

**Sunderland
City Council**



South Tyneside Council

Infrastructure Delivery Plan

International Advanced Manufacturing Park

Area Action Plan

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1. Introduction

What is the IAMP

This document is the draft Infrastructure Delivery Plan (IDP) for the joint (Sunderland and South Tyneside) International Advanced Manufacturing Park Area Action Plan (IAMP) (AAP). It supports the IAMP's delivery.

The IAMP is located near Nissan Motor Manufacturing UKs (Nissan) Sunderland Plant. The IAMP provides a bespoke world class environment for the automotive and advanced manufacturing sectors. The overarching aim of the IAMP is to deliver 7,850 headcount jobs over the lifetime of the project.

The IAMP has an existing IAMP AAP, which is supported by an IDP which was prepared alongside the document. The intention is that the current AAP will be replaced by the emerging IAMP AAP, once adopted.

A Regulation 18 consultation was undertaken on a new draft IAMP AAP between July 2024 and September 2024. This draft IDP has been prepared to support the Regulation 19 version of the new draft IAMP AAP and would replace the current IDP. All representations to the draft IDP will be reviewed and will inform a subsequent IDP update.

Why Plan for Infrastructure

In order for the IAMP to be a success, it will need to be delivered alongside sufficient infrastructure. The IAMP AAP sets appropriate planning policy basis for the provision of infrastructure. This IDP outlines

- What is required;
- When it is required;
- The likely cost; and
- How it will be funded.

This is a strategic document and does not provide comprehensive detail on every infrastructure project being planned within the IAMP. Its role is to set out the essential infrastructure projected to be needed to deliver the objectives of the IAMP AAP. Any infrastructure requirements identified as a result of the content of the draft IAMP AAP are included within this delivery plan.

What is Infrastructure

Infrastructure can be defined by the following definition "*the basic systems and services, such as transport and power supplies, that a country or organisation uses in order to work effectively*". As a consequence, infrastructure is critical to the successful functioning of development. It is therefore significant to successful plan making.

Infrastructure is usually categorised into physical, social and environmental infrastructure. It is commonly understood to include:

- Highways

- Cycling, Walking (Active Travel)
- Public Transport and Rail Freight
- Drainage and Water
- Telecommunications
- Power (Electricity and Gas Supply)
- Waste
- Landscape and Ecology
- Flood Risk
- Health – Not applicable to the IAMP
- Social Care - Not applicable to the IAMP
- Education - Not applicable to the IAMP
- Coastal Management - Not applicable to the IAMP

The Planning Act (2008), as amended by the Localism Act (2011), also defines infrastructure to include sporting and recreational facilities, and open spaces.

Notwithstanding the above, given the nature of the IAMP as a world class destination for automotive and advanced manufacturing, some aspects of the above list of infrastructure identified above are not required at the IAMP.

It is recognised that infrastructure is not limited to the above categories and other types have been discussed within the document, where appropriate. It should be noted that this document is not a comprehensive commentary of all types of potential infrastructure and instead focused on those types that are most closely linked to the strategic development of IAMP as a world class industrial destination.

The infrastructure needs of an area (such as the size and scope of the IAMP AAP area) can be influenced by a number of factors, such as the level of demand associated with the likely occupiers. However, there is a reasonable level of certainty, given that much of the IAMP is consented. The updated IAMP AAP will allow for more flexibility for industrial sectors, linked to the designated Investment Zone uses and remove the some constraints on development imposed by the existing IAMP AAP, in particular the maximum permitted scale of development at 392,000 square metres.

Current Position

It should be noted that the majority of the site is already subject to some form of planning consent or has planning applications currently under consideration by the respective Local Planning Authorities (LPAs). The table below outlines the current stock of planning applications.

