



Draft International Advanced Manufacturing Park Area Action Plan 2024–2042

July 2024

**Sunderland
City Council**



South Tyneside Council

Contents

| | |
|---|-----------|
| 1. Introduction | 5 |
| What is the International Advanced Manufacturing Park | 5 |
| What is the IAMP Area Action Plan | 6 |
| Why is a new IAMP AAP required | 6 |
| Time period | 7 |
| Regulation 18 Consultation | 8 |
| 2. The IAMP AAP and strategic context | 9 |
| The new IAMP AAP | 9 |
| Demand at the IAMP | 10 |
| The Draft IAMP vision | 11 |
| Draft objectives | 12 |
| 3. Policy context and IAMP AAP preparation | 15 |
| National Planning Policy | 15 |
| Local Policy - Sunderland | 15 |
| Local Policy - South Tyneside | 15 |
| Evidence base | 16 |
| Sustainability Appraisal and Habitat Regulations Assessment | 16 |
| Duty to cooperate | 16 |
| Consultation | 17 |
| 4. Spatial Strategy | 19 |
| Spatial Strategy and location | 19 |
| Spatial Strategy | 22 |
| 5. Land use | 25 |
| Principal uses | 25 |
| Principal uses at the IAMP | 26 |
| North East Land Sea and Air Museum | 27 |
| Residential development | 27 |
| Applicable leisure, retail and other main town centre development | 27 |
| The ecological and landscape mitigation area | 27 |
| 6. The hub and ancillary uses | 29 |
| Retention of the hub | 30 |
| Appropriate uses within the hub | 30 |
| 7. Design | 33 |
| Design principles | 34 |
| Movement within the IAMP | 34 |
| Heritage and the IAMP | 34 |
| The importance of orientation | 34 |

| | |
|--|-----------|
| Public realm | 35 |
| Sustainability | 35 |
| Masterplans and development frameworks | 35 |
| 8. Highways and transport infrastructure | 37 |
| Infrastructure Delivery Plan | 39 |
| Transport assessment | 39 |
| Framework travel plans | 39 |
| Walking, cycling and horse riding | 40 |
| Public transport | 40 |
| Parking | 40 |
| 9. Infrastructure provision | 41 |
| Infrastructure provision | 41 |
| Wind energy | 41 |
| 10. Flood risk and Water Management | 43 |
| Flood risk assessment | 43 |
| Sustainable urban drainage systems and drainage strategies | 44 |
| Bridge over the River Don | 44 |
| Sewerage capacity | 44 |
| 11. Landscape | 45 |
| Landscape visual impact assessment | 45 |
| Defensible boundaries | 45 |
| Importance of planting | 45 |
| Special landscape characteristics | 46 |
| 12. Ecology and biodiversity | 47 |
| Preserving ecology and biodiversity value | 47 |
| Wildlife corridors | 47 |
| Ecological impact assessment | 48 |
| Biodiversity net gain | 48 |
| 13. Green infrastructure and green belt | 49 |
| River Don | 49 |
| Mature trees, woodland and hedgerows | 50 |
| Green linkages and informal green spaces | 50 |
| 14. Amenity | 51 |
| Amenity principles | 51 |
| The importance of neighbouring occupiers | 51 |
| Construction environment management plan | 51 |
| 15. Implementation | 53 |
| Securing mitigation | 53 |
| Phasing strategy | 53 |

| | |
|--|-----------|
| Mitigation strategy | 53 |
| 16. Evidence base and monitoring | 55 |
| Monitoring | 55 |
| Issues not considered | 55 |
| 17. Consultation | 57 |
| Appendix 1: | 58 |
| IAMP AAP Draft Policies Map | 58 |
| Appendix 2: | 59 |
| Potentially suitable locations for wind energy development | 59 |
| Appendix 3: | 60 |
| Glossary | 60 |



1. Introduction

What is the International Advanced Manufacturing Park

The International Advanced Manufacturing Park (IAMP) is located near Nissan Motor Manufacturing UK's (Nissan) Sunderland plant. The IAMP provides a bespoke, world class environment for the automotive supply chain, as well as the advanced manufacturing sector. It is a significant asset for the North East economy and makes a meaningful contribution to the national economy, including being home to the UK's first large-scale Gigafactory.

The overarching aim of the IAMP is to deliver 7,850 headcount jobs on site over the lifetime of the IAMP development. The IAMP began its journey as part of a City Deal first published in 2014 and has been successful in bring forward large-scale development. The driver behind the delivery of the IAMP is IAMP LLP which is a joint venture between Sunderland City Council (SCC) and South Tyneside Council (STC). Following the commencement of delivery of the first phase of the IAMP in 2018, the IAMP has since grown into a significant employment hub and includes the UK's first large-scale gigafactory (which is currently under construction), building upon the existing gigafactory which is already operational adjacent to the existing Nissan site.

Notwithstanding the success to date, opportunities brought about through the designation of the site as part of the North East Investment Zone (IZ), changes brought about through the EU Trade & Cooperation Agreement, and the emergence of technological change in the automotive and advanced manufacturing sectors, has necessitated a need to continue to develop an agile and flexible response to the further development of the IAMP. These changes have also made it necessary to prepare a new IAMP Area Action Plan (AAP).

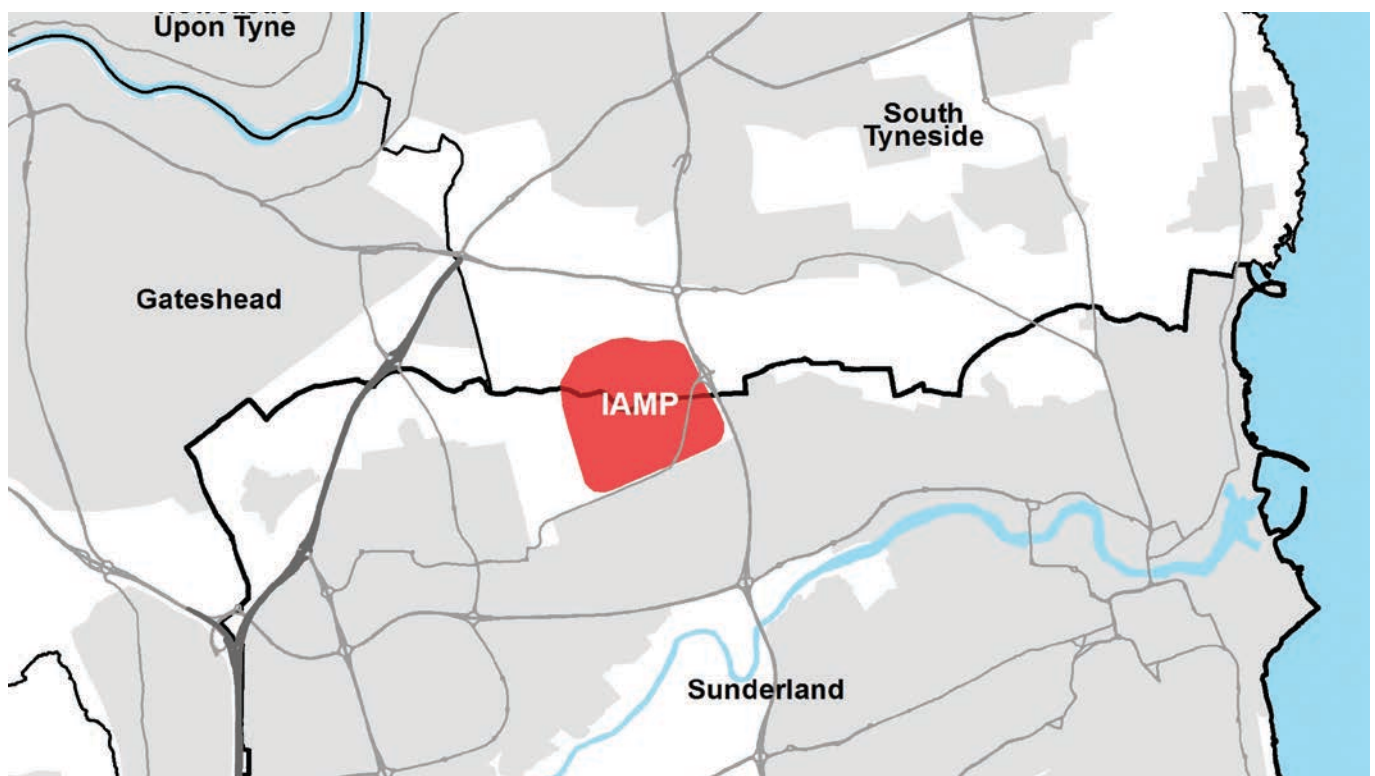


Figure 1: General Location of the IAMP

What is the IAMP Area Action Plan

Area Action Plans (AAPs) provide specific planning policy frameworks for a defined area. Consequently, the IAMP Area Action Plan (IAMP AAP) provides specific planning policies for the IAMP area.

The Regulation 18 draft IAMP AAP (2024) (this document) represents the first stage in the adoption of a new AAP for IAMP and will set out strategic and development planning policies to direct and enable the comprehensive development of a high-quality employment site which is targeted at specific industrial sectors and their supporting facilities.

The existing IAMP AAP (referred to in this document as the existing IAMP AAP¹) was adopted in November 2017 by both Councils². It is a cross boundary planning document and covers a plan period from 2017 to 2032. It has successfully enabled the delivery of 45,300 (rounded) square metres of employment floorspace and has successfully facilitated consent of a further 334,734³ square metres of development. Of this, 108,615 square metres is currently under construction, in the form of the new AESC UK Gigafactory. Once completed, this will form a significant asset of international importance, being one of the UK's only automotive battery production facilities. It will be core to the UK, the North-East (NE) region, Sunderland and South Tyneside's decarbonisation agenda going forward.

The existing IAMP AAP forms the statutory development plan for the area. Upon adoption, this AAP would replace the existing version of the AAP as the development plan for the area.

Why is a new IAMP AAP required

The Councils undertook a plan review of the existing IAMP AAP in October 2022. The review acknowledged that there had been a considerable shift in the economic context since the existing AAP was originally prepared and adopted although it concluded that, at that point in time, the IAMP AAP continued to form an appropriate policy framework for the delivery of the site. The review did however signal that the Councils would continue to monitor and review the latest intelligence before determining when would be an appropriate time to undertake a further plan review of the AAP policies.

Since the IAMP AAP review 2022 and, following a review of the latest intelligence, it is considered that it is now necessary to update the AAP for a number of reasons, including the following:

- In March 2024, the Government agreed to designate land at the IAMP as part of a North East Investment Zone, including a larger area of land than that currently identified for development through the existing AAP. It is therefore necessary for the AAP to be updated to ensure that it is aligned to the newly created Investment Zone boundaries;

1 The existing AAP can be found at: [International Advanced Manufacturing Park - Sunderland City Council](#)

2 Both Councils refers to Sunderland City Council and South Tyneside Council. The IAMP is located both in Sunderland and South Tyneside and consequently the emerging IAMP AAP features as part of both Councils' statutory Development Plans. This will mirror the existing situation in relation to the existing IAMP AAP.

3 Calculation includes gigafactory currently under construction, consent for Northern Employment Area and consent for future expansion of Unit 4 of IAMP One (19/00245/REM).

- the IAMP was principally configured around supply chains to service anticipated automotive production at that point in time, which typically required smaller floorplate units. However, the nature of the automotive industry has changed significantly due to the shift to electrification and greater levels of customisation, requiring a change in supply chains many of which require much larger floorplate units than was originally envisioned. An example of this is the AESC UK gigafactory which is currently under construction with a floorplate unit of over 100,000sqm;
- the IAMP provides a unique opportunity to improve the global competitiveness of the Nissan plant, by attracting more of its supply chain within close proximity to the manufacturing plant. This will also assist in reducing carbon emissions associated with the transportation of components for the manufacturing process;
- the existing IAMP AAP is primarily focused on space for the automotive and advanced manufacturing sectors. Whilst these are still considered to be Principal areas of operation for the IAMP, the nature of economic change since the adoption of the AAP in 2017 has changed and it is considered that there are new market opportunities within the green manufacturing and clean energy sectors, which would be complementary to the existing offer on the IAMP. These would be consistent with sectors identified within the North East Investment Zone;
- early development phases of the IAMP have indicated that, alongside the larger floorplate units that are required to meet the operational requirements of businesses, the jobs densities in some of these buildings are lower than was originally envisioned when establishing the existing AAP. Taking this into consideration, alongside the strong market demand for premises on the site, there is clear evidence to justify expansion of the IAMP to support additional inward investment opportunities; and
- there is also a series of technical areas which have changed with regards to the IAMP AAP since it was adopted, principally that the consenting mechanism for development on the IAMP will no longer be through a Development Consent Order (DCO) as was originally envisioned when preparing the existing AAP. Whilst the AAP was amended at the time to also allow applications to come forward through a standard Town and Country Planning Act determination approach, most of the policies still are influenced heavily by determination through a DCO. It is therefore considered appropriate to update the policies of the AAP to provide a more flexible approach consistent with that within each of the authorities' respective development plans.

