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.
20.	Water Supply	Northumbrian Water Diversions.	Northumbrian Water through agreement with	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.

Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
			scheme promoter.		
21.	Gas Supply	Northern Gas Networks New Supplies.	Northern Gas Networks through agreement with scheme promoter.	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.
22.	Primary Sub Station	New Primary sub station.	Northern PowerGrid or alternative provider through agreement with scheme promoter.	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.
23.	Gas Supply	Diversions	Northern Gas Networks through agreement with scheme promoter.	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.
24.	Electricity Supply	New Supplies.	Northern PowerGrid or alternative provider through	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.

Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
			agreement with scheme promoter.		
25.	Electricity Supply	Diversions	Northern PowerGrid or alternative provider through agreement with scheme promoter.	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.
26.	Telecommunications	New Supplies.	Provider to be selected by scheme promoter.	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.
27.	Telecommunications	Diversions	Provider to be selected by scheme promoter.	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.

Appendix A

Policies Map



IAMP AAP Policies Map

KEY

Policies

- AAP Boundary
- Northern Employment Area
- Southern Employment Area
- Green Belt
- Policy S2
- Green Belt Boundary
- Policy S2
- Safeguarded Land
- Policy S2
- Hub
- Policy S5
- Proposed Key Roads
- Policy T1
- A19 and Local Road Improvements
- Policy T1
- Proposed Key Cycle Routes
- Policy T2
- Proposed Minor Roads
- Policy T2
- A19 Landscape Buffer
- Policy EN1
- Local Wildlife Sites
- Policy EN2
- Ecological and Landscape Mitigation Area
- Listed Buildings
- Policy D1

Context

- South Tyneside/ Sunderland Boundary
- River Don
- Existing Roads
- Tyne and Wear Green Belt



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Appendix B

Monitoring Framework

Draft IAMP AAP Monitoring Framework

Sunderland City Council and South Tyneside Council will be jointly responsible for the monitoring of the implementation of the IAMP AAP, and performance against the Plan's objectives. They will also be responsible for monitoring against Sustainability Appraisal indicators.

The Monitoring Framework below sets out a series of indicators and targets against which progress will be monitored in relation to the success of the policies themselves. These are linked (where possible) to the indicators used by South Tyneside Council and Sunderland City Councils' Authorities' Monitoring Reports.

Some of the indicators will be relatively easy to monitor over time, for example the take up of employment land. Other indicators such as amenity levels, will be less easy to objectively monitor.

B1.1.1 Objectives

Whilst the policies directly inform the decision making process, their strength and successful application will ultimately determine whether or not the overall AAP objectives are achieved. The following table therefore sets out the objectives and which AAP policies will contribute towards their achievement:

Table 2: AAP Monitoring Framework

AAP Objective	AAP Policies
1. Build on the area's international reputation in the automotive industries and support Nissan in its expansion and investment in the UK.	S1, S3
2. Enable the North East to continue to achieve a positive balance of trade in goods, thereby strongly supporting the growth and resilience of the UK economy.	S1, S3
3. Deliver a key element of the Sunderland City Deal (in partnership with South Tyneside) with Government and to support the North East LEP to stimulate local jobs and growth in the local economy.	S1, S3, S4, De11
4. Attract European-scale 'super suppliers', especially linked to automotive industries and encourage	S1, S3, S4

AAP Objective	AAP Policies
investment and expansion by existing businesses.	
5. Ensure the North East has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment.	S1, S3, S4
6. Ensure links to sub-regional infrastructure, including ports, roads and airports.	S1
7. Ensure a suitable transport network to realise the vision.	D1, D2, T1, T2
8. Ensure access to a skilled workforce to realise the vision.	S5, T1, T2, T3
9. Protect and enhance the biodiversity offering of the location including through mitigation.	EN1, EN2, EN3
10. Encourage design and development based on sound sustainability principles.	S5, D1, D2, IT2, T3, T4, N1, IN2, EN1, EN2, EN3
11. Create a central hub to provide identity and encourage public transport.	S65, D1, T2, T3, T4

AAP Objective	AAP Policies
12. Improve flood alleviation, water quality and habitat connectivity along the River Don.	D1, IN2

Monitoring Framework

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
Policy S1: Comprehensive Development	<p>Green Belt release upon AAP adoption.</p> <p>The DCO, including the accompanying Masterplan and Design Code and phasing strategy show integration and comprehensive development.</p> <p>Any other automotive and advanced manufacturing led development secured via TCPA as an exception, would also need to show how it would be integrated within and not preclude a wider comprehensive development.</p>	<p>Adoption of APP in 2017 onwards.</p> <p>Grant of Development Consent and implementation of that Consent.</p>	<p>Successful release of 150ha from the Green Belt, including 50ha safeguarded land, achieved upon the adoption of the AAP.</p> <p>Successful application of the Masterplan and Design Code to deliver full integration and the comprehensive scheme.</p>	<p>Monitor delivery of development in accordance with the DCO and accompanying Masterplan.</p> <p>Ensure that any other automotive and advanced manufacturing development secured via TCPA exception did not preclude comprehensive development of the remainder of the site.</p>
Policy S2: Green Belt and Safeguarded Land	<p>The AAP and DCO Masterplan to direct development away from land to remain within the Green Belt.</p> <p>The use of DCO requirements and conditions in any subsequent consenting process to implement the landscape/ green buffer where needed to reinforce or create new Green Belt boundaries.</p> <p>Monitoring rate of uptake and unspent demand will demonstrate need for AAP review and release of safeguarded land for development.</p>	<p>Adoption of the AAP in 2017 onwards with detailed reporting of progress in year 5 and year 10.</p>	<p>Successful take up of employment land over the Plan Period.</p> <p>The creation of appropriate new Green Belt boundaries in conjunction with development.</p> <p>Monitor rate of uptake of land by hectare on an annual basis.</p> <p>Produce a trajectory of future demand every two years. Together with the annual take up, this will indicate if the 100ha is likely to be delivered before the end of the plan period and trigger the need to review the AAP to develop the safeguarded land.</p>	<p>Monitor delivery of development in accordance with the DCO and accompanying Masterplan to ensure that inappropriate development is not occurring in the land to remain within the Green Belt.</p> <p>If 50% of the land is taken up by year 5, then consider an early review of the AAP to release the safeguarded land. Uptake of land will be monitored on an annual basis and after year 5 should 50% of land be taken up by the principal uses then an early review will be considered.</p>
Policy S3: Principal Uses	<p>The DCO requirements or planning conditions to retain the principal uses</p>	<p>Adoption of APP in 2017 onwards.</p>	<p>Implementation is undertaken in accordance with the uses specified in the policy approved uses</p>	<p>Monitor the take up of land by sector and use class annually.</p>