Table 1: Significant Planning Applications

Planning Application	Site	Status	Description
18/00092/HE4 (19/00280/REM)	Plots 3, 4, 5 and 6	Approved	Hybrid application for the area formally known as IAMP One. It covers plots 3,4,5 and 6. Plot 3 has

and (19/00245/REM	(Formally part of IAMP One)		delivered 21,856 square metres (GIA) and is now occupied by automotive supplier SNOP (via hybrid application 18/00092/HE4). In addition, plots 5 and 6 have been delivered. This comprises some 11,471 (rounded) square metres (GIA) (via 19/00280/REM). In addition, plot 4 has delivered some 11,400 square metres (GIA) (via application 19/00245/REM) and is occupied by Faltec.
21/02807/HE4 & ST/1172/21/FUL	Northern Employment Area	Approved	Hybrid cross boundary application for 168,000 sqm of industrial and storage floorspace predominantly in the Northern Employment Area and supporting infrastructure works. Outline consent is in place for the industrial floorspace, whilst full planning consent is in place for the infrastructure works. This includes the dualling works to the A1290 which are under construction.
21/01764/HE4	Gigafactory Plant 2	Approved	The development of a 108,615 sqm gigafactory for the production of batteries for electric vehicles with ancillary offices. Under construction.
24/00723/FU4	Gigafactory Plant 3	Approved Subject S106	The development of a further gigafactory for the production of batteries for electric vehicles, a packing plant and ancillary offices. The development comprises of 194,783 sqm of overall floorspace.
24/01705/HE4	Land to the North of Nissan and East of the A1290	Pending	Hybrid application consisting of detailed application for A1290 junction arrangements and outline application for the construction of up to 81,010 sqm of industrial space.
24/01521/FUL	Snop Uk Limited International Advanced	Pending	Erection of an extension to the southern elevation of the existing building to extend the production area, with associated landscaping and engineering operation

	Manufacturing Park		
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As demonstrated in the table above, the vast majority of the site is already has the benefit of planning permission and with any necessary infrastructure being secured as part of those respective planning consents.

2. Context

National Planning Policy

The National Planning Policy Framework (NPPF) provides the bulk of national planning policy guidance for England. It was first published in March 2012, with several updates since, with the latest version being updated in December 2023.

In July 2024, the Government consulted on proposed changes to the NPPF, with a view to these changes taking effect by the end of 2024. The NPPF must be taken into account in the preparation of Development Plan Documents which includes Area Action Plans, such as the IAMP AAP.

The following sections of the NPPF are relevant to the production of the IDP:

“[...] set out an overall strategy for the provision for the pattern, scale and quality of development, and make sufficient provision for [...] infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals, energy (including heat), [...] community facilities, cultural and green infrastructure.” (para 20).

In addition, the following sections are also pertinent:

Strategic policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans. They should also engage with their local communities and relevant bodies including [...] local infrastructure providers (para 25).

[...] joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere (para 26).

Planning Practice Guidance

The Planning Practice Guidance (PPG) provides more detailed Government planning guidance for England, building upon the NPPF. This web-based resource is published by the Ministry of Housing, Communities and Local Government (MHCLG) and provides more detail on the policies set out within the NPPF, giving an indication of the Secretary of State's views on how to implement those policies. Paragraph 18 of the now revoked PPG's Local Plans guidance usefully emphasised the role and importance of infrastructure planning, providing very detailed guidance on the matter:

“[...] The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions. For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain. If it is known that a development is unlikely to come forward until after the plan period due, for example, to uncertainty over deliverability of key infrastructure, then this should be clearly stated in the draft plan.

Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency arrangements and alternative strategies. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However, the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself [...]” (Ref ID: 12-018-20140306)

The requirements set out in the extract from the revoked PPG above have been incorporated into the methodology used through the preparation of this document. There has been no replacement PPG setting out infrastructure requirements, therefore the principles of the revoked PPG have been taken forward and applied in this update to the IDP.

Planning Contributions

Planning contributions, also called Planning Obligations (and also referred to as ‘developer contributions’) are tools available to LPAs to utilise within the planning process. Specifically, their use should be considered when an otherwise unacceptable development could be made acceptable in planning terms through an obligation being provided by the developer. In terms of infrastructure, this can either be “in kind” where infrastructure is directly provided by the developer, or it can be a financial contribution paid to the Council or passed to a third party to fund the provision of the infrastructure. Planning Obligations are used to secure measures that cannot generally be secured by imposing a planning condition or by other statutory means.

The draft IAMP AAP includes a policy on infrastructure provision, draft IAMP AAP Policy IM1: Implementation. It outlines that development will be expected to contribute towards the provision of (inter alia) the delivery of essential infrastructure identified in the IAMP IDP. However, it also outlines that in seeking any such contributions, regard will be had to scheme viability and other material considerations.

