

## **PLANNING AND HIGHWAYS COMMITTEE**

### **AGENDA**

**Meeting to be held in COMMITTEE ROOM 2, CIVIC CENTRE on  
Wednesday 7<sup>th</sup> December, 2016 at 5.30 p.m.**

ITEM		PAGE
1.	<b>Receipt of Declarations of Interest (if any)</b>	
2.	<b>Apologies for Absence</b>	
3.	<b>Minutes of the last meeting of the Committee held on 12<sup>th</sup> October, 2016.</b>  (copy attached)	1
4.	<b>Report of the meeting of the Development Control (North Sunderland) Sub Committee held on 20<sup>th</sup> October, 2016.</b>  (copy attached)	8
5.	<b>Report of the meetings of the Development Control (South Sunderland) Sub Committee held on 4<sup>th</sup> October (extraordinary) and 25<sup>th</sup> October, 2016</b>  (copies attached)	10

6. **Report of the meetings of the Development Control (Hetton, Houghton and Washington) Sub Committee held on 4<sup>th</sup> October, 6<sup>th</sup> October (Extraordinary), 18<sup>th</sup> October (Extraordinary) and 1<sup>st</sup> November, 2016** 20

(copies attached)

7. **Reference from Cabinet** 32

**International Advanced Manufacturing Park: Area Action Plan**

Report of the Head of Law and Governance

(copy attached)

Elaine Waugh,  
Head of Law and Governance,  
Civic Centre  
SUNDERLAND

20<sup>th</sup> November, 2016

## Item 3

**At a meeting of the PLANNING AND HIGHWAYS COMMITTEE held in COMMITTEE ROOM 2 on WEDNESDAY, 12<sup>TH</sup> OCTOBER, 2016 at 5.30 p.m.**

### **Present:-**

Councillor Bell in the Chair

Councillors Allen, Ball, Beck, M. Dixon, English, Jackson, Kay, Lauchlan, Middleton, Mordey, Porthouse, Scaplehorn, Taylor, M. Turton, W. Turton and D. Wilson.

### **Declarations of Interest**

Item 9 – Objections to TRO in the vicinity of East Herrington Primary Academy

Councillor Mordey and Porthouse both made open declarations that they had contact with both the objectors and Council officers regarding these proposals during an earlier stage in the process but they had retained an open mind on the proposals and would be considering the item based on the evidence to be presented to the committee.

### **Apologies for Absence**

Apologies for absence were submitted on behalf of Councillors Chequer, Cummings, Francis, I. Galbraith, P. Smith, G. Walker, P. Walker and P. Watson.

### **Minutes of the meeting of the Committee held on 10<sup>th</sup> August, 2016.**

1. RESOLVED that the minutes of the meeting held on 10<sup>th</sup> August, 2016 be confirmed and signed as a correct record.

### **Report of the Meetings of the Development Control (North Sunderland) Sub Committee held on 9<sup>th</sup> August, 6<sup>th</sup> September and 20<sup>th</sup> September (extraordinary) 2016.**

The report of the meetings of the Development Control (North Sunderland) Sub-Committee held on 9<sup>th</sup> August, 6<sup>th</sup> September and 20<sup>th</sup> September (extraordinary), 2016 (copies circulated) were submitted.

(For copy report – see original minutes)

2. RESOLVED that the report be received and noted.

**Report of the meetings of the Development Control (South Sunderland) Sub Committee held on 9<sup>th</sup> August and 20<sup>th</sup> September, 2016.**

The report of the meetings of the Development Control (South Sunderland) Sub-Committee held on 9<sup>th</sup> August and 20<sup>th</sup> September, 2016 (copies circulated) were submitted.

(For copy report – see original minutes)

3. RESOLVED that the report be received and noted.

**Report of the meeting of the Development Control (Hetton, Houghton and Washington) Sub Committee held on 13<sup>th</sup> July, 9<sup>th</sup> August, 6<sup>th</sup> September and 20<sup>th</sup> September (Extraordinary), 2016.**

The report of the meetings of the Development Control (Hetton, Houghton and Washington) Sub-Committee held on 13<sup>th</sup> July, 9<sup>th</sup> August, 6<sup>th</sup> September and 20<sup>th</sup> September (Extraordinary), 2016 (copies circulated) were submitted.

(For copy report – see original minutes)

4. RESOLVED that the report be received and noted.

**Change in order of business**

The Chairman proposed to the Committee that Item 9 – Objections to the TRO at East Herrington Primary Academy should be considered first as there were members of the public in attendance for this item. The other Members of the Committee agreed to this course of action.

**Objections to Traffic Regulation Order for Proposed Waiting, Loading and Parking Place Restrictions in the vicinity of East Herrington Primary Academy, Part of the proposed City of Sunderland (Various Locations)(Waiting, Loading and Parking Places) General Order**

The Chief Executive submitted a report (copy circulated) to advise the Committee regarding objections that had been received by the Council in respect of the proposed Traffic Regulation Order (TRO) for the introduction of waiting, loading and parking restrictions in the vicinity of East Herrington Primary Academy, as part of the proposed City of Sunderland (Various Locations) (Waiting, Loading and Parking Places) General Order. Officers recommended that the Committee do not uphold the objections as they cannot be resolved within the constraints of the scheme as set out in the report.

(For copy report – see original minutes)

Paul Robinson, Group Engineer, presented the report and the scheme proposals and was on hand to answer any Member's queries.

Councillor Porthouse commented that he welcomed the report but wished to add that the report did not make reference to the two informal public consultation meetings had also taken place with residents as part of the initial development of the scheme proposals, and felt this should be noted for the record.

Councillor Porthouse also commented that a great deal of consideration had been given by officers as part of the development of the proposals and it was unfortunate that such measures had to be introduced but he felt this outcome was the best solution in the circumstances.

The Chairman commented that parking outside of schools throughout the city was a major problem.

The Chairman introduced Mr Ian Walker, a local resident who wished to speak in objection to the proposals. Mr Walker advised that the double yellow lines proposed on Silksworth Road would have a great impact upon residents, the report stated that this was a dangerous road yet in 30 years he had never seen an accident and these proposals would result in him having to reverse his cars off the drive which would impact upon the road traffic and deliveries to his property would also be impacted by the scheme.

Mr Walker commented that in his view the parking issues only occur during school times and for 15 minute periods on a morning and an afternoon and to implement these conditions for 24 hours a day was in his opinion a very heavy handed approach.

Mr Robinson advised that the double yellow lines on this road would not prohibit deliveries to these properties and Council officers would always advise residents to reverse onto driveways. Mr Robinson noted the comments in relation to the school times but unfortunately, parked cars on this section of Silksworth Road were causing obstructions for the bus operators and they had provided representations that they supported the need for the scheme. If the proposals were to be modified by limiting the proposed prohibition of waiting on this section of Silksworth Road to school opening and closing times only then it would be appropriate for the Council to consult the interested parties on the proposed modification. In the circumstances, it was likely that the bus operators would object to the modification given their current position and this could trigger a public inquiry.

Councillor D. Wilson commented that the problem of parking around schools was happening in all wards and in general this appeared in his opinion to only be a problem for 15 minutes on a morning and 15 minutes on an afternoon. He therefore questioned whether a modification should be considered to limit the operation of the restrictions.

The Chair repeated the advice received from officers that the current proposals had the support of the local transport providers and the 24 hours operation was a main part of this scheme, should this be removed, it would be appropriate to re-consult and it was likely that the bus operators would object and could trigger a public inquiry into the revised proposals. .

Councillor Porthouse commented that it was an unfortunate situation and he could see both sides of the argument. Councillor Porthouse also queried whether in future the option of parking permits for residents could be investigated.

Councillor Mordey advised the Committee that the implementation of parking schemes were to stop long term commuter parking in specific hotspot locations and he was not sure that this scenario would fit the criteria required but he was more than happy to sit down with ward councillors to look into this issue further at a future date.

Councillor D. Wilson commented that parking problems were only going to get worse in the city and we shouldn't just be restricted to one or two options, therefore he felt there was a need for further discussions for more ways forward.

Councillor Kay raised concerns that if more parking management schemes were to be introduced that these would need to be enforced with the finite resources available.

Councillor Mordey also informed the Committee that any potential Parking Management Schemes would come at a cost to those residents that had more than one car therefore may not be welcomed by those in the area.

The Chairman commented that the situation may in the future warrant a potential reduction in speed limits from 30mph to 20 mph, plus warning signs.

Mr Robinson advised that certain criteria was needed to meet the implementation of Parking Management Schemes and unfortunately in this instance they were trying to prevent vehicles from parking on the relevant stretch of carriageway as they were causing an obstruction.