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
	<p>on the site in the longer term.</p> <p>DCO requirements and to restrict use classes in accordance with the approved Masterplan.</p> <p>A list of documents as part of the DCO, in accordance with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.</p>	<p>On going</p>	<p>and specified in the Masterplan.</p> <p>Note the description of Advanced Manufacturing use characteristics in the AAP. Record take up by land by use class type but also note how the uses meet these characteristics.</p> <p>Record submissions for uses that are specifically excluded.</p>	<p>Track any updates to the employment evidence base provided by local authorities in the NE LEP area on an annual basis to be aware of alternative sites to direct non principal uses towards.</p> <p>If the land use types present on IAMP deviate from the approved Masterplan use mix by more than 5% of the allocated employment area, consider review of AAP policies.</p>
<p>Policy S4: Scale and Quantum of Principal and Supporting Employment Uses Mix of uses</p>	<p>Use of DCO requirements and associated Masterplan or planning conditions to specify sqm floorspace within specific use classes.</p>	<p>Adoption of APP in 2017 onwards.</p> <p>On going</p>	<p>Implementation is undertaken in accordance with the approved Masterplan.</p> <p>Monitor take up of land by use class type. and pressure on uses that are specifically excluded.</p>	<p>The policy allows for up to 10% of the total employment floorspace for B1(a) and B1(b) class uses. If this is reached by year 5 of the plan, consider a review of the policies.</p> <p>If the land use types present on IAMP deviate from mix of the allocated employment area by more than 5%, consider review of AAP policies.</p>
<p>Policy S5: Ancillary uses</p>	<p>The DCO and associated Masterplan will specify where ancillary uses will be located.</p> <p>Use of DCO requirements and masterplan to restrict / allow sq m floorspace within specific use classes.</p>	<p>On going</p>	<p>Delivery of ancillary uses described in the policy.</p> <p>On going annual monitoring of land take up.</p>	<p>Monitor the delivery of ancillary uses in years 0 to 5. If all allowance (up to total floorspace as prescribed in the policy) is taken up by year 5 consider if additional ancillary uses to support the IAMP are required.</p>
<p>Policy S5: The Hub and Ancillary Uses Local centre</p>	<p>The Policy sets out the cumulative floorspace limits (or equivalent) for each of the range of uses proposed on the Hub and in the Northern Employment Area.</p> <p>DCO and associated Masterplan / Design Code will specify the</p>	<p>Adoption of APP in 2017 onwards.</p> <p>On going</p>	<p>The Hub is developed and includes high quality supporting facilities to IAMP including food and drink uses, appropriate scale retail, leisure and childcare facilities and includes a multi modal transport interchange. In the Northern Employment Area up to 1,000 sq.m cumulative gross floorspace provides small scale retail uses.</p>	<p>The policy allows for a cumulative floorspace for each use type proposed in the Hub and in the Northern Employment Area. It is desirable that the Hub is complete early in the development cycle to provide necessary services and facilities for users.</p>

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
	parameters for the delivery of the Hub.			<p>If only 25% of The Hub is delivered by year 10, consider a review of the policy.</p> <p>Monitor the delivery of the Hub. The scale of delivery should 'match pace' with the take up of employment land. If less than 10% or greater than 90% has been delivered by year 5 (out with the pace of employment land take up) consider if the AAP policy requires revision.</p>
Policy D1: Masterplan Design	<p>The Masterplan and Design Code will set out how these criteria are delivered.</p> <p>DCO Requirements will ensure implementation in accordance with the agreed documents.</p>	On-going but primarily at detailed design stage and years 0 to 3.	<p>DCO Design Code and Masterplan accord with the policy requirement.</p> <p>Developments consented via exception will also accord with the policy requirement.</p> <p>Development is built in accordance with the requirements.</p>	<p>The Policy sets out the key design principles that all development should adhere to.</p> <p>Monitor the detailed design submissions to ensure that the DCO and Masterplan requirements are integral.</p>
Policy D2: Public Realm and landscape	<p>The Masterplan and Design Code will set out how these requirements are delivered.</p> <p>DCO Requirements will ensure implementation in accordance with the agreed documents.</p>	On-going but primarily at detailed design stage and years 0 to 3.	DCO Design Code and Masterplan accord with the policy requirement.	Quality, comprehensive consistent public realm and wayfinding is proposed throughout each phase of the development.
Policy T1: Highway Infrastructure	<p>The DCOs for the IAMP and Downhill Lane / Testos junction are required to provide supporting documentation in accordance with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.</p> <p>The Downhill/Testos scheme will be a separate DCO promoted and delivered by Highways England and will be</p>	On-going	<p>Successful implementation of the necessary highways infrastructure in accordance with an agreed highways phasing / implementation plan.</p> <p>The AAP Infrastructure Delivery Schedule shows that Strategic Highway Infrastructure will be started 'up front' with works programmes to start in 2019.</p>	Track the scheduled commencement date of the strategic highway infrastructure and the duration to completion.