Further detail on the matters above are set out within the supporting IAMP Position Statement (2024).

Time period

It is expected that the emerging IAMP AAP would have at least a 15-year plan period upon adoption and would feature as the Principal Development Plan Document (DPD) for the area during this period. The proposed time period covered by the AAP would be 2024-2042.

Regulation 18 Consultation

This document forms the Regulation 18 version of the IAMP AAP, setting out the draft proposed policies. This AAP will be subject to an eight week consultation period beginning on 29 July 2024 and will end on 23 September 2024

Question 1: Do you have any comments on the proposed introduction outlined above? The Councils are particularly interested in whether you agree that there is a need to update the IAMP AAP for the reasons set out above.

2. The IAMP AAP and strategic context

The new IAMP AAP

A new IAMP AAP will provide the planning policy framework for the development of the IAMP. It is considered that the IAMP area would be expanded to ensure greater alignment with the designated North East Investment Zone and in order to maximise economic growth opportunities⁴. The Councils consider that the area identified in Figure 2 below is considered the most suitable expansion area as it is already identified as future development land due to its safeguarded status, as detailed by the IAMP Employment Land Position Statement (2024) and is also designated as part of the North East Investment Zone.

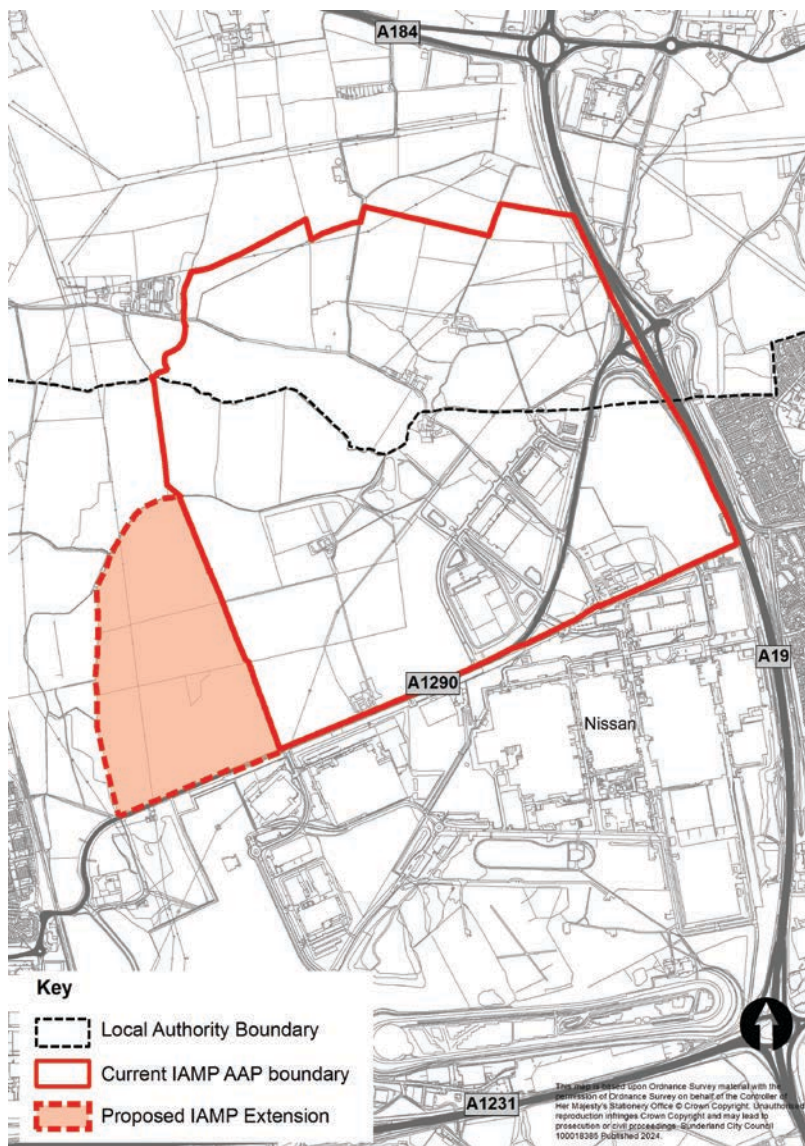


Figure 2: The Existing IAMP Boundary and proposed Expansion Area

4 The North East Investment Zone International Advanced Manufacturing Strategic Site (IAMSS) also includes land at Hillthorn Farm, which is already allocated as a Primary Employment Area through adopted Sunderland Core Strategy and Development Plan Policy EG1.

The expansion area identified is currently designated as safeguarded land through Policy SS3 of the adopted Sunderland Core Strategy and Development Plan and it is considered that there is clear evidence that the site is needed to meet employment needs as an expansion of the IAMP.

Demand at the IAMP

The development of the IAMP will underpin the continued success of the automotive and advanced manufacturing sectors in the UK and the North East of England. The region is recognised internationally as a centre for the automotive industry due to Nissan's presence and continued investment in the region since 1985 including investment in electrification. 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 and wider supply chain.

The existing IAMP AAP was adopted in November 2017. The quantum of development proposed within the AAP was predicated on the economic need case established in documents such as the IAMP Impact Study Topic Papers (2015), the Commercial and Employment Technical Background Report (Updated February 2017) and the Sunderland & South Tyneside Strategic Employment Study (2013). Furthermore, the IAMP AAP was adopted after the UK referendum on EU membership, albeit at a time when a considerable degree of uncertainty remained regarding the terms of the future trading relationship between the two areas. Similarly, whilst the future growth scenarios which underpinned the existing IAMP AAP and its evidence base foresaw the shift to electrification in the automotive industry, it is considered that the pace of change has become significantly quicker than was originally envisaged. Also, the scale of development associated with electrification is also greater than previously envisaged.

It is considered that the following are main drivers of future demand on the IAMP which justify its expansion at this point in time:

- **Investment Zone** - The IAMP is included as part of the North East Investment Zone which focuses on advanced manufacturing and green industries and has been established to drive economic growth through clustering of investment zone sector businesses as part of a 10-year programme. Investment Zone status enables investment in infrastructure, skills, and innovation and enables new business investment operating within the designated tax site to access a range of tax reliefs. In addition, it enables re-investment of retained Business Rates growth, to facilitate further growth of the Investment Zone sectors.
- **Electrification** - The rapid move towards electrification within the automotive industry provides growth opportunities in the supply chains associated with the construction of these vehicles, taking into consideration the UK Zero Emission Vehicle (ZEV) mandate, for vehicle manufacturers to hit targets in relation to the percentage of their sales which are EVs, and the Government's intention to cease the sale of Internal Combustion Engine (ICE) vehicles by 2035. Nissan have indicated that they intend to build 3 new electric vehicle models at their Sunderland plant as part of their overall ambition to manufacture electric only vehicles by 2030 and the IAMP, with land located in close proximity to Nissan's Sunderland plant and AESC UK Gigafactory and the wider North East automotive cluster, is well placed to compete for such opportunities.

- **European Union Exit and Rules of Origin** - Since the UK's withdrawal from the European Union the final Trade and Cooperation Agreement (TCA) was signed, this has changed opportunities related to the IAMP. Principally, this due to the Rules of Origin (RoO) which is a key component of the TCA. From 1st January 2021, UK car manufacturers have had to prove that a certain percentage of a component or finished product has been manufactured in either the UK or EU to qualify for zero tariffs. Given the UK's commitment to phase out sales of petrol and diesel vehicles by 2035, the future of the UK automotive industry is inextricably linked with its ability to manufacture hybrid and electric vehicles. The shift in the industry towards electrification, and the need to comply with RoO means it is essential that the UK automotive industry develops a more localised electric vehicle supply chain. In particular, there is a need to focus on the development of battery production facilities. This is widely acknowledged as being critical to ensuring that tariff-free trade with the EU (the UK automotive industry's largest export market) can continue.
- **Advanced Manufacturing and Distribution** - The appeal of the site to these sectors was identified through consultation with Invest North East England (INEE) as part of the preparation of the IAMP Employment Land Position Statement (2024). INEE outlined the belief that the IAMP is now seen as one of the "premier advanced manufacturing sites in the North East" with its appeal underpinned by the availability of good quality land, good accessibility to the strategic road network and a strong brand/good profile as an industrial location. It was also suggested that advanced manufacturers can already "see the value of being associated with the emerging cluster of activity at the IAMP" even if they are not active in the automotive sector.
- **Emerging Growth Sectors** - The Green Manufacturing and Clean Energy sectors are considered to be emerging growth sectors where there is a significant demand for new development. It is anticipated that the IAMP is well placed to take advantage of these growth industries aligned to Advanced Manufacturing and Green Industries as key priority sectors nationally. This will also ensure full alignment between the AAP and the sectors identified through its Investment Zone status.

Question 2: Do you agree that there is a justification to expand the IAMP AAP area? Do you agree that the area identified in Figure 2 would represent the most appropriate location for the expansion of the IAMP?

The Draft IAMP vision

The Councils are consulting on a new vision for the IAMP AAP. The Councils' draft proposed vision is outlined below, this is partially influenced by the vision in the existing IAMP AAP, but has been revised to reflect changes in relation to supporting the Investment Zone growth sectors.

'The IAMP will continue to be a nationally important and internationally respected location for advanced manufacturing and supply chain industries and will maximise the site's contribution to supporting green manufacturing and clean energy industries, such as electric vehicle and battery production. It will be a planned and sustainable employment location that maximises links with Nissan, AESC UK and other high value automotive and advanced manufacturing industries as well as the local infrastructure assets, including the ports, airports, road and energy infrastructure.'

'It is envisaged that IAMP will continue to develop as 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 employment and business creation and the promotion of regional prosperity whilst taking advantage of natural assets and green infrastructure including the River Don corridor.'

Question 3: Do you agree with the proposed draft vision? Do you wish to make any comments on the proposed draft vision?

Draft objectives

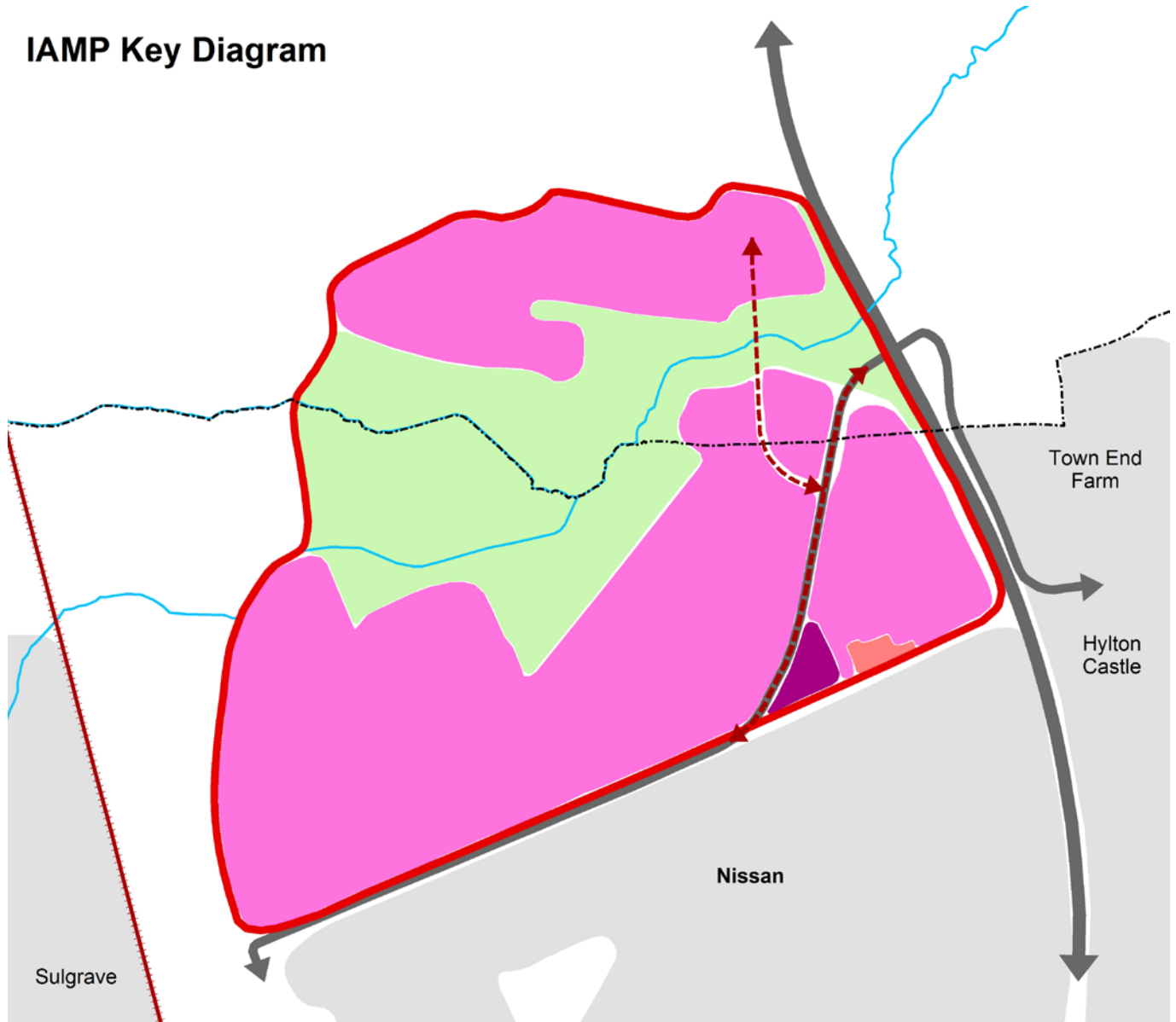
The following draft objectives would be considered the primary aims of the IAMP. They form the basis for the site-specific policies and will form the key indicators against which success will be measured.