Mr Robinson also advised that recommendations (iii) and (iv) on page 179 of the agenda report was to be amended from The Executive Director of Commercial Development to The Chief Executive.

Having been put the officer's recommendation to the vote, with 12 Members voting in favour and 2 Members voting against, it was:-

**5. RESOLVED that**

- (i) The objections received to the Traffic Regulation Order, for the proposed City of Sunderland (Various Locations) (Waiting, Loading and Parking Places) General Order not be upheld.

- (ii) All objectors be advised accordingly of the decision.
- (iii) The Chief Executive instruct the Head of Law and Governance to take all necessary steps to bring into effect the associated Traffic Regulation Order.
- (iv) The Chief Executive take all necessary action to implement the physical works associated with City of Sunderland (Various Locations) (Waiting, Loading and Parking Places) General Order.

### **Draft Minster Quarter Masterplan Supplementary Planning Document (SPD)**

The Chief Executive submitted a report (copy circulated) for the Committee to offer advice and consideration of the Cabinet report considered on 21 September 2016 seeking approval of the Draft Minster Quarter Masterplan Supplementary Planning Document (SPD).

(for copy report – see original minutes)

Dan Hattle, Planning Implementation Manager and Idris Balarabe, Senior Urban Designer presented the report and provided a powerpoint presentation (for copy see original minutes) and were on hand to answer member queries.

Councillor Kay commented that he was broadly in favour of the draft masterplan but he also had some misgivings about the proposals. The works around High Street West and the Dunn Cow were welcome but turning some of the buildings around in the area would be very expensive and beyond the Bridges, we have had very little success in attracting footfall here and there was a need for greater results on this.

Councillor Kay queried the impact this was going to have on the residents who already lived in the area as the plan as it stood almost indicated that there were no residents there at present and it was critical as a planning authority that they were aware of the dust/noise and interruptions that they would be encountering with a development of this scale.

Councillor Kay enquired as to how this linked up with plans for the rest of the city such as the Vaux site as he believed if we dealt with this in isolation we would miss the opportunities for synergy and he did not see any flow or pattern at present. Councillor Kay also queried how we would manage the bus routes/stops etc as they were few and far between.

Councillor Porthouse commented that he had difficulty in determining where the heart of our city centre was and queried if this would now be Keel Square. Councillor Porthouse also queried the transportation and the effect this would have on Sunnyside and the need to balance the two projects.

Mr Hattle advised that this was a huge opportunity at the Minster Quarter and it was not the intention for this to be at the expense of Sunnyside with the Council awaiting a Heritage Lottery Fund decision to enable residential developments to be brought up to scratch.

In response to Councillor D. Wilson's enquiry over where coaches visiting the Empire could park, Mr Hattle advised that this falls within the investment corridor programme and there was investment being made into High Street West and also the capital programme was looking at a link road through St Mary's Way into the Minster area to improve traffic flows throughout, including coaches. There were ongoing investigations to find a better solution to tackle the issue.

Councillor Mordey commented that Sunnyside had not progressed at the pace that it should have due to being caught up in the financial crash yet they had acquired land and plans were ongoing therefore he did not see the Minster Quarter development being at the detriment of Sunnyside. Discussions were taking place over transport, alleviating the problems at Holmeside and the need to get bus companies to use the Park Lane Interchange so there were numerous things being worked on in the background to hopefully bring all the plans together.

Councillor M. Dixon commented that he felt the scheme for the Minster Quarter was excellent and queried if the residential part of the plans were integral or if it was intended to see how things turned out.

Mr Balarabe advised that yes there was the opportunity for residential elements but this would be limited and market led. The Vaux site masterplan also has residential developments planned as part of its scheme.

Councillor M. Dixon referred to earlier comments in relation to the heart of the city centre and believed that this was the opportunity to create that.

Councillor English commented that he welcomed the plan and anything that attracted redevelopment was fantastic but he did have concerns over transport and the use of public services as we did not have the sufficient network at present unlike Newcastle and the Metro services.

Mr Hattle advised that they were looking for a balance between public transport and parking for the scheme as they also wanted to create a pedestrian environment in the area.

Members having fully considered the report, it was:-

6. RESOLVED that the Committees comments be noted and reported back to the Cabinet at a future date for further consideration.

## **Revised Guidance on the Validation of Planning Applications**

The Commercial Development Directorate submitted a report (copy circulated) for the Committee to consider the revised guidance on the new Validation of Planning Applications list which would be brought into use with immediate effect from 13<sup>th</sup> October 2016.

(for copy report – See original minutes)

Toni Sambridge, Principal Development Management Planner presented the report and was on hand to answer Members queries.

7. RESOLVED that the Committee noted and endorsed the contents of the report and noted that the new Sunderland Validation List would be brought into use immediately from 13<sup>th</sup> October, 2016.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) R. BELL  
(Chairman)

## Item 4

**At a meeting of the DEVELOPMENT CONTROL (NORTH SUNDERLAND) SUB-COMMITTEE held in the CIVIC CENTRE on TUESDAY 20<sup>TH</sup> OCTOBER, 2016 at 4.45 p.m.**

### **Present:-**

Councillor Jackson in the Chair

Councillors Beck, Chequer, Foster, Mordey, Scaplehorn and D.Wilson.

### **Declarations of Interest**

16/01348/FUL – Sunderland Sea Anglers Association, Marine Walk, Roker, Sunderland, SR6 0PL

Councillor Jackson made an open declaration that she was acquainted with one of the parties involved in the application and felt it would be inappropriate to partake in the decision, therefore left the room during consideration of the item.

Councillor D. Wilson made an open declaration that he was related to one of the parties involved in the application and felt that it would be inappropriate to partake in the decision, therefore left the room during consideration of the item.

Councillor Mordey made an open declaration that he was an acquaintance of a sea angler but felt that he still retained an open mind on the application.

### **Apologies for Absence**

Apologies for absence were submitted by Councillors Bell, Francis and Porthouse.

### **Applications made under the Town and Country Planning Acts and Regulations made thereunder**

The Executive Director of Commercial Development submitted a report and circulatory report (copies circulated) relating to the North Sunderland area, copies of which had also been forwarded to each Member of the Council upon applications made thereunder.

(For copy report – see original minutes).

**16/01348/FUL – Sunderland Sea Anglers Association, Marine Walk, Roker, Sunderland, SR6 0PL**

Having made an open declaration, the Chairman left the room at this juncture and Councillor Scaplehorn was appointed Chairman for the item.

The representative of the Executive Director of Commercial Development outlined the development proposal to Members of the Committee and the relevant material planning considerations against which the application had been assessed.

1. RESOLVED that the application be approved for the reasons set out in the report and subject to the 14 conditions contained therein.

**16/01535/FU4 – Erection of a single storey extension to south elevation and erection of a stand-alone canopy to existing teaching block – Northern Saints Primary, Rotherham Road, Sunderland, SR5 5QL**

The representative of the Executive Director of Commercial Development outlined the development proposal to Members of the Committee and the relevant material planning considerations against which the application had been assessed.

2. RESOLVED that Members be minded to grant consent under Regulation 4 of Town and Country General Regulations Order 1992 and subject to the 3 condition contained within the report.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) J. JACKSON,  
Chairman

## Item 5

**At an Extraordinary Meeting of the DEVELOPMENT CONTROL (SOUTH SUNDERLAND) SUB-COMMITTEE held in the CIVIC CENTRE on TUESDAY 4<sup>th</sup> OCTOBER, 2016 at 3.45 p.m.**

### **Present:-**

Councillor Porthouse in the Chair

Councillors Ball, Bell, M. Dixon, English, I. Galbraith, Hunt, Hodson, Jackson, Kay, Mordey, Scaplehorn and S. Watson

### **Declarations of Interest**

16/00892/FU4 – Site of former Crowtree Leisure Centre, Crowtree Road, Sunderland, SR1 3EL

Councillor M. Dixon declared that he had previously met with the Civic Society but he had not expressed any opinion on the merits of the application and would be considering the matter today with an open mind based on the information to be presented to the committee meeting.

### **Apologies for Absence**

Apologies for absence were submitted on behalf of Councillors D. Dixon, Smith and P. Watson

### **Applications made under the Town and Country Planning Acts and Regulations made thereunder**

The Executive Director of Commercial Development submitted a report (copy circulated) relating to the South Sunderland area, copies of which had been forwarded to each Member of the Council, upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(For copy report – see original minutes).