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
	determined in accordance with the National Networks National Policy Statement.			
Policy T2: Walking and cycling	The Masterplan and Design Code should include all the given requirements.	On-going but primarily at detailed design stage.	Assessing modal split through travel plan agreed methodology.	The needs of all types of users, pedestrians, cyclists and horse riders are adequately planned for and accommodated in the Masterplan and Design Code.
Policy T3: Public transport	The Masterplan and Design Code should include all the given requirements. The Travel Plan will be the subsequent method of implementation.	On-going	Assessing modal take up and split through travel plan agreed methodology.	Public transport linkages and associated infrastructure are adequately planned for and accommodated in the Masterplan and Design Code.
Policy T4: Parking	Design Code and subsequent implementation at detailed design stage. The Travel Plan will be the subsequent method of implementation.	On-going	Travel plans must include car parking management plan. 25% of total car parking will be provided for car share spaces. Monitor the take up of car share spaces and modal split through the travel plan. Inclusion of electric charging points.	If less than 25% of all proposed parking spaces are allocated for car sharing by year 5, consider how to re-address this in year 5 to 10. If no electric charging points are present in IAMP by year 5, consider how to re-address this in years 5 to 10.
Policy IN1: Infrastructure provision	The Strategic Utilities Infrastructure will be delivered via the DCO requirements. Development consented by exception would need to demonstrate it would not preclude the delivery of the Strategic Utilities Infrastructure. Detailed design requirements to the DCO to ensure production of relevant	On-going but primarily at detailed design stage.	The AAP Infrastructure Delivery Schedule shows that Strategic Utilities Infrastructure will be started 'up front' with works programmes to start in 2019.	Track the scheduled commencement date of the strategic utilities infrastructure and the duration to completion so that the user demands can be met when required.

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
	information.			
Policy IN2: Flood risk and drainage	Detailed design stage and FRA documentation. Subsequent detailed design solutions to achieve necessary run off rates.	On-going through the detailed design stage.	Monitor agreed run off rates and flood events.	Ensure that the FRA and associated design solutions meet the policy criteria.
Policy EN1: Landscape Design	Landscape and Visual Impact Assessment (LVIA) as part of detailed design stage will inform mitigation and enhancement strategies to be embedded in the DCO Masterplan and Design Code. Development consented by exception would need to demonstrate it would meet the requirements of the policy.	On-going but primarily at detailed design stage.	Detailed design responds to recommendations of the LVIA, where considered necessary. Landscape buffers and measures, green and brown roofs and walls are implemented in conjunction with employment uses and are maintained.	Landscape buffers and measures , green and brown roofs and walls form part of the DCO Masterplan and Design Code and implemented and maintained on site. Check measures have been a) implemented in conjunction with employment uses build out and are b) maintained, every 2 years.
Policy EN2: Ecology	The Ecological Impact Assessment as part of detailed design stage will inform mitigation and enhancement strategies to be embedded in the DCO Masterplan and Design Code and Long Term Management Plan. Development consented by exception would need to demonstrate it would meet the requirements of the policy.	On-going but primarily at detailed design stage.	Detailed design, the Masterplan and Design Code responds to recommendations in the Ecological Impact Assessment and appropriate measures are implemented and maintained. There is no deterioration in the River Don's WFD status.	Measures to protect and enhance (where appropriate) Local Wildlife Site and habitats and incorporation of swales and SuDS form part of the DCO Masterplan and Design Code and implemented and maintained on site. Check measures have been a) implemented in conjunction with employment uses build out and are b) maintained, every 2 years.
Policy EN3: Green Infrastructure	Masterplan and Design Code should address Green Infrastructure requirements with appropriate strategies to manage. Development consented by exception would need to demonstrate it would meet the requirements of the policy.	On-going but primarily at detailed design stage.	Detailed design, the Masterplan and Design Code responds to recommendations in Environmental Impact Assessment and appropriate measures are implemented and maintained.	Check measures have been a) implemented in conjunction with employment uses build out and are b) maintained, every 2 years.

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
Policy EN4: Amenity	<p>The Masterplan and Design Code should address all the necessary requirements and the final designs be assessed against the requirements therein.</p> <p>Development consented by exception would need to demonstrate it would meet the requirements of the policy.</p> <p>Setting up a Communications Forum with appropriate targets would set necessary parameters.</p>	On-going but primarily at detailed design stage.	Delivery of indicators in Construction Environmental Management Plan.	Monitoring the indicators set out in the Construction Management Plan relating to noise, odour, and air quality impacts.
Policy Del1: Phasing and Implementation	<p>DCO Requirements.</p> <p>Development consented by exception would need to be accompanied by a phasing plan.</p>	<p>At DCO stage.</p> <p>To form part of the DCO or any planning application submission.</p>	<p>Phases delivered in accordance with the approved Phasing Strategy or otherwise as demonstrated as necessary.</p> <p>Development in accordance with the approved Management Strategy.</p>	The scheme promoter implements development in accordance with the Phasing Strategy and Management Strategy, to be monitored annually.
Policy Del2: Securing Mitigation	<p>Articles and requirements within the IAMP DCO and/or by planning obligation as appropriate.</p> <p>The Phasing Strategy submitted as part of the IAMP DCO application to demonstrate how the strategic infrastructure for the IAMP will be delivered.</p>	On-going.	<p>Mitigation delivered via articles and requirements within the DCO.</p> <p>Phases delivered in accordance with the approved Phasing Strategy or otherwise as demonstrated necessary.</p> <p>Collection of agreed developer contributions.</p>	The scheme promoter implements development in accordance with the Phasing Strategy and Management Strategy, to be monitored annually.

