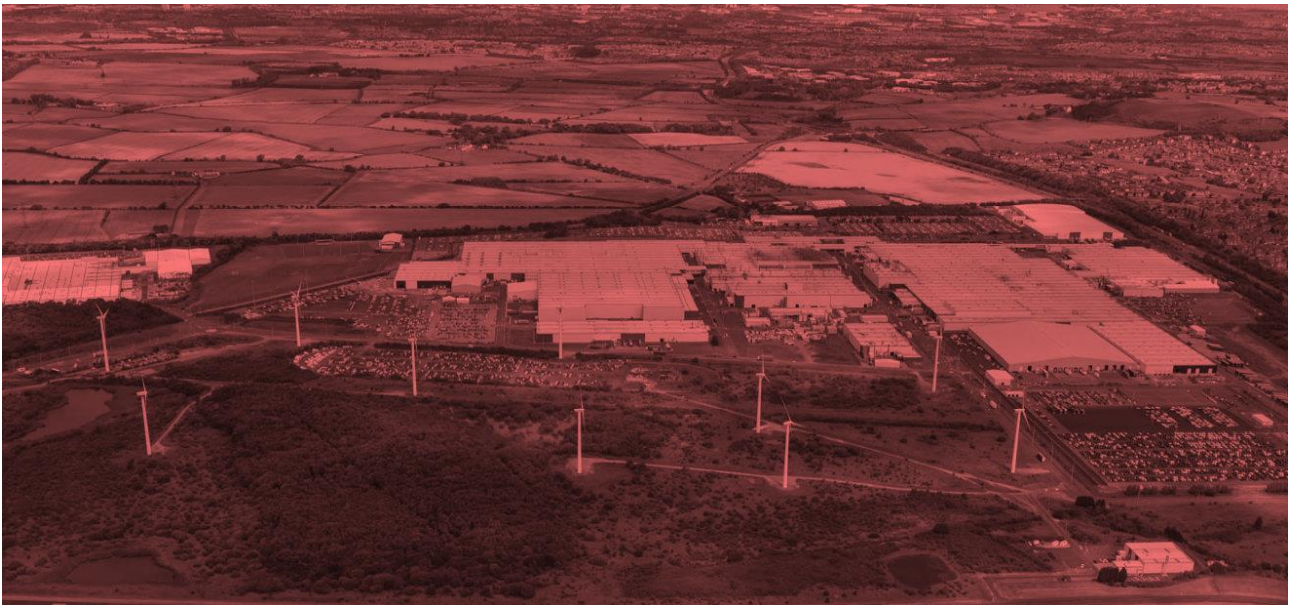


Sunderland City Council and South Tyneside Council

## International Advanced Manufacturing Park Area Action Plan

Sustainability Appraisal Report (Updated)

Publication Draft | August 2016



South Tyneside Council

Sunderland  
City Council

ARUP

Sunderland City Council and South  
Tyneside Council

**International Advanced  
Manufacturing Park Area Action  
Plan**

**Sustainability Appraisal Report  
(Updated)**

IAMP\_SA\_002

Publication Draft | August 2016

This Sustainability Appraisal Report was updated in February 2017 to correct minor errors relating to the IAMP Objectives in Section 3.4.3 and Appendix F. A correction was also made in section 3.3.4 referring to the GBSSO. The changes made did not affect the scope or findings of the Sustainability Appraisal and the conclusions remain unchanged.

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 242745-00

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**ARUP**

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## Glossary

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

# 1 Introduction

---

## 1.1 Background to the IAMP Area Action Plan

**1.1.1** The International Advanced Manufacturing Park (IAMP) is a strategic proposal for a new site which will provide a world class environment for the automotive supply chain and related manufacturers in the North East of England.

**1.1.2** The proposed location for this site is on land to the north of Nissan's existing car manufacturing plant, located within the administrative areas of Sunderland and South Tyneside.

**1.1.3** The IAMP was designated by the Secretary of State as a Nationally Significant Infrastructure Project (NSIP) in September 2015. This means that the IAMP proposal itself must be authorised by a Development Consent Order (DCO) under the Planning Act 2008.

**1.1.4** The IAMP Area Action Plan (AAP) Publication document (PSD1) has been prepared by Sunderland City Council (SCC) and South Tyneside Council (STC) in support of the Sunderland City Deal (in partnership with South Tyneside). The AAP is a plan for 15 years which sets out planning policies to direct and enable the phased delivery of IAMP.

**1.1.5** The AAP provides the policy context for the delivering the development comprising approximately 260,000 sq m of floorspace for automotive and other advanced manufacturing, engineering and related distribution businesses. The AAP is a joint plan for both Sunderland City Council and South Tyneside Council and will, once adopted, form part of the statutory development plan for both Councils. It also guides the preparation of the Development Consent Order (DCO) application, the vehicle for achieving planning permission, and provides the policy context for releasing safeguarded land for expansion in the future, should this be required.

**1.1.6** The site boundary for the AAP is shown in Figure 1

**1.1.7** The AAP will form part of the Local Plans for SCC and STC – the Local Plans are either in development (for SCC) or undergoing review (STC). The purpose of the IAMP AAP is to guide the delivery of the future comprehensive development at the IAMP, and has been prepared in partnership with both councils. The AAP is intended to:

- Enable the two Councils to jointly prepare a statutory planning document;
- Review and revise the Green Belt boundary; and
- Recognise the strategic importance of IAMP and set site specific policy against which development proposals can be determined.

**1.1.8** This document is the Sustainability Appraisal Report for the AAP.



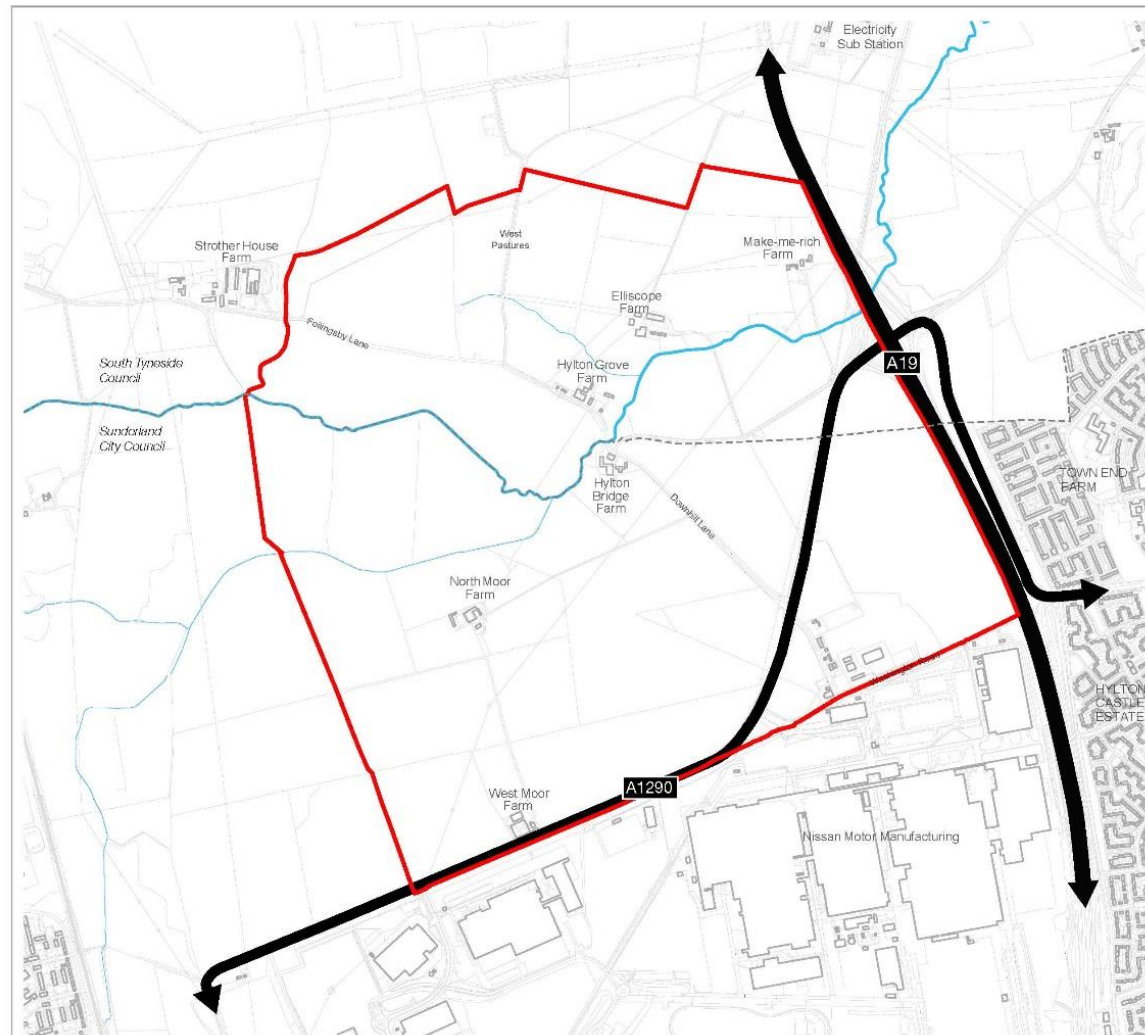


Figure 1 AAP Site boundary



## 1.2 What is a Sustainability Appraisal?

**1.2.1** Sustainability Appraisal (SA) is an iterative process that identifies and reports on the likely significant social, environmental and economic effects of a plan. It achieves this by testing the performance of the plan against a series of environmental, social and economic objectives which define sustainable development. This process will identify the adverse sustainability issues that need to be mitigated, the opportunities for enhancement of the plan, and will provide a basis for improving the performance of plans. It is a systematic and transparent process for informing plan making.

**1.2.2** SAs help local planning authorities to fulfil the objective to promote sustainability development in the preparation of plans, and the Planning and Compulsory Purchase Act 2004 makes SA mandatory for all Development Plan Documents (DPD) (including Local Plans) and Supplementary Planning Documents (SPD).

## 2 Sustainability Appraisal Approach

### 2.1 How the Sustainability Appraisal was Carried Out

**2.1.1** The main purpose of SA is to assess to what extent policies and proposals contribute towards meeting social, economic and environmental objectives and achieving sustainable development.