**16/00892/FU4 – Erection of a retail unit and associated car parking, access, public open space, service yard and stopping up of a public highway.  
Site of former Crowtree Leisure Centre, Crowtree Road, Sunderland, SR1 3EL**

The representative of the Executive Director of Commercial Development outlined the development proposal to Members of the Committee and the relevant material planning considerations against which the application had been assessed.

Councillor M. Dixon queried the statement in the report made by an objector that the scheme in its present form would make it difficult to develop the remainder of the site. He was advised that there had been extensive discussions between the applicant and the LPA during the process and the servicing requirements had been an important factor; the proposed service yard would be accessed via the Bridges' existing service yard rather than introducing HGVs to High Street West. The proposed access for servicing would be via the same route as for the Debenhams store which was considered to be the most appropriate option and it had been demonstrated that this access was suitable for articulated trucks.

Councillor Hodson queried why, when it was normally considered to be inappropriate for city centre stores to have their own car parking, was an exception being made for this store. He also questioned the statement that the site was close to public transport links when he was of the view that previous reports had described public transport in this area as being inadequate. He also expressed concern felt that the inclusion of car parking as part of the scheme would undermine one of the objectives of the draft area Masterplan to improve pedestrian flows in this area. He also commented that smaller retail units would help to encourage pedestrians into the area where this single large store would not.

In response, officers advised that the applicant had proposed the parking provision as they felt that it was necessary to support the needs of the store given the types of goods that would be sold. Officers advised that it was not possible to refuse the planning application on the basis of its parking provision. It was proposed that the new car park would be operated as part of the Bridges car parking. There had been discussions with bus operators to get buses routed along St Mary's Boulevard although this was beyond the scope of this planning application.

Councillor Jackson commented that customers may prefer to be able to park on site due to the fact that the intention was to sell homewares and garden items which could be bulky or heavy.

Dan Hattle, Planning Implementation Manager, advised that the Masterplan was in draft only and had not yet been out for public consultation and as such limited weight could be placed onto the Masterplan when determining this planning application. There had been discussions with the Highways department and it was not felt that the parking would cause any issues for pedestrian safety.

Councillor Hodson commented that he did not see why the applicant could not make use of the existing city centre car parking and that this was potentially a missed opportunity to improve pedestrian access in the area.

Officers advised that the application needed to be considered on its own merits and as submitted by the applicant. The parking was considered to be acceptable and there were no grounds to justify asking the applicant to remove the parking element from the proposal.

Councillor S. Watson commented that there was a need to redevelop this important town centre retail site and that people would go to those shops with parking nearby if they were buying large and bulky items.

The Chairman then introduced Mr Will Charlton, the agent for the applicant who was in attendance to speak in support of the application. Mr Charlton advised that there had been extensive discussions with the planning and highways departments to ensure that the proposal was suitable in terms of its design and highways arrangements. He also confirmed that the parking would be operated as part of the Bridges car parking.

The Chairman then moved the officer's recommendation as set out in the report.

1. RESOLVED that the application be approved for the reasons set out in the report, subject to the 27 conditions set out therein.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) S. PORTHOUSE,  
Chairman.

**At a Meeting of the DEVELOPMENT CONTROL (SOUTH SUNDERLAND) SUB-COMMITTEE held in the CIVIC CENTRE on TUESDAY 25<sup>th</sup> OCTOBER, 2016 at 4.45 p.m.**

**Present:-**

Councillor Porthouse in the Chair

Councillors Ball, Bell, D. Dixon, M. Dixon, I. Galbraith, Hunt, Kay, Scaplehorn, P. Smith and S. Watson.

**Declarations of Interest**

There were no declarations of interest.

**Apologies for Absence**

Apologies for absence were submitted on behalf of Councillors English, Hodson, Jackson, Mordey and P. Watson

**Applications made under the Town and Country Planning Acts and Regulations made thereunder**

The Executive Director of Economy and Place submitted a report and circulatory report (copies circulated) relating to the South Sunderland area, copies of which had been forwarded to each Member of the Council, upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(For copy reports – see original minutes).

**Change in the order of business**

The Chairman advised that item 5 – Oakwood House, 17 Mowbray Road, Sunderland would be considered first.

**16/01362/FUL – Change of use from HMO to supported accommodation facility. Oakwood House, 17 Mowbray Road, Sunderland**

The representative of the Executive Director of Economy and Place introduced the report and advised Members of the recent planning history of the property which included the property being used as a nursing home; as student accommodation; as supported housing for homeless youths and the current use as an HMO for up to 15 people for the front part of the building and supported living for up to 8 children in need of full time care in the rear annex. The application under consideration today related only to the front part of the building and proposed that the building be used

as supported accommodation for up to 5 young mothers and their young children. There had been an application submitted for the rear annex to be used as a general supported accommodation facility instead of the existing use as supported accommodation for children however this application had been withdrawn and the rear part of the building would continue to be used as supported accommodation for children. There would be staff permanently on site. It was important to consider the fallback position that the premises could continue to be used as an HMO for 15 people if the application today was not approved.

The proposed use was residential in nature and as such did not conflict with the existing land uses in the area.

Concerns had been raised however these related to the existing use of the property and it was considered that the proposed use would have a lower likelihood of disorder occurring given that it was a less intensive use of the property and that there would be a management team in place to address any issues which may arise. There was no reason why the proposed use would be inherently disruptive to neighbours.

It was considered that the reduced intensity of use would reduce the demand for parking; it was proposed that any consent granted have a condition included requiring that the existing parking area was kept available for parking.

There had been a number of representations received and the concerns raised were addressed within the report and circulatory report.

It was considered that having regard to relevant material planning considerations, the proposed use and the fallback position; the proposed use was considered to be acceptable.

Councillor M. Dixon queried whether the proposed conditions would prevent anyone other than young mothers and their children from living at the premises; he was informed that this was the case and that action could be taken against the operator if this condition was breached.

The Chairman then introduced Councillor McClennan who was in attendance to address the Committee in objection to the application. Councillor McClennan stated that the use of the premises as a children's home had been approved by the Committee, by one vote, in May 2014 and since then the concerns raised by local residents had become a reality; she felt that the Committee were being given an opportunity to rectify the error they had previously made in allowing the current use of the premises. She then referred to the large number of crimes and other incidents which had occurred as a result of the use of the premises including a large number of missing persons reports and disturbances including fighting and noise; information on these incidents had been provided to the East Sunderland Area Committee. The number of incidents linked to Forevercare was increasing while the number of incidents at other children's homes in the city was reducing. She was concerned that this application sought to remove restrictions on the use of the premises although the existing residents would remain and she was also concerned that the children's home had not been registered with Ofsted. She was also concerned about the suitability of the building for accommodating young mothers and their children as there were a lot of stairs in the building and steps up to the front door and she felt

that it would be difficult for the mothers to get pushchairs up the stairs; she was also concerned that the noise from the other part of the building would disturb the children while they were sleeping. She also stated that approval had never been given from Building Control for the works that were carried out in 2014.

The representative of the Executive Director of Economy and Place advised that the application for supported housing in the rear part of the building had been withdrawn and this part of the building would remain in use as a children's home. The two uses of the building were separated by the corridor between the two parts of the building and the door within the corridor would be kept locked to keep the residents separate. Antisocial behaviour was a matter for the police to deal with and was not something that could be controlled by the planning regime; the police had been consulted and had not submitted any objections to the proposal.

Councillor Smith stated that she did not understand how the police could have no objections to the application when there had been so much antisocial behaviour linked to the property. She asked that the planning department speak to the police again to get comments from them. She was advised by the representative of the Executive Director of Economy and Place that the police had been consulted on the application and they were able to respond based on valid material planning considerations relating to the application; the police knew where the property was and knew of the previous issues but had no comments on the application being considered today; there was no need to go back to them for further comments as they had already been given the opportunity to comment on the application and they would have responded if they had concerns. The committee's solicitor added that the police were asked to comment only on the current planning application, not on what had happened during previous uses of the property.

The Chairman then introduced Councillor O'Neill who was in attendance to speak in objection to the application. Councillor O'Neill stated that she had met with residents and there were concerns over the use of the building. There were a number of elderly residents lived in the adjacent cul-de-sac and they had been subject to issues over the years since the building had become home to young people. The staff had no control over the youths once they were outside of the property and this led to the local residents being scared to leave their houses. There were concerns over how the staff would be able to manage the vulnerable young women living there and there were concerns over the number of visitors the property was likely to attract.

The representative of the Executive Director of Economy and Place advised that the proposal was for a less intensive use of the property than the existing use.