1. Build on the area's international reputation in the automotive industries and support Nissan and other automotive companies in their 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. Build on the IAMP's existing electrification and battery production facilities and supply chain for manufacturing the vehicles of the future.
4. Attract European scale 'super suppliers', especially linked to automotive industries and encourage investment and expansion by existing businesses.
5. Develop new industrial competitiveness in the green manufacturing and clean energy sectors aligned to both Councils' Carbon Neutral commitments and the North East Investment Zone.
6. Ensure the North East has sufficient land to meet the demand of employment growth sectors, in the most appropriate locations to attract private sector investment and maximising the opportunities associated with Investment Zone status.
7. Ensure links to sub-regional infrastructure, including ports, roads, airports, energy and digital connectivity.
8. Ensure a suitable transport network to realise the vision.
9. Ensure access to a skilled workforce to realise the vision.
10. Protect and enhance biodiversity through appropriate mitigation both on and off site.
11. Encourage design and development based on sound sustainability principles.
12. Create a hub to provide identity and encourage public transport.
13. Maximise opportunities to bring in public sector and private sector funding.

14. Improve flood alleviation, water quality and habitat connectivity along the River Don.

Question 4: Do you agree with the proposed draft objectives? Do you wish to make any comments on the proposed draft objectives or have any additional ones which you feel should be included?

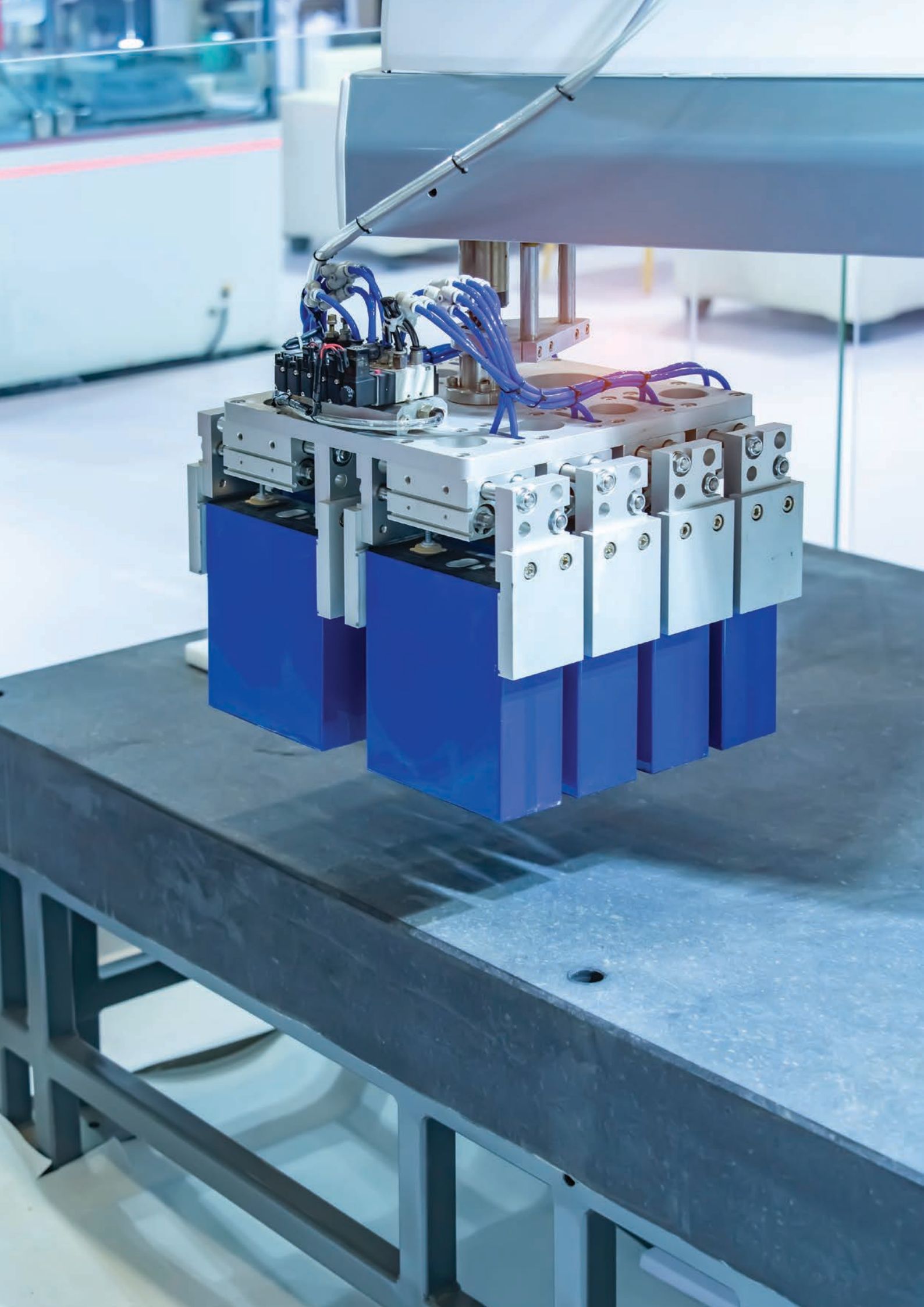
IAMP Key Diagram



| Key | | Context | |
|-----|-------------------------------------|---------|--------------------------|
| | Proposed IAMP Boundary | | River Don |
| | Employment Areas | | Existing Roads |
| | Hub | | Leamside Line |
| | North East Land Sea and Air Museums | | Local Authority Boundary |
| | Green Belt | | |
| | Proposed Key Roads | | |

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sunderland City Council 100018385. Published 2024.

Figure 3: IAMP AAP Key Diagram



3. Policy context and IAMP AAP preparation

The new IAMP AAP is a joint plan for both Sunderland City Council and South Tyneside Council and will form part of the statutory development plan for both Councils.

National Planning Policy

This draft IAMP AAP (Regulation 18) 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 investment. It also outlines that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations (Paragraph 83).

Local Policy - Sunderland

The Sunderland Core Strategy and Development Plan (CSDP), alongside the existing IAMP AAP and saved Unitary Development Plan policies form the Sunderland Development Plan.

The CSDP, which features as the main Development Plan Document for the authority, was adopted in January 2020 and covers the period from 2015 to 2033. It acknowledges the importance of IAMP in delivering the city's vision. The CSDP will be subject to a plan review in Autumn/Winter 2024.

Local Policy - South Tyneside

The South Tyneside adopted statutory development plan currently comprises of its suite of Local Development Framework (LDF) documents and the IAMP AAP.

The South Tyneside LDF Core Strategy Development Plan Document (DPD) was adopted in 2007. The Development Management Policies DPD was adopted in 2011. The Development Plan also consists of site-specific Area Action Plans covering South Shields Town Centre and Waterfront, Central Jarrow, and Hebburn Town Centre.

South Tyneside Council is currently in the process of preparing its new Local Plan. A Regulation 19 Local Plan was published for consultation in January 2024. This emerging South Tyneside Local Plan also recognises the importance of the IAMP.

The Area Action Plan

The purpose of the AAP⁵ is to provide a planning framework to guide the comprehensive development of the IAMP. The AAP has been prepared in partnership by both Councils. It should be read as a whole alongside policies within the Sunderland and South Tyneside development 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 existing AAP forms part of that statutory development plan for each authority. Upon adoption, the existing AAP will be replaced by this updated version.

Evidence base

This Regulation 18 consultation document has been primarily supported by a range of evidence base documents on which the Councils are also consulting.

In addition to the evidence already published, a more comprehensive evidence base will be prepared in support of the Regulation 19 draft of the AAP. As the majority of the development areas identified through the existing AAP are already subject to some form of planning consent and are already allocated for development through an adopted AAP, it is considered that the evidence base for the updated AAP will be proportionate to the changes proposed. At this stage, additional evidence being prepared which will be made available at Regulation 19 stage includes a detailed Transport Assessment and Infrastructure Delivery Plan. Consideration will be given to representations made during the Regulation 18 consultation and additional supporting evidence prepared where required.

Question 5: Do you consider that there is a need for any other evidence base or supporting document which has not been set out above?

Sustainability Appraisal and Habitat Regulations Assessment

The IAMP AAP has been supported by a Sustainability Appraisal (SA) incorporating a Strategic Environmental Assessment (SEA). 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 draft SA/SEA has been published alongside this plan.

Depending on implementation dates, the plan may be subject to an Environmental Outcomes Report during its preparation instead of an SA/SEA if national policy requirements are updated to require this.

A Habitats Regulation Screening has also been undertaken as part of the preparation of the AAP. This has also been published alongside this plan.

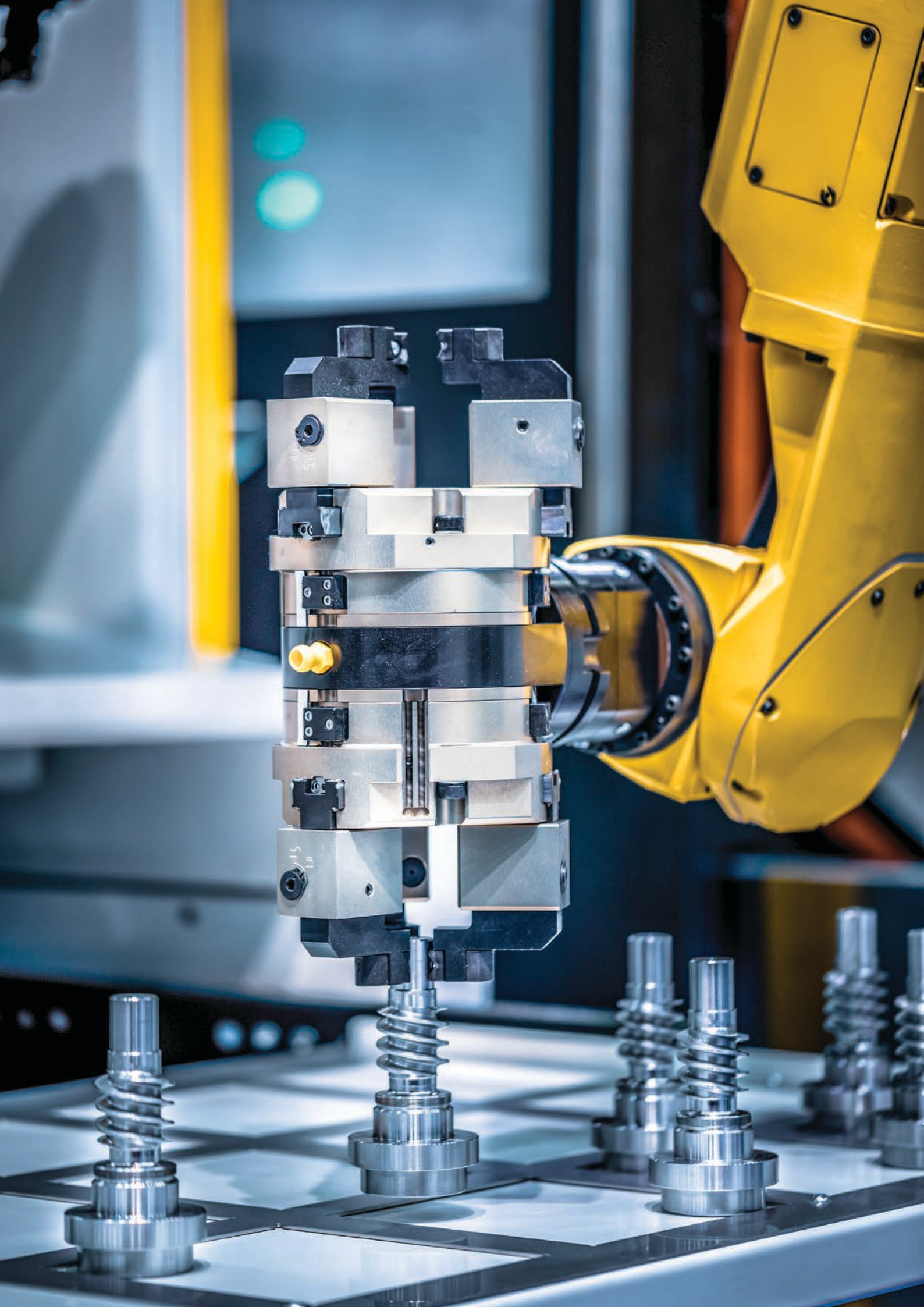
Duty to cooperate

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 Councils will continue to hold discussions with Duty to Cooperate partners during the preparation of the plan.