**2.1.2** The key stages in the overall SA process are shown in the following figure.

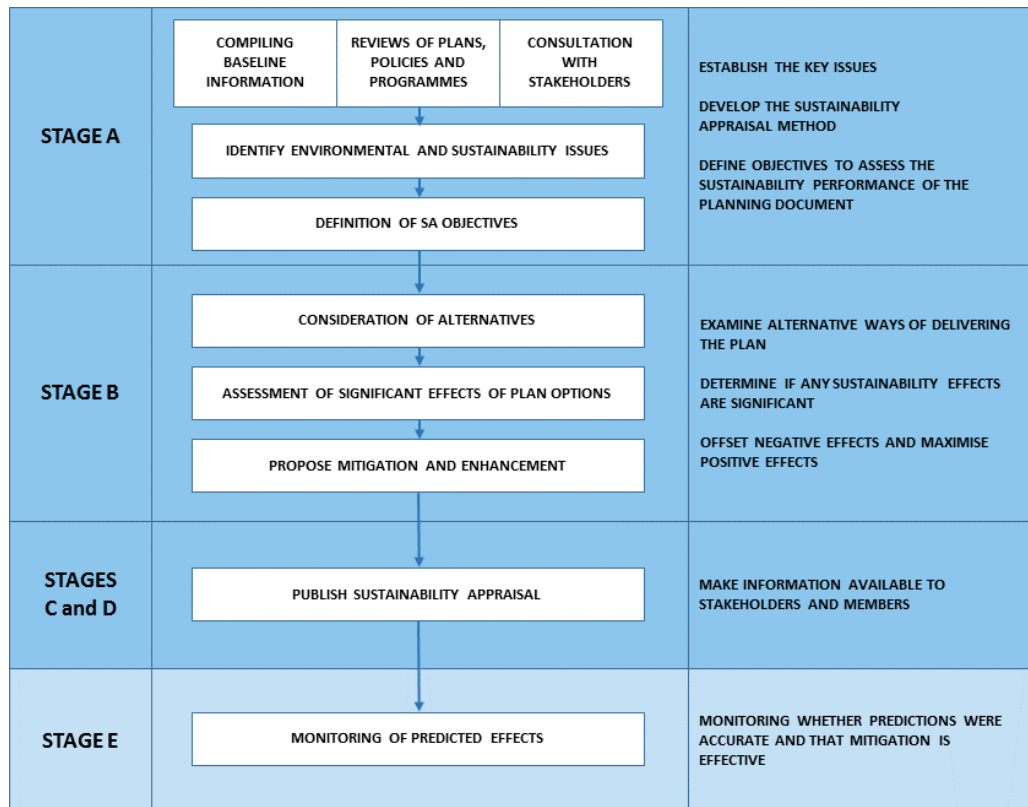


Figure 2 Key stages in the SA process. The dark blue shaded area reflects the stages carried out in preparation for this Sustainability Appraisal Report

### **2.1.3 Stage A: Setting the Context and Objectives, Establishing the Baseline and Deciding on the Scope**

**2.1.3.1** Within Stage A there are five steps which constitute the process for producing a Scoping Report, each of these is summarised below:

- Stage A (1) – identifying other relevant plans, programmes and environmental protection objectives. The Scoping Report lists relevant legislation and policies and their key objectives;
- Stage A (2) – collection of baseline information. As part of the Scoping Report a range of social, economic and environmental data was obtained. This data was used as the baseline to provide the basis for identifying issues and determining objectives within the SA;
- Stage A (3) – identifying problems. The baseline information provides the evidence base from which existing and emerging sustainability issues were identified;
- Stage A (4) – Developing the SA. The sustainability issues relevant to the IAMP AAP area were identified based on the policy and baseline reviews, and on the Sustainability Appraisal Frameworks used by SCC and STC in their respective Local Plan SAs. These have formed the basis for developing the Appraisal Framework and sustainability objectives used to appraise the Vision and Policies within the AAP and preparatory documents;
- Stage A (5) – Consulting on the scope of the SA. A Scoping Report for this Sustainability Appraisal was subject to a five week consultation between 28th September 2015 and 2nd November 2015. The Scoping Report was provided to statutory consultees (Natural England, Environment Agency and Historic England) for consultation in November 2015. Responses were received from these three consultees, and they recommended minor changes to the sustainability appraisal framework and monitoring indicators. The recommended changes were made, and the revised appraisal framework and indicators taken forward in the Sustainability Appraisal.

**2.1.3.2** The finalised Sustainability Appraisal Objectives, and supporting questions, are set out in Appendix A.

**2.1.3.3** The Review of relevant Plans, Policies and Programmes used during Scoping is reproduced in Appendix B.

**2.1.3.4** The Baseline extent data developed at Scoping stage is reproduced in Appendix C.

## **2.1.4 Stage B: Assessing the Elements of the Plan**

**2.1.4.1** Within Stage B are six steps, each of which is explained below. The outputs from these stages have informed the development of this Sustainability Appraisal report.

- Stage B (1) – Testing the plan objectives against the SA objectives. It is necessary to ensure that the objectives within the AAP are compatible with the SA objectives developed through the Scoping Report. This is discussed further in Section 6;
- Stage B (2) – Appraising strategic alternatives. Government Guidance on the preparation of SA requires that alternatives and options should be examined in plan making. Developing policy options for a plan is an iterative process involving consultation and engagement with members of the public and key statutory stakeholders. This is discussed further in Section 0;
- Stage B (3) – Predicting the effects of the plan, including alternatives. The SEA Directive requires assessment of likely significant effects of implementing the plan, and any reasonable alternatives. This is discussed further in Section 6;
- Stage B (4) – Evaluating the effects of the plan, including alternatives. This is discussed further in Section 6;
- Stage B (5) – Mitigating adverse effects. This is discussed further in Section 8; and
- Stage B (6) – Proposing measures to monitor the environmental effects of implementing the plan. This is discussed further in Section 11.

## **2.1.5 Stage C: Preparing the Sustainability Appraisal Report**

**2.1.5.1** This report comprises the output from Stage C – the Sustainability Appraisal Report for the Area Action Plan. This report is provided for consultation alongside the AAP.

## **2.1.6 Stage D: Consulting and Decision Making**

**2.1.6.1** This stage is carried out following issue of this report, and allows for consultation on the AAP and the findings of this SA report. Any significant changes arising from the consultation process will be appraised and documented in a Sustainability Appraisal Statement produced along with the finalised AAP.

## **2.1.7 Stage E: Monitoring Implementation of the Plan**

**2.1.7.1** The monitoring of the AAP, and the resulting sustainability impacts, will be included in annual progress reporting on the implementation of the AAP.

## **2.1.8 Integrated Impact Assessment**

**2.1.9** The Planning Advisory Service advocates an integrated approach to undertaking the Sustainability Appraisal, including incorporating Equality Impact Assessment (EqIA) and Health Impact Assessments (HIA) along with SEA. This avoids the duplication of work and the need to produce separate assessment documents.

**2.1.10** This Integrated Impact Assessment therefore includes:

- Strategic Environmental Assessment (SEA);
- Equality Impact Assessment (EqIA); and
- Health Impact Assessment (HIA).

**2.1.11** The integrated assessment will be carried out by including additional baseline and context reviews for equality and health impacts, and the selection of appropriate objectives to be included alongside the Sustainability Objectives. These objectives will then form the basis of the framework for assessing the AAP.

## **2.1.12 Strategic Environmental Assessment**

**2.1.12.1** The European Directive 2001/42/EC (SEA Directive)<sup>1</sup> came into effect in the UK on the 21<sup>st</sup> July 2004 in the form of ‘The Environmental Assessment of Plans and Programmes Regulations 2004 (SI2004/1633)<sup>2</sup>’. These regulations require that a Strategic Environmental Assessment (SEA) is undertaken on a range of plans and programmes, including certain planning documents. The objective of the SEA Directive is:

*‘to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans ... with a view to promoting sustainable development’ (Article 1, SEA Directive).*

**2.1.12.2** The SEA Directive, Annex II suggests the significance of effects of a plan relates to the characteristics of the plan as well as its implications. Annex II defines the criteria for determining the likely significance of a plan in regard to the following characteristics:

- *The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;*
- *The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;*
- *The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;*

<sup>1</sup> <http://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX:32001L0042>

<sup>2</sup> [http://www.legislation.gov.uk/ukxi/2004/1633/pdfs/ukxi\\_20041633\\_en.pdf](http://www.legislation.gov.uk/ukxi/2004/1633/pdfs/ukxi_20041633_en.pdf)

- *Environmental problems relevant to the plan or programme; and*
- *The relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste-management or water protection).*

**2.1.12.3** In relation to these characteristics it is clear that the AAP has the potential to have a significant impact and influence when considered in the context of the SEA Directive.

**2.1.12.4** The SA was carried out in line with National Planning Practice Guidance (NPPG) for SEA and SA. This provides guidance on the appraisal process, baseline information, assessment of effects and consultation.

**2.1.12.5** The UK Government guidance document ‘Practical Guide to the Strategic Environmental Assessment Directive’<sup>3</sup> from 2005 provides a checklist for SEA to ensure compliance with good practice. This has been included in Appendix D.

### **2.1.13 Equality Impact Assessment**

**2.1.13.1** An EqIA is a tool for identifying the potential impacts a plan may have and to take steps to prevent or minimise any likely harmful effects especially on persons who share any of the characteristics that are protected under the Equality Act 2010<sup>4</sup>.

**2.1.13.2** Under the Equality Act 2010 the two Councils have a statutory duty to consider the equality impacts of its decisions. The Equality Duty requires public bodies to consider how the decisions they make, and the services they deliver, affect people who share different protected characteristics.

### **2.1.14 Health Impact Assessment**

**2.1.14.1** Land-use policies can have a significant impact upon the health and lifestyle of residents within the boroughs by affecting the socioeconomic, cultural and environmental conditions within which people live and work. A Health Impact Assessment can help to predict the health consequences of implementing a Plan and to mitigate those impacts, where possible.

**2.1.14.2** There is no statutory duty to undertake an HIA in the preparation of the AAP, but an HIA was included in the Integrated Impact Assessment for South Tyneside’s Local Plan, and it has been decided, for consistency and best practise purposes, to integrate the principles of HIA into this SA.

<sup>3</sup> <http://www.gov.scot/Resource/Doc/921/0018361.pdf>

<sup>4</sup> <http://www.legislation.gov.uk/ukpga/2010/15/contents>

## 2.1.15 Habitat Regulations Assessment

**2.1.15.1** In order to comply with the Conservation of Habitats and Species Regulations 2010<sup>5</sup>, a Sustainability Appraisal must also give consideration to the findings of any Habitat Regulations Assessment (HRA) carried out for scheme (and options within these). For IAMP an HRA Statement to Inform (PSD4) was prepared to identify the likely impacts of the IAMP AAP on local European sites. This concluded that:

*“The proposed IAMP AAP is not considered likely to have any direct or indirect impact on European designated sites due to its distance from these; the proposed operational activities at the site; the nature of habitats present; and the designated features.”*

**2.1.15.2** This Statement to Inform (PSD4) concluded that there is no requirement for the HRA process to further consider potential effects of the IAMP AAP on European Sites, and as such there was no need for an Appropriate Assessment to be carried out. Therefore HRA is not considered part of this integrated assessment.