The Chairman then introduced Mr Neville Rogers who was in attendance to speak in support of his application. Mr Rogers stated that the issues raised were the same issues as were raised at the time of the previous applications. He advised that Forevercare had tried to engage with local residents including sending Christmas cards to residents; these had been returned covered in expletives. He also stated that no-one ever contacted them with complaints. The representations had been received after the end of the consultation period and having looked at the representations it appeared to him that a number of them had been sent by the same person and that there were only three separate objectors. The issues had reduced since the property was operated by Centrepont however Forevercare were still blamed for any issues which occurred in the Mowbray Road area. There were 15

local people employed at the property. He felt that the proposed use was better than using the building as an HMO for 15 people and also stated that this part of the building had not been used for the last 2 years. He wanted to be able to engage with the planning department and with local residents.

Councillor S. Watson stated that she was uneasy about approving the application and that she felt that this Committee should have received the same information from the police as the East Sunderland Area Committee had and that the crime figures should have been taken into account by the planning department. The Committee's Solicitor advised that the police were asked to comment on the application in terms of material planning considerations; the Area Committee was a different forum and it was possible that the police would provide different information to that committee. The application needed to be determined based on material planning considerations.

Councillor Ball commented that she had received complaints from residents as the Chair of the East Sunderland Area Committee; she was worried about what impact the proposals would have and was not comfortable with approving the application. She was also concerned about how the vulnerable young mothers would be protected and was concerned by the types of people that might be attracted to be premises. The Committee's solicitor advised that it was important to consider that the fallback position was that the property would be able to continue to be used as a 15bed HMO if the application being considered today was not approved.

Councillor M. Dixon referred to Mr Rogers statement that he wanted to engage with the community and asked whether he had attended any residents forums or PACT meetings. Councillor McClennan stated that Mr Rogers had offered to attend meetings however residents had not wanted him to attend; local Councillors and the police had met with Mr Rogers. Councillor M. Dixon then stated that he would have been more concerned by the proposals if there was not a garden available; he queried whether the garden would be exclusively available to use by the young mothers and their children. Mr Rogers advised that this was the case and the garden would be enclosed by a fence. The garden was also covered by CCTV.

Councillor Scaplehorn queried the staffing levels and was informed by Mr Rogers that there would be new staff employed in addition to the existing staff and there would be a minimum of two staff on duty at any time.

Councillor Kay stated that there was a need to consider the application against the planning rules however he felt that Members needed to be aware of their role as corporate parents; while the children would be safe in the property would they be safe when outside of the property. The Committee's solicitor reminded Members that they were considering the matter as a planning committee and needed to have regard to material planning considerations when determining the application.

The Chairman then put the officer's recommendation to approve the application to the Committee and with:-

6 Members voting for the officer's recommendation;

2 Members voting against; and

3 Members abstaining

It was:-

1. RESOLVED that the application be approved for the reasons set out in the report subject to the 5 conditions set out therein.

### **Change in the Order of Business**

The Chairman advised that items 1 and 2 would be considered together as they both related to the same site.

**16/01359/FUL – Installation of automatic number plate recognition (ANPR) cameras attached to lighting column, pay and display machines and associated cabinets. (Retrospective)**

**16/01360/ADV – Erection of 15 signs mounted on lighting columns, signage poles or on the wall of the buildings.**

**City Hospitals Sunderland Children's Centre, Durham Road, Sunderland, SR3 4AG**

The representative of the Executive Director of Economy and Place advised that the buildings and their grounds were grade 2 listed and the impact on the listed buildings needed to be considered. It was considered that the proposal was poorly conceived and that it would be harmful to the listed buildings. The signage would be in addition to existing signs and would detract from the visual amenity of the site. There had not been an application received for listed buildings consent. There had been no letters of representation received for either of the applications. The officer's recommendation for both applications was to refuse the application due to the harm that would be caused to the setting of the listed buildings.

Councillor Kay commented that this was one of a series of applications for retrospective planning permission for parking schemes at Sunderland hospitals. He asked what the consequences of refusing the application would be. He was advised that the applicant would be able to appeal the decision and that enforcement action would not commence immediately. The parking scheme was not operated by the council and the legality of any parking tickets issued would be a civil matter.

The Chairman commented that he had visited the site and had noticed that the signs did detract from the attractiveness of the listed building.

2. RESOLVED that the applications be refused for the reasons set out in the reports.

**16/01504/FUL – Change of use from light industry (Use Class B1) to Gym (Use Class D2)**

**35B Pallion Trading Estate, Sunderland, SR4 6SN**

The representative of the Executive Director of Economy and Place advised that the unit had been empty for the last seven years and this application would bring the empty unit back into use. There had been one letter of representation received from a neighbouring business expressing concerns over car parking however it was noted that the applicant expected the peak hours of use to be after 6pm which was after the end of the working day for neighbouring units and as such it was unlikely that there would be any parking issues created by the proposed use.

Councillor M. Dixon referred to a recent refusal of planning permission for a similar case in Washington. He was advised that there were differences in size and location; in Washington there was a shortage of employment land whereas at this location in Pallion there was a surplus; every application needed to be considered on its own merits.

3. RESOLVED that the application be approved for the reasons set out in the report subject to the 2 conditions set out therein.

**16/01655/FUL – Change of use of premises from A1 (Retail) to A3 (Food and Drink) and/or A5 (Hot Food Takeaway)  
62-66 High Street West, City Centre, Sunderland, SR1 3DP**

The representative of the Executive Director of Economy and Place advised that there was not yet a proposed end user and there were no external alterations proposed. As there was no end user proposed it was not yet known how the premises would be operated and as such the proposed condition 3 which was to be attached to any consent granted was to be amended to allow the A5 takeaway use to be on any 1 floor of the building rather than being restricted solely to the ground floor. There had been no representations received.

Councillor Kay commented that this was an important decision, there had been a lot of investment into this area recently and this proposal could set the tone for further development of the area. He was advised by the representative of the Executive Director of Economy and Place that each application needed to be considered on its own individual merits.

Councillor Bell commented that there was a need to protect the shopping environment on High Street West.

The Chairman referred to the Sunderland City Centre Evening Economy SPD from 2008 which had stated that A5 uses were not to be permitted. The representative of the Executive Director of Economy and Place advised that some of the policy documents were out of date; since the publication of the SPD there had been changes to shopping habits. The proposal was not considered harmful to the vitality or viability of the area and it would help with bringing a vacant property back into use.

4. RESOLVED that the application be approved for the reasons set out in the report subject to the 5 conditions set out therein.

**Items for Information**

5. RESOLVED that the following site visits be undertaken:-
  - a. 16/00748/FU4 – 42-45 Nile Street, Sunderland, SR1 1ES at the request of the Chairman
  - b. 16/01556/FUL – 18/19 Murton Street, Sunderland, SR1 2QY at the request of Councillor Ball

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) S. PORTHOUSE,  
Chairman.

## Item 6

**At a meeting of the DEVELOPMENT CONTROL (HETTON, HOUGHTON AND WASHINGTON) SUB-COMMITTEE held in the CIVIC CENTRE on TUESDAY, 4<sup>th</sup> OCTOBER, 2016 at 5.45 p.m.**

### **Present:-**

Councillor Scaplehorn in the Chair

Councillors Bell, Cummings, Dixon, M., Jackson, Lauchlan, Porthouse, Taylor, Turton. M. and Walker, P.

### **Also in Attendance:-**

Councillors Heron and Scullion – Houghton Ward Members

### **Declarations of Interest**

There were no declarations of interest made.

### **Apologies for Absence**

Apologies for absence were submitted to the meeting on behalf of Councillors Middleton, Mordey, Turton, W. and Walker, G.

### **Applications made under the Town and Country Planning Acts and Regulations made thereunder**

The Executive Director of Commercial Development submitted a report (copy circulated), which related to Hetton, Houghton and Washington areas, copies of which had also been forwarded to each Member of the Council, upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(for copy report – see original minutes)

### **16/01097/FU4 – Development of 17 no. houses including 7 no. 3 bedroom houses and 10 no. 4 bedroom houses as well as associated landscaping and parking at former Newbottle Community Centre, Houghton Road, Newbottle, Houghton-le-Spring, DH4 4EE**

The representative of the Executive Director of Commercial Development presented the report advising of the principle of the development and the main issues in determining the application relating to design and amenity, highways and transportation, ecology and habitat issues, drainage and flood risk, land contamination and Section 106 and viability.

The Chairman welcomed Councillors Heron and Scullion, Mr. Forbes and Mr. Jackson to the meeting who had all requested to speak on the application.