⁵ The existing IAMP AAP was adopted by both Councils in November 2017. It has been the main Development Plan Document for the IAMP. This IAMP AAP will replace existing IAMP AAP once it is formally adopted by both Councils.

Consultation

This draft plan will be subject to an eight-week public consultation between 29 July 2024 and 23 September 2024, which represents the first round of consultation on the new AAP in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations (2012).



4. Spatial Strategy

Spatial Strategy and location

The purpose of the Spatial Strategy is to guide the further development of the IAMP and continue its reputation as a world-renowned location for advanced manufacturing, automotive excellence, green industries, and clean energy (the Principal uses). To achieve this, the Councils have identified three distinct areas within IAMP which will enable the development of these Principal uses.

The first area comprises of a combined total of 150 Hectares of land. This relates to the existing allocated employment areas⁶ (outlined in Figure 4 below). These sites were first allocated for development through the existing IAMP AAP (2017) and continue to play an important role in the delivery of the IAMP.

In addition to the above, an additional two sites have been identified as proposed development areas. These are also identified in Figure 4 below and are annotated AA1 and AA2 and would provide an additional 75 hectares of allocated development land.

The IAMP Employment Land Position Statement (2024) supports the need for additional employment land for Principal uses and it should be noted that both of these sites have already been designated as part of the International Advanced Manufacturing Strategic Site tax site within the North East Investment Zone and consequently, the Councils consider that the sites chosen (AA1 and AA2) are the most appropriate options for growth. The bullet points below summarise the justification:

- **Additional Employment Area One (AA1):** it is proposed the area covered by the IAMP AAP is extended to the west, incorporating an area of land which is currently safeguarded for longer term development needs within the adopted Sunderland Core Strategy and Development Plan.

This relates to the release from the safeguarded land of 51 hectares to be allocated as development land for Principal uses. The IAMP Employment Land Position Statement (2024) outlines the suitability of the site as the most appropriate site to meet the further development needs of the IAMP. There were no alternative sites of sufficient size identified within the North East which could appropriately meet the further development needs of the employment sectors. The most appropriate location considered to be site AA1.

Furthermore, it is considered this site would support the continued development of an automotive cluster. As outlined in previous evidence base documents, proximity to Nissan is a key criterion in identifying sites to attract automotive occupiers. The importance of this has crystallised in recent years, with trends such as the shift to electrification, industrial decarbonisation, and greater customisation – as well as exogenous factors such as the need to comply with the Rules of Origin clause – creating further demand and enabling greater value in terms of global competitiveness from the industry for localised supply chains.

⁶ In the existing IAMP AAP the employment areas are referred to as the Northern Employment Area and Southern Employment Areas.

- **Additional Employment Area Two (AA2):** This relates to the land to the west of the new Gigafactory currently under construction and is anticipated to be the most appropriate location for the expansion of Gigafactory production facilities to bring manufacturing capacity up to the levels required by Nissan to support their plans to manufacture 3 EV models at the Sunderland plant, as announced in November 2023 alongside the Government announcement of the proposed North East Investment Zone. A planning application for the development of a further phase of gigafactory investment was submitted in April 2024 (24/00723/FU4) and is currently (at the time of preparation of this document), under consideration by Sunderland City Council. The redline of this planning application broadly aligns to this proposed allocation which is also included in the IZ tax site designation. In total, this parcel of land would cover 24 hectares, part of which is currently designated as Green Belt. Furthermore, the IAMP Employment Land Position Statement (2024) provides detailed analysis why the additional gigafactory capacity would need to be constructed in this location and the Safeguarded Land and Green Belt Assessment report considers the impact of release of this land on Green Belt purposes.

When all three distinctive areas of the IAMP are combined (Existing Employment Areas, Additional Area One (AA1) and Additional Area Two (AA2)) this would provide an overall total of 225 hectares of land for the development of the Principal employment uses.

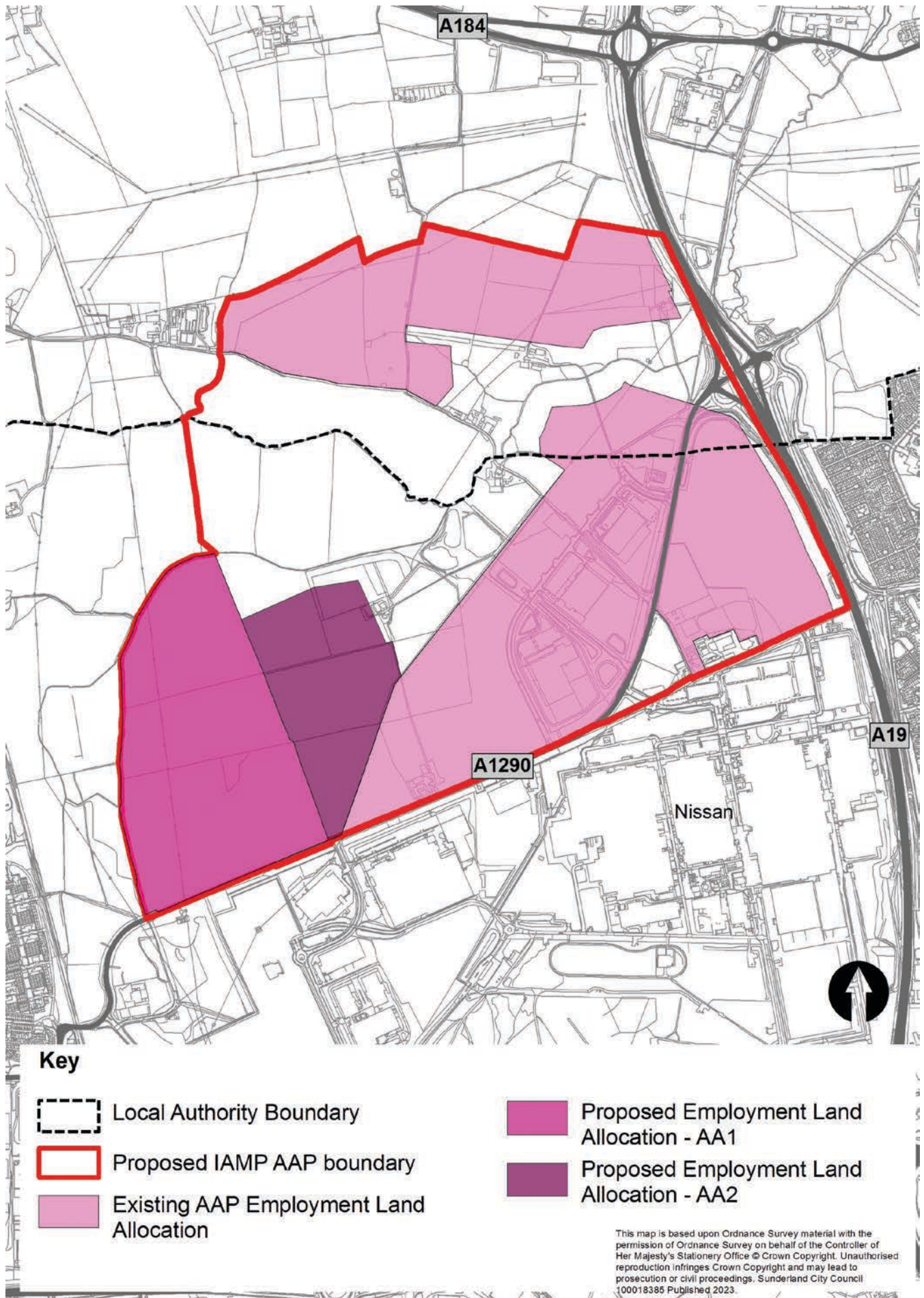


Figure 4: The Proposed IAMP Boundary and IAMP Proposed Development Areas

Spatial Strategy

Policy SS1: Spatial Strategy

By 2042 the IAMP will be an established internationally renowned centre for advanced manufacturing, automotive excellence, green industries and clean energy (the Principal uses). The Area Action plan will achieve this by:

- A. Allocating approximately 225 hectares of Employment Land for Principal Uses (as defined in table 1).
- B. Requiring that planning applications:
 - I. meet the objectives of this Area Action Plan and not prejudice development of the IAMP.
 - II. contributes fully, in a proportionate and timely manner, towards providing the infrastructure identified in the IDP or where relevant other required infrastructure.
 - III. contributes fully, in a proportionate and timely manner, to providing for the mitigation required for the IAMP, including environmental mitigation.

The existing Northern Employment Area and Southern Employment Area will be retained for Principal Uses (as defined in table 1). Since 2017⁷, these areas have seen considerable development and the areas covered are now almost fully consented, with only one site (to the West of Town End Farm) not yet having received planning consent. Given the importance of these sites in supporting the specialisation of the IAMP, it is considered these will continue to be allocated as sites for Principal employment uses.

The Additional Employment Areas (AA1 and AA2) will also be allocated for the development of Principal uses. As outlined in the IAMP Employment Land Position Statement (2024), as well as summarised throughout this document, the overarching aim of the IAMP is to provide additional land to meet the original objectives of the IAMP, namely the delivery of 7,850 jobs. However, as the types of industry falling within the Principal uses typically have lower job densities than other general industrial users and that those originally anticipated, it is considered that these jobs will be accommodated across a wider spatial area than originally envisioned within the existing AAP.

The international significance of the IAMP and the designation of the wider site as part of the North East Investment Zone requires the further expansion of the IAMP as outlined in the IAMP Employment Land Position Statement (2024). The Principal uses identified within the policy are consistent with the Investment Zone sectors and objectives.

7 This relates to the adoption of the existing IAMP AAP.

Questions relating to this section

Question 6: Do you consider that the allocation of additional land for the development of Principal uses is required?

Question 7: Do you consider the areas of land identified represents the most appropriate location for the additional employment land required?

Question 8: The Councils are also seeking views on the supporting evidence base, such as the IAMP Employment Land Position Statement (2024). Do you have any comments on the evidence presented in any of these documents?



5. Land use

In order to support the further development of the IAMP for appropriate uses, consistent with the vision and aligned to the North East Investment Zone designation, it is necessary to identify the Principal uses which will be acceptable across the site. Whilst acknowledging that the priority should be facilitating the development of the Principal uses, it is also considered necessary for the AAP 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 the automotive, advanced/green manufacturing and clean energy sectors. In all instances, it should be that any alternative forms of development are required to be located on the IAMP and are closely related to the Principal Uses.

Principal uses

Table 1: Principal Uses Definition

Those production activities or supply chain and distribution operations directly related to the advanced manufacturing, automotive excellence, green industries and clean energy sectors.

It is acknowledged that advanced manufacturing is a broad term. In relation to activities at the IAMP, it relates to the deployment of a range of technologies including:

- Automotive/green manufacturing;
- Precision/additive manufacturing;
- next generation electronics;
- nano-engineering; and
- design/management of supply chains.

The concept of Principal uses is central to the successful implementation of the IAMP and ensures that the site delivers the right type of development. It has been a key component of the IAMP since the adoption of the existing IAMP AAP in 2017. The Councils consider that it should continue to be at the centre of the IAMP's delivery.

The existing IAMP AAP sets out specific Principal uses. This was in order to ensure that the site would be for quality uses which build upon the existing strengths in automotive and advanced manufacturing and not dilute the IAMP with other forms of employment use which could be accommodated on other general employment sites. The Councils consider that this approach is still appropriate and should continue within the new AAP.