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<sup>5</sup> [http://www.legislation.gov.uk/ukxi/2010/490/pdfs/ukxi\\_20100490\\_en.pdf](http://www.legislation.gov.uk/ukxi/2010/490/pdfs/ukxi_20100490_en.pdf)



## 3 The IAMP AAP and Preparatory Documents

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### 3.1 Overview

**3.1.1** The IAMP AAP provides the planning policy context for the delivery of a development comprising approximately 260,000 sq m of floorspace for automotive and other advanced manufacturing, engineering and related distribution businesses.

**3.1.2** Development of the IAMP AAP has undergone various issues and options consultations including:

- The economic scenarios to determine the scale of the proposal;
- Alternative locations across the North East region;
- Alternative locations within Sunderland and South Tyneside; and
- Alternative locations within the broad area of land to the north of Nissan.

**3.1.3** Previous consultations undertaken to inform the IAMP AAP were:

- **IAMP for the North East Region (Consultation February to March 2015).** This set out a range of issues and options for consideration in relation to the IAMP. It presented evidence regarding the need for an IAMP and consulted on a range of options to take account of the different economic scenarios, and included indicative maps showing alternative potential locations for the IAMP.
- **IAMP: Green Belt and Site Selection Options Paper (GBSSO, Consultation December 2015 to February 2016).** This document built on the 'IAMP for the North East Region Consultation' taking into account comments on this initial consultation paper. The GBSSO presented the demand case for the IAMP in further detail, considering and discounting alternative locations across the region for a large scale employment site to meet the needs of the automotive and advanced manufacturing sectors. The document assessed the Green Belt area to the north of Nissan in order to understand the impact of potential boundary changes on the five purposes of Green Belt as defined in NPPF. The paper also presented the proposed vision and objectives for the IAMP AAP along with analysis of three potential site options in the broad area to the north of Nissan.

**3.1.4** Both these consultation documents, and the resulting IAMP AAP, have undergone appraisal using the Sustainability Appraisal Framework which is discussed subsequently in Sections 5, 6 and 7.

**3.1.5** The contents of each of these main consultation documents is set out in the following sections.

## 3.2 IAMP for the North East Region

### 3.2.1 Overview

**3.2.1.1** The “IAMP for the North East Region” preparatory document (PSD10) comprised a leaflet and accompanying questionnaire. These two linked documents provided an opportunity for consultation on the location of IAMP, and potential locations for nearby supporting development.

- The leaflet provided high level background on the justification for IAMP, outlining the need for a single large site on land immediately to the north of the Nissan site, and two other areas of land with potential for additional employment development. All three areas of land set out in the document were sited within land designated as Green Belt. The leaflet provided information to the public on how and where they could be involved in the consultation; and
- The accompanying questionnaire provided further context to the consultation and set out questions to assess support for the business case for IAMP, and consideration of other potential locations across the wider region.

**3.2.1.2** Consultation on these two documents was carried out between 23<sup>rd</sup> February 2015 and 27<sup>th</sup> March 2015. Both documents provided some discussion of the options for IAMP although with more detail included in the questionnaire which detailed the limitations of accommodating a site of this size on existing brownfield land.

**3.2.1.3** The documents specified two additional sites in the vicinity of the Nissan site recognised as having the potential for employment development:

- A 22ha site to the south of Follingsby Business Park; and
- The former Wardley Colliery disposal point (which has been granted permission for redevelopment with an anaerobic digestion waste facility).

**3.2.1.4** Both sites would create a complementary business offer to what has been proposed for IAMP at the Nissan site. The leaflet states that the proposal would be approximately 100ha and would provide 5,200 jobs however there would be scope for longer term expansion to take the site up to 150ha if there is demand.

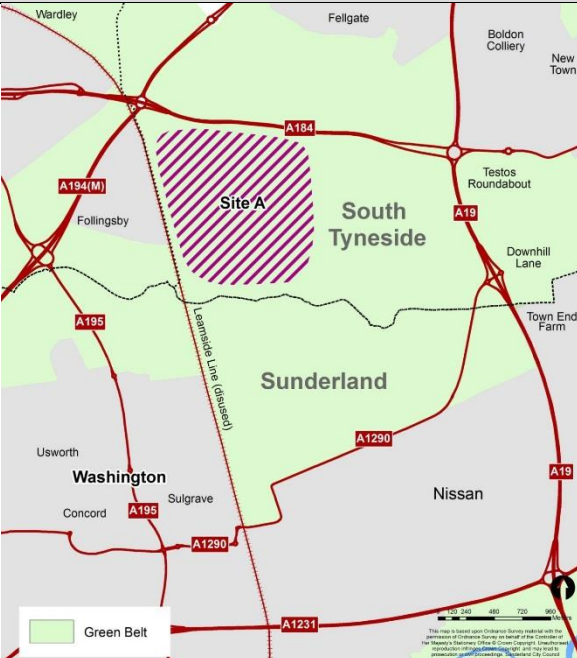
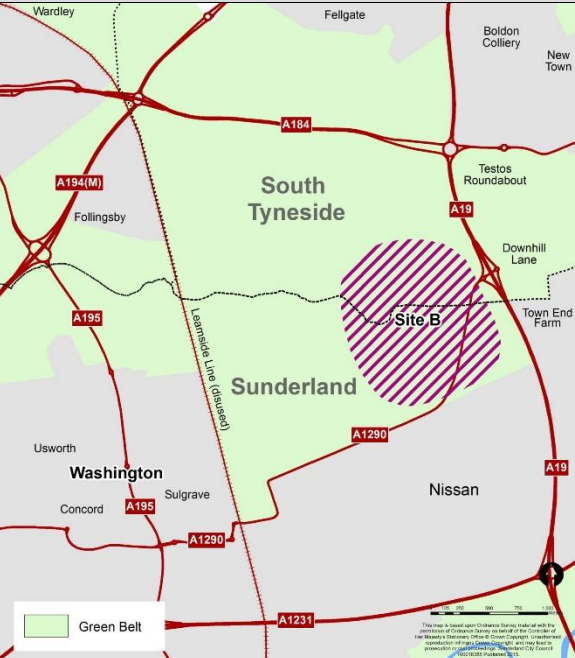

**3.2.1.5** The questionnaire document had three broad topic questions, which were further subdivided into more specific questions.

**3.2.1.6** The main consultation questions were:

- *Question 1 - How big should the International Advanced Manufacturing Park be?*
- *Question 2: Where should the International Advanced Manufacturing Park be located?*

- *Question 3: Where should the International Advanced Manufacturing Park be sited within this Sunderland-South Tyneside area?*

- 3.2.1.7** Within these questions the options were presented for consultation. Three economic growth scenarios were outlined and it is concluded that the moderate growth scenario was the most likely which is:
- “identified scope for significant growth requiring an international advanced manufacturing park of around 140-150 hectares in size, supporting the automotive and other advanced manufacturing sectors, renewable and offshore energy industries, plus distribution and logistics related to the automotive sector.”*
- 3.2.1.8** This analysis was informed by the City Deal signed between the two Councils and Government in 2014 ([SD41](#)), which had five key aims:
- Delivery of the International Advanced Manufacturing Park;
  - Commitment to co-designing a local Skills Compact with local businesses;
  - Delivery of the New Wear Crossing;
  - Infrastructure for Ultra Low Emission Vehicles; and
  - Sunderland and South Tyneside Councils commit to supporting the development of the North East Combined Authority.
- 3.2.1.9** The key objective of the City Deal ([SD41](#)) was to enable the local economy to build on its strengths in advanced manufacturing, with a focus on the automotive sector.
- 3.2.1.10** The analysis also identified the need to make additional provision for local general employment land requirements for a wide range of small and medium sized businesses. An assessment of alternative locations identified economic growth requirements across the North East region and found seven sites with potential to meet this additional need
- 3.2.1.11** The consultation leaflet and questionnaire then focused in the Sunderland-South Tyneside primary area of search and three sites were looked at further:
- Site A is a 100-150ha site east of the former Wardley Colliery Disposal Point and Spoil Tip;
  - Site B is a 100-150ha site on land to the immediate north of the Nissan plant; and
  - Site C reflected a dispersed allocation across sites A and B.
- 3.2.1.12** The three options (and supporting information) are illustrated on the following page.

Site A	Site B	Dispersed option across sites A and B
		
<ul style="list-style-type: none"> <li>• Significant traffic increase on the A184 and at the A184/A194(M) junction which is unlikely to be supported by the Highway Agency.</li> <li>• Potential for a strategic access to the A194(M) although very weak access to the area around the Nissan plant and the Enterprise Zone.</li> <li>• Does not address the commercial market demand for land around and adjacent to the Nissan plant and the Enterprise Zone.</li> </ul>	<ul style="list-style-type: none"> <li>• Close proximity to Nissan and the Sunderland Enterprise Zone which is of strong interest to the commercial sector.</li> <li>• Part of the site already included within the draft Sunderland Local Plan Core Strategy.</li> <li>• Good highway connectivity to the A19(T) via the A1290 Downhill Lane junction and to the A1231 Washington highway.</li> <li>• Government's Autumn Statement announced funding for improvements to the A19/A1290 junction alongside</li> </ul>	<ul style="list-style-type: none"> <li>• Would require about 75ha at the Wardley site and about 75ha at the north of Nissan site.</li> <li>• Creates a challenging planning process which impacts upon timing and project delivery – two separate planning applications required.</li> <li>• Creates two major projects each with its own infrastructure requirements instead of one - expensive and time consuming process.</li> <li>• Does not provide a single strategic advanced manufacturing location – the benefits of co-location are lost.</li> </ul>

<ul style="list-style-type: none"> <li>• Does not support the growth of the automotive and advanced manufacturing cluster around the Nissan plant.</li> <li>• Does create the potential for rail freight and/or Metro connectivity, although long-term plans for the Leamside line are uncertain.</li> <li>• Requires an extensive reclamation of the spoil heaps on the site – the cost, viability and timing of which are unknown</li> <li>• Settlement separation function of the Green Belt can be maintained but creates a large “island” in the Green Belt.</li> <li>• No undue disturbance to residential amenity.</li> </ul>	<p>the Testos junction upgrade, which could help to better facilitate the IAMP project in this location.</p> <ul style="list-style-type: none"> <li>• Supports the growth of the automotive and advanced manufacturing sector currently focused around the Nissan plant and the Enterprise Zone – enables coherent development of a major economic asset for the region with Nissan at its heart.</li> <li>• Settlement separation function of the Green Belt can be maintained.</li> <li>• Opportunity to connect to the Leamside line or a future Metro extension corridor serving the west of Sunderland.</li> <li>• Need to consider potential impact on amenity of adjacent residential areas in Sunderland.</li> <li>• Opportunity to improve the environmental value of the River Don corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• The project would not be of sufficient scale and coherence to enable it to compete for private investment with other European and worldwide locations.</li> <li>• Settlement separation function of the Green Belt can be maintained.</li> <li>• No undue disturbance to residential amenity.</li> </ul>
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Figure 3 Illustration of options and key characteristics, taken from IAMP Consultation Questionnaire, Feb/Mar 2015

### **3.2.2 Conclusion of the consultation**

**3.2.2.1** The responses to the questionnaire indicated that there was strong support for the business case for IAMP and that the 'Moderate' economic growth scenario should be provided by IAMP. With regards to general location across the North East the consultation indicated over three quarters of respondents considering the Sunderland / South Tyneside area as being preferable to other areas across the North East (particularly given proximity to the existing Nissan site).