The Chairman invited Councillor Heron to address the Committee first who advised that following consultation with her ward colleague, Councillor Scullion, she would speak on behalf of them both as they shared the same concern.

Councillor Heron spoke in objection the application stating that the main area of concern was surrounding the proposed entrance/exit to the new development. She commented that there was a lot of pedestrian traffic in that area, due to the proximity of Newbottle Academy and that the speed of the current traffic up and down the road was horrendous. She advised that the new development would exit out onto a very busy road and that herself and her ward colleague felt that the positioning of the entrance needed further consideration as they had grave concerns with regards to highway safety due to the blind spot for drivers leaving the development to possible oncoming traffic.

The Highways Officer advised that access roads had been looked into in great detail, which had included investigations into traffic speed and the number of recorded accidents in the area and they had found no reason to warrant refusal of the application on highways grounds. He further explained that to the northern boundary there was a private access road which was not a public highway and therefore could not be used as an option for access.

Councillor Cummings agreed with Councillor Heron's concerns commenting that anyone trying to pull out of the junction would find difficulties due to the visual aspect you would get from a vehicle. The Highways Officer advised that they had particular criteria to adhere to within a visual and access manual for streets and they had ensured that there would be boundary treatment at the entrance and that it was felt that this was the correct designed highways scheme which would be controlled by condition.

Councillor Turton sought clarification on the times set for works on the site and was advised that as a residential development, once approval was granted they could use the site as deemed necessary by the applicant.

In respect of highways safety, Councillor Porthouse asked if the option of a pedestrian crossing island in the middle of the road had been considered and was informed that this did not meet the criteria given the footpaths and traffic light system in place already. Councillor Porthouse went on to state that he had counted another 34 entrances/exits onto that road already and could not see how this one more would create that much of a difference to road safety.

The Chairman then invited Mr. Forbes to speak to the Committee, who advised that he was resident at Langdale, a neighbouring property to the site and had the following concerns:-

- Although a number of assessments had been carried out, as set out in the report, the application was obviously lacking a full risk assessment being undertaken;

- A182, the main road that the access opened onto was a designated area for the mobile speed camera van, due to speeding vehicles;
- There had been a claim to no accidents; and yet he was aware of an accident approximately 2 months ago; involving an access point halfway up the bank;
- Although there may be 34 access routes onto/off the main road, only 2 were on the bank and therefore that fact was irrelevant;
- The loss of green space in the village which may force vehicles dropping off at the school to park on the main road, having children alight onto the busy road;
- Vehicles already double parking on the school road, which had recently prevented an emergency vehicle accessing the school site, and therefore he was surprised the fire service had no objections;
- There were bats roosting in the community centre which were legally protected;
- There were good condition trees on the site which should be preserved; and
- Sunderland City Council had already refused two other planning applications on Houghton Road due to road safety.

In response, the Highways Officer, advised that they worked closely with Northumbria Police to highlight areas where there may be a concern for speeding traffic. The mobile speed camera unit could then be deployed in any of those areas. He reiterated that following all checks and investigations there was no record to warrant the refusal of this application on highway safety grounds.

With regards to the private access road to the Academy, he explained that Officers undertook work with schools in the city to promote road safety and safe routes to school, and that they had introduced a one way system in the area to help during school drop off and pick up times.

In relation to concerns around the bats and trees on the development site, the Planning Officer explained that within the ecology section of the report bat assessments would be carried out via conditions on the application, should it be approved which must be adhered to and the trees in the locality had been identified as not being under any preservation orders.

The Planning Officer referred to the previous applications in the area which had been refused and advised that each application should be considered on its own merit and therefore any reasons for their refusal were not of concern when considering the matter before the Committee today.

The Chairman then invited Mr. Jackson to address the Committee who advised that he was a development consultant for Prince Bishop Homes and was speaking on behalf of the applicant. He advised Members that following a viability study it had been found that due to the high costs of demolition and replacement of underground services, such as sewerage, etc it would not be affordable to provide Section 106 funding.

He explained that the development would provide a solution for those tenants, usually between 25-35 years old, who could not afford to purchase their homes outright and would not be eligible for social housing and therefore ended up in the private rented sector. It was intended that the homes would be split between a percentage available at market rent / rent to buy properties and the remainder sold. He advised that it would be usual for a tenant to be in the property for approximately 4 years, in which time they would work with them to prepare them for purchasing the property through a number of different ways, through helping them to save for a deposit and organise their finances to improve credit ratings, if needed.

He informed Members that a previous site in Crook of 38 houses had been so successful that they had all gone within 3 days of release and they would expect that this development would be the same.

Members having fully considered the application and representations made, it was:-

1. RESOLVED that the application be granted consent in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992 (as amended), subject to the seventeen conditions as set out in the report and for the reasons as detailed therein.

**16/01231/VAR – Variation of condition 17 of planning approval 15/00815/HYB: (Hybrid planning application comprising: Full planning application for proposed development of 147 residential dwellings with associated infrastructure, landscaping, open space and highway improvements; and outline planning application for the proposed development of approximately 130 residential dwellings with associated infrastructure landscaping, open space and highway improvements with all matters reserved except for access.) to replace the approved Phase 1 site layout plan Rev B with Rev F; to replace the approved Phase 1 Materials Layout NB-002 with NB—2 rev C; remix of 33 no. plots proposed housetypes including the introduction of the Souter housetype Souter (village) SU-WD06 rev U at land north of Coaley Lane, Houghton-le-Spring**

Members having fully considered the report, it was:-

2. RESOLVED that the application be approved for the reasons as set out in the report and subject to the thirty one conditions as detailed therein.

### **Items for Information**

3. RESOLVED that the items for information contained within the matrix be received and noted.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) B. SCAPLEHORN,  
Chairman.

**At an extraordinary meeting of the DEVELOPMENT CONTROL (HETTON, HOUGHTON AND WASHINGTON) SUB-COMMITTEE held in the CIVIC CENTRE on THURSDAY, 6<sup>TH</sup> OCTOBER, 2016 at 4.30 p.m**

**Present:-**

Councillor Scaplehorn in the Chair

Councillors Bell, Cummings, Mordey, Porthouse and P. Walker

**Declarations of Interest**

There were no declarations of interest made.

**Apologies for Absence**

Apologies for absence were submitted to the meeting on behalf of Councillors M. Dixon, Jackson, Lauchlan, Middleton, Taylor, W. Turton and G. Walker

**Applications made under the Town and Country Planning Acts and Regulations made thereunder**

The Executive Director of Commercial Development submitted a report (copy circulated), which related to Hetton, Houghton and Washington areas, copies of which had also been forwarded to each Member of the Council, upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(for copy report – see original minutes)

**16/01238/FUL – Construction of new link road between an existing supplier site and the main Nissan site at Nissan Motor Manufacturing (UK) Limited, Washington Road, Usworth, Sunderland, SR5 3NS**

The representative of the Executive Director of Commercial Development presented the report advising of the principle of the proposal, the scale and massing of the proposed development, highways and environmental factors.

Having fully considered the report, it was:-

1. RESOLVED that the application be approved for the reasons as set out in the report and subject to the ten conditions detailed therein.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed)     B. SCAPLEHORN,  
Chairman.

**At an extraordinary meeting of the DEVELOPMENT CONTROL (HETTON, HOUGHTON AND WASHINGTON) SUB-COMMITTEE held in the CIVIC CENTRE on TUESURSDAY, 18<sup>TH</sup> OCTOBER, 2016 at 4.30 p.m**

**Present:-**

Councillor Scaplehorn in the Chair

Councillors Cummings, M. Dixon, Jackson, Lauchlan, Mordey, W. Turton, G. Walker and P. Walker

**Declarations of Interest**

Councillor P. Walker declared a DPI in application 16/01045/FUL – Erection of 59 n. residential dwelling at former Glebe Village, Newstead Court, Glebe as he was an employee of Gentoo Homes who were the applicant. Councillor Walker left the room during consideration of the application.

**Apologies for Absence**

Apologies for absence were submitted to the meeting on behalf of Councillors Bell, Middleton, Porthouse, Taylor and W. Turton

**Applications made under the Town and Country Planning Acts and Regulations made thereunder**

The Executive Director of Commercial Development submitted a report (copy circulated), which related to Hetton, Houghton and Washington areas, copies of which had also been forwarded to each Member of the Council, upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(for copy report – see original minutes)

**16/01045/FUL – Erection of 59 no. residential dwellings with associated access, landscaping and infrastructure works, to include stopping-up of highways and demolition of footbridge over Parkway (as amended) at former Glebe Village, Newstead Court, Glebe, Washington**

The representative of the Executive Director of Commercial Development presented the report advising of the principle of the proposal, the scale and massing of the proposed development, highways and environmental factors.