Other Funding Mechanisms

Funding for infrastructure can come from a variety of private and public sources. To date, a range of sources have funded strategic infrastructure to support the delivery of the IAMP including from IAMP LLP, National Highways, Northumbrian Water and National Grid. Where sources of funding are known, details of this are set out within the within the detailed schedule at table 3.

3. Methodology

Legislation, national planning policy and guidance describe how LPAs should plan for infrastructure provision in England. This IDP has been prepared in accordance with relevant national planning policy and guidance.

Given the scope of the IDP, the Councils have agreed to focus on the following forms of infrastructure:

- Highways
- Cycling, Walking (Active Travel)
- Public Transport and Rail Freight
- Drainage and Water
- Telecommunications
- Power (Electricity and Gas Supply)
- Waste
- Landscape and Ecology
- Flood Risk

Structure of the IDP

This IDP presents information in two sections, a descriptive section and later a detailed tabular schedule. The descriptive section sets the context how the IDP has been produced and how it will be updated in the future. The IDP considers each relevant type of infrastructure that plays a role in helping to support the growth of the IAMP.

For each type of relevant infrastructure, an overview of the current level of provision is provided together with likely issues that may occur as a result of the delivery of the emerging IAMP AAP together with a brief analysis of how the planned provision is likely to be delivered. Alongside this, information in the tabular schedule is either linked to projects to support the growth of the IAMP AAP as a whole, or linked to specific sites to enable the delivery of those locations.

Information contained within this document detailing the projected costs are a best estimate at time of writing. The details provided within this IDP have been informed through evidence gathered through discussions with a range stakeholders, including IAMP LLP and other external infrastructure providers. Other evidence documents have also been utilised where appropriate.

Monitoring and Review

Infrastructure requirements are likely to change over the lifetime of the IAMP AAP, given likely changing demand associated with the IAMP. The IDP will therefore be a live document which will be updated as required.

The IDP will be monitored and updated in line with the two Councils usual reporting on the plan through the Authority Monitoring Report (AMR) for the AAP which is published on an annual basis.

The IAMP AAP AMRs to date have outlined the following strategic infrastructure which has been provided or is currently under construction on the site, since adoption of the existing AAP in November 2017.

Table 2: Infrastructure Provided/Under construction at the IAMP Since Adoption of Existing IAMP AAP

Infrastructure Type	Description	Status
Highway	The IAMP One spine road is now complete. This includes all works to improve/ widen the A1290 at connecting junctions. This was complete and fully open to traffic in August 2020.	Complete
Highway	The dualling works for the A1290 have commenced and it is anticipated these will be completed in November 2025.	Ongoing
Highway	The A19 /A1290 Downhill Lane junction improvements are now complete. These works relate to the increase in capacity of the junction to support the IAMP.	Complete
Utilities	9.8 MVA power energised to a new network sub-station on International Drive	Complete
Utilities	Power distributed to plots 3 (SNOP), 4 (Faltec) and 5/6 as well as to public infrastructure (lighting, foul pumping station, etc);	Complete
Utilities	Site wide Gas supply (all public infrastructure) complete with live connections to each of the 3 occupied plots.	Complete
Utilities	Site wide Water supply (all public infrastructure) complete with live connections to each of the 3 occupied plots	Complete
Utilities	Works to divert 1.5km of National Grid overhead power line, via a different direction through the IAMP were completed in October 2023.	Complete
Utilities	IAMP Primary Substation Buildings (known as Usworth East) were completed with cabling insulation paused in response to facilitating the Gigafactory which required an increase in the power supply from West Boldon to Usworth East. These works are now nearing completion.	Complete

Telecommunication	All public infrastructure [ducts] laid throughout the site up to plot boundaries.	Complete
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4. Infrastructure

This section sets out the description of known infrastructure required, as well as the tabular list of infrastructure requirements. This tabular list is outlined in table 3 at the end of this section.

Highways

This category relates to various upgrades to the Strategic Road Network required in order to meet the demands of the IAMP and its emerging operations.

In order to fully understand the impact of the AAP upon the strategic and local road network, a comprehensive Transport Assessment was undertaken which has been published as part of the evidence base for the Plan. This has informed the infrastructure identified within this IDP.

A significant level of investment has already been undertaken in and around the IAMP on the strategic road network including significant upgrades to the Downhill and Testos junctions on the A19, which have been outlined previously within the IDP at table 2.