**3.2.2.2** With regards to siting within this broad geographic area the consultation indicated a preference for the location being based on Option B, located most closely to the existing Nissan site.

### **3.3 Green Belt and Site Selection Options (GBSSO) (SD4)**

#### **3.3.1 Overview**

**3.3.1.1** The second main preparatory document provided for public consultation was the Green Belt and Site Selection Options Paper (GBSSO) (SD4).

**3.3.1.2** The purpose of the GBSSO was to:

- Set the context for the AAP by providing information on the demand for IAMP, the site selection criteria, analysis of alternative sites across the North East LEP (NELEP) area, Green Belt analysis and a technical assessment of potential sites;
- Present the vision, objectives and a range of IAMP site options for consultation. The preferred site option will be taken forward in the IAMP AAP; and
- Build on the 'IAMP for the North East Region' consultation, taking into account comments on initial views and preferences on a range of key issues.

**3.3.1.3** The GBSSO contained a number of separate sections:

- A description of prior consultation and responses;
- Review of relevant economic and planning strategies;
- Analysis of expected demand, with regards to the automotive sector in Sunderland and South Tyneside; including information on the sector's preferred site criteria and a review of potential alternative locations across the North East;
- The Green Belt Analysis setting out an evaluation of the contribution of the land north of Nissan to delivering the purposes of the Green Belt;
- A summary technical review of issues – providing a SWOT analysis of the proposed IAMP site options;
- Proposed vision and objectives for the IAMP proposals; and
- Three options for site location and high level design for IAMP.



### 3.3.2 Draft Vision and Objectives

#### 3.3.2.1 The GBSSO (SD4) set out a draft Vision and draft Objectives for IAMP. These are set out below.

##### 3.3.2.2 Draft Vision

*“A nationally important and internationally respected location for advanced manufacturing and European-scale supply chain industries. A planned and sustainable employment location that maximises links with Nissan and other high value automotive industries as well as the local infrastructure assets, including the ports, airports and road infrastructure. An attractive working environment that creates the conditions in which businesses can establish and thrive and where people choose to work. A unique opportunity for increased job and business creation and the promotion of regional prosperity whilst taking advantage of natural assets and green infrastructure including the River Don corridor.”*

##### 3.3.2.3 Draft Objectives

- Build on the area’s international reputation in the automotive industries and support Nissan in its expansion and investment in the UK, a vital sector of the UK economy;
- 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;
- To deliver a key element of the Sunderland City Deal with Government and to support the North East LEP to stimulate local jobs and growth in the local economy;
- Attract European-scale ‘super suppliers’, especially linked to automotive industries and encourage investment and expansion by existing businesses;
- Ensure the North East has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment;
- Ensure links to sub-regional infrastructure, including ports, roads and airports;
- Ensure a suitable transport network to realise the vision;
- Ensure a skilled workforce to realise the vision;
- Protect and enhance the biodiversity offering of the location including through mitigation;
- Design the area and encourage development based on sound sustainability principles;
- Create a central hub to provide identity and encourage public transport; and
- Maximise opportunities to bring in public sector and private sector funding, including EU Structural Funds.



### 3.3.3 Site Selection Options

**3.3.3.1** The GBSSO (SD4) set out three concept options for IAMP location. These were broadly based on the ‘Site B’ option from the initial IAMP for the North East Region consultation (seen as being preferable to either Site A, or the distributed option across two site areas). The three Site Selection Options in the GBSSO all incorporated a set of project requirements including up to 170ha developable area; a landscape and ecological mitigation zone up to 50ha; and a ‘hub’ used to house ancillary uses (public transport interchange, conference facilities, retail, cafes etc.). Site options were also developed to avoid key constraints: significant ecological constraint areas; flood zones; watercourses; overhead pylons.

**3.3.3.2** The options are summarised on the following pages. Further information can be found in the GBSSO consultation document (SD4).

## Option 1: A19 Corridor

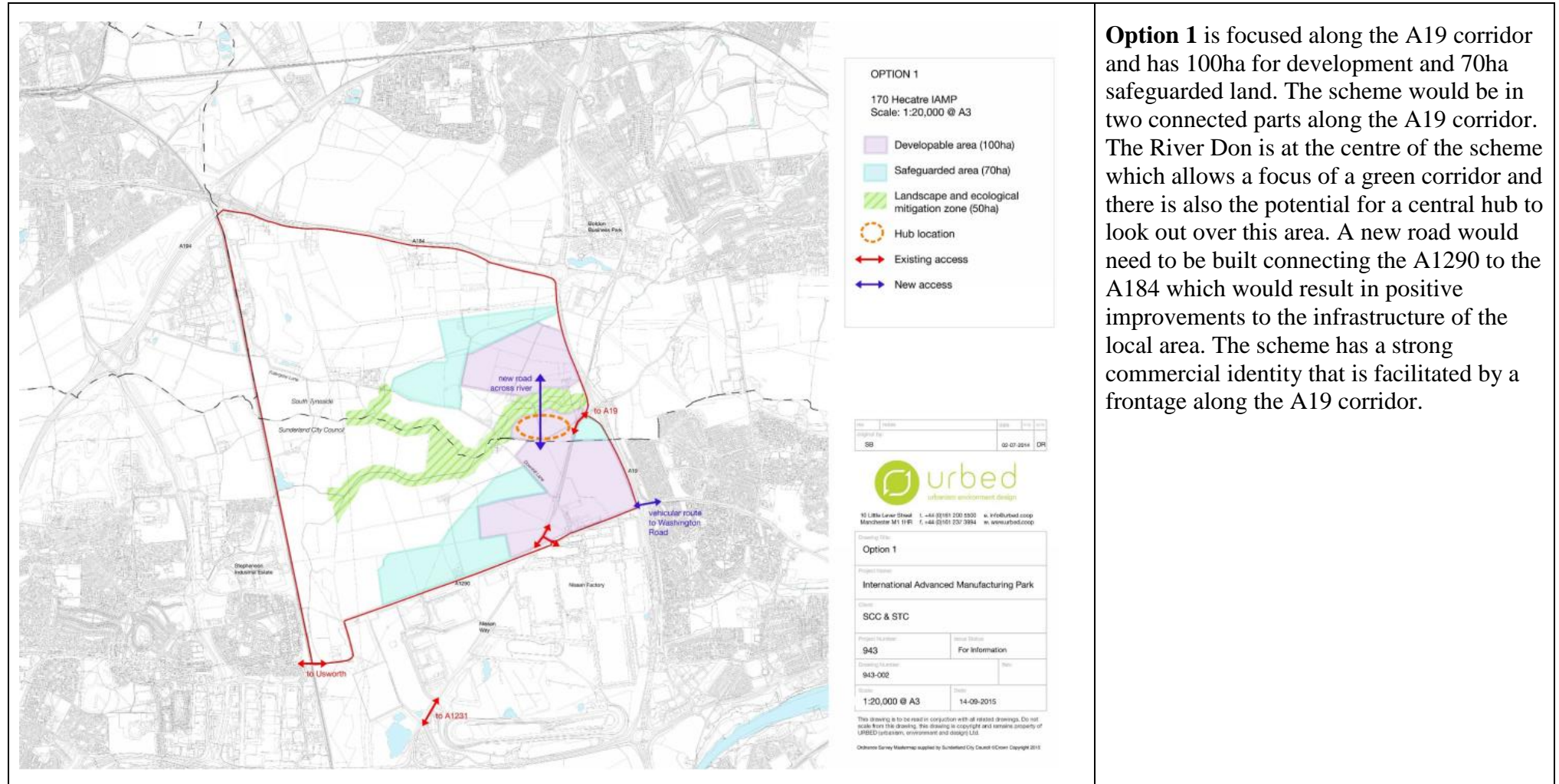
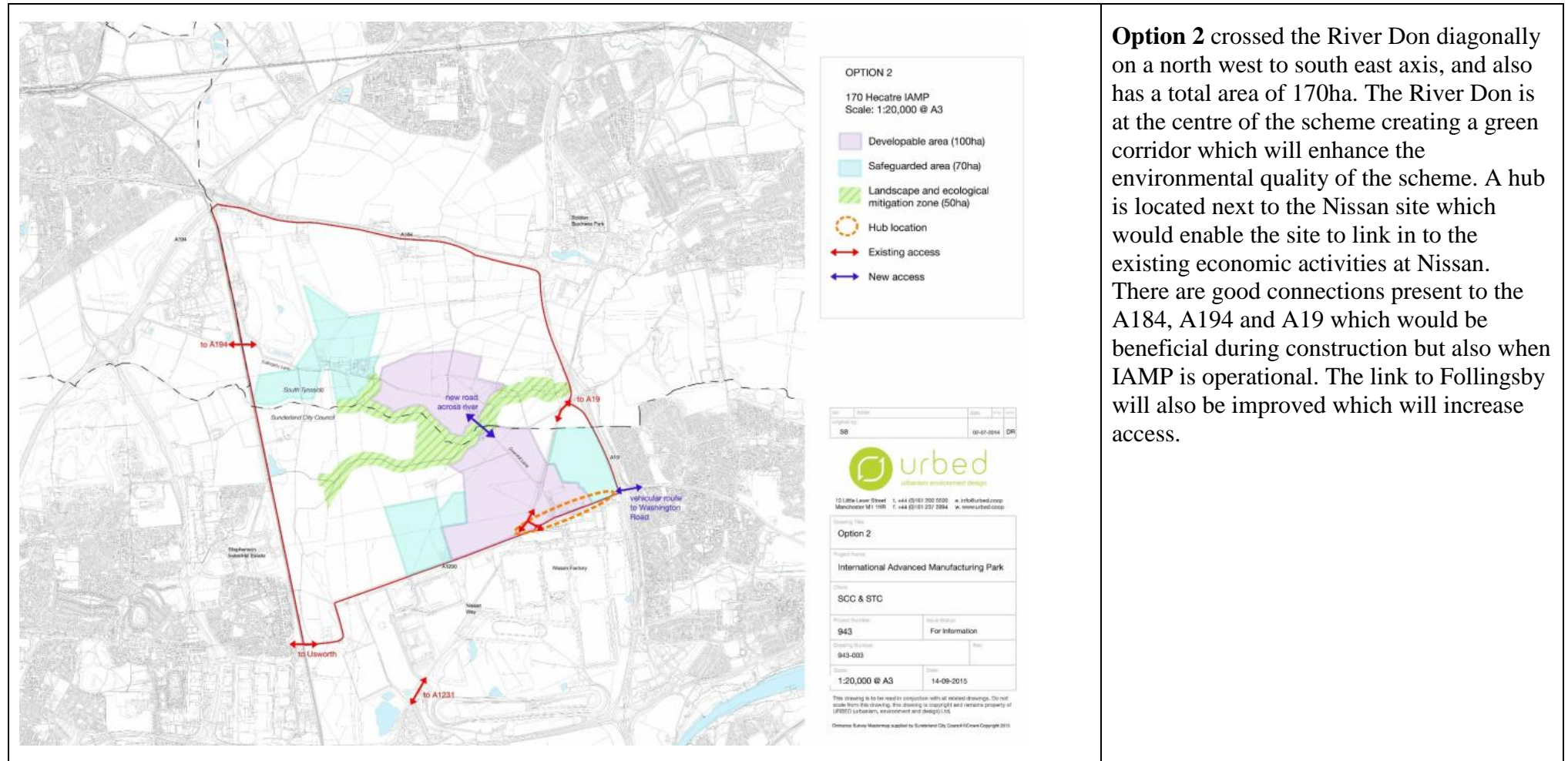


