

International Advanced Manufacturing Park Area Action Plan

PSD1

Publication Draft

August 2016



Public consultation on this publication draft Area Action Plan (AAP) will take place between 8 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.

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

1 Introduction

1.1 Overview

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.

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.

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).

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.

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.

The Government has also announced that 25ha within the early phases of the IAMP will benefit from Enterprise Zone status.

The IAMP AAP Publication document is the final draft of the IAMP AAP. It has been made available for consultation and may be amended in response to any comments received before it is submitted 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.

The IAMP AAP Publication document has 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.

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:

www.sunderland.gov.uk/development-plan

www.southtyneside.gov.uk/localplan

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

2.1 The IAMP Proposal

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.

The site is identified by the IAMP AAP site boundary in Figure 1.

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 known as 'the Hub' located in the southern part of the site;
- the extensive ecological and landscape mitigation zone;
- and the road, cycle and public rights of way networks across the AAP area.

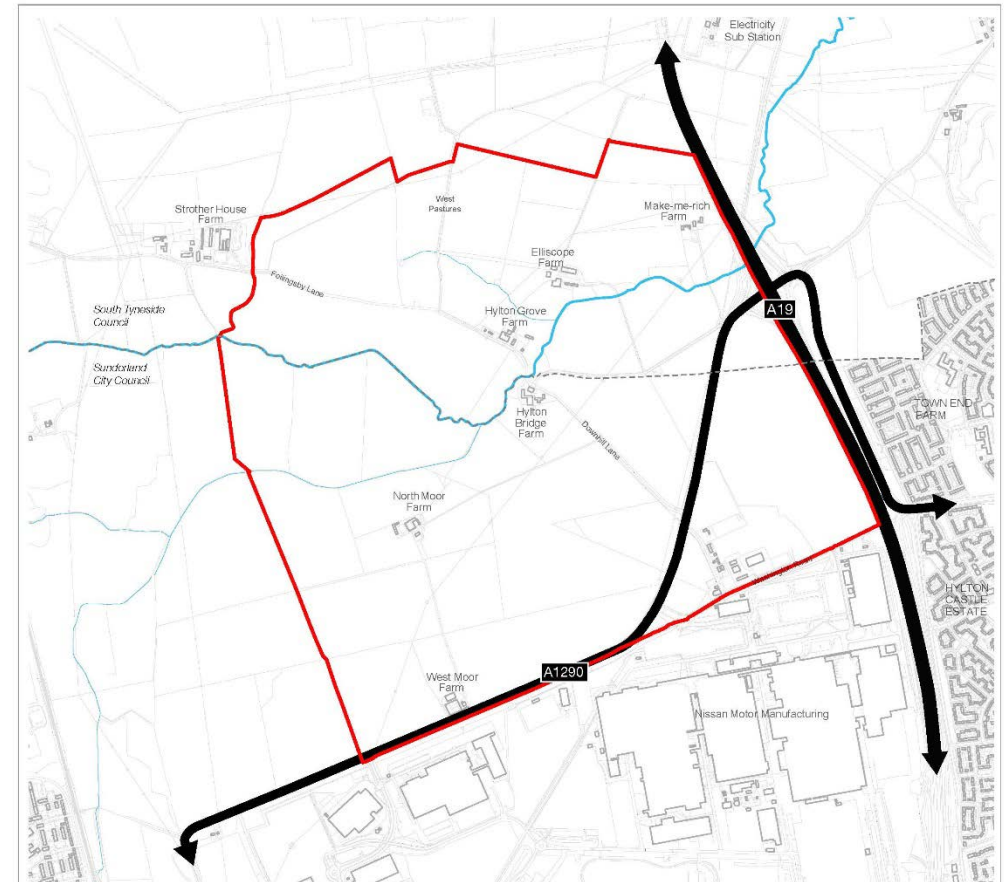


Figure 1: IAMP AAP Boundary

KEY	
—	AAP Boundary
- - -	South Tyneside/ Sunderland Boundary
—	River Don
—	Existing Roads

2.2 The Importance of the IAMP

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.

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.

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

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.

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

The Department for Business, Innovation and Skills (BIS) Automotive Strategy estimates that supply chain production worth £3-4bn could be brought within the UK. Nissan has recently announced additional production in Sunderland. 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

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

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.