The Chairman advised that he had received two written representations from Councillors Taylor and Williams and circulated copies for the Committee's information. He also welcomed Mr. Hetherington to the meeting who had requested to speak in relation to the general proposal of the application.

Councillor Taylor's comments referred to the Section 106 contributions being used toward play facilities, new or existing, in the Washington Central Ward and requested that the application be amended, in light of the recent cuts having to be made and the need to scrutinise the use of Section 106 contributions, that in this instance the contributions be utilised towards play facilities in all Washington Wards.

Councillor Williams' comments referred to the use of Education 106 funds as part of the application and stated that she had been advised that Ward Members would be consulted prior to the application being submitted for decision, which she felt they were not. Councillor Williams commented that the A182, Washington Highway was a natural barrier and that she did not consider it to be safe to travel across this towards school provision in the West area, although it was an acceptable distance, it was not necessarily a safe one for any children who may need to travel to that school provision from the proposed development.

She requested that the application be deferred to allow ward members to be consulted and be content with the position and exercise their responsibility to strategically agree the funding for the Section 106 education contribution. In closing she proposed that the funding be more appropriately used to fund school provision to the east of the A182.

The Development Control Manager advised that a representative from Children's Services was in attendance to advise Members on the allocation of funding contributions from Section 106 funding. Members were informed that a two mile radius of the proposed development site was used to ensure there was a level of flexibility when the monies were allocated, as if not there was the potential risk that the Council would not be able to deliver within a smaller, more defined area and in that circumstance the funds would need to be returned as the Section 106 agreement was legally binding on all parties to deliver as set out in the agreement.

The agreement had to allow for the Council to safeguard for the future position and to be as flexible as possible to secure the agreement between the parties. It was confirmed that the education contribution was £109 097 .

Members were advised that memos were circulated to Ward Members on 17<sup>th</sup> July, 2016 concerning the proposals for the application.

The Chairman invited Mr. Hetherington to address the Committee with his representations.

Mr. Hetherington thanked the Committee for the opportunity to speak and advised that his main concern regarding the application was the pedestrian footpaths and crossing at the road at the boundary to the proposed development. At present there was a pedestrian refuge in the middle of the very busy road which could be quite dangerous if pedestrians were stood at the refuge whilst traffic was passing. He

asked if the new proposed pedestrian crossing would be lit and also if drivers approaching would be forewarned by road signs.

The Highways Officer advised that they had worked with the applicant, Gentoo, to consider the best proposal and it was agreed that the pedestrian refuge would be removed and a zebra crossing installed as the best solution for road crossing in that area. He explained that new street lighting would be installed as part of the development and that the usual road signs warning of upcoming road crossings would be installed at Parkway.

Having fully considered the report, it was:-

1. RESOLVED that the application be delegated to the Chief Executive for the reasons as set out in the report, who is minded to approve the application subject to the signing of an agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) and subject to the nineteen conditions as detailed therein.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed)      B. SCAPLEHORN,  
Chairman.

**At a meeting of the DEVELOPMENT CONTROL (HETTON, HOUGHTON AND WASHINGTON) SUB-COMMITTEE held in the CIVIC CENTRE on TUESDAY, 1<sup>st</sup> NOVEMBER, 2016 at 5.45 p.m.**

**Present:-**

Councillor Scaplehorn in the Chair

Councillors Bell, Dixon, M., Jackson, Mordey, Porthouse, Taylor, Turton. M., Turton, W., Walker, G. and Walker, P.

**Declarations of Interest**

There were no declarations of interest made.

**Apologies for Absence**

Apologies for absence were submitted to the meeting on behalf of Councillors Cummings, Lauchlan and Middleton

**Applications made under the Town and Country Planning Acts and Regulations made thereunder**

The Executive Director of Commercial Development submitted a report (copy circulated), which related to Hetton, Houghton and Washington areas, copies of which had also been forwarded to each Member of the Council, upon applications made under the Town and Country Planning Acts and Regulations made thereunder.

(for copy report – see original minutes)

**16/01475/VAR – Variation of condition 2 attached to planning approval 13/00198/FUL (Erection of 42 dwellings with associated landscaping, infrastructure and car parking (revision of previously approved layout ref. 06/02209/FUL)) to allow the replacement of 9 no. swale housetypes (plots 117-120 & 126-130) with 9 no. souter housetypes at land at Murton Lane/South of Firtree Lane, Easington Lane, Houghton le Spring**

The representative of the Executive Director of Commercial Development presented the report advising that since the publication of the agenda the applicant had looked to revisit the housetypes of five properties to the North of the development, due to concerns around the levels of the houses in relation to existing properties.

In light of this, the applicant had requested that the application be deferred to allow them to reconsult with neighbouring properties before submitting to the Committee for consideration.

Members having heard the update from the Planning Officer, it was:-

1. RESOLVED that the application be deferred to allow further consultation to be carried out.

#### **Items for Information**

2. RESOLVED that:-

- i) application 15/00978/VAR – Peel Property Intermediate Limited be referred on to Planning and Highways Committee due to it being of citywide importance; and
- ii) the items for information contained within the matrix be received and noted.

The Chairman thanked everyone for their attendance and closed the meeting.

(Signed) B. SCAPLEHORN,  
Chairman.

# Item 7

## PLANNING AND HIGHWAYS COMMITTEE

7 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 Economic Prosperity Scrutiny 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/cmis5/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 <b>single unified</b> 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"> <li>i. ensure the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure;</li> <li>ii. include a detailed masterplan incorporating a unifying design code;</li> <li>iii. include a phasing plan for 15 years for the delivery of the IAMP AAP area. This shall exclude the safeguarded land; and</li> <li>iv. <del>show how the application complies with policy Del2.</del></li> </ul> <p><b>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:</b></p> <ul style="list-style-type: none"> <li><b>i. Contributes fully to the realisation of the IAMP as a project of national significance;</b></li> <li><b>ii. delivers the same standard of supporting infrastructure and connectivity as the IAMP masterplan;</b></li> <li><b>iii. contributes fully, in a proportionate and timely manner, to the mitigation required for the IAMP;</b></li> <li><b>iv. achieves the same quality of design as established in the IAMP design code; and</b></li> <li><b>v. is capable of being implemented without breaching the provisions of the Planning Act 2008</b></li> </ul>	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>B. With the exception of required highway and utilities infrastructure improvements to deliver the proposed development, the</b> <del>A</del> 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 Aareas 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 <b>remaining</b> within the allocated employment areas, <b>as shown on the Policies Map,</b> to accommodate development needs.</p> <p>C. Development <b>in the employment areas as shown on the Policies Map,</b> 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 <del>landscaping buffers</del> 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. <del>Through the DCO application,</del> Consent shall be granted for <del>employment development, in the allocated employment areas on the policies map</del> production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors. These are the Principal Uses for IAMP, <del>where the intended uses directly relate to the automotive and advanced manufacturing sectors for production, supply chain and distribution activities.</del></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"> <li>demand for this other type of use to be located within the IAMP can be clearly demonstrated through market demand analysis; and</li> <li>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</li> </ol> <p><del>D. it can be demonstrated there are no alternative, suitable locations</del></p> <p><del>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.</del></p> <p><del>F. C.</del> Proposals for residential development <del>and development outside of the parameters as set out within Policy S3,</del> 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><del>C. Employment development proposals from other sectors for B2 uses and B8 uses shall only be acceptable where:</del></p> <ol style="list-style-type: none"> <li><del>demand for this other type of use to be located within the IAMP can be clearly demonstrated through market demand analysis; and</del></li> <li><del>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</del></li> </ol>	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: <del>Mix of uses</del> Scale and Quantum of Principal and Supporting Employment Uses</p> <p><del>A.</del> 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 <del>for the Principal Uses as follows: where the mix of uses is:</del></p> <ol style="list-style-type: none"> <li>up to 24,000 sq m of employment space for B1(a) and B1(b) <del>class uses only</del> where this is <del>related to</del> <del>in support of</del> the Principal Uses, as set out in Policy S3; and</li> </ol>	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/IAMPLLP/035/m.
SMP11	Submission	Minor	Policy D1 – A & v	<p>A. Proposals for the IAMP should demonstrate how they shall be supported where they reflect the following key design principles:</p> <p>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</p>	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	<p>Policy D2: Public Realm and landscape</p> <p>A. A public realm and landscape strategy for the IAMP is required to accompany development proposals, based on the following</p>	For clarity