Figure 4 GBSSO Option 1

## Option 2: North West to South East Axis

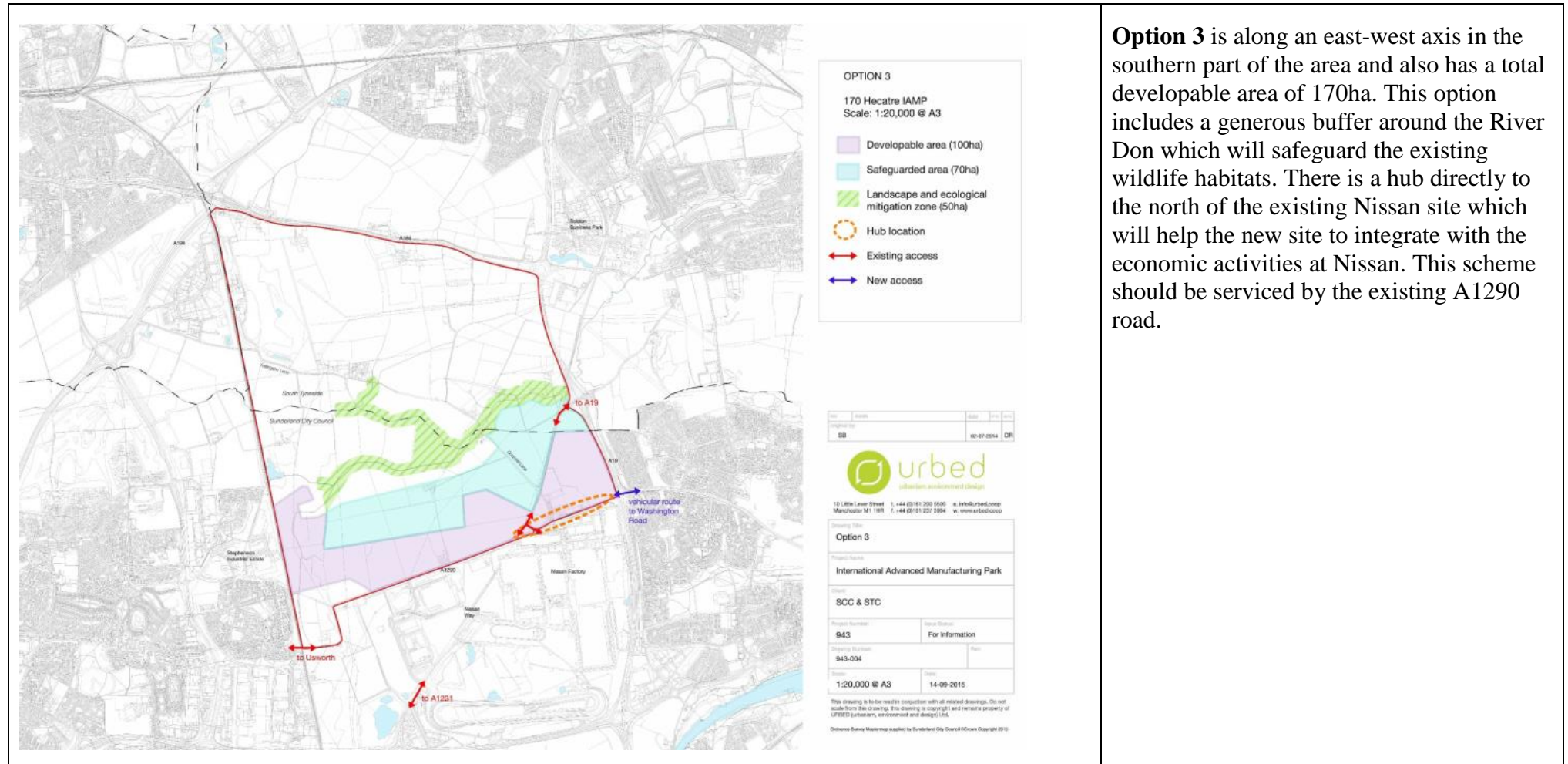


**Option 2** crossed the River Don diagonally on a north west to south east axis, and also has a total area of 170ha. The River Don is at the centre of the scheme creating a green corridor which will enhance the environmental quality of the scheme. A hub is located next to the Nissan site which would enable the site to link in to the existing economic activities at Nissan. There are good connections present to the A184, A194 and A19 which would be beneficial during construction but also when IAMP is operational. The link to Follingsby will also be improved which will increase access.

Figure 5 GBSSO Option 2



### Option 3: East to West Axis



**Option 3** is along an east-west axis in the southern part of the area and also has a total developable area of 170ha. This option includes a generous buffer around the River Don which will safeguard the existing wildlife habitats. There is a hub directly to the north of the existing Nissan site which will help the new site to integrate with the economic activities at Nissan. This scheme should be serviced by the existing A1290 road.

Figure 6 GBSSO Option 3

### **3.3.4 Conclusion of the GBSSO consultation (SD5)**

- 3.3.4.1** The GBSSO consultation (SD5) indicated a preference for Option 1 from the three scenarios offers, although there was also significant support for Option 2.
- 3.3.4.2** The options presented in the Green Belt and Site Selection Options Paper were subsequently developed to inform the identification of a preferred option for the IAMP AAP.
- 3.3.4.3** The development of the preferred option was based on a broad range of criteria to consider the performance of the three site options proposed in the GBSSO. The process included consideration of the technical constraints, findings of the initial sustainability appraisal, and the outcome of previous consultations.
- 3.3.4.4** This concluded that Option 1 was preferable but positive elements from Options 2 and 3 were incorporated into producing the preferred option, including the location of the 'Hub' so that it could be accessed by employees on existing sites and new employees at IAMP, and the location of the safeguarded land was moved to the west to maintain a larger expanse of Green Belt land north-south.

## **3.4 IAMP Area Action Plan Publication Draft (PSD1)**

### **3.4.1 Contents of the AAP**

- 3.4.1.1** The IAMP Area Action Plan Publication Draft (PSD1) builds on the findings from the IAMP for the North East Region and GBSSO consultations; setting out the context, vision, objectives and policy framework for IAMP located in the area to the north of the existing Nissan works.
- 3.4.1.2** The AAP comprises several distinct sections which set out:
- The Strategic Context, Vision and Objectives for IAMP;
  - The policy context and preparation of the AAP;
  - Background and policy development for:
    - Spatial strategy and design;
    - Infrastructure, transport and access;
    - Environment and ecology;
    - Implementation and delivery.
  - A Policies Map setting out demarcation of land falling under different policies;
  - Indicative plot divisions; and
  - Proposed monitoring framework.

### 3.4.2 Proposed Vision for IAMP

#### 3.4.2.1 The Vision included within the AAP is unchanged from that set out in the GBSSO:

The vision for the IAMP is:

*‘A nationally important and internationally respected location for advanced manufacturing and European-scale supply chain industries. A planned and sustainable employment location that maximises links with Nissan and other high value automotive industries as well as the local infrastructure assets, including the ports, airports and road infrastructure.’*

The type of place which the Councils want to create is:

*‘an attractive working environment that creates the conditions in which businesses can establish and thrive and where people choose to work. A unique opportunity for increased job and business creation and the promotion of regional prosperity whilst taking advantage of natural assets and green infrastructure including the River Don corridor.’*

### 3.4.3 Proposed Objectives for IAMP

#### 3.4.3.1 The list of objectives for IAMP (as set out in the GBSSO (SD4)) was updated prior to development of the AAP. In most cases the amendments were minor, although there was the significant addition of a specific environmental objective relating to flood alleviation, water quality and habitat protection to reflect the assessment of impacts arising from a new crossing of the River Don.