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)

The NELEP published the SEP for the North East in 2014. 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

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.

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.

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

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.

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.

The site currently mainly comprises of arable farmland. The River Don runs through the centre of the area. 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 Aircraft Museum is located in the southern part of the site next to the A1290 / Washington Road along with some residential properties.

2.6 The IAMP Vision

The vision for the IAMP is:

'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.'

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

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

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.

The IAMP AAP has taken account of the IAMP's status as a NSIP. The IAMP AAP is intended to guide the preparation of the DCO application and inform its Examination.

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.

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

The IAMP AAP has been developed in accordance with the requirements of the National Planning Policy Framework (NPPF).

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”* (paragraph 21).

3.2 Local Policy

3.2.1 Sunderland City Council

Adopted Plan

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

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.

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.

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.

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.

The draft Core Strategy recognises that the strategic site to the north of Nissan will involve development of land within the Green Belt.

Sunderland City Council's consultation on the Strategic Growth Options (2016) recognises that the exceptional circumstances case for the release of the site from the Green Belt will be considered through the IAMP AAP.

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

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.

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.

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.

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.

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

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?

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.

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

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

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

www.sunderland.gov.uk/development-plan

www.southtyneside.gov.uk/localplan

3.4 Sustainability Appraisal and Habitats Regulations Assessment

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.

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.

Independently to the SA process, a screening exercise was carried out to determine whether there was a need for a Habitat Regulations Assessment. It was agreed with Sunderland City Council and South Tyneside Council that a Habitat Regulations Assessment was not required.

3.5 Duty to Co-operate

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.

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.

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.

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.

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

3.6 Consultation

Preparation for the IAMP AAP has undergone various issues and options consultation stages under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, 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.

The previous stages of consultation undertaken to inform the 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.

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).

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

3.6.1 Appraisal of Options

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.

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.

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.

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.

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’.

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.

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.

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

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.

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 NSIP Status

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.

The Councils intend to submit their application for a DCO during 2017.

3.7.2 A19 Testos and Downhill Lane Junction Improvements

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.

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.

Highways England is consulting on options for the scheme in summer 2016 with a preferred option to be announced 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

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 support for the IAMP to which the Secretary of State will have regard when determining the DCO.

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.

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.

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

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

4 Spatial Strategy and Design

4.1 Overview

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 for environmental mitigation and remains designated as Green Belt.

The IAMP will create a world class facility fit for the demands of the automotive and advanced manufacturing sectors in the 21st century. The policies map at Appendix A establishes the spatial strategy for the IAMP.

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.

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 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.**

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 Aircraft Museum location is under review. This site will be appropriate for development if the museum is not required in this location.

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.

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.

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.

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.

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.

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.

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

- The IAMP AAP policies map shows areas designated as Green Belt or safeguarded land.**
- 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 within the allocated employment areas to accommodate development needs.**
- Development adjacent to land designated as Green Belt shall ensure boundaries are recognisable and permanent through the use of built form or established landscaping buffers.**

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, where the intended uses directly relate to the automotive and advanced manufacturing sectors for production, supply chain and distribution activities.**
- B. Employment development proposals from other sectors for B2 uses and B8 uses shall be acceptable where:**
- i. demand for this type of use to be located within the IAMP can be 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**
 - iii. it can be demonstrated there are no alternative, suitable locations.**
- C. 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.**

D. Proposals for residential development and development outside of the parameters as set out within Policy S5, shall not be permitted.

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.

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.

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.

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.

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. 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).

The designation of the IAMP as a commercial and business NSIP by the Secretary of State precludes the provision for residential uses.

4.3.2 Mix of Uses

Policy S4: Mix of uses

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 where the mix of uses is:

- i. up to 24,000 sq m of employment space for B1(a) and B1(b) where this is in support of the Principal Uses, as set out in Policy S3; and
- ii. up to 236,000 sq m of employment space for B1(c), B2 and B8 uses.

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.

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.

The primary 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.

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

4.3.3 Ancillary Uses

Policy S5: Ancillary uses

- A. To support the delivery of a sustainable scheme the following ancillary uses shall be permitted within the IAMP as part of the comprehensive scheme comprised in the IAMP DCO application:
 - i. education and training facilities;
 - ii. managed workspace (up to a total of 3,000 sq m gross floorspace);
 - iii. a range of local scale retail and leisure uses (up to a total of 1,500 sq m gross floorspace);
 - iv. nursery and child care facilities (up to a total of 1,000 sq m gross floorspace); and

v. a hotel with associated leisure and conference facilities.