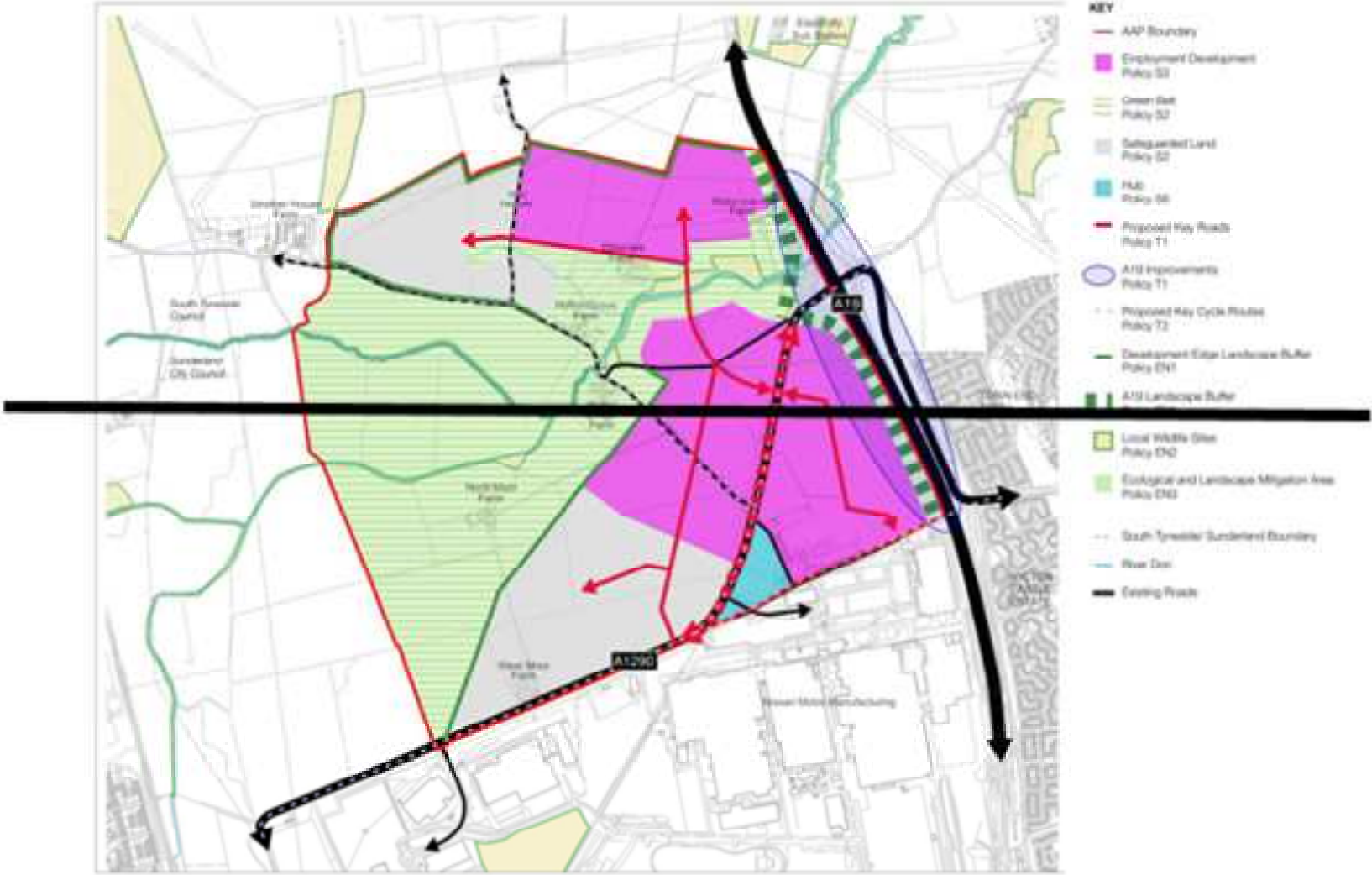
Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
				key principles:	
SMP17	Submission	Minor	Policy D2 – A, iii, B	<p>A. A public realm and landscape-strategy for the IAMP <del>shall be submitted as part of the IAMP DCO application</del> is required to accompany development proposals, based on the following key principles:</p> <ul style="list-style-type: none"> <li>i. Marking key gateways into the site;</li> <li>ii. A comprehensive , wayfinding strategy for cyclists and pedestrians;</li> <li>iii. Use of street furniture and landmarks to reinforce the identity of the IAMP, including within the Hub;</li> <li>iv. Consistent use of road and pavement materials to reinforce a clear street hierarchy;</li> <li>v. Provision of green and blue infrastructure at street level; and</li> <li>vi. Use of low-level lighting within and closer to sensitive ecological areas.</li> </ul> <p>B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code. <del>as part of the IAMP DCO application.</del></p>	For clarity
SMP18	Submission	Minor	Policy T1 - A	<del>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:</del>	For clarity
SMP19	Submission	Minor	Policy T1 – A iii.	iii. A new bridge over the River Don to allow access to the Northern Employment Area; <del>northern part of the IAMP;</del> and	To reflect the amended Policies Map
SMP20	Submission	Minor	Policy T1 - B	The Phasing Strategy and Transport Assessment submitted to accompany development proposals <del>as part of the IAMP DCO application</del> 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.	For clarity
SMP21	Submission	Minor	Policy T1 - B	<del>Suitable and safe connection</del> to and integration <del>tion</del> 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.	For clarity
SMP22	Submission	Minor	Policy T1 - B	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 <del>(in the area shown as ‘A19 and Local Road Improvements’ on the Policies Map) must be demonstrated. area shown on the policies map.</del>	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

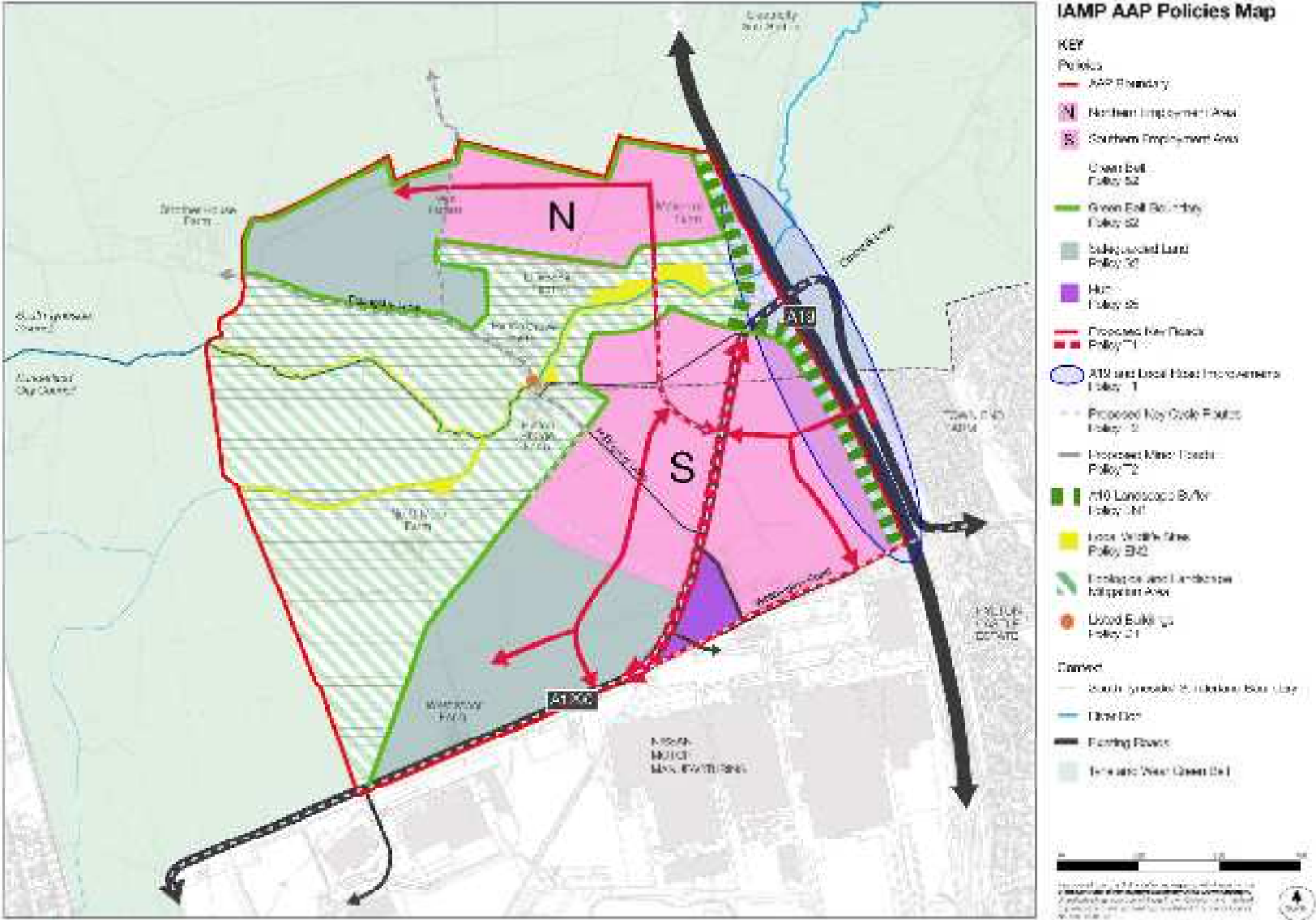
Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page, Policy or Paragraph	Proposed changes	Reason for proposed change
SMP24	Submission	Minor	Policy T2 – A i	Ensuring that any junction / highway measures and any new roads are designed to safely integrate be mindful 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 abut 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	<del>A.</del> 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 pProvision	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"> <li>ii. Use design and landscaping measures to reduce the impact of development along public rights of way;</li> <li>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</li> <li>iv. Consider the incorporation of green and brown roofs and green walls into the design of the development.</li> </ul> <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"> <li>i. Avoid direct and minimise any indirect impacts on designated Local Wildlife Sites (LWS) (as shown on the policies map) where possible;</li> <li>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;</li> <li>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;</li> <li>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;</li> <li>v. Design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits;</li> <li>vi. Restrict or minimise public access to areas of ecological sensitivity; and</li> <li>vii. Create links between retained and new habitat areas within and beyond the IAMP AAP area.</li> </ul> <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"> <li>viii. Avoid direct and minimise any indirect impacts on designated Local Wildlife Sites (LWS) (as shown on the policies map) where possible;</li> <li>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;</li> <li>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;</li> <li>xi. Minimise loss of existing mature trees, woodland blocks and hedgerows. Around the edges of the development, trees and</li> </ul>	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
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	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
				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.	
SMP50	Submission	Minor	Policies Map	<p>Replace the policies map as follows:</p>  <p>Changes include:</p> <ul style="list-style-type: none"> <li>• Inclusion of wider Tyne and Wear Green Belt</li> <li>• Addition of the inner Green Belt Boundary.</li> <li>• Inclusion of Listed Building</li> <li>• Re-alignment of some of the proposed key internal roads</li> <li>• Annotation of Northern and Southern Employment Areas.</li> </ul>	<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&amp;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"><li>Separation of policies and context in the key.</li></ul> 	