However, notwithstanding the above, it is recognised that there is a need to amend the Principal Uses to ensure that they align with key growth sectors identified within the designation of the site as part of the North East Investment Zone. It is therefore proposed that the existing Principal Uses are extended to also include

green manufacturing and clean energy. This is consistent with designation of the NE Investment Zone to stimulate growth of Advanced Manufacturing and Green Industries in line with national priority sectors.

Policy LU1: Land Uses

Development of the Employment Areas must be for the Principal Uses (as defined in table 1) for E(g)(iii), B2 and B8.

Some supporting uses including enabling services and infrastructure will also be acceptable where there is a clear link between the intended use and the Principal IAMP uses. It must be ensured that the scale of any supporting uses remains clearly ancillary to that of the Principal IAMP Uses across the site as a whole.

The North East Land Sea and Air Museums (NELSAM), as shown on the Policies Map, will be retained where viable as a visitor attraction, with proposals to enhance the existing attractions being encouraged.

Proposals for residential development will not be permitted.

Proposals for retail and leisure uses outside of the Hub (as shown on the Policies Map), will not be permitted.

Principal uses at the IAMP

This policy seeks to satisfy demand from the automotive and advanced manufacturing sectors and protect the IAMP AAP area from other uses such as general employment development, residential development and large scale retail or leisure uses. This will ensure the continued reputation of the IAMP as a renowned international centre for advanced manufacturing and automotive excellence.

The purpose of the upper floorspace limit identified within the existing AAP was to ensure that the development would not have a significant adverse impact upon the infrastructure network, in particular upon the strategic road network. However, it has become clear through early phases of development within the IAMP that the employment densities that were originally envisaged within the modelling work which underpinned the original AAP, were significantly higher than those that have been delivered in practice. Therefore, it is considered that a greater amount of floorspace could be delivered on the site whilst not having a significant adverse impact upon the infrastructure network. Further detail on this is set out within the IAMP Employment Land Position Statement (2024).

It is therefore proposed that the overall quantum of floorspace which will be permitted at the IAMP will be removed from the policy, which will allow the consideration of proposals on allocated development land on their own merits, taking account of their impact in combination with delivered and consented schemes as part of the planning application process on a case by case basis.

Secondary uses at the IAMP

The existing IAMP AAP limited the overall floorspace which can be delivered as supporting uses to 36,000sqm and restricted these uses to B1(a) and B1(b) development⁸. It is proposed that the new version of the IAMP AAP should be more flexible, in order to aid the evolving needs of IAMP operators and support the delivery of Investment Zone objectives. Therefore, the draft policy (above) has not sought to limited secondary uses in quantitative terms nor has it sought to restrict secondary uses to the aforementioned use classes. It is considered that this position is more proportionate and whilst the AAP will continue to prioritise the development of Principal uses, the Councils consider this approach will be less prescriptive on the form of supporting uses. However, the policy will still make clear that any supporting uses would need to be clearly linked to and ancillary to Principal uses on the site and need to be located on the IAMP for operational reasons. This will ensure that the IAMP will continue to be brought forward as a high-quality employment site primarily for the Principal uses and aligned to the area's designation as part of the North East Investment Zone, its sectors and objectives including the necessary enabling services and infrastructure.

North East Land Sea and Air Museum

Within the AAP area, the current North East Land Sea and Air Museums are present and are anticipated to remain on the site. The Councils consider that the North East Land Sea and Air Museums (NELSAM) should continue to be retained in their current location as a visitor attraction.

Residential development

The current AAP indicates that residential development should not be permitted within the IAMP. This is due to a potential conflict between delivering a high quality employment park and residential development. It is proposed that this restriction is retained within the new AAP.

Applicable leisure, retail and other main town centre development

The current AAP indicates that proposals for leisure, retail and other main town centre development should only be considered acceptable within the Hub, with the exception of some modest ancillary uses within the North Employment Area. It is considered that this approach should continue through the new AAP, however consideration will be given to the location of the Hub and the range of appropriate uses later in this report.

The ecological and landscape mitigation area

The existing IAMP AAP currently includes an indicative area identified as an Ecological and Landscape Mitigation Area (ELMA). The approach set out within the current AAP was predicated on the comprehensive delivery of the site using a DCO and the area identified for the ELMA was based on no net loss calculations.

As the site is no longer being brought forward through a DCO and there will be a requirement for future development to deliver mandatory Biodiversity Net Gain, it

8 Since September 2020, B1(a) and B1(b) now sit within Use Class E(g)(i) and E(g)(ii).

is considered that the current approach no longer provides the most appropriate mechanism to deliver the mitigation required. Instead, it is therefore proposed that the policies of the AAP are updated to be more flexible to respond to these changes, by requiring that appropriate levels of ecological and landscape mitigation are secured, but that the details of how this is achieved is to be informed by site-specific work undertaken and assessed during the planning application process. This will ensure that the necessary mitigation is secured as each phase of development is brought forward and the approach is consistent with the Development Management policies contained within the Councils' respective development plans. It is anticipated that the mitigation will require both on-site and off-site delivery.

Questions relating to this section

Question 9: Do you consider that the Councils' proposed approach to the North East Land Sea and Air Museums continues to be appropriate?

Question 10: Do you consider that the Councils' proposed approach to residential development continues to be appropriate?

Question 11: Do you consider that the Councils' proposed approach to applicable leisure, retail and other main town centre development is appropriate?

Question 12: Do you consider that the Councils' proposed approach to ecological and landscape mitigation is appropriate?

Question 13: Do you have any other comments about the proposed Land Uses Policy?

Question 14: Do you have any comments about the proposal to have no maximum floorspace threshold and for this to be considered through individual planning applications?

Question 15: Do you have any comments about having more flexibility between Principal and Supporting Uses?

Question 16: Do you have any additional comments to make on the proposed Mix of Uses policy?

6. The hub and ancillary uses

It is considered there is a need for a policy on the creation of a hub which could act as the location for retail, leisure and other applicable main town centre uses within the IAMP. This concept has been an established part of the existing IAMP. Its current location is shown in Figure 5 below.

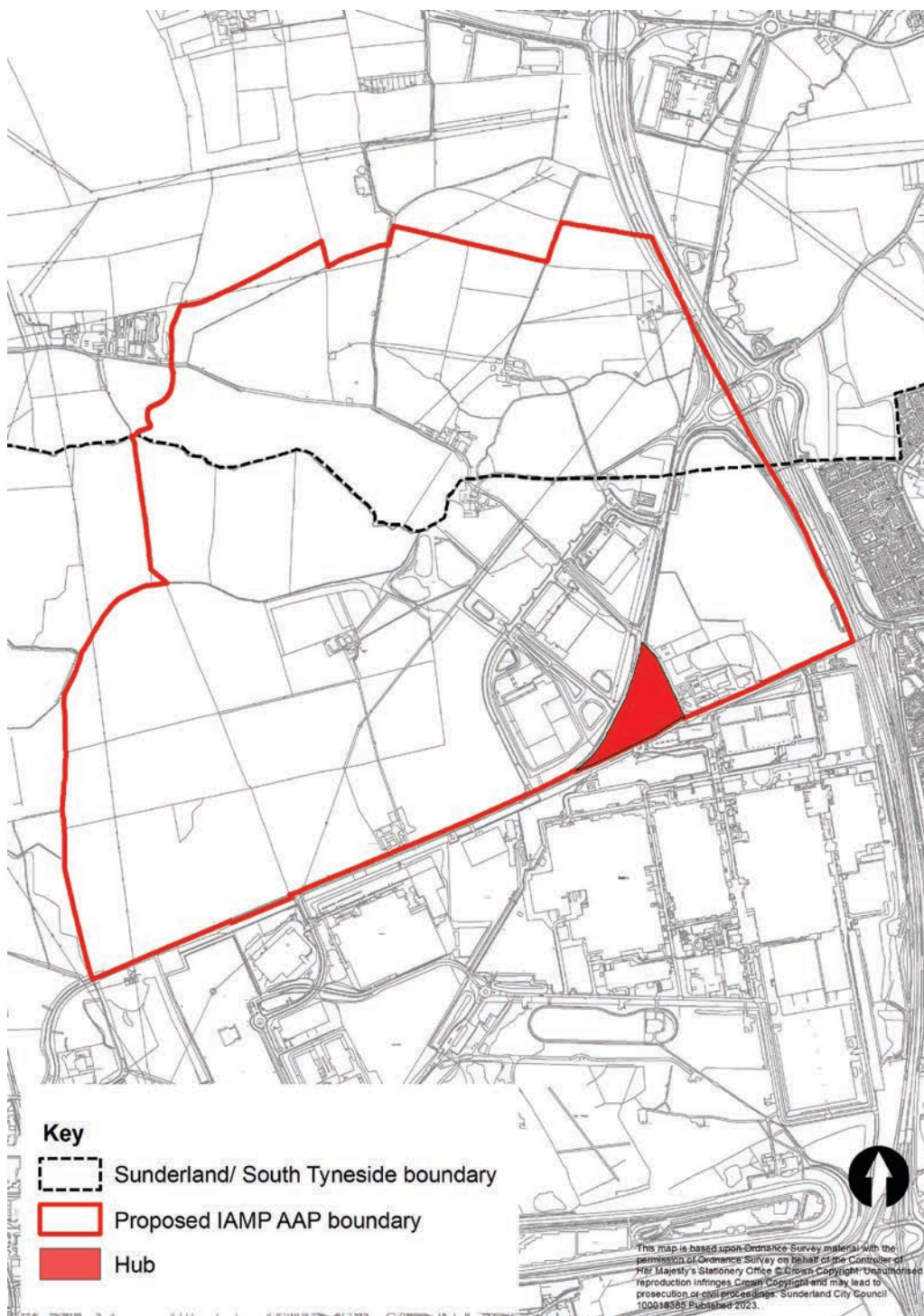


Figure 5: Location of the Hub within the proposed IAMP AAP area

Retention of the hub

The draft vision for the IAMP is for ‘a planned and sustainable employment location’ which mirrors the existing IAMP AAP. The Councils consider, that for this vision to be realised, the IAMP could continue to include ancillary uses to provide an attractive working environment and meet the needs of a skilled workforce. Ancillary uses could include retail, leisure and hotel facilities and space for education and training provision, and EV charging as appropriate to meet the vision and objectives for the IAMP.

Policy H1: The Hub and Ancillary Uses

- A. To support the development of the IAMP, the Hub (see figure 5) will be allocated for appropriate main town centre uses. The scale of development should be ancillary to the IAMP and support the wider functioning of the Principal uses at the site.
- B. Development for main town centre uses within the Hub will be subject to the impact assessment thresholds set out within national policy.
- C. The Hub should provide for higher density development compared to the surrounding employment uses in the IAMP, to enable a concentration of appropriate uses.

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 site and the residents of surrounding residential areas but are primarily to serve the employment uses.

Appropriate uses within the hub

The existing IAMP AAP sets out a list of acceptable uses and an upper limit on the permitted floorspace within the Hub. Whilst this does ensure that the scale of the hub remains appropriate and helps to mitigate against any potential adverse impact upon other designated centres, it is considered to be a too prescriptive approach which does not offer sufficient flexibility. It is therefore proposed that the policy within the new AAP will be less prescriptive with regard to the overall type and quantum of uses proposed, subject to any necessary sequential and impact assessments being undertaken as required in accordance with national policy.

Questions relating to this section

Question 17: Do you have any comments on the principle of the establishment of a Hub for retail, leisure and other applicable main town centre uses.

Question 18: Do you consider the existing hub location to be the most suitable location for retail, leisure and other applicable main town centre uses?

Question 19: Do you consider that there are other locations within the IAMP AAP redline area which would offer a more appropriate Hub location?

Question 20: Do you agree that a more flexible approach should be taken with regard to the proposed uses within the Hub and removing the cap on the size of these uses?



7. Design

It is considered that the IAMP AAP should include a policy on design to ensure that a high-quality employment park is delivered. The draft policy outlined below provides an outline of the Councils' proposed approach to ensure good design.