SCRUTINY POLICY REVIEWS 2015/16: ENVIRONMENTAL ENFORCEMENT

REPORT OF THE EXECUTIVE DIRECTOR OF COMMERCIAL DEVELOPMENT

1. Purpose of the Report

- 1.1 To receive feedback from Members of the Economic Prosperity Scrutiny Committee on the proposed changes to the new Environmental Enforcement Policy and working procedures for tackling litter, dog fouling, waste disposal and fly-tipping and other associated offences.
- 1.2 To consider proposals to introduce a power available within the existing legislation that offers offenders Fixed Penalty Notices as an alternative to prosecutions for some unlawful waste deposit offences.
- 1.3 To seek the views of the Committee prior to the submission of a report to Cabinet in relation to the revised Environment Enforcement Policy.

2 Background

- 2.1 In April 2016, the Shadow Economic Prosperity Scrutiny Committee agreed a report setting out a review into the current policy on environment enforcement. This review was undertaken in response to the high importance attached by most local residents to the quality of the local environment and the on-going difficulties in maintaining service standards in cleansing services since the government funding cuts. The report and its recommendations were approved by Cabinet on 22 June 2016.
- 2.2 The Scrutiny Committee's report recommended that the approach taken against environment enforcement offenders required some clarification and that a review should be undertaken into the Councils approach to the existing Policy.
- 2.3 On 17 November 2015, this Committee received a further report on the approach being taken to environment enforcement in the city. At the meeting, members re-emphasised the high priority that local residents attach to maintaining a clean and attractive environment, as demonstrated in numerous satisfaction surveys.
- 2.4 At the meeting it was noted that the approach to environment enforcement is based largely on the wider enforcement policy, operating in all enforcing departments including Trading Standards, Environmental Health and Licensing. This approach provides a consistent approach across the Council

in all enforcement matters. However, Members felt that a different approach is required when dealing with issues such as litter, dog fouling and fly-tipping.

- 2.5 The overall approach to environment enforcement to date, has been to educate, advise and assist in the first instance and formally enforce as a last resort. Scrutiny Members felt that increased problems with litter and fly-tipping coupled with the reduction of front line cleansing staff, requires a more targeted and robust approach towards those who adversely affect the environment is required therefore a review of the existing policy was undertaken.

3 Current Position

- 3.1 Following the budget reductions to Local Services in 2016, the provision of cleansing services has significantly reduced, and the ability to continue to remove unlawfully deposited waste in all circumstances in substantial quantities is proving to be a challenge.
- 3.2 The existing Environmental Enforcement Officers/ Customer Relationship Officers support the work of front line cleansing services in providing education and advice to individuals and businesses who otherwise failing to comply with relevant legislation. The Officers encourage legislative compliance through a range of support, education, advice and ultimately, where other attempts have failed, formal enforcement.
- 3.3 In recognition of a need for a more robust approach to environment enforcement, a review of current Environment Enforcement Policy and practices has been completed. The amended Environment Enforcement Policy lays out a more vigorous approach to environmental enforcement, a copy of which is attached at Appendix 1.
- 3.4 Whilst reflecting a more stringent approach to environment enforcement, the 2017 Environment Enforcement Policy incorporates the key principles of The Central and Local Government Concordat on Good Enforcement, which are to be adopted by Sunderland City Council. The principles include the need for proportionality in all formal enforcement decisions; promote consistency in approach but not uniformity; and demonstrate the need for transparency, appropriateness and accountability in all environment enforcement actions taken.
- 3.5 Whilst education, advice and assistance will continue to be play a part in the on-going service delivery of environment enforcement, the mechanisms for tackling repeat, or negligent offenders of environmental crime are available within the new Policy to support front line services in maintenance of a good level of cleanliness within our communities.

4 Conclusion

- 4.1 The report seeks the views of the Committee on the proposed changes to the new Environmental Enforcement Policy and working procedures for tackling litter, dog fouling, waste disposal and fly-tipping and other associated offences.

5 Recommendations

- 5.1 That the Committee consider and comment on proposals for a revised Environmental Enforcement Policy prior to its submission to Cabinet.

6. Glossary

None

7 Background Papers

Cabinet Agenda; 22 July 2016.

Shadow Economic Prosperity Scrutiny Committee April 2015

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DRAFT ENVIRONMENTAL ENFORCEMENT POLICY 2017

Aim

This Policy sets out the option to be considered by the Authority when taking enforcement action against perpetrators of environment waste crime to ensure, where possible, a consistent approach is taken.

In targeting reckless behaviours, this Policy sets out the principals under which the Authority will seek to achieve compliance with relevant legislation.

This Policy relates to offences including, and associated with, Littering; Dog Fouling; Waste Management; Waste Transportation; Waste Disposal and Fly-tipping.

It is prepared having regard to the Legislation and Regulatory Reform Act 2006, the Regulators Code and the Governments Enforcement Concordat.

Principals of Enforcement

The Policy adopts the key principals of good enforcement as detailed within Central and Local Government Concordat and Sunderland City Councils Enforcement Concordat, and include:-

Proportionality; all formal enforcement decision's relate to the risk to public harm, public health or community wellbeing, or are proportionate to the level of breach.

Consistency; not uniformity. Whilst every case is different, the same principals will be applied to all decisions made.

Transparency; to demonstrate proportionality, appropriateness and consistency in all enforcement decisions

Accountability; targeting actions in areas that pose the greatest risk, and targeting only those who are responsible.

In undertaking its duties as an enforcing authority, Sunderland City Council is committed to carrying out its obligations in accordance with the enforcement principals.

