

Miss Toni Sambridge  
Principal Development Control Planner  
Development Management  
Sunderland City Council  
PO Box 102  
Civic Centre  
Sunderland  
SR2 7DN

**Sent by email – toni.sambridge@sunderland.gov.co.uk**

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Dear Toni

**HYBRID PLANNING APPLICATION AT THE INTERNATIONAL ADVANCED  
MANUFACTURING PARK ('IAMP ONE') (APPLICATION REFERENCE: 18/00092/HE4)**

We write to you in connection with the above planning application which has been submitted on behalf of Henry Boot Developments Ltd and which proposes an employment led scheme on land north of the Nissan Car Plant at Washington. This is intended to form part of the emerging International Advanced Manufacturing Park ("IAMP").

Our client, the Church Commissioners for England ("the Commissioners"), owns land to the north of the planning application site which is also identified to form part of the wider IAMP development and in this respect, they have actively taken part in process to bring forward the IAMP to date. This includes participation in the plan-making process by their involvement in the now adopted IAMP Area Action Plan ("IAMP AAP"), as well as ongoing discussions concerning the related Development Consent Order ("DCO").

The process of bringing forward the IAMP has been recognised as a development of national importance; especially its relationship to the neighbouring Nissan Car Plant and its associated supply chain. This is confirmed by its status as a Nationally Significant Infrastructure Project ("NSIP"). We know from our experience in promoting other Advanced Manufacturing Parks elsewhere in the country that when brought forward in the right way, they are significant economic drivers and in this respect the Commissioners have broadly supported the emergence of the IAMP in this area of Sunderland and South Tyneside.

We note that the submitted hybrid planning application seeks only to bring forward an element of the IAMP and is being labelled as 'IAMP ONE'. Whilst the Commissioners wish to see the IAMP come forward to assist in the economic development of the area, it has significant concerns regarding the form, nature and process of the IAMP ONE planning application and therefore wishes to register its initial objection to this hybrid planning application.

Having been involved in process of getting the IAMP AAP in place, the Commissioners understand the complex nature of developing the project in terms of providing the required infrastructure to



Registered in England  
Number: 0C342692

Barton Willmore LLP  
Registered Office:  
The Blade  
Abbey Square  
Reading  
RG1 3BE  
F/ +44 (0)118 943 0001

support the development and the need to plan the IAMP in a comprehensive manner so there is certainty that the development as a whole can be delivered and that the benefits of the project are maximised. In this respect paragraph 3 of the adopted IAMP AAP is quite clear that:

**“The IAMP Area Action Plan (AAP) is a policy framework to guide the comprehensive development of the IAMP. The AAP sets out planning policies to direct and enable the comprehensive development of a high quality employment site which is targeted at automotive and advanced manufacturing end users, and their supporting facilities.”**

This need to plan and deliver IAMP comprehensively is repeated in paragraphs 7, 12, 42 and 75 of the IAMP AAP and in Policy S1.

The Commissioners’ initial concern is that the IAMP ONE proposals are not consistent with this and in contrast seem to represent a piecemeal and selective approach to development where it is unclear as to the logic of why this portion of the wider IAMP site has been chosen. Indeed, it appears that the boundary has been conveniently based on land ownership (rather than planning or design rationale) and seeks to avoid the significant investment in infrastructure that would be required in bringing forward the wider IAMP site (namely relating to highways). This seems contrary to Policy DEL1 of the IAMP AAP which requires the development of the IAMP to clearly map out the provision of infrastructure in a comprehensive manner and paragraph 82 which seeks to prevent piecemeal development of the IAMP.

Given that this and the fact that the application attempts to move forward ahead of any DCO process, it is also unclear as to how this will relate to later phases of IAMP and how the scheme is able to tie this together to ensure IAMP is delivered in an integrated, whole and complete way.

In light of these initial concerns and objections that we have raised, we reserve the right to comment further on the planning application and its associated technical documents in due course.

Should you have any queries regarding our initial comments, please do not hesitate to contact me.

Yours sincerely



**JAMES HALL**  
Partner