Policy D1: Design

- A. Proposals for the IAMP should demonstrate how they reflect the following key design principles:
- I. maximise the interface with Nissan as well as other strategic developments where appropriate and ensure effective movement between Nissan and the IAMP AAP area;
 - II. consider the development of plots using an 'open grid' to create a variety of plot sizes;
 - III. consider the principles of a hierarchical street network connected to existing roads and key transport corridors featuring a central boulevard and primary routes to prioritise access from the A19 and integrate the Northern Employment Area with service networks to encourage efficient movement;
 - IV. consider the design of drainage infrastructure which will need to be accommodated within the street network and ensure Sustainable Drainage Systems (SuDS) are placed effectively to enable effective water quality management;
 - V. consider the orientation of buildings along the primary routes to follow a common building line fronting on to the road;
 - VI. development to be sensitive to the River Don as a green infrastructure and ecological feature;
 - VII. have special regard to preserving and enhancing the significance, including any contribution made by their setting, of heritage assets within and in proximity to the site, including Scots 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;
 - VIII. have regard to the presence of the North East Land, Sea and Air Museums (as designated on the Policies Map) as a visitor attraction.
- B. In relation to the public realm, development should:
- I. have consideration to the key gateways into the site;
 - II. provide an effective environment for cyclists and pedestrians;
 - III. consider the provision of street furniture and landmarks to reinforce the identity of the IAMP;

- IV. provide consistent use of road and pavement materials to reinforce a clear street hierarchy;
 - V. provide, where considered appropriate, green and blue infrastructure at street level and use low-level lighting within and closer to sensitive ecological areas.
- C. In relation to sustainability, development should:
- I. where feasible, orientate buildings to make use of solar gain, with due consideration for overheating risks, and to optimise opportunity for solar panel use on buildings;
 - II. For major development, provide a Sustainability Statement setting out how the development incorporates sustainable resource management and high environmental standards;
 - III. For Large scale development (as defined in the supporting text), be supported by detailed masterplans or development frameworks.

Design principles

The draft policy above outlines the components that make up good design at the IAMP. In order for the vision of IAMP to be achieved, good design must be at the centre of consideration when embarking on the delivery on new development.

Movement within the IAMP

The importance of ensuring efficient movement at the IAMP is essential to ensuring the sound functioning of the site. 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. It will also be important that movement through active travel options and public transport is also improved and prioritised where possible.

Heritage and the IAMP

The IAMP will need to ensure that development ensures good design, especially as it relates to heritage assets. The Grade II listed Hylton Grove Bridge and its setting within the River Don corridor, together with the setting of other heritage assets in the vicinity of the IAMP AAP boundary should be considered as part of any development proposals. Any areas of archaeological significance should also be identified through a desk-based assessment and programme of archaeological fieldwork, with any significant remains protected, in accordance with the historic environment policies in the adopted development plans of both Councils.

The importance of orientation

The orientation of buildings within the IAMP should be carefully considered. Particularly, the importance of protecting the River Don corridor as an important aspect of the site. The IAMP AAP presents an opportunity to further safeguard and enhance the river corridor for the benefit of the local environment and ecological

features. This principle also seeks to steer development away from any areas which are at risk of flooding.

Public realm

This policy sets out the over-arching principles for addressing the key public realm elements of the masterplan, in order to deliver a scheme with a sense of place and which creates its own unique identity.

Sustainability

Both Councils have declared a Climate Emergency, and further growth at the IAMP presents an opportunity for development which enables a more efficient use of energy. This is considered important for reducing carbon emissions and limiting the use of finite natural resources. It is important that developments are designed to mitigate climate change, and to withstand its effects. In order to ensure that the energy efficiency of properties is maximised, where appropriate, the layout of developments should be designed to reduce dependence on energy for heat and lighting through maximising the southern orientation of buildings and enabling passive solar gain and the use of microgeneration technologies such as photovoltaic (PV) panels.

For major development a Sustainability Statement should be submitted which sets out how the development:

- is designed with regard given to sustainable development principles, taking into account the effects of climate change;
- delivers carbon reduction and energy efficiency levels required by relevant government guidance/schemes;
- reuses and recycles materials and other resources from all stages of development, design, demolition, construction and operation;
- maximises energy efficiency through internal and external layout, orientation, massing, materials, insulation, heat recovery, construction techniques, natural ventilation, shading and landscaping;
- protects existing water and sewage infrastructure. Where development increases the demands for off-site service infrastructure, it must be demonstrated that sufficient capacity already exists or that extra capacity (or a financial contribution towards capacity) will be provided; and
- will connect to/or be ready to connect to any forthcoming decentralised heat or energy scheme, where feasible.

Masterplans and development frameworks

Masterplans or development frameworks should be prepared for large-scale development. For clarity, large-scale development within the context of this policy is considered to be that which exceeds 5 hectares. This will ensure that development creates high quality sustainable places based on sound urban design principles. Design codes should also be prepared for large-scale, phased development and accompany related outline planning applications.

Questions relating to this section

Question 21: Do you have any comments on what the design policy should include?

Question 22: Do you have any comments on the draft design policy.

8. Highways and transport infrastructure

The location of the 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 safeguarded Leamside Line runs within close proximity of the site and a business case is being developed to introduce Metro services to the line, which present an opportunity to improve rail connectivity to the site. Both heavy and light rail options will be considered.

The local and strategic road network, including the A1290 and A19 have recently seen significant investment to improve capacity and journey times, including the grade separation of the Testos junction and a major upgrade to the Down Hill Lane junction.

The continuing development of the IAMP will generate additional traffic corresponding to the significant level of employees and freight movements, which may require further improvements to the highway network in addition to those which have already been delivered. The Councils have commissioned a detailed Transport Assessment to fully understand the impacts upon the network and to identify any additional mitigation required, and if required, when the need for this will be triggered.

The existing AAP identifies a range of transport infrastructure which will be delivered as part of the IAMP. It is proposed that this will be updated to reflect the outcome of revised modelling work, with any necessary mitigation schemes set out within the policy to be delivered at the appropriate time. The Infrastructure Delivery Plan will be updated to set out how and when the necessary infrastructure will be delivered.

It is proposed that the AAP will continue to prioritise public transport, active travel and low carbon transport modes where possible and also to place further emphasis on the delivery of electric vehicle charging infrastructure.

Policy T1: Transport

Transport Improvements

- A. Development will be expected to contribute towards any necessary transport improvements and mitigation measures at the appropriate time, as set out within the Infrastructure Delivery Plan.

Transport Assessment

- B. Development proposals should be accompanied by a Transport Assessment to:
 - i. assess which specific highways improvements or sustainable transport solutions are necessary to ensure the acceptability of the proposals in planning terms and to ensure comprehensive development of the IAMP

Framework Travel Plan

- C. Development proposals should be accompanied by the submission of a Framework Travel Plan, which should:
- I. ensure that the development is acceptable in transport sustainability and accessibility terms; and
 - II. be implemented in accordance with the approved Framework Travel Plan.

Walking and Cycling

- D. To promote walking and cycling, development should:
- i. ensure that any junction/highway measures and any new roads are designed to safely integrate potential pedestrian and cycle movements in accordance with the latest design standards. New routes should seek to ensure that they reflect pedestrian/cycle desire lines and are of a high quality;
 - ii. ensure that roads and spaces are designed to consider the needs of all types of users, including vulnerable highway users, so that conflict between road users and vulnerable users is minimised;
 - iii. include appropriate cycling facilities, such as parking, showers and storage, as part of new developments;
 - iv. include opportunities for new cycle routes and signage, and schemes to incentivise staff to use them; and
 - v. provide for improved connections along Follingsby Lane, which will be restricted to use for local access.
- E. Safe access to the open space within the IAMP will continue to be ensured for horse riding through the provision of bridleways linked to the wider bridleway network.
- F. Where new routes abut agricultural land, appropriate measures to deter public access to agricultural land must be incorporated.

Public Transport

- G. The enhancement of public transport will be supported through the following:
- i. Prioritising local bus services to surrounding areas and areas across Tyne and Wear and other appropriate locations;
 - ii. Prioritising the need for bespoke services to accommodate shift change patterns; and
 - iii. Supporting appropriate bus priority measures on key routes entering the IAMP.

Parking

- H. Development must ensure that a car parking management strategy is provided in accordance with the relevant Council parking standards.

- I. Development proposals should also address the following:
 - i. incorporate a car parking management plan based on accessibility criteria and need;
 - ii. make provision for accessible parking spaces;
 - iii. make provision for off-street parking;
 - iv. ensure that sufficient provision is made for lorry parking to take account of highway safety and avoidance of congestion on the road network;
 - v. make provision for car and bicycle electric charging points within parking areas across the site; and
 - vi. consider the introduction of a mobility hub with cycle/car club facility for the IAMP site.

Acceptable Development

- J. Consent shall not be granted for development that:
 - i. adversely affects the safe and efficient operation of the local or strategic highway networks; or
 - ii. compromises the delivery of the highway improvements set out in criterion A; or
 - iii. prejudices the comprehensive development and delivery of the IAMP as a whole.

Infrastructure Delivery Plan

An Infrastructure Delivery Plan (IDP) will be prepared for the Regulation 19 version of the draft IAMP AAP. Once this has been prepared a list of required strategic transport priorities will be outlined in the draft policy above.

Transport assessment

Transport Assessments will be required for any development which will impact the highways network. This should outline all the relevant transport issues relating to the proposed development. In alignment with national planning policy, these should identify measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed to deal with the anticipated transport impacts of the development.

Framework travel plans

Framework Travel Plans should be provided to demonstrate how the integration and promotion of sustainable travel choices and transport methods will be achieved, including Walking, Cycling, Public Transport.

Walking, cycling and horse riding

The creation of good quality pedestrian and cycle links through the site which are connected with the surrounding area is an important element of the overall strategy for the site. Walking and Cycling can have positive health and wellbeing benefits for visitors and employees at the IAMP. Therefore, the policy seeks to encourage pedestrian movement and interaction between developments within the IAMP, and 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.

Public transport

Public transport is considered key to the future sustainability of the IAMP. The Councils consider that IAMP continues to offer an opportunity for developments to be located within close proximity of bus services that will assist in encouraging travel to and from the site by public transport, which in turn will contribute towards alleviating traffic congestion along the A1290 and A19. There are currently bus services linking to the IAMP and the Councils are committed to working with key stakeholders to improve these bus services and supporting new Metro services in close proximity along the Leamside Line. A new vehicular crossing will also be required to provide access to the northern employment area as the existing Grade II listed Hylton Grove Bridge over the River Don is not of a sufficient standard to accommodate the anticipated IAMP traffic.

Parking

Ensuring appropriate levels of parking is vital if operational and market needs are to be met and the impacts of the development are to be alleviated. However, a pragmatic approach is required as 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.

Questions relating to this section

Question 23: Do you agree with the proposed approach to the content of the Highways and Transport Policy as outlined above?

Question 24: Do you have any other comments on what should be included in the proposed Highways and Transport Policy

9. Infrastructure provision

Utilities and telecommunications services are of significant importance to the successful delivery and operations on the IAMP. As set out earlier, the Councils will prepare an updated IAMP Infrastructure Delivery Plan which will be published alongside the Regulation 19 stage AAP. This will set out a list of required strategic infrastructure to enable the delivery of the IAMP.

Infrastructure provision

There has been a significant level of infrastructure provision developed at the IAMP since the adoption of the existing IAMP AAP. This includes the delivery and/or diversion of telecommunications, gas, water and power supply infrastructure.

An £11m diversion of National Grid overhead power lines has been completed in order to enable land for the gigafactory under construction. A 40mva power supply has been energised at the IAMP site along with a private energy Microgrid being developed providing the potential of a further 255mva of power at the IAMP.

Policy I1: Infrastructure Provision

Where considered appropriate, development will be expected to provide or contribute towards the provision of:

- I. Connection to new water, gas and electric utility services to enable occupiers to apply for, and obtain, utility connections to their premises. This may require connections to be made with utilities infrastructure outside of the AAP boundary;
- II. New/improved telecommunications and broadband services networks to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required; and
- III. the provision of low carbon and renewable energy systems should be explored where appropriate.

Wind energy

The IAMP Infrastructure Delivery Plan (IDP) will set out the level of strategic infrastructure needed to successfully implement the site. At Regulation 19 stage, this policy will be updated to reflect the outcomes of the IDP.

Policy I2: Wind Energy

New wind energy developments in support of the Principal uses will be supported within the areas shown on the map in Appendix 2, subject to proposals being able to demonstrate that there would be no unacceptable adverse impacts upon the following:

- i. The built environment including heritage assets;

- i. The built environment including heritage assets;
- ii. The natural environment including the water environment, green infrastructure and biodiversity assets, such as designated sites, protected species and priority habitats and species;
- iii. Cumulative, indirect, and direct impacts on the landscape and Green Belt;
- iv. Neighbouring land uses and developments including adverse impacts on amenity by virtue of noise and visual intrusion.

Any unacceptable adverse impacts, such as noise nuisance, shadow flicker, overshadowing or overbearing, and interference with telecommunications, air traffic operations and MOD safeguarding areas should be satisfactorily mitigated.