In consideration of the principals, the following is further agreed:-

- To use the minimum enforcement action required to ensure compliance, avoiding any undue burdens on businesses and individuals, and making the best use of enforcement resources.
- In exercising its powers to take formal action based upon a balanced, fair and proportionate approach.
- Available resources to be targeted where most effective and where they will have an impact on the communities which they serve.
- Enforcement decisions will balance the impact on residents, businesses and communities, against the impact of continued non-compliance on the same.

- To be flexible in the range of enforcement actions, recognising that each case is unique and will need to be considered independently.
- Officers will distinguish between 'good practice;' and legal obligation or requirement. Breaches of good practice may result in no action or informal action, guidance or support however, breaches in legal obligations or requirements will result in formal action.
- Officers will work to prevent any unnecessary delays in the investigative or decision making process.
- All Officers will follow the documented standard procedures and any statutory codes of practice
- All cases will be investigated properly, professionally and without malice or agenda
- To be fair, objective and independent and will serve the community equitably and fairly, adhering to the principals of good enforcement set out within the Code in all circumstances
- Before considering a prosecution, Officers will ensure that the Environmental Enforcement Policy, Police & Criminal Evidence Act (PACE), the Regulatory Investigative Powers Act (RIPA), the Criminal Proceedings Act, the Human Rights Act and all other relevant Codes of Practice or legislation have been considered.

Enforcement Activity

Contraventions of the relevant environmental legislation by businesses or individuals who are proven to have acted irresponsibly will be dealt with resolutely. All actions will be fair, proportionate and consistently applied.

Officers will exercise judgement in individual cases and procedural arrangement will be followed to ensure consistency, and promote fairness in each case.

Enforcement actions taken may include informal advice or guidance, written warnings, Fixed Penalty Notices, formal Notices or Orders, Injunctions, Formal Cautions or Prosecution.

The aim of any action will be to:

- Change the future behaviour of the offender
- Offer an appropriate punishment for the offence
- Make good and damaged caused
- Deter further breaches
- Promote public confidence to tackle the fear of crime
- Promote confidence in public services
- Eliminate any financial burdens on Sunderland City Council for non-compliance

Where formal legal action is being deliberated, factors from the Code of Crown Prosecutors will be considered. Factors that will be considered when deciding what enforcement action to take will include, but not limited to:

- The seriousness of the offence
- Any relevant history of the location, the offender or the offence
- The co-operation and/or willingness to prevent a reoccurrence by the offender
- The public interest in prosecution

- If any other actions could be more effective.

Authorised Officers

All officers will be authorised to undertake enforcement actions by Sunderland City Council and will have delegated authority to undertake enforcement functions in accordance with Sunderland City Councils delegation scheme.

Enforcement Actions

The following actions are available to the Officers undertaking enforcement investigations

No Action / Provision of Advice

When investigating complaints, an Officer may find that there is insufficient evidence to justify any action, or after considering the circumstances decide that formal enforcement is inappropriate. Examples of where it could be inappropriate would be for a minor breach of waste presentation that was not causing any harmful effects and is resolved immediately upon engagement with the Officer.

In these cases the decision and reason will be recorded; the complainant informed; and the investigation recorded as closed. The investigating officer will only re-open the investigation if the circumstances of the case change sufficiently to warrant further action.

In recognition that prevention is better than cure, Officers will work to support individuals to ensure compliance with all relevant legislation.

Informal Action

Officers have the discretion to deal with minor breaches of the law that are trivial or due to minor lapses, by issuing informal warnings when they judge the circumstances to be suitable. Officers will always document the circumstances which have resulted in this decision being made and advise that further breaches will not be dealt with in the same way. Any Informal warnings will be followed up in writing, detailing the relevant legislation and the circumstances resulting in a breach as well as the potential consequences of future non-compliance.

Generally, informal action should be considered where:

- the case is not serious and the previous history is good and;
- the offender(s) understand and admits the error and the company or individual has remedied the situation forthwith

Written Warning

Officers will use formal written warnings when the decision has been taken not to continue legal action. Formal written warnings provide a strong warning telling the offender he has narrowly avoided a prosecution and will differentiate between contraventions and advice. Failure to comply with the terms laid out in formal warning may lead to legal action.

The courts do not usually allow past written warnings as admissible evidence, but formal written warnings can be used to support the decision to prosecute on a particular occasion.

Formal written warnings will be considered:

- In circumstances when prosecution is a disproportionate response;
- When the offence is serious but a further offence is unlikely and the issue of a fixed penalty notice is not an option.

The Officer will also take into account the likely response of the offender to a warning. Following a written warning or verbal warning an Officer may revisit to check the offence has been corrected depending upon the health, safety, environmental damage or nuisance implications of the contravention. Failure to respond to a formal written warning and continued non-compliance could result in formal legal proceeding's being taken.

Fixed Penalty Notices

A fixed penalty notice is a formal document served on an offender, providing the date, time and details of the particular offence and the penalty charge amount due. Fixed penalty notices are available for a variety of offences including littering, dog control, fly-tipping, illegal waste transfer and transport and other associated offences.

Before issuing a fixed penalty notice the investigating officer must gather sufficient evidence to present a prosecution case to the criminal standard of proof. The investigating officer will not proceed where sufficient evidence is not available.

Fixed penalties will be considered where available legislation allows for a Fixed Penalty Notice as an alternative to court proceedings however, issuing a Fixed Penalty Notice is not a quick fix and requires a full and thorough investigation.

Fixed Penalty Notices will not be served unless sufficient evidence exists to prosecute for the offence, and all factors relevant to prosecutions have been considered.