In relation to required infrastructure going forward, much of this is currently being implemented such as the dualling of A1290, which acts as the spine road through the IAMP. This is currently being implemented by IAMP LLP and it is anticipated that works will be completed during 2025. This will ensure that the highway network can meet the level of traffic generated by IAMP operators.

In order to provide a suitable vehicular access to the Northern Employment area, a crossing over the River Don is required. Planning permission has been secured for these works (21/02807/HE4 & ST1172/21/FUL). This is likely to cost in the region of £9.2 million at 2024 prices. Conversations within IAMP LLP indicate that this is expected to be funded from IAMP LLP internal resources and would likely be completed by late 2025. This is considered phase 1 of enabling the delivery of the Northern Employment Area.

In order to unlock further development and activity at the Northern Employment Area, a package of enabling development, including an access road and other infrastructure will be required. This is considered the second phase of the Northern Employment Area. It is anticipated that this will cost £14 million at 2024 prices. The

projected completion date is unknown at this point in time as it relates to the second phase of development. Several potential funding sources have been identified for these phase 2 works, including the IAMP LLP Budget. The Councils alongside, IAMP LLP would likely seek to secure regional funding as required for these works at a later date.

The last remaining significant unconsented site at the IAMP is the Southern Employment Area, which is currently the subject of an outline planning application (24/01705/HE4)¹ for 81,010 square metres of applicable employment development. Infrastructure associated with the delivery of this site is expected to be provided by the site promoter. It is not considered that infrastructure of a strategic nature is required to unlock this site.

It should be noted that the latest Transport Assessment work has indicated that a new bridge across the A19, which was identified as a requirement within the current AAP and IDP, is no longer required to accommodate the levels of development proposed. Notwithstanding this, the application currently being considered for determination on the Southern Employment Area does include a safeguarded alignment for a bridge to be delivered in the future, should this be required.

Cycling, Pedestrian Infrastructure (Active Travel)

Cycling and pedestrian infrastructure is being provided as part of established schemes. Firstly, as part of the aforementioned A1290 dualling scheme which is currently under construction, providing pedestrian and cycling provision along the A1290, including controlled crossing points. The cost of this is included in the overall £11 million cost for this scheme as outlined in item 1 in table 3.

Public Transport and Rail Freight

There are three bus services which currently serve the IAMP AAP area. These include:

¹ Hybrid application consisting of detailed application for A1290 junction arrangement and outline application for construction of up to 81,010 sqm of industrial space (use class B2, B8. E (g)(iii)) with all matters reserved.

- Go Northeast Service 50 Durham to South Shields via Armiston Centre, Waldrige Park, Chester-le-Street, Washington Galleries, Concord, Nissan UK, Boldon - South Shields;
- Go Northeast Service 56 Sunderland to Newcastle via Southwick Hylton Castle, Concord, Springwell, Wrekenton, Queen Elizabeth Hospital, Gateshead – Newcastle; and
- Northstar Service 599 Sunderland Interchange – Hebburn.

It is not anticipated that any additional strategic infrastructure is required to improve bus services, however the Council will continue to work with bus providers to improve the frequency of bus services and better align these to the shift patterns of businesses operating on the IAMP.

In relation to rail, it is acknowledged that the IAMP is relatively close to the safeguarded Leamside Line. The reintroduction of rail services on the Leamside Line remains a priority for Sunderland City Council, South Tyneside Council, other neighbouring authorities and the North East Combined Authority (NECA). A strategic business case is currently being developed by the NECA with regard to re-introducing passenger services on the Washington Loop and it forms a central focus within the Local Transport Plan. Utilising the Leamside line for rail freight will also continue to be considered alongside connections into the IAMP where viable and deliverable. Notwithstanding this, whilst it is acknowledged that the reintroduction of the Leamside line would be beneficial in improving connectivity to the IAMP, it is not considered that this is a critical item of infrastructure which is required to support delivery of the site.

Drainage and Water

In relation to water supply, an upgrade to the water network is currently being provided to meet the future needs of the IAMP. The upgrade is being provided at a total project cost of £5 million and will provide an additional 115 litres per second of water to the site to support the requirements of gigafactory development and other future IAMP occupiers.