#### 3.4.3.2 Changes to the objectives are shown below (additions shown underlined and in bold, and other edits also marked):

1. Build on the area’s international reputation in the automotive industries and support Nissan in its expansion and investment in the UK, ~~a vital sector of the UK economy;~~
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. ~~To~~ **Deliver** a key element of the ~~Sunderland & South Tyneside City Deal with Government and to support the North East LEP~~ **NELEP** to stimulate local jobs and growth in the local economy;
4. Attract European-scale ‘super suppliers’, especially linked to automotive industries and encourage investment and expansion by existing businesses;
5. Ensure the North East has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment;

6. Ensure links to sub-regional infrastructure, including ports, roads and airports;
7. Ensure a suitable transport network to realise the vision;
8. Ensure **access to** a skilled workforce to realise the vision;
9. Protect and enhance the biodiversity ~~offering of the location~~ ~~including through~~ **through on and off site** mitigation;
10. **Encourage design and development** ~~Design the area and encourage development~~ based on sound sustainability principles;
11. Create a central hub to provide identity and encourage public transport;
12. Maximise opportunities to bring in public sector and private sector funding, ~~including EU Structural Funds~~;
13. **Improve flood alleviation, water quality and habitat connectivity along the River Don.**

### 3.4.4 AAP Policies

**3.4.4.1** The IAMP AAP (PSD1) includes a set of policies to guide future development within the IAMP AAP area. These are set out below.

Table 1 AAP Policies

<p><b>Policy S1: Comprehensive Development</b></p> <p>A. Comprehensive development of the IAMP for automotive and advanced manufacturing businesses shall be enabled by releasing 100ha of land from the Green Belt and safeguarding a further 50ha for potential longer term development, as shown on the policies map.</p> <p>B. Only the delivery of a single comprehensive scheme which meets the objectives of the IAMP AAP will be supported. To demonstrate comprehensive development the scheme promoter in submitting a DCO application shall:</p> <ol style="list-style-type: none"> <li>i. ensure the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure;</li> <li>ii. include a detailed masterplan incorporating a unifying design code;</li> <li>iii. include a phasing plan for 15 years for the delivery of the IAMP AAP area. This shall exclude the safeguarded land; and</li> <li>iv. show how the application complies with policy Del2.</li> </ol>
<p><b>Policy S2: Green Belt and Safeguarded Land</b></p> <p>A. The IAMP AAP policies map shows areas designated as Green Belt or safeguarded land.</p> <p>B. Areas of safeguarded land shall only be released for development, through a review of the AAP, where it can be demonstrated that there is insufficient land within the allocated employment areas to accommodate development needs.</p> <p>C. Development adjacent to land designated as Green Belt shall ensure boundaries are recognisable and permanent through the use of built form or established landscaping buffers.</p>



**Policy S3: Principal Uses**

- A. Through the DCO application, consent shall be granted for employment development, in the allocated employment areas on the policies map, where the intended uses directly relate to the automotive and advanced manufacturing sectors for production, supply chain and distribution activities.
- B. Employment development proposals from other sectors for B2 uses and B8 uses shall be acceptable where:
  - i. demand for this type of use to be located within the IAMP can be demonstrated through market demand analysis; and
  - ii. it can be demonstrated that this type of use is not detrimental to the operation or known needs of the principal uses and the objectives of the IAMP AAP or to the comprehensive development of the IAMP; and
  - iii. it can be demonstrated there are no alternative, suitable locations.
- C. Development consent for B2 and B8 uses should be granted subject to DCO requirements to ensure premises are retained for the original permitted use in the long term.
- D. Proposals for residential development and development outside the parameters as set out in Policy S5 shall not be permitted.

**Policy S4: Mix of uses**

Within the allocated employment areas shown on the IAMP AAP policies map, planning permission shall be granted for up to 261,250 sq m of employment space where the mix of uses is:

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

**Policy S5: Ancillary uses**

- A. To support the delivery of a sustainable scheme the following ancillary uses shall be permitted within the IAMP as part of the comprehensive scheme comprised in the IAMP DCO application:
  - i. education and training facilities;
  - ii. managed workspace (up to a total of 3,000 sq m gross floorspace);
  - iii. a range of local scale retail and leisure uses (up to a total of 1,500 sq m gross floorspace);
  - iv. nursery and child care facilities (up to a total of 1,000 sq m gross floorspace); and
  - v. a hotel with associated leisure and conference facilities.
- B. Ancillary uses associated with education, training, leisure and hotel uses shall be located within or next to 'the Hub' unless an alternative appropriate location within the IAMP development area can be demonstrated to be necessary, which does not undermine proposals for the principal uses.
- C. Ancillary uses shall not prejudice the operation of Use Class B uses, including the expansion of operations.

- D. In addition to the Hub location, small scale retail and leisure provision of up to 1,500 sq m gross floorspace shall be supported to service the northern extent of the IAMP, north of the River Don.

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

#### **Policy S6: The Hub**

- A. Permitted uses for the Hub are specified in AAP Policy S5.
- B. Proposals for the Hub, as shown on the IAMP AAP policies map, shall provide for:
- i. A multimodal transport interchange accommodating public transport, cycling and pedestrian access; and
  - ii. A higher density design compared to surrounding B2 and B8 uses to enable a concentration of required uses.
- C. Proposals for the Hub shall be guided by parameters specified in the IAMP Design Code, which shall be submitted as part of the DCO.

#### **Policy D1: Masterplan Design**

- A. Proposals for the IAMP shall be supported where they reflect the following key design principles:
- i. Maximise the interface with Nissan and ensure effective movement between the existing site and the IAMP AAP area; and
  - ii. Development plots using an ‘open grid’ to create a variety of plot sizes; and
  - iii. A hierarchical street network connected to existing roads and key transport corridors featuring a central boulevard and primary routes to prioritise access from the A19 and integrate the northern part of the IAMP north of the River Don with service networks to encourage efficient movement;
  - iv. Drainage infrastructure to be accommodated within the street network with sustainable urban drainage systems (SuDS) placed to enable effective water management;
  - v. Orientation of buildings along the boulevard and primary routes to follow a common building line fronting on to the road, with buildings along the River Don corridor fronting onto the river and landscaping uses where possible; and
  - vi. Give consideration to the setting of listed buildings such as Scot’s House (Grade II\*) on the south side of the A184, Hylton Grove Bridge (Grade II) on Follingsby Lane and views from elevated locations such as Boldon Downhill and the Penshaw Monument.
  - vii. Where feasible, orientation of buildings to make use of solar gain, with due consideration for overheating risks, and to optimise opportunity for solar panel use on buildings.
- B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code as part of the DCO application.

**Policy D2: Public Realm and landscape**

- A. A public realm and landscape strategy for the IAMP shall be submitted as part of the IAMP DCO application based on the following key principles:
- i. Marking key gateways into the site;
  - ii. A comprehensive way-finding strategy for cyclists and pedestrians;
  - iii. Use of street furniture to reinforce the identity of the IAMP;
  - iv. Consistent use of road and pavement materials to reinforce a clear street hierarchy;
  - v. Provision of green and blue infrastructure at street level; and
  - vi. Use of low-level lighting within and closer to sensitive ecological areas.
- B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code as part of the IAMP DCO application.

**Policy T1: Highway Infrastructure**

- A. The DCO application for the IAMP shall demonstrate how the provision of the following package of highways improvements will be secured:
- i. Upgrading of the A1290 to increase capacity;
  - ii. A new vehicular bridge over the A19 to connect the IAMP with the local road network to the east;
  - iii. A new bridge over the River Don to allow access to the northern part of the IAMP; and
  - iv. New distributor roads within the IAMP to accommodate the movement of all users
- B. The Phasing Strategy and transport assessment submitted as part of the IAMP DCO application shall demonstrate how the IAMP will connect to and integrate with Highways England's improvements to the Downhill Lane and Testos Junctions on the A19 within and in the vicinity of the '[Potential Area for] A19 Access Improvements' area shown on the policies map.
- C. Consent shall not be granted for development that adversely impacts the safe and efficient operation of the local and strategic highway networks or that compromises the delivery of these highway improvements.

**Policy T2: Walking, cycling and horse riding**

- A. Walking and cycling in and around the IAMP shall be encouraged by:
- i. Ensuring that any junction / highway measures and any new roads are designed to be mindful of potential pedestrian and cycle movements. New routes should seek to ensure that they reflect pedestrian / cycle desire lines and are of a high quality;
  - ii. Ensuring that roads and spaces are designed so that conflict between road users and vulnerable users is minimised;
  - iii. Requiring appropriate cycling facilities, such as parking, showers and storage, as part of new developments;
  - iv. Ensuring opportunities for new cycle routes and signage are identified; and
  - v. Building a pedestrian / cycle link over the A19 to connect the IAMP with the local network.
  - vi. Provision of improved connections along Follingsby Lane which will be restricted to use for local access and public transport only.
- B. Safe access to the open space within the IAMP will be ensured for recreational horse riding through the provision of bridleways linked to the wider bridleway network.
- C. Consent shall only be granted for the IAMP where the application for a DCO addresses the matters in paragraphs A and B above in the IAMP Design Code.

**Policy T3: Public transport**

- A. The IAMP shall promote and facilitate public transport measures including:
- i. Provision of enhanced bus services into the IAMP from the surrounding residential areas;
  - ii. Integration with and linkages to the Tyne & Wear Metro system;
  - iii. Bus priority measures on the key nodes entering the IAMP;
  - iv. Adequate provision for buses on the proposed new bridge over the A19 and over the River Don;
  - v. New bus stops and improved waiting facilities within the IAMP AAP area;
  - vi. New traffic signal installations incorporating facilities to enable priority for buses.

**Policy T4: Parking**

- A. The IAMP Design Code, as part of the Development Consent Order, shall establish the parking standards to be applied to development. The key principles underpinning the standards are:
- i. Applications for consent within the IAMP must include a car parking management plan;
  - ii. Developments will provide 25% of their total car parking provision for the use of car-sharing only;
  - iii. Car parking spaces will be provided across the IAMP through a combination of in-curtilage provision and communal parking areas;
  - iv. Sufficient provision should be made for lorry parking to take account of highway safety and avoidance of congestion on the road network;
  - v. On-street parking may be permitted in certain locations; and
  - vi. Provision should be made for electric charging points within parking areas across the site.
- B. The scheme should consider the introduction of a car club facility for the IAMP site.

**Policy IN1: Infrastructure provision**

- A. A new electricity sub-station is required as part of the DCO to ensure sufficient energy to meet the demands of businesses locating at the IAMP.
- B. New water, gas and electric utility services shall be made available to the IAMP development site from the existing utilities infrastructure in the local vicinity to enable occupiers to apply for, and obtain, utility connections to their premises.
- C. New telecommunications and broadband services networks shall be provided to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required.
- D. The provision of low carbon and renewable energy systems should be explored within the Design Code for the DCO.
- E. In demonstrating comprehensive development under policies S1 and Del2, it must be shown how the infrastructure in paragraphs A to D above will be secured.

**Policy IN2: Flood risk and drainage**

- A. Development proposals for new bridge works over the River Don or other watercourses must demonstrate that there shall be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of the proposed works.
- B. A detailed Flood Risk Assessment (FRA) and Water Framework Directive Assessment are required alongside the DCO application or subsequent applications.
- C. A surface water drainage strategy shall be prepared which complies with national design standards and local policy. The scheme promoter shall be required to provide Sustainable Drainage Systems (SuDs) capable of ensuring that run-off from the site (post-development) does not exceed corresponding greenfield rates, minimises pollution and is effectively managed with clear ownership in place.

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

**Policy EN1: Landscape Design**

- A. To minimise the impact on landscape character and visual amenity, seek landscape enhancements, as well as to integrate buildings into the surrounding landscape setting, the DCO application shall:
- i. Minimise the visibility of the development from the A19 and maintain a landscape buffer (minimum 50m wide) along the A19;
  - ii. Use design and landscaping measures to reduce the impact of development along public rights of way;
  - iii. Incorporate a landscape buffer (minimum 20m wide) around the development edges to integrate the development with the surrounding countryside and provide defensible boundaries for the Green Belt; and
  - iv. Incorporate green and brown roofs and green walls into the design of the development.
- B. As part of the DCO application a landscape and visual impact assessment shall be prepared to gain an understanding of the likely significant effects of the proposed development. Findings during the assessment shall influence the design of the proposals to ensure potential effects are prevented or minimised.

**Policy EN2: Ecology**

- A. To maintain biodiversity and protect wildlife habitats, the scheme promoter for the IAMP will:
- i. Avoid direct and minimise any indirect impacts on designated Local Wildlife Sites (LWS) (as shown on the policies map) where possible
  - ii. Maintain the River Don as a functional ecological corridor through the implementation of an ecological buffer along the River Don corridor and around Local Wildlife Sites; with the exception of the bridge crossing
  - iii. Minimise loss of semi-natural habitats. Lost or degraded habitats should be replaced with habitats of equivalent or greater quantity and quality to ensure net gains for nature and accommodate protected species located within the AAP area;
  - iv. Minimise loss of existing mature trees, woodland blocks and hedgerows. Around the edges of the development, trees and hedgerows should be retained and enhanced;
  - v. Design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits;
  - vi. Restrict or minimise public access to areas of ecological sensitivity; and
  - vii. Create links between retained and new habitat areas within and beyond the IAMP AAP area.

- B. As part of the DCO application an Ecological Impact Assessment should be included in the Environmental Impact Assessment. This shall be undertaken to influence development proposals and ensure potential impacts are prevented or mitigated. Ecological proposals should be designed in conjunction with landscape and drainage specialists, to maximise the ecological value of landscape planting and drainage features. Proposals should include an appropriate long term Management Plan that will ensure long-term ecological value is maintained.

#### **Policy EN3: Green Infrastructure**

- A. To provide green and open spaces for recreational use, the DCO application for IAMP and any other applications will:
- i. Incorporate a minimum 50m wide buffer along the River Don, linking with the wider Green Infrastructure Corridor to the east and west and allow recreational access within this buffer where there is low risk of harm to ecological receptors;
  - ii. Retain and enhance existing mature trees, woodland and hedgerows around the edges of the development, along the River Don, and east of Elliscope Farm;
  - iii. Create green linkages along main roads through the provision of tree lined streets and landscaped areas for public rights of way; and
  - iv. Incorporate informal open spaces within the IAMP AAP boundary to provide recreational and wildlife benefits and green links between habitats.

#### **Policy EN4: Amenity**

- A. Proposals should not adversely impact the amenity of neighbouring occupiers and residents. The IAMP DCO application shall be supported where the proposal:
- i. Takes account of the amenity of surrounding uses during the construction phase and business operations;
  - ii. Seeks to minimise disturbances caused by noise, odours or visual intrusion; and
  - iii. Seeks to minimise the impact of noise and air pollution in line with national guidelines;
- B. Proposals shall be supported where suitable mitigation measures to take account of amenity considerations are demonstrated and will be required to support the discharge of requirements for the DCO and conditions for future applications.
- C. A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required to support the discharge of requirements attached to the DCO.

#### **Policy Del1: Phasing and Implementation**

The phasing of the IAMP must have regard to the aim of enabling the comprehensive delivery of a sustainable employment-led development from the outset and as the development progresses. Accordingly, a Phasing Strategy must be submitted with the IAMP DCO application.



The Phasing Strategy shall demonstrate how the comprehensive and integrated infrastructure, services and facilities that will make the scheme acceptable in planning terms will be delivered.

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

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

**Policy Del2: Securing Mitigation**

- A. Mitigation required as a result of the IAMP will be secured through articles and requirements within the IAMP DCO and/or by planning obligation as appropriate.
- B. The Phasing Strategy submitted as part of the IAMP DCO application shall demonstrate how the strategic infrastructure for the IAMP will be delivered.
- C. Where necessary, to make development of the IAMP acceptable in planning terms, developer contributions will be sought to mitigate the impact of the IAMP. In seeking any such contributions, regard shall be had to scheme viability and other material considerations.

**3.4.4.2**

The policy map for the AAP is shown in the following figure

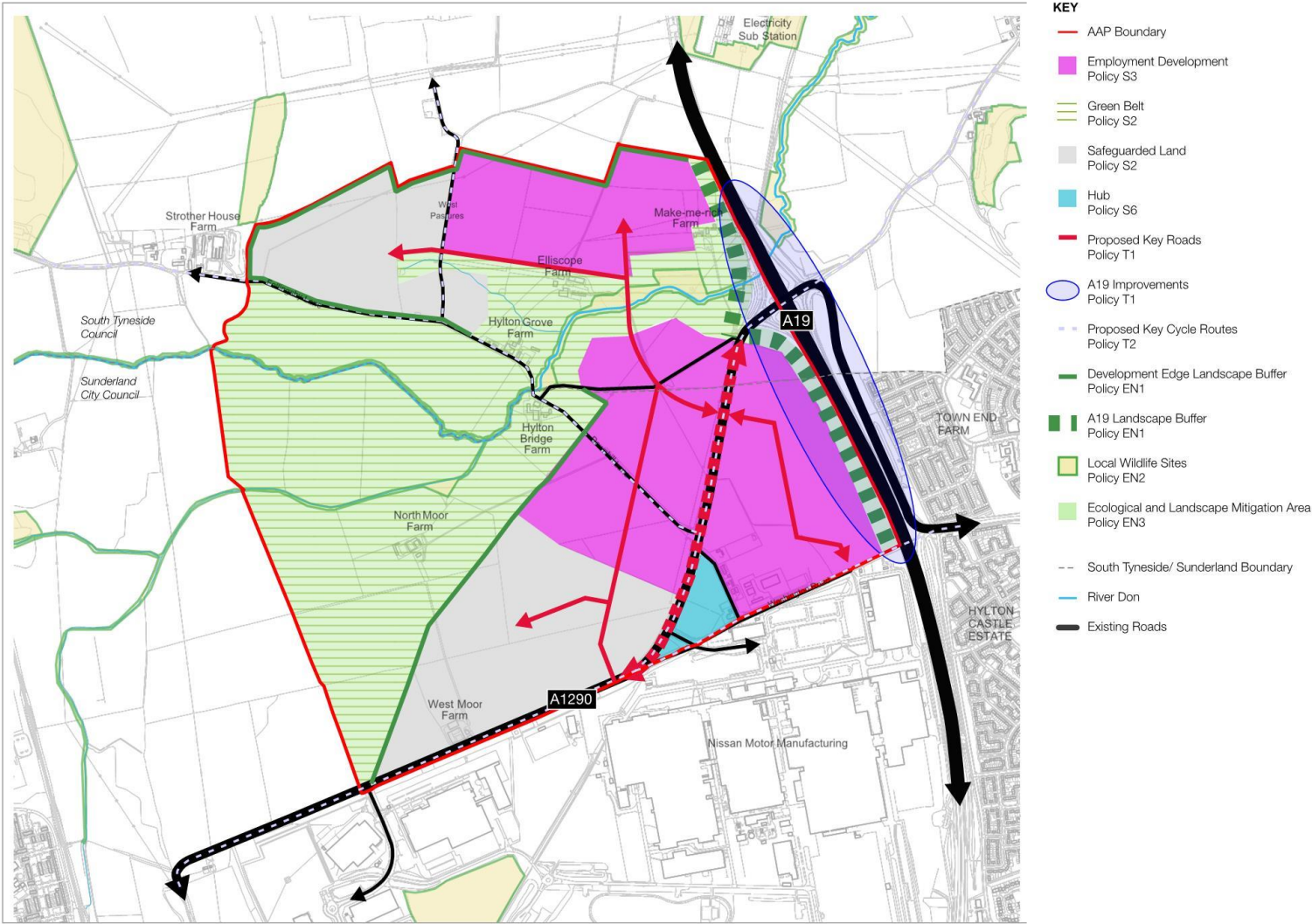


Figure 7 AAP Policies Map

### 3.4.5 Masterplan Design Objectives

**3.4.5.1** In addition to the vision, objectives and policies within the AAP (PSD1) there is also a set of distinct masterplan objectives. These are predominantly spatial in nature – and as such are of limited direct strategic nature.

**3.4.5.2** These are listed below.

Table 2 AAP Masterplan Objectives

Masterplan Objectives	
1.	<b>Interface with Nissan:</b> Adjacency to the Nissan car manufacturing plant will be key to establishing the IAMP in the early phases. Consultation with Nissan has been undertaken to determine the most beneficial highways layout for existing and new businesses in the local area. This objective also steers the location of the Hub and seeks to increase access from the Nissan plant to encourage employees to use the facilities here.
2.	<b>Creating an ‘Innovation District’:</b> Alongside the provision of employment floorspace, this principle seeks to provide a mix of ancillary uses such as managed workspace, conference facilities, a hotel, retail and leisure. These facilities will be located in the Hub and will be used to attract future occupiers by offering these additional services for employees, and opportunities for future business development. This will provide spaces for employees to socialise, network and share knowledge.
3.	<b>Opportunity for future expansion:</b> In addition to delivering the scheme of 100ha, a further 50ha of land has been safeguarded for potential future expansion of the IAMP.
4.	<b>A bespoke layout:</b> This objective demands a bespoke layout to meet the needs of the automotive sector and associated supply chain by creating a permeable grid layout which can accommodate a variety of plot sizes, dependent on the requirements of each occupier. This will allow for a range of different sizes of occupier to locate at the IAMP.
5.	<b>Improving access and connectivity:</b> This objective seeks to: <ul style="list-style-type: none"> <li>• Optimise vehicular access into the site from the existing road network in particular the A19 as well as promoting new highways connections to optimise access to the wider area;</li> <li>• Increase access to the site through sustainable transport networks; and</li> <li>• Optimise access and permeability for cyclists and pedestrians within the developed areas of the IAMP, to encourage people to walk and cycle to work.</li> </ul>
6.	<b>Movement logistics:</b> The layout of the masterplan needs to respond to the nature of business to be carried out in the IAMP. This includes ensuring the road network is designed to allow the efficient movement of vehicles around the site, as well as from suppliers to the Nissan plant, alongside employees who will be commuting in and out of the IAMP on varying

Masterplan Objectives	
	shift patterns. This objective also seeks to address the impacts of future technologies such as autonomous vehicles and how the road network can be designed to accommodate these.
7.	<b>Landscape connectivity and settlement break:</b> The Landscape Character Technical Background Report has identified the importance of green open space being maintained to enforce the settlement break between existing built up areas. This objective also steers the heights of buildings within the scheme to reduce impacts on views to and from raised viewpoints in the local area, such as the Penshaw Monument and Boldon.
8.	<b>Protecting the River Don corridor:</b> This objective seeks to protect the River Don corridor from development. The IAMP AAP presents an opportunity to further safeguard and enhance the corridor for the benefit of the local environment and ecological features. This objective also seeks to steer development away from any areas which are at risk of flooding.
9.	<b>Protect and improve Biodiversity:</b> This objective seeks to protect important wildlife and habitats through creating no-development buffers and steering development to less ecologically sensitive areas. It also seeks to address the subsequent loss of important habitats through mitigation and enhancement in areas of low ecological value.
10.	<b>A surface level strategy for drainage:</b> This objective seeks to incorporate a surface drainage conveyance system into the masterplan grid network. This includes a series of dykes and wet and dry swales which will manage water movement around the site at street level as well as introduce planting and landscaping which can improve the street environment
11.	<b>Providing opportunities for recreation:</b> This objective seeks to maintain and enhance connections into the Great North Forest Trail which passes through the IAMP AAP area. This will increase access to the countryside, particularly from neighbouring areas and will increase opportunities for recreation, which can benefit the user's health and well-being.
12.	<b>Avoidance of utility constraints:</b> The site is constrained by a number of utility networks which include electricity pylons and intermediate pressure gas pipelines. The masterplan will seek to accommodate these constraints through design and layout considerations, without compromising the permeability of the scheme.

## 4 Sustainability Appraisal Framework

### 4.1 Sustainability Appraisal Framework

**4.1.1** The IAMP AAP Sustainability Appraisal Scoping Report set out a list of Sustainability Objectives and supporting questions to inform the assessment of the developing proposals for IAMP. This framework was developed following a review of the environmental, social and economic context in the area, and a review of relevant policies, plans and programmes. The framework also drew from the Sustainability Appraisal Frameworks used by SCC and STC in the SAs of their respective Local Plans. Consultation was then carried out with the three statutory consultees (Natural England, Environment Agency, and Historic England) resulting in a number of changes to the assessment framework.

**4.1.2** The finalised framework is included in Appendix A.

### 4.2 Assessing the AAP and Preparatory Documents

**4.2.1** The AAP has been developed incorporating findings from a wide range of assessments and from previous public consultation exercises. The AAP Publication Draft (PSD1) includes a number of distinct sections covering the context, vision, objectives and policies developed for the IAMP. Earlier preparatory documents provide less detailed, but a wider set of potential options for the AAP.

**4.2.2** In order to reflect the information contained within the preparatory documents as well as the AAP, this SA considers three documents. As the three documents differ in their structure and contents the SA has had to assess different elements within each:

Table 3 Elements of Preparatory Documents and AAP assessed

Document	Elements appraised
IAMP for the North East Region	Appraisal of the three spatial options located in the area to the north west of the Nissan site.
Green Belt and Site Selection Options	Assessment of the three site selection options within the preferred zone, and assessment of the Draft Vision and Objectives for IAMP.
IAMP AAP	Appraisal of several elements from the IAMP AAP: <ul style="list-style-type: none"> <li>• Review of the appraisal of Vision and Objectives for IAMP</li> <li>• The policies included in the AAP</li> <li>• The Masterplan objectives</li> </ul>

### 4.3 Consideration of Alternatives

**4.3.1** The application of the sustainability appraisal process must give consideration to reasonable alternatives, in order to help ensure that proposals within the plan are the most appropriate.

**4.3.2** Due to the strategic nature of the IAMP being so closely linked to the existing expertise and economic activity around the Nissan site, the reasonable alternatives are quite limited. The approach taken has been to assess the spatial alternatives set out in:

- The ‘IAMP for the North East’ consultation; and
- The spatial options considered in the Green Belt and Site Selection Options consultation.

## **4.4 Evolution of the Baseline without the AAP**

**4.4.1** Section A2 within the AAP Scoping Report set out the likely evolution of the existing environmental, social and economic characteristics of the plan area, as part of the development of the Sustainability Objectives. This is summarised below. In some areas the likely evolution of the baseline could not be determined at the Scoping Stage. This is updated within the sustainability appraisal of the AAP.



Table 4 Likely Evolution of the Area without Implementation of the AAP

Sustainability Framework			Likely Evolution of the Area without Implementation of the AAP (taken from the Scoping Report)
Environmental	1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside	Over the period since 2005 there has been a steady decrease in greenhouse gas emissions from South Tyneside. Sunderland has seen a decline and subsequent fluctuation in emissions. Across both council areas electricity and gas sales per capita have decreased. Without the AAP it is expected that these trends will continue, although to some extent will be dependent on national and regional policy and targets for emissions reductions.
	2	Adapt to the impacts of climate change in Sunderland and South Tyneside	<p>There are overarching policy requirements in the local plans to support sustainability in buildings and the use of renewable energy. These are supported by increasing energy standards within building regulations. These are expected to continue without the AAP.</p> <p>Without the plan it is expected that greenhouse gas emissions for the two boroughs will continue to decrease, especially against the backdrop of challenging national carbon targets.</p>
	3	Protect our environmental assets and natural resources	<p>There are existing policies to protect and enhance natural assets within the two Boroughs. Broadly, performance against indicators such as flood risk and air quality have remained stable, and it is expected that this will continue to be the case without the development of the AAP. There is potential that risks from flooding could be increased in the specific locale of the AAP, depending on its location and the design response to any on-site flood risk, and this will be identified during a formal assessment of flood risk for the site.</p> <p>Without the plan it is considered that issues of protection of environmental issues will continue to be adequately addressed through local planning and national regulations.</p>
	4	Conserve and enhance biodiversity	<p>Generally, biodiversity is well protected across both boroughs through legislation and designation schemes, and supplementary planning documents in both council areas seek to encourage provision and enhancement of areas of biodiversity value.</p> <p>The potential areas where the AAP will be introduced fall within areas of Green Belt. It is expected that these areas contribute positively to the local and wider biodiversity and habitat context, although the degree to which this is the case is not yet known. Without the AAP they will continue to provide whatever scale of function is currently provided. This is expected to be greater in the areas immediately adjacent to the River Don, but the extent of the contribution of other areas of land in the wider spatial envelope is not understood yet.</p>

Sustainability Framework			Likely Evolution of the Area without Implementation of the AAP (taken from the Scoping Report)
	5	Protect and enhance our Green Belt and green infrastructure	<p>South Tyneside's LDF and the Sunderland Core Strategy both address green infrastructure and land issues, and promote the use of previously developed land. They also provide for the protection of Green Belt and for the enhancement of green infrastructure.</p> <p>There are some concerns that the extent of existing Green Belt in South Tyneside no longer fulfils the function set out in NPPF due to the age of boundary identification and it is noted that the extent of existing Green Belt may have a detrimental effect on the growth aspirations and needs of the borough by limiting land availability.</p> <p>The draft Core Strategy for Sunderland has identified a 20ha site on the land north of Nissan as an area which should be released from Green Belt in order to make it available for development as a strategic site. Without the AAP (and the resulting removal of land from the Green Belt) it is broadly expected that Green Belt land area would remain broadly constant, albeit this may change depending on wider local and national Government planning policy.</p>
	6	Support the efficient use of resources and minimise disposal of wastes to landfill	<p>The introduction of a new Energy from Waste plant at Teesside is expected to continue to avoid landfilling of waste, with incineration providing the main source for non-hazardous residual waste disposal. This trend will continue regardless of the development of the AAP. General trends on recycling from households will also continue. In the context of commercial and industrial wastes the general levels of waste arisings for the two Boroughs will continue as present trends indicate without the introduction of the AAP.</p> <p>Without the AAP mineral safeguarding is unlikely to be affected.</p>
Economic	7	Facilitate economic growth at a local and regional scale	In general, employment levels in the two Boroughs are below averages for England. The AAP is primarily focused on improving the economic performance of Sunderland and South Tyneside, and the wider region. Without the AAP it is expected that current trends will continue, albeit against the backdrop of a range of other initiatives aimed at increasing economic activity which will also affect the broader performance of the region.
	8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside	Economic growth is also expected to increase in the region, driven by local Economic Reviews and the Strategic Economic Plan. However without the AAP, which forms a key element of this Plan, the improvement is expected to be significantly smaller and/or protracted.
	9	Increase opportunities for education and skills for all within Sunderland and South Tyneside	It is expected that population size and diversity will continue broadly as set out in the baseline without the introduction of the AAP.

Sustainability Framework			Likely Evolution of the Area without Implementation of the AAP (taken from the Scoping Report)
Social	10	Improve health and well-being of people and communities	<p>Health issues across Sunderland and South Tyneside are worse than England as a whole, in line with the general picture for the North East. In general terms life expectancy is shown to be increasing locally, as well as nationally, and this is expected to continue regardless of the introduction of the AAP. At a local level it is expected that health will improve through the broader work of the Joint Strategic Needs Assessment.</p> <p>However, one component of the broader set of actions to improve health is around access to open space for exercise. The extent to which the AAP will compromise this is expected to be limited, although it will be important to identify where any loss of open and accessible space can be mitigated.</p>
	11	Promote and enhance Sunderland and South Tyneside's culture and heritage	The protection and retention of cultural and heritage assets is well addressed in the LDF and Core Strategy for the respective councils, and these are supported by the suite of Conservation Area Appraisals and associated planning documents relating to their management. The presence of cultural assets in, and around