Fixed penalty notices are available for the following offences

Offence	Legislation	£FPN	Discount	Fine on conviction
Depositing Litter	s87 Environmental Protection Act 1990	£75	£50	Level 4 £2,500
Dog Control Order Breach	s59 Clean Neighbourhood & Environment Act 2005	£75	£50	Level 3, £1000
Vehicles for sale or repair on a highway	s. 3 Clean Neighbourhood & Environment Act 2005	£100	£80	Level 4 £2,500
Failure to produce waste documentation	s.34(5) Environmental Protection Act 1990	£300	£200	Level 5, £5,000
Fail to produce Authority to transport	s.5b Control of Pollution (Amendments Act) 1989	£300	£200	Level 5, £5,000
Fail to comply with commercial waste Notice	s. 47 s.34(5) Environmental Protection Act 1990	£100	£80	Level 4 £2,500
Depositing waste on land without authority	s.33(ZA) Environmental Protection Act 1990	£400 (TBC)	£300 (TBC)	Up to £50,000

or permission				
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Payment of a Fixed Penalty Notice within 14 days concludes the matter entirely.

Where a Fixed Penalty Notice is not paid within 14 days, perpetrators will be prosecuted for the original offence. Fixed Penalty Notices offer the offender the opportunity to deal with the matter **without acceptance of guilt or liability and without the possible expense of court proceedings.**

Arrangements for instalment payments can be made in some circumstances however, where a Fixed Penalty Notice is not paid in full within the agreed timescale, perpetrators will be prosecuted for the original offence.

Statutory Notices

In some circumstances the Council may serve a notice on a person specifying the action required to remedy an environmental concern, within a specified timescale. Notices provide an effective way of identifying a concern, detailing the remedial works required and the timescales for compliance.

Officers will consider at an early stage the serving of a Notice and the requirements within the notice to secure compliance or remedy the community concern.

Details of the method of appealing against the requirements of the Notice will be served, in writing, at the time of the Notice.

Where the requirements of a Notice are not met, a decision to prosecute or take another form of action will be taken

Prosecution for non-compliance with a Notice will generally be considered as the norm, unless other significant facts indicate another line of action is more appropriate or the Crown Prosecution Guidelines suggest otherwise.

Work in default of the Notice is a formal legal procedure allowing the Council to correct the defect following non-compliance with a Notice. Work in default ensures completion of essential works when other means have failed and where non-compliance is having a detrimental effect on the community, however the expense lays with the Council and therefore works in default will be balanced between the impact on the Community and impact on the relevant service provider.

Where works in default have been undertaken, the Council will try to recover all reasonable costs incurred as a result and, where the legislation allows, will attempt to recover these costs by placing a charge on a property whenever it cannot recover them by other means.

Prosecution

The decision to pass a file to legal services with a view to prosecution will be taken by the relevant Manager in conjunction with the Portfolio Holder. The decision to prosecute will be with the City Solicitor or suitable delegate within legal services.

There are two stages in the decision to prosecute.

The first stage is the evidential test. There must be enough evidence to provide a realistic prospect of conviction. If the case does not pass the evidential test, it must not go ahead, no matter how important or serious it may be.

If the case meets the evidential test, the public interest test is then applied.

The Council's Solicitor will review the case before commencing proceedings.

Factors that could influence the decision to recommend prosecution would include:

- The offence, although not serious in itself, is widespread in the area where it was committed.
- A prosecution could have a significant positive impact on maintaining community confidence;
- A conviction is likely to result in a sentence.
- There are grounds for believing that the offence is likely to be continued or repeated.
- The offence was premeditated.
- The defendant's previous convictions, or cautions, are relevant to the present offence.

Factors against prosecution could include:

- The Court is likely to impose a small financial penalty, using the national sentencing guidelines, and may not award costs (whilst the Council is aware that persons claiming benefits frequently receive smaller fines compared to those who are in employment in accordance with the sentencing guidelines. It should not therefore be assumed that a prosecution could not proceed purely based on this factor alone)
- Defendant has already been made subject to a sentence and further conviction is unlikely to result in an additional sentence.
- Offence was the result of genuine mistake or misunderstanding.
- Long delay between the offence taking place and the date of the trial (unless the offence is serious; the delay was caused by defendant; the offence only recently came to light; or the complexity of the offence meant a long investigation)

For each defendant Officers will select offences that reflect the seriousness of the offending and thereby give the court adequate and appropriate sentencing powers.

The investigation and case file documentation should be completed as soon as possible and referred to the relevant Manager to consider the case file and recommendations of the case officer.

Once the decision to proceed with the prosecution has been agreed, the defendant will be informed in writing.

The Council's Solicitor will be responsible for prosecuting the case.

The Council will seek to recover as much as possible of the total costs involved in its enforcement work whenever the legal opportunities exist to do so.

Court Injunction

An Officer may consider the use of an injunction when:

- the law allows it and there is immediate risk to environment, health or safety; or
- there is gross nuisance to a large section of the population and the event could finish before the Council could launch a normal prosecution; and/ or
- the person has made it clear he sees the benefits of continuing to offend as outweighing any penalty against him resulting from a normal prosecution.

Review

This Enforcement Policy will be reviewed annually and as appropriate. Where amendments are required, which reflect legislative, administrative or operational changes, the Policy will be referred to the Portfolio Holder and/or Cabinet for approval.

ANNUAL WORK PROGRAMME 2016-17

REPORT OF THE HEAD OF MEMBER SUPPORT AND COMMUNITY PARTNERSHIPS

1. PURPOSE OF THE REPORT

- 1.1 The report attaches, for Members' information, the current work programme for the Committee's work during the 2016-17 Council year.
- 1.2 In delivering its work programme the committee will support the council in achieving its Corporate Outcomes.