Power (Electricity and Gas Supply)

There has been significant investment in utilities provision at the IAMP to date. This was outlined earlier at Table 2 and includes the diversion of major gas infrastructure and National Grid Transmission Power Lines, necessary to clear the land for development, and the provision of a 40mva power supply which is being upgraded with a further 32mva.

Telecommunications

It is considered that the further rollout of telecommunications equipment will be provided by Openreach and other relevant partners. Ducting for connections has been provided as part of the highway infrastructure delivered on the site to facilitate future connections.

Waste

It is not considered that there is any strategic infrastructure required for waste in relation to development at IAMP. Each operator on the site will make their own commercial arrangements for the collection and disposal of waste.

Landscape and Ecology

The interface with the environment is an essential component of the IAMP.

To ensure a balance between development and the protection / enhancement of the natural environment, IAMP ONE includes a 43.6ha ELMA (Ecological and Landscape Mitigation Area), which includes 7.3ha of soft landscaping and 2.5ha of aquatic habitat within the IAMP ONE site along with the planting of 908 trees.

Further interventions across 60ha land include restoration of the River Don as part of the delivery of IAMP TWO.

These interventions include the provision of land for ecological and landscape mitigation, including species-rich grassland, new / restored hedgerows, skylark habitat, conservation grazing pastures, marshy grassland and wetland habitats. The ecological and landscape strategy is carefully designed to reflect the site-specific wildlife / habitats, with landscaping buffers designed and located to help reduce the visual impact. The mitigation will ensure that biodiversity net gain is achieved. Following all seeding, planting and hedgerow restoration long-term maintenance / management is secured through a Habitat Management Plan.

Flood Risk

It is not considered that there is strategic flood risk infrastructure required on IAMP. Each planning application will account for flood risk issues through the planning application process and prepare their own drainage strategy. A Strategic Flood Risk Assessment has been undertaken for the IAMP AAP and has not identified any particular issues of concern.

Table 3: Infrastructure Delivery Schedule

Infrastructure	Indicative Cost	Funding Mechanism	Delivery Body	Phasing
Strategic Highways Network Transport				
1. Dualling A1290	£11m	IAMP Budget	IAMP LLP	October 2025
IAMP Spine Roads and Bridges				
2. Bridge Across Don - Northern Employment Access Road (Phase 1)	£9.2m	IAMP Budget	IAMP LLP	Late 2025
3. Northern Employment Area Infrastructure (Phase 2)	£14m	Several Potential Sources (IAMP Budget/NECA)	IAMP LLP/NECA	TBC
4. Southern Employment Area Access (Subject To Planning Consent) Access Road etc	TBC	Private Sector	Private Sector	TBC
Cycling, Pedestrian Infrastructure (Active Travel)				
5. Cycle Routes along the A1290 including controlled crossing points	Incorporated into costs in (1)	IAMP Budget	IAMP LLP	October 2025
6. Cycleways Elsewhere	Already accounted for within established schemes	Various Schemes	Various Partners	2013 to 2024
Public Transport				
7. Bus Stops / Provision	Already accounted for	IAMP Budget	IAMP LLP	Ongoing

	established schemes			
8. Rail (Leamside Line)	TBC	North East Combined Authority	North East Combined Authority	2029
Utilities				
10. 32 MVA	£7m	Funding Secured	IAMP LLP	Summer 2026
11. Upgraded Water Supply	£5m	NWL/IAMP LLP/Developer	NWL	Late 2025
12. Telecommunications / Broadband	TBC	IAMP LLP/Developer	Openreach/Developer	Ongoing
Drainage				
13. Drainage	Already accounted for established schemes	IAMP LLP/Developer	IAMP LLP /Developer	TBC
Landscape and Ecology				
14. Landscape Buffers	Already accounted for established schemes	IAMP LLP/Developer	IAMP LLP /Developer	TBC
15. Ecological Mitigation (Not Including BNG)	£5m	IAMP LLP / Developer	IAMP LLP / Developer	TBC

5. Conclusion

The IDP has explored the strategic infrastructure required in order to successfully deliver the IAMP AAP. The Councils will continue to engage positively with infrastructure providers and other stakeholders in order to seek to deliver strategic infrastructure in a timely and effective manner.

This version of the IDP will be used as evidence for the Regulation 19 version of the IDP AAP. As part of this consultation any comments on the IDP are welcomed.