- B. Ancillary uses associated with education, training, leisure and hotel uses shall be located within or next to ‘the Hub’ unless an alternative appropriate location within the IAMP development area can be demonstrated to be necessary, which does not undermine proposals for the principal uses.**
- C. Ancillary uses shall not prejudice the operation of Use Class B uses, including the expansion of operations.**
- D. In addition to the Hub location, small scale retail and leisure provision of up to 1,000 sq m gross floorspace shall be supported to service the northern extent of the IAMP, north of the River Don.**

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

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.

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.

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.**

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.

4.4 Design

4.4.1 Masterplan Objectives

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:

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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 shall be supported where they reflect the following key design principles:**
- i. Maximise the interface with Nissan and ensure effective movement between the existing site and the IAMP AAP area;**
 - ii. Development plots using an 'open grid' to create a variety of plot sizes;**
 - iii. A hierarchical street network connected to existing roads and key transport corridors featuring a central boulevard and primary routes to prioritise access from the A19 and integrate the northern 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 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 the river and landscaping uses where possible; and**
 - vi. 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.**
 - 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.

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.

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 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;**
 - 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.

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.

The policy requires the preparation of a public realm and landscape strategy in accordance with the recommendations from the Environmental Impact Assessment. The strategy is required to set out materials and finishes, landscaping works, street furniture, lighting and gateway and boundary treatments.

5 Infrastructure, Transport and Access

5.1 Highway Infrastructure

Policy T1: Highway Infrastructure

- A. The DCO application for the IAMP 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 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 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.**
- 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.**

The emerging Sunderland Local 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.

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.

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.

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.

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 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 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.

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.

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.

To encourage pedestrian movement and interaction between developments within the IAMP, a safe network of footways and links will play an important role.

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.**

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.

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.

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.

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 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.

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. A new electricity sub-station is required as part of the DCO to ensure sufficient energy to meet the demands of businesses locating at the IAMP.
- B. 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.
- C. New telecommunications and broadband services networks shall be provided to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required.
- D. The provision of low carbon and renewable energy systems should be explored within the Design Code for the DCO.
- E. 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.

An electricity sub-station 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 electricity sub-station could have the potential to link to renewable energy sources.

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.

An overview of potential low carbon and renewable energy systems that could be considered for IAMP is included within the Utilities 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 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 and is effectively managed with clear ownership in place.

D. The scheme promoter shall demonstrate sufficient capacity both on and off-site in the foul sewer network to support development. Where insufficient capacity exists, plans for sewer upgrades should be delivered prior to occupation of development within the IAMP AAP area.

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.

As part of the DCO application 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.

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.

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.

Surface drainage for the development should comply with Government Sustainable Drainage Systems design standards.

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).

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.

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, 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 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.**

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

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.

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.

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 biodiversity and protect wildlife habitats, the 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 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. 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.

This policy sets out principles to protect and enhance the ecological value of the IAMP and to encourage development based on sound sustainability principles.

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.

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.

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.

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.

The policy specifies the requirement for an Ecological Impact Assessment as part of the Environmental Impact Assessment 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).

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 applications will:**
- i. Incorporate a minimum 50m wide buffer 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.**

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.

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.

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 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.**

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

7 Implementation and Delivery

7.1 Delivery Partners

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 (comprising both South Tyneside Council and Sunderland City Council) will establish a joint venture delivery vehicle to 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.

The delivery vehicle will be in joint 50:50 ownership of both Sunderland City Council and South Tyneside Council.

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.

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 application.

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 Management Strategy must be submitted with the IAMP DCO application and both should include the following key elements: Landscape and Open Space; Ecology; Drainage and Sustainable Transport.

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

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.

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.

The DCO application including the Environmental Impact Assessment will be required to ensure that mitigation measures must be implemented in accordance with an agreed phasing plan, with full implementation prior to the occupation of the final development phase.

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.

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. The Phasing Strategy submitted as part of the IAMP DCO application shall demonstrate how the strategic infrastructure for the IAMP will be delivered.**
- C. Where necessary, to make development of the IAMP acceptable in planning terms, developer contributions 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.**

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. 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.