# 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.

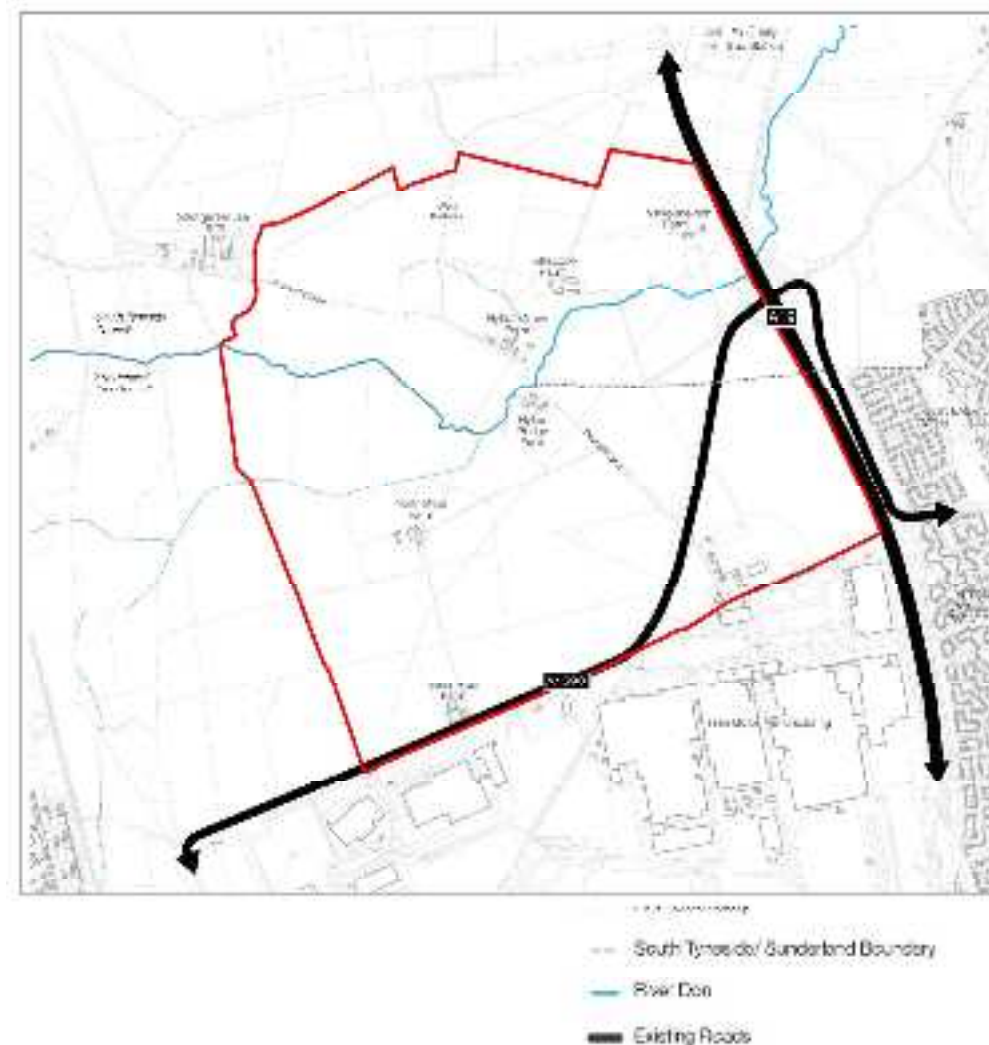
6. The Government has also announced that 25ha within the early phases of the IAMP will benefit from Enterprise Zone status.
7. The IAMP AAP Publication document is the final draft version of the IAMP AAP. It has been made available for consultation to the Planning Inspectorate. This is a formal opportunity 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](http://www.sunderland.gov.uk/iamp-development-plan)
11. [www.southtyneside.gov.uk/localplan](http://www.southtyneside.gov.uk/localplan)

Figure 1: IAMP AAP Boundary

## 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:



- 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](http://www.sunderland.gov.uk/iamp-development-plan)

60. [www.southtyneside.gov.uk/localplan](http://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 Habitats Regulations Assessment. It was agreed with Sunderland City Council and South Tyneside Council This

process concluded that a Habitats 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 complied 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 21<sup>st</sup> 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:
- 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
  - 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:
- education and training facilities;
  - managed workspace (up to a total of 3,000 sq m gross floorspace);
  - a range of local scale retail and leisure uses (up to a total of 1,500 sq m gross floorspace);
  - nursery and child care facilities (up to a total of 1,000 sq m gross floorspace); and
  - 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 **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 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 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. An 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 Elliscrope 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.**

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.

184. This policy takes account of amenity considerations including noise, traffic, odours and dust during the construction and

## 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

- IAMP Boundary
- N Northern Employment Area
- S Southern Employment Area
- Green Belt
- Turkey Road
- Green Belt Boundary
- Policy B1 Employment Land
- Policy B2 Employment Land
- Policy B3 Employment Land
- Policy B4 Employment Land
- Policy B5 Employment Land
- Policy B6 Employment Land
- Policy B7 Employment Land
- Policy B8 Employment Land
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- Policy B99 Employment Land
- Policy B100 Employment Land

#### Context

- South Tyneside and Sunderland
- River Tyne
- Freeway
- Policy B1 Employment Land

Scale 0 500 1000 2000

Prepared by: IAMP AAP Policies Map  
 The map is a representation of the current situation and is not a guarantee of the future.  
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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, Del1
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>	On-going	<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>
Policy S4: Scale and Quantum of Principal and Supporting Employment Uses Mix of uses	Use of DCO requirements and associated Masterplan or planning conditions to specify sqm floorspace within specific use classes.	<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>
Policy S5: Ancillary uses	<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>	On-going	<p>Delivery of ancillary uses described in the policy.</p> <p>On-going annual monitoring of land take up.</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.
Policy S5: The Hub and Ancillary Uses Local centre	<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>	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.

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 too.</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.