Proposals which would involve the repowering of existing turbines within the AAP area will be supported.

The IAMP site will contain a number of significant energy users and therefore it is important to provide a policy framework which supports businesses to generate their own energy supply on-site through renewable sources.

The Councils also recognise the importance of increasing the amount of energy generated from renewable energy which is aligned to the Sunderland Low Carbon Framework and Action Plan and the Sustainable South Tyneside climate change strategy and action plan.

Whilst the benefits of renewable energy generation on the site are significant, it is important site-specific considerations should be considered as part of the planning application process to ensure that there would be no unacceptable adverse impacts resulting from the development. If any adverse impacts are identified, suitable mitigation should be put in place to ensure that these impacts are made acceptable.

Questions relating to this section

Question 25: Do you have any questions on the scope of the proposed infrastructure provision policy?

Question 26: Do you agree with the proposal to designate areas within the IAMP AAP as potentially suitable for wind energy development?

10. Flood risk and Water Management

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.

Policy FR1: Flood Risk and Water Management

- A. Development should seek to reduce the causes and impacts of flooding. To address drainage and flood risk, development proposals should therefore:
- i. provide a detailed Flood Risk Assessment (FRA) and Water Framework Directive Assessment where necessary.
 - ii. provide a surface water drainage strategy which complies with national design standards and local policy.
 - iii. provide Sustainable Drainage Systems (SuD) capable of ensuring that run-off from the site (post-development) does not exceed corresponding greenfield rates, minimises pollution, provides multifunctional benefits to wildlife, landscape and water quality and is effectively managed with clear ownership in place.
 - iv. evidence that sufficient capacity, both on and off-site, in the foul sewer network to support development exists. Where there is insufficient capacity, plans for the sewer upgrades must be delivered prior to the occupation of development within the IAMP.
- B. A new bridge will be required over the River Don, the design of which 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.
- C. Development should evidence that sufficient capacity, both on and off-site, in the foul sewer network to support development exists. Where there is insufficient capacity, plans for the sewer upgrades must be delivered prior to the occupation of development within the IAMP.

Flood risk assessment

It is considered that as general practice, development proposals should be accompanied by a detailed FRA prepared in accordance with the requirements and guidance set out in the NPPF and Planning Practice Guidance (PPG). The principal and supporting uses are likely to be categorised as less vulnerable under the PPG. A Strategic Flood Risk Assessment has been undertaken which has been published as part of the evidence base.

Sustainable urban drainage systems and drainage strategies

SuD are an established method for drainage management. It is considered that these should continue to be a planning policy requirement. Development will be expected to comply with the latest local, regional or Government Sustainable Drainage Systems design standards and applicants should provide a Drainage Strategy where required.

Water framework directive

It is considered a Water Framework Directive Assessment should also feature as part of the policy outlining in what circumstances an assessment would be required, in alignment with guidance published by the Environment Agency to demonstrate that the scheme complies with the Directive's objectives and does not compromise the existing water environment qualities.

Bridge over the River Don

The structure which will carry the new access road across 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.

Sewerage capacity

Development of the IAMP will place additional demands upon the local sewerage network and therefore it should be ensured that any necessary upgrades are delivered at the appropriate time. Any necessary upgrades required as a result of the proposals will be set out within the Infrastructure Delivery Plan.

Questions relating to this section

Question 27: Do you have any questions on the scope of the flood risk policy?

11. Landscape

Policy L1: Landscape

- 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, development proposals should:
- I. minimise the visibility of the development from the A19 and maintain an appropriate landscape buffer;
 - II. use design and landscaping measures to reduce the impact of development along public rights of way;
 - III. incorporate a landscape buffer 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. Development proposals must include a landscape and visual impact assessment which demonstrates an understanding of the likely significant effects of the proposed development. The assessment will influence the design of the proposals to ensure potential adverse effects are prevented or minimised.

Landscape visual impact assessment

Landscape and visual impact assessments are considered a useful tool in determining the impact of a development on landscape assets as well as ascertaining the wider visual impact. Consequently, it is considered that a Landscape and Visual Impact Assessment should be provided by the applicant, which is consistent with the approach taken within the current IAMP AAP.

Defensible boundaries

The policy approach seeks to minimise the impact of the IAMP on the surrounding landscape, take opportunities to enhance the 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 the impacts of the 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.

Importance of planting

New planting, in particular along the edges of the development should 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.

Special landscape characteristics

The areas surrounding the IAMP have some special characteristics. Therefore, the policy outlines a positive approach to the protection and enhancement of the natural and built environment, including the 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 towards Boldon Downhill and Penshaw Monument, and important panoramic views such as those from Penshaw Monument.

Questions relating to this section

Question 28: Do you have any comments regarding the proposed principles set out above with regard to the new Landscape policy?

Question 29: Do you consider the approach to Landscape and Visual Impact assessment (as outlined above) remains appropriate?

Question 30: Do you consider the approach to ecological and landscape mitigation set out above, including removal of a specific identified ELMA is now appropriate?

Question 31: Do you have any other comments on the approach to the proposed landscape policy?

12. Ecology and biodiversity

An appropriate approach to the natural environment is considered important to the continued successful delivery of the IAMP. These requirements will be complementary and additional to those previously set out within the landscape policy.

EB1: Ecology and Biodiversity

- A. In order to protect and enhance the biodiversity of the IAMP, development should:
- I. avoid, minimise and mitigate or compensate any adverse impacts on biodiversity and ecology;
 - II. maintain and enhance the River Don as a functional wildlife corridor, through improvements to its water quality and geomorphology, and through the implementation of an appropriate ecological buffer along the River Don corridor and around Local Wildlife Sites (with the exception of the new bridge crossing);
 - III. design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits;
 - IV. restrict or minimise public access to areas of ecological sensitivity; and
 - V. take account of existing wildlife corridors and stepping stones within the IAMP AAP area and the linkages to the wider network to ensure that retained and created habitat areas establish and maintain coherent ecological networks.
- B. To support proposed development, an Ecological Impact Assessment should be undertaken and submitted in support of development proposals. Ecological mitigation measures should be designed in conjunction with landscape and drainage specialists (where applicable), to maximise the ecological value of landscape planting and drainage features. Proposals must include an appropriate long-term Management and Maintenance Plan that will ensure long-term ecological value is maintained.

Preserving ecology and biodiversity value

The policy seeks to protect and enhance the ecological value of the IAMP and encourage development based on sound sustainability principles. A sequential process should be adopted to avoid, minimise, mitigate and compensate for ecological impacts in accordance with the mitigation hierarchy. Priority should be given to mitigating the ecological impacts as close to the site as possible.

Wildlife corridors

The policy seeks to limit the impact on the ecological features within the IAMP AAP area 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.

Ecological impact assessment

Ecological Impact Assessments are considered important tools to understand the impact of development on the ecology of the site and its wider context. As a consequence, it is therefore required that these are undertaken and submitted in support a planning application for any development proposals. Ecological Impact Assessment should be integrated into the Environmental Statement/Environmental Impact Assessment, where this is required. This will ensure that potential impacts are prevented or mitigated and/or compensated where mitigation is not feasible. Ecological mitigation measures could be designed in conjunction with landscape and drainage specialists (where appropriate), to maximise the ecological value of landscape planting and drainage features.

Biodiversity net gain

The Environment Act (2021) outlines the requirement for delivery of at least a 10 percent Biodiversity Net Gain (BNG). In accordance with national guidance, BNG should be delivered on-site wherever possible however, due to the scale and nature of development proposed, it is acknowledged that a significant proportion of the net gain is likely to be provided off-site.

Questions relating to this section

Question 32: Do you consider that the principles set out above should be incorporated into the proposed Ecology and Biodiversity Policy?

13. Green infrastructure and green belt

An appropriate planning policy approach to green infrastructure should be set out within the new IAMP AAP. The draft policy below outlines the main green infrastructure principles to support the continued development of the IAMP.

G1: Green Infrastructure and Green Belt

- A. Opportunities to strengthen existing green infrastructure corridors within IAMP AAP and links to the wider green infrastructure network in Sunderland and South Tyneside will be supported.
- B. Development that would sever or significantly reduce green infrastructure corridors will not normally be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts and suitable mitigation and/or compensation is provided.
- C. To provide green and open spaces for recreational use, development must:
 - i. incorporate a minimum 50m wide buffer from the riverbanks on both sides along the River Don (to maintain a total minimum 100m wide corridor), linking with the wider Green Infrastructure corridor to the east and west beyond the Plan boundary, and allow recreational access within this buffer where there is low risk of harm to ecological features;
 - ii. retain and enhance existing mature trees, woodland and hedgerows around the edges of the development, along the River Don and east of Elliscrope 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.

Green Belt

- D. In assessing development proposals, development that is inappropriate in the Green Belt will not be approved except in very special circumstances.
- E. Development in the Green Belt will be permitted where the proposals are consistent with the exception list in national policy subject to all other criteria being acceptable.

River Don

In addition to the above, the Councils consider that the main green infrastructure corridor along the River Don is an important aspect of the IAMP. The existing IAMP AAP outlines that this corridor 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 features. The Councils consider that these principles, as they relate to the River Don green infrastructure corridor, remain appropriate and should be incorporated into the new IAMP AAP.

Mature trees, woodland and hedgerows

It is considered that Woodlands, hedgerows and mature trees play an extremely important role in defining the landscape as well as having positive environmental value. Moreover, existing trees are a valuable resource for assisting in mitigating the impacts of climate change and supporting adaptation and their retention should be considered a priority.

Green linkages and informal green spaces

Within the IAMP, green links should 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 employees and local residents.

Questions relating to this section

Question 33: Do you consider that the green infrastructure principles outlined above remain appropriate?

Question 34: Do you have any additional comments on the green infrastructure principles and suggestions for other principles which could be incorporated into policy?

Question 35: Do you consider the approach to the River Don corridor appropriate?

Question 36: Do you have any other comments on the approach to the green infrastructure policy?

14. Amenity

An appropriate planning policy approach to amenity should be set out within the new IAMP AAP.

Amenity principles

It is considered that the draft planning policy should take account of amenity considerations including noise, traffic, odours and dust during the construction and operational phases of the IAMP. It should recognise the importance of taking account of the amenity of surrounding uses. This approach would align with the NPPF which seeks to ensure new development is appropriate for its location and does not give rise to unacceptable levels of pollution. These considerations have been incorporated into the draft policy below. The policy also seeks to ensure that development does not result in any harmful or cumulative impact on air quality, noise, odours and dust.

Policy A1: Amenity

- A. Proposals should not adversely impact the amenity of neighbouring occupiers and residents. Development must:
 - i. take account of the amenity of surrounding uses during the construction phase and business operations;
 - ii. seek to minimise disturbances caused by noise, odours or visual intrusion; and
 - iii. seek to minimise the impact of noise and air pollution in line with national guidelines.
- B. A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required.

The importance of neighbouring occupiers

New development should take into account the amenities of adjoining properties, with particular attention being paid to the scale of new buildings in relation to existing surrounding development, daylight, sunlight effects, siting, elevational treatments and the use of appropriate materials development must incorporate remediation and management measures. Cumulative impacts should also be considered. Any new developments will be expected to follow the “agent of change” principles (i.e. person or business responsible for the change must also be responsible for managing the impact of the change).

Construction environment management plan

The submission of an appropriate Construction environment management plan should be submitted to ensure that any potential adverse impacts during the construction phase can be managed. It is considered that this still remains appropriate.

Questions relating to this section

Question 37: Do you consider that the amenity principles outlined above remain appropriate?

Question 38: Do you consider that reference to the requirement of a Construction Environment Management Plan remains appropriate?

Question 39: Do you have any other comments on the approach to the amenity policy?

15. Implementation

It is important that the site is delivered in a comprehensive way and that any necessary mitigation is secured and delivered at the appropriate time. The Councils therefore consider that a planning policy which relates to implementation is required.

Policy IM1: Implementation

Where considered necessary, development will be expected to contribute towards the provision of:

- I. Measures to directly mitigate the impacts of the development and would make it acceptable in planning terms;
- II. Delivery of essential infrastructure identified in the IAMP IDP

In seeking any such contributions, regard will be had to scheme viability and other material considerations.

Securing mitigation

It may be necessary to secure planning contributions from applicants to ensure that any impacts of development are sufficiently mitigated. This policy establishes the principle that any mitigation can be secured via developer contributions (in the form of planning obligations) or planning conditions where appropriate. In seeking any such contributions, regard will be had to scheme viability and other material considerations.

