

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

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

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

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

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				<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

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					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 a 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

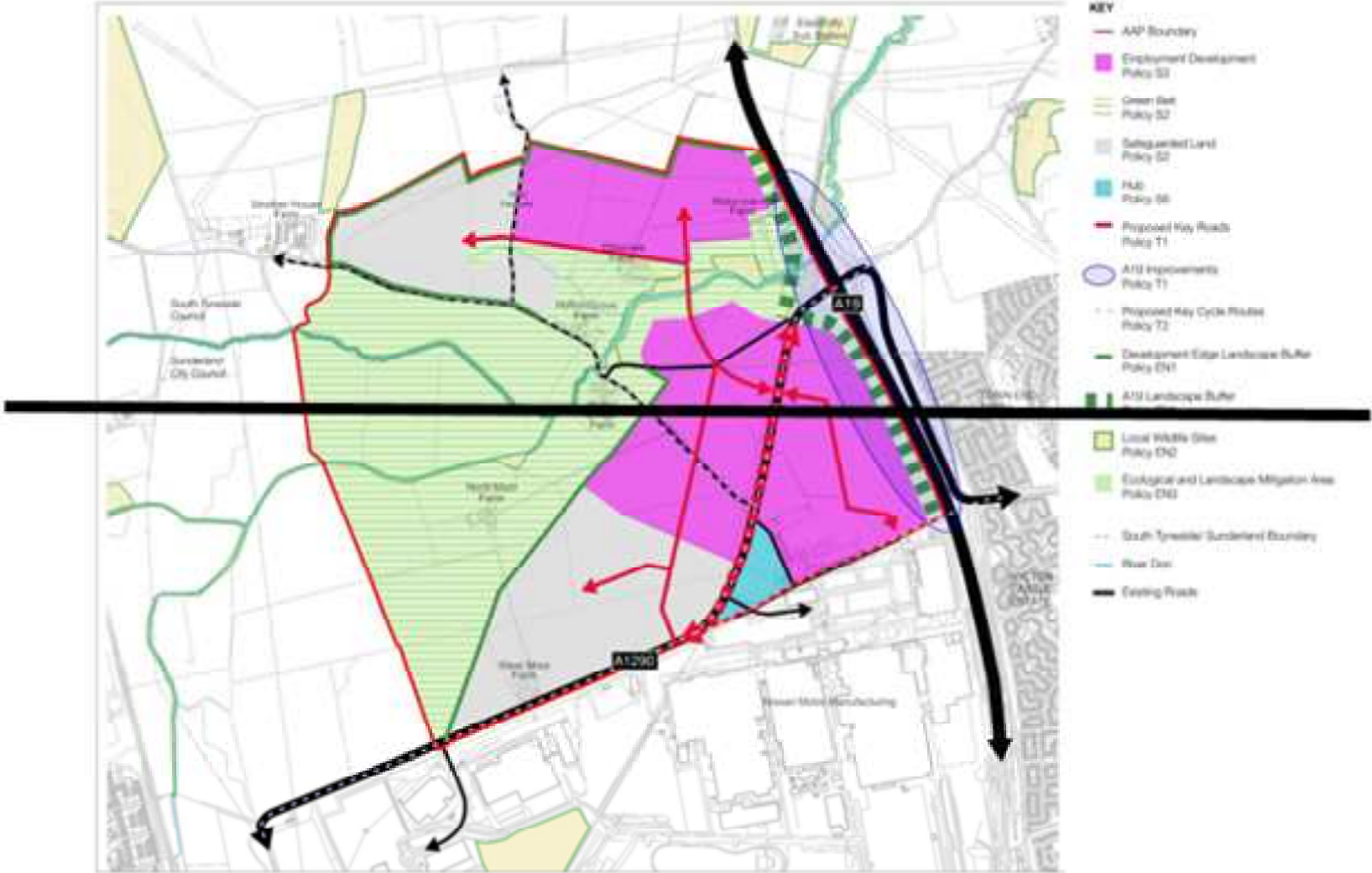
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				key principles:	
SMP17	Submission	Minor	Policy D2 – A, iii, B	<p>A. A public realm and landscape-strategy for the IAMP shall be submitted as part of the IAMP DCO application is required to accompany development proposals, based on the following key principles:</p> <ul style="list-style-type: none"> i. Marking key gateways into the site; ii. A comprehensive , wayfinding strategy for cyclists and pedestrians; iii. Use of street furniture and landmarks to reinforce the identity of the IAMP, including within the Hub; iv. Consistent use of road and pavement materials to reinforce a clear street hierarchy; v. Provision of green and blue infrastructure at street level; and vi. Use of low-level lighting within and closer to sensitive ecological areas. <p>B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code. as part of the IAMP DCO application.</p>	For clarity
SMP18	Submission	Minor	Policy T1 - A	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:	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 ; northern part of the IAMP ; and	To reflect the amended Policies Map
SMP20	Submission	Minor	Policy T1 - 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 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	Suitable and safe connection to and integration ion 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 (in the area shown as ‘A19 and Local Road Improvements’ on the Policies Map) must be demonstrated. area shown on the policies map.	To address representations made by IAMP LLP rep. no. 260916/IAMPLLP/35/i
SMP23	Submission	Minor	Policy T2	Policy T2: Walking, C eycling and H orse riding	Minor text amends

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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	A. The IAMP Design Code, as part of the Development Consent Order, shall should establish the parking standards to be applied to development. The key principles underpinning the standards are as follows and should be included in a Travel Plan as part of the DCO: i. Applications for consent within the IAMP must include a A car parking management plan;	For clarity
SMP28	Submission	Minor	Policy T4 – vi.	Sufficient provision should be made for lorry parking to take account of highway safety and avoidance of congestion on the road network;	To address representations made by Nissan Motor Corporation rep no. 210916/NISSAN/034/c.
SMP29	Submission	Minor	Policy T4 – vii.	Provision should be made for car and bicycle electric charging points within parking areas across the site.	To address representations made by Cycling UK. 210916/EVANS/003/a
SMP30	Submission	Minor	Policy IN1	Policy IN1: Infrastructure 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

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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

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

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				<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

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				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">• Inclusion of wider Tyne and Wear Green Belt• Addition of the inner Green Belt Boundary.• Inclusion of Listed Building• Re-alignment of some of the proposed key internal roads• Annotation of Northern and Southern Employment Areas.	<p>For clarity.</p> <p>To address representations made by Barbara Hooper rep no260916/HISENG/029/f and Tyne and Wear Archaeology Officer 190816/ T&WAO/013/c</p>

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				<ul style="list-style-type: none">Separation of policies and context in the key. 