2. Background

- 2.1 The work programme is a working document which Committee can develop throughout the year. As a living document the work programme allows Members and Officers to maintain an overview of work planned and undertaken during the Council year.

3. Current position

- 3.1 The current work programme is attached as an appendix to this report.

4. Conclusion

- 4.1 The work programme developed from the meeting will form a flexible mechanism for managing the work of the Committee in 2016-17.

5 Recommendation

- 5.1 That Members note the information contained in the work programme.

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REASON FOR INCLUSION	27 JUNE 16	19 JULY 16	13 SEPTEMBER 16	11 OCTOBER 16	8 NOVEMBER 16	6 DECEMBER 16	10 JANUARY 17	7 FEBRUARY 17	7 MARCH 17	4 APRIL 17
Cabinet Referrals and Responses				Minster Quarter Masterplan (Dan Hattle)		Advanced Manufacturing Business Park – Planning Approval (Ian Fairlamb/Louise Moody)		Minster Quarter Masterplan (Dan Hattle)		
Scrutiny Business	Remit and Work Programme of Committee Key Cities – Feedback on visit(Jill Laverick/JD) Sunderland Software City (Andrea Winders)	Implications for Sunderland of EU Referendum (Vince Taylor)	Port Progress Report and Visit (Andrea Winders/Mathew Hunt) Advanced Manufacturing Business Park – Progress Report (Vince Taylor/Alison Fellows) Future Library Services – Consultation (Fiona Brown)	Environmental Enforcement Review - Feedback(Mark Speed/Nicky Rowland) Port Visit – Feedback (JD)	Future Library Services – Consultation Feedback (Fiona Brown) Review into Cemeteries and Crematoriums – Feedback (Karen Lounton)	Environmental Enforcement – Policy Development (Mark Speed/Nicky Rowland)	Siglion – Progress Report Update (John Seager Chief Executive of Siglion) City Of Culture – Progress Report (Rebecca Ball) Key Cities – Progress (Jill Laverick) Business Centres ((Evolve, Washington, Software Centre) – Progress Report()	Development of Social Enterprise Sector (Executive Director Economy and Place) Tall Ships – Progress Report (Ian Flannery) Airshow - Preparations (Head of Events)	Business Improvement District – Progress Report (Ken Dunbar) Prevent – Progress Report(Jane Hibberd) Environmental Enforcement (Mark Speed)	Sunderland Strategic Transport Corridor/New Wear Bridge – Progress Report (Executive Director Economy and Place) Development of Skills in the City/ Contribution of FE sector to Skills Development
Performance / Service Improvement										
Policy Framework										
Consultation				Public Space Protection Orders (PSPO) (Stuart Douglass)				Public Space Protection Orders (PSPO) (Stuart Douglass)		
Information / Awareness Raising	Notice of Key Decisions Work Programme 16-17	Notice of Key Decisions Work Programme 16-17	Notice of Key Decisions Work Programme 16-17	Notice of Key Decisions Work Programme 16-17	Notice of Key Decisions Work Programme 16-17	Notice of Key Decisions Work Programme 16-17	Notice of Key Decisions Work Programme 16-17	Notice of Key Decisions Work Programme 16-17	Notice of Key Decisions Work Programme 16-17	Notice of Key Decisions Work Programme 16-17

Item 7

NOTICE OF KEY DECISIONS

REPORT OF THE HEAD OF MEMBER SUPPORT AND COMMUNITY PARTNERSHIPS

1. PURPOSE OF THE REPORT

- 1.1 To provide Members with an opportunity to consider the items on the Executive's Notice of Key Decisions for the 28 day period from 15 November 2016.

2. BACKGROUND INFORMATION

- 2.1 Holding the Executive to account is one of the main functions of Scrutiny. One of the ways that this can be achieved is by considering the forthcoming decisions of the Executive (as outlined in the Notice of Key Decisions) and deciding whether Scrutiny can add value in advance of the decision being made. This does not negate Non-Executive Members ability to call-in a decision after it has been made.
- 2.2 To this end, the most recent version of the Executive's Notice of Key Decisions is included on the agenda of this Committee. The Notice of Key Decisions for the 28 day period from 15 November 2016 is attached marked **Appendix 1**.

3. CURRENT POSITION

- 3.1 In considering the Notice of Key Decisions, Members are asked to consider only those issues where the Scrutiny Committee or relevant Scrutiny Panel could make a contribution which would add value prior to the decision being taken.
- 3.2 In the event of Members having any queries that cannot be dealt with directly in the meeting, a response will be sought from the relevant Directorate.

4. RECOMMENDATION

- 4.1 To consider the Executive's Notice of Key Decisions for the 28 day period from 15 November 2016 at the Scrutiny Committee meeting.

5. BACKGROUND PAPERS

- Cabinet Agenda

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The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

Notice is given of the following proposed Key Decisions (whether proposed to be taken in public or in private) and of Executive Decisions (including key decisions) intended to be considered in a private meeting:-

Item no.	Matter in respect of which a decision is to be made	Decision-maker (if individual, name and title, if body, its name and see below for list of members)	Key Decision Y/N	Anticipated date of decision/ period in which the decision is to be taken	Private meeting Y/N	Reasons for the meeting to be held in private	Documents submitted to the decision-maker in relation to the matter	Address to obtain further information
160104/48	To consider the freehold acquisition of two properties to provide children's services accommodation.	Cabinet	Y	Between 14 December 2016 and 31 January 2017.	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
160727/93	To authorise the Chief Executive to enter into commercial dialogue regarding the future model for the delivery of Place Services	Cabinet	Y	During the period 23 November to 31 December 2016.	N	Not Applicable	Cabinet report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk

Item no.	Matter in respect of which a decision is to be made	Decision-maker (if individual, name and title, if body, its name and see below for list of members)	Key Decision Y/N	Anticipated date of decision/ period in which the decision is to be taken	Private meeting Y/N	Reasons for the meeting to be held in private	Documents submitted to the decision-maker in relation to the matter	Address to obtain further information
160728/94	To approve the disposal of premises within the Athenaeum Buildings, Fawcett Street, Sunderland.	Cabinet	Y	During the period 23 November 2016 to 31 January 2017.	N	Not Applicable	Cabinet report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
160905/107	To approve the acquisition of HCA land and property interests at Holmeside, Holmeside Market and Park Lane.	Cabinet	Y	During the period 1 November to 31 December 2016	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report and Plan identifying interests to be acquired	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk

Item no.	Matter in respect of which a decision is to be made	Decision-maker (if individual, name and title, if body, its name and see below for list of members)	Key Decision Y/N	Anticipated date of decision/ period in which the decision is to be taken	Private meeting Y/N	Reasons for the meeting to be held in private	Documents submitted to the decision-maker in relation to the matter	Address to obtain further information
160926/115	International Advanced Manufacturing Park – approval of the Joint Venture Co. arrangements with South Tyneside Council in respect of the IAMP LLP. To agree the Business Case for the commencement of a Joint Venture Company between Sunderland and South Tyneside Council to be named IAMP LLP.	Cabinet	Y	8 February 2017	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services Civic Centre PO BOX 100 Sunderland SR2 7DN committees@sunderland.gov.uk
161010/120	Leisure Facility Update	Cabinet	Y	During the period 14 December 2016 to 31 January 2017	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk

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161013/121	Approve an update of housing allocation policy.	Cabinet	Y	14 December 2016	N	Not applicable	Cabinet report Updated Policies	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk
161019/122	Approve the use of 3 Council owned plots of land to be developed for residential development.	Cabinet	Y	During the period 14 December 2016 to 28 February 2017	Y	The report is one which relates to an item during the consideration of which by Cabinet the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the report will contain information relating to the financial or business affairs of any particular person (including the authority holding that information). The public interest in maintaining this exemption outweighs the public interest in disclosing the information.	Cabinet report Business Case	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk
161020/123	To approve in principle the establishment of a new police led Road Safety Partnership (Northumbria Road Safety Partnership) embracing the Northumbria Force area.	Cabinet	Y	14 December 2016	N	Not applicable	Cabinet report	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk

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161020/124	To agree to consult on the draft Sunderland Local Plan: Core Strategy.	Cabinet	Y	During the period 23 November 2016 – 31 January 2017	N	Not applicable	Cabinet report	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk
161021/126	To approve the submitting of an Expression of Interest to the Football Association for funding to develop 3G football Hubs within the city.	Cabinet	Y	14 December 2016	N	Not applicable	Cabinet report	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk
161021/127	To approve the procurement of a dredging contractor as part of the preparations for the Tall Ships 2018 and to receive an update on the progress including new governance arrangements.	Cabinet	Y	14 December 2016	N	Not applicable	Cabinet report	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk
161026/128	To agree a Risk Based Verification Policy in relation to Housing Benefit & Council Tax Support	Cabinet	Y	During the period 14 December 2016 to 31 January 2017	N	Not applicable	Cabinet report	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk

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161031/129	To approve the proposed disposal of East Herrington Caretakers House.	Cabinet	Y	During the period 14 December 2016 to 31 January 2017	N	Not applicable.	Cabinet report	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk
161104/130	To agree a Pilot Housing Delivery Project.	Cabinet	Y	14 December 2016	Y	The proposed decision relates to an item during the consideration of which the public are likely to be excluded under Paragraph 3 of Schedule 12A of the Local Government Act 1972, as amended, as the decision relates to a report which contains information relating to the financial or business affairs of any particular person (including the authority holding that information).	Cabinet report Business Case	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk
161114/131	To consider the outcomes from the recent Libraries consultation	Cabinet	Yes	14 December 2016	N	N/A	Cabinet Report	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk

161115/132	To respond to Gentoo Group consolidation proposals	Cabinet	Yes	During the period 14 December 2016 to 28 February 2017	Y	The proposed decision relates to an item during the consideration of which the public are likely to be excluded under Paragraphs 3 and 5 of Schedule 12A of the Local Government Act 1972, as amended, as the decision relates to a report which contains information relating to the financial or business affairs of any particular person (including the authority holding that information) and information in respect of which legal professional privilege could be maintained in legal proceedings.	Cabinet Report	Governance Services Civic Centre PO Box 100 Sunderland SR2 7DN Committees@sunderland.gov.uk
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Note; Some of the documents listed may not be available if they are subject to an exemption, prohibition or restriction on disclosure. Further documents relevant to the matters to be decided can be submitted to the decision-maker. If you wish to request details of those documents (if any) as they become available, or to submit representations about a proposal to hold a meeting in private, you should contact Governance Services at the address below.
Subject to any prohibition or restriction on their disclosure, copies of documents submitted to the decision-maker can also be obtained from the Governance Services team PO Box 100, Civic Centre, Sunderland, or by email to committees@sunderland.gov.uk

Who will decide;

Cabinet; Councillor Paul Watson - Leader; Councillor Henry Trueman – Deputy Leader; Councillor Mel Speding – Cabinet Secretary; Councillor Louise Farthing – Children’s Services; Councillor Graeme Miller – Health, Housing and Adult Services; Councillor John Kelly – Public Health, Wellness and Culture; Councillor Michael Mordey – City Services; Councillor Cecilia Gofton – Responsive Services and Customer Care

This is the membership of Cabinet as at the date of this notice. Any changes made by the Leader will be specified on a supplementary notice.

Elaine Waugh
Head of Law and Governance

15 November 2016