Phasing strategy

As is typical with sites of the scale of the IAMP, it is anticipated that the development will continue to take place over a number of years in phases. A Phasing Strategy should be provided to support applications of significant scale to clearly show when each stage will come forward for development. This will help to identify when any trigger points are likely to be reached for the delivery of enabling infrastructure.

Mitigation strategy

It is considered the policy should include the requirement for the applicant to provide a mitigation strategy, bringing together all forms of mitigation being delivered as part of the development, where this is considered necessary by the decision maker. This would replicate the existing IAMP AAP.

Questions relating to this section

Question 40: Do you consider the above approach to securing mitigation via developer contributions (in the form of planning obligations) or planning conditions appropriate?

Question 41: Do you consider the approach to the phasing strategy as set out above appropriate?

Question 42: Do you consider the approach to the mitigation strategy as set out above appropriate?

Question 43: Do you have any other comments on the approach to the implementation policy?

16. Evidence base and monitoring

The Councils are also consulting on the assembled evidence base and SA/SEA. To date relevant documents are:

- The International Advanced Manufacturing Park Employment Land Position Statement (2024): Amongst other matters, this document outlines an updated demand case for applicable employment land at the IAMP. It outlines there is a need to expand the IAMP based on the assumptions underpinned in the document.
- Sustainability Appraisal/Strategic Environmental Assessment (2024): provides a full SA/SEA assessment and also includes the Strategic Environmental Assessment. A Scoping Report is also provided as an appendix to the SA document.
- Habitat Regulations Assessment Screening Report (2024): This demonstrates a screening exercise to ascertain whether the proposals are likely to have an adverse impact upon nearby European designated sites. The report concludes that it is not expected that there will be any impacts and that the AAP is screened out from further assessment.
- Green Belt and Safeguarded Land Release Justification Report (2024): Sets out justification for the release of part of the Sunderland Core Strategy and Development Plan Safeguarded Land (AA1) and part of the Tyne and Wear Green Belt (AA2) to meet the needs of the IAMP associated with evidence derived from the IAMP Position Statement (2024).
- Strategic Flood Risk Assessment (2024): Sets out a NPPF compliant SFRA for the IAMP APP site.
- Wind Energy Evidence Paper (2024) - Sets out the methodology used for identifying sites potentially suitable for wind energy development.

Monitoring

The Councils will continue to monitor and review the policies of the AAP as part of the Authority Monitoring Report (AMR). Consideration will also be given to the latest intelligence regarding the supply and demand for employment land within the IAMP, with a view to a future review of the Plan as appropriate to meet any additional employment demand that may emerge in the future. This could include a future review of the IAMP boundary.

A monitoring framework will be prepared and published as part of the Regulation 19 consultation on the draft AAP.

Issues not considered

The Councils consider the proposed criteria and themes outlined above are comprehensive. Notwithstanding this, if you consider there are any other matters or themes not addressed within this AAP, we would be happy to hear your views.

Questions relating to this section

Question 44: Do you have any comments on the evidence base prepared to date?

Question 45: Do you have any comments on what the IAMP AAP should contain which may have not been outlined in this document?

Question 46: Do you have any other views or comments about what the IAMP AAP should contain?

17. Consultation

This first draft of the AAP (Regulation 18) includes a number of proposed policies to address key issues and options which have been identified.

The councils are undertaking an eight week consultation on the proposals commencing on the 29 July 2024 and closing on 23 September 2024. You can respond to the consultation either by emailing your response to:

PlanningPolicy@sunderland.gov.uk

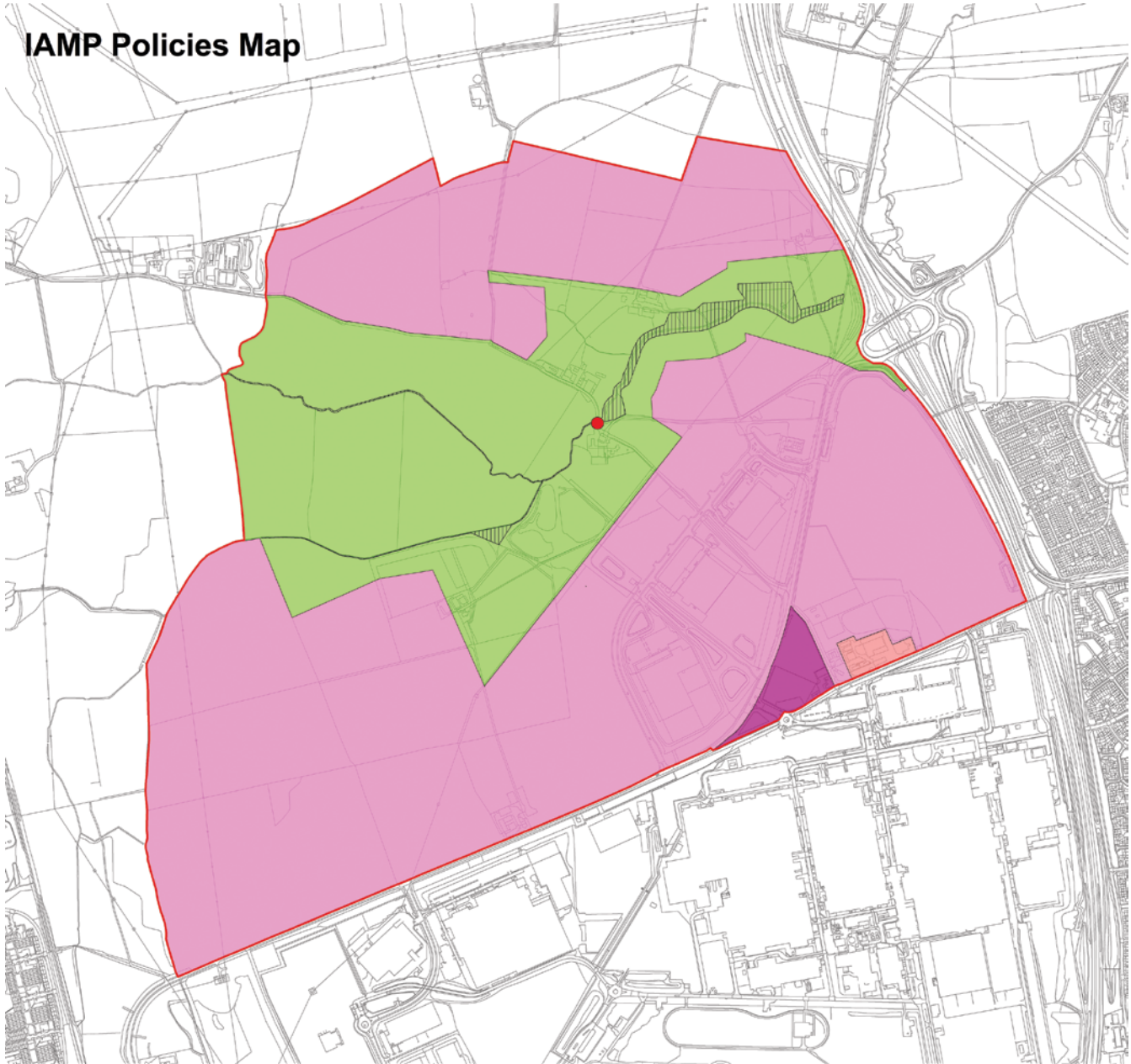
If you wish to respond via letter, please send your correspondence to:

Planning Policy Team,
Sunderland City Council
City Hall, Plater Way,
Sunderland
SR1 3AA








Although the IAMP AAP is a joint document which will form the Development Plan for both Sunderland and South Tyneside councils, Sunderland City Council is administering the consultation. Therefore, please ensure that all responses are sent to the addresses identified above. Responses received will be considered by both councils when updating the plan.

Appendix 1:

IAMP AAP Draft Policies Map



Key

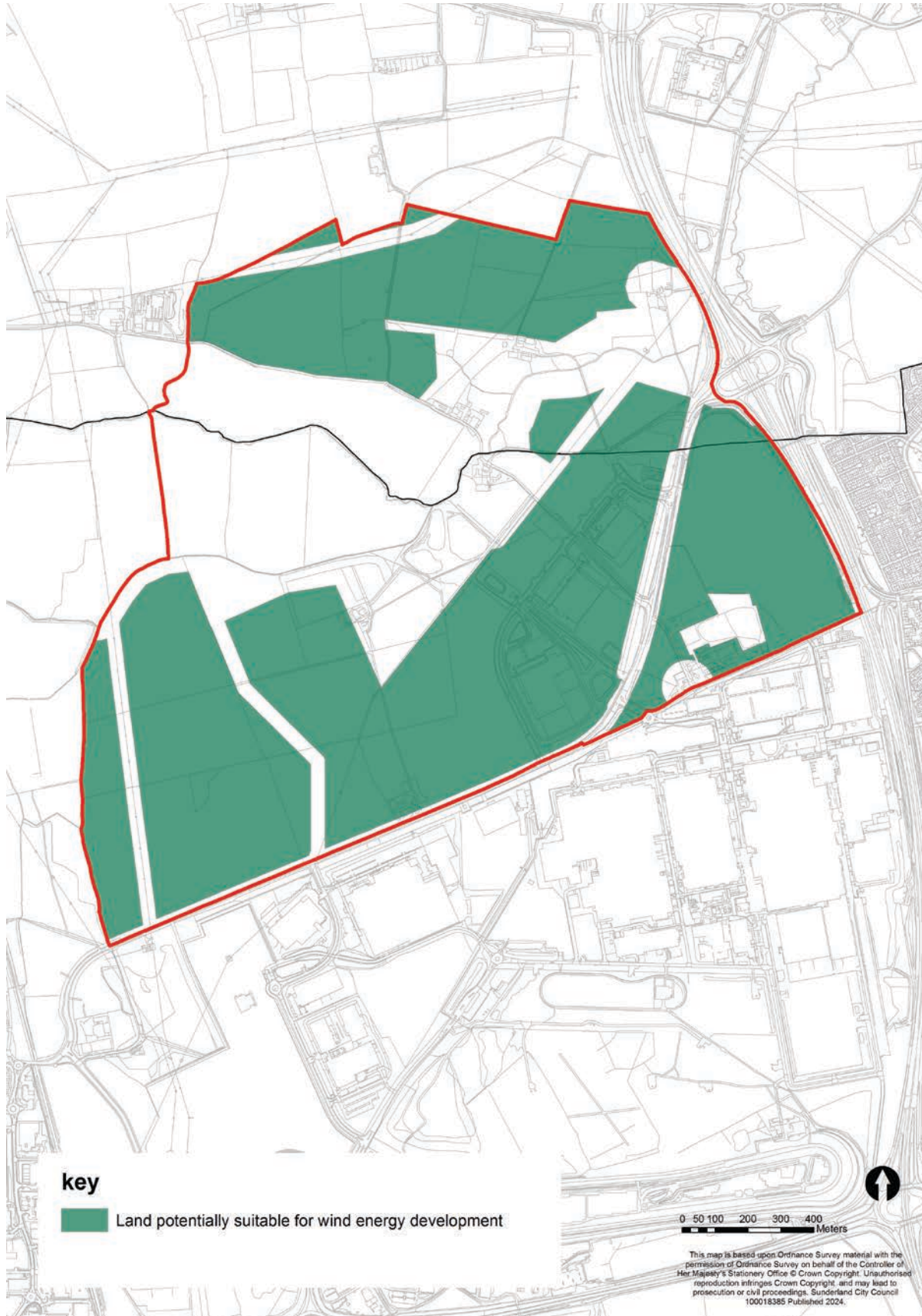
-  Proposed IAMP AAP boundary
-  Employment Land (Policy SS1)
-  Hub (Policy H1)
-  North East Land Sea and Air Museums (Policy LU1)
-  Green Belt (Policy G1)
-  Listed Building (Policy D1)
-  Local Wildlife Site (Policy EB1)



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sunderland City Council 100018385 Published 2024.

Appendix 2:

Potentially suitable locations for wind energy development



Appendix 3:

Glossary

BNG - Biodiversity Net Gain

CSDP - (Sunderland) Core Strategy and Development Plan

DPD - Development Plan Document

IAMP - International Advanced Manufacturing Park

IAMP LLP - International Advanced Manufacturing Park Limited Liability Partnership

IZ - Investment Zone

IDP - Infrastructure Delivery Plan

LPA - Local Planning Authority

NPPF - National Planning Policy Framework

PPG - Planning Practice Guidance

SA - Sustainability Appraisal

SEA - Strategic Environmental Assessment

SCC - Sunderland City Council

STC - South Tyneside Council

SuDS - Sustainable Drainage System

The councils - Sunderland City Council and South Tyneside Council

UDP - Unitary Development Plan

**Sunderland
City Council**



South Tyneside Council