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.

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 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.

Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
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.
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.

Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
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.
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.

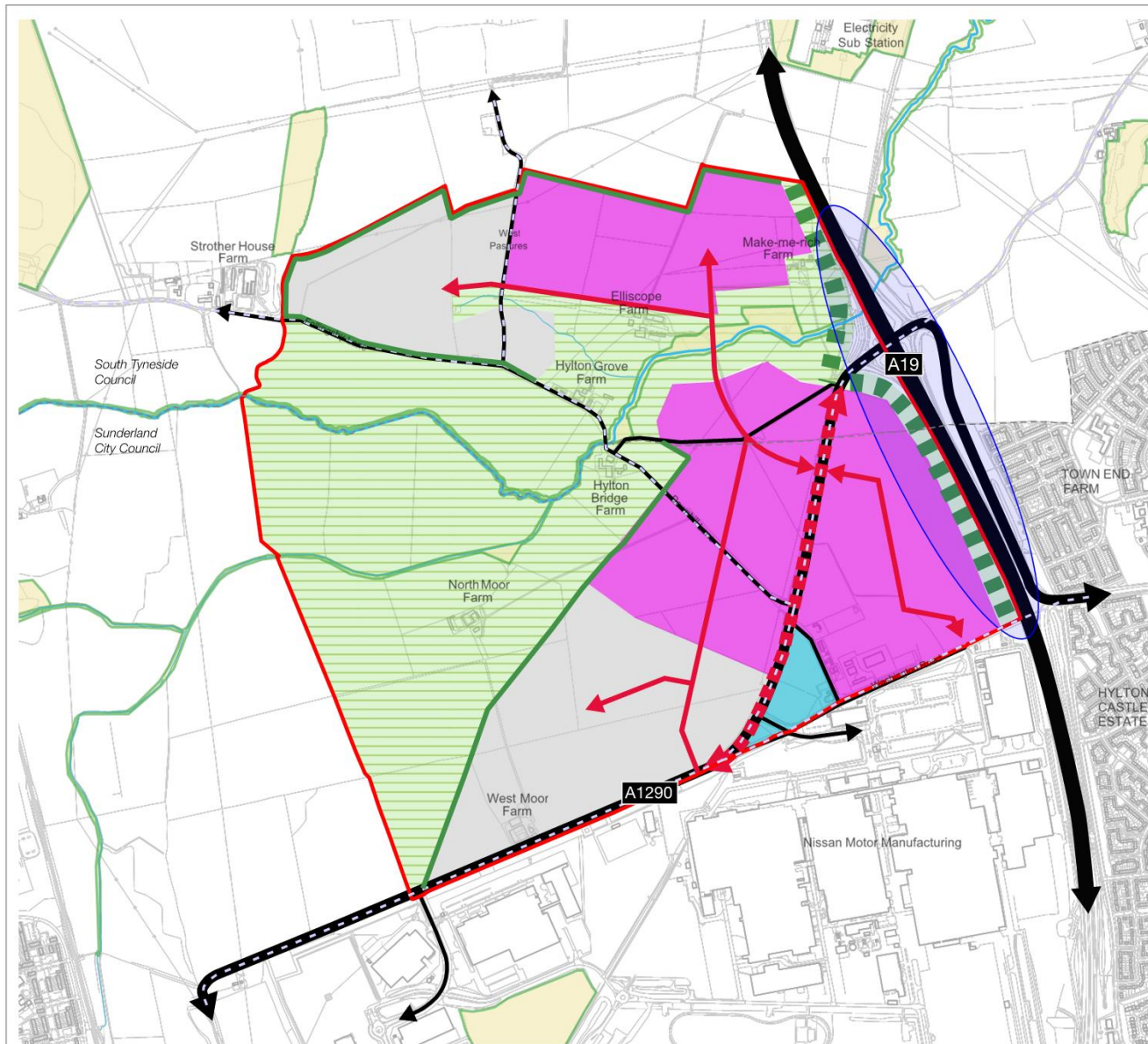
Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
18.	Ecological and landscape mitigation zone	Protected species mitigation	Scheme promoter	Development Consent Order	Assumed to be part of the main infrastructure works, programmed to start in 2019.
19.	Water supply	Northumbrian Water 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 scheme promoter.	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.
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	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.

Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
			provider through agreement with scheme promoter.		
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 agreement with scheme promoter.	Development Consent Order	Works to commence alongside main infrastructure works, programmed to start in 2019.
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.

Ref	Location	Scheme	Lead Delivery Agency	Delivery Mechanism	Comment
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



KEY

- AAP Boundary
- Employment Development Policy S3
- Green Belt Policy S2
- Safeguarded Land Policy S2
- Hub Policy S6
- Proposed Key Roads Policy T1
- A19 Improvements Policy T1
- - - Proposed Key Cycle Routes Policy T2
- Development Edge Landscape Buffer Policy EN1
- A19 Landscape Buffer Policy EN1
- Local Wildlife Sites Policy EN2
- Ecological and Landscape Mitigation Area Policy EN3
- South Tyneside/ Sunderland Boundary
- River Don
- Existing Roads

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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.

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 investment and expansion by existing businesses.	S1, S3, S4

AAP Objective	AAP Policies
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.	S6, D1, T2, T3, T4
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>Adoption of APP in 2017</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>	Monitor delivery of development in accordance with the DCO and accompanying Masterplan.
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>	Adoption of the AAP in 2017 onwards with detailed reporting of progress in year 5 and year 10.	<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.</p>

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
Policy S3: Principal Uses	DCO requirements and to restrict use classes in accordance with the approved Masterplan. A list of documents as part of the DCO, in accordance with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.	On-going	Implementation is undertaken in accordance with the approved uses and Masterplan. 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. Record submissions for uses that are specifically excluded.	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.
Policy S4: Mix of uses	Use of DCO requirements and associated Masterplan to specify sqm floorspace within specific use classes.	On-going	Implementation is undertaken in accordance with the approved Masterplan. Monitor take up of land by use class type and pressure on uses that are specifically excluded.	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.
Policy S5: Ancillary uses	The DCO and associated Masterplan will specify where ancillary uses will be located. Use of DCO requirements and masterplan to restrict / allow sq m floorspace within specific use classes.	On-going.	Delivery of ancillary uses described in the policy. On-going annual monitoring of land take up.	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 S6: Local centre	The DCO and associated Masterplan / Design Code will specify the parameters for the delivery of the Hub.	On-going.	The Hub 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.	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.

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
Policy D1: Masterplan Design	The Masterplan and Design Code will set out how these criteria are delivered. DCO Requirements will ensure implementation in accordance with the agreed documents.	On-going but primarily at detailed design stage and years 0 to 3.	DCO Design Code and Masterplan accord with the policy requirement. Development is built in accordance with the requirements.	Monitor the detailed design submissions to ensure that the DCO and Masterplan requirements are integral.
Policy D2: Public Realm and landscape	The Masterplan and Design Code will set out how these requirements are delivered. DCO Requirements will ensure implementation in accordance with the agreed documents.	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	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. The Downhill/Testos scheme will be a separate DCO promoted and delivered by Highways England and will be determined in accordance with the National Networks National Policy Statement.	On-going	Successful implementation of the necessary highways infrastructure in accordance with an agreed highways phasing / implementation plan. The AAP Infrastructure Delivery Schedule shows that Strategic Highway Infrastructure will be started 'up front' with works programmes to start in 2019.	Track the scheduled commencement date of the strategic highway infrastructure and the duration to completion.
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.	Pedestrians, cyclists and horse riders are adequately planned for and accommodated in the Masterplan and Design Code.

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
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	Detailed design requirements to the DCO to ensure production of relevant information.	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 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	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 form part of the DCO Masterplan and Design

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
	strategies to be embedded in the DCO Masterplan and Design Code.		Landscape buffers and measures, green and brown roofs and walls are implemented in conjunction with employment uses and are maintained.	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.	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.	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.	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 EN4: Amenity	The Masterplan and Design Code should address all the necessary requirements and the final designs be assessed against the requirements therein. Setting up a Communications Forum with appropriate targets would set necessary parameters.	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	DCO Requirements.	At DCO stage.	Phases delivered in accordance with the approved Phasing Strategy or	The scheme promoter implements development in accordance with the

Policy	Principal Implementation Routes	Timescale / Milestone	Target / Indicator	Contingency
			<p>otherwise as demonstrated as necessary.</p> <p>Development in accordance with the approved Management Strategy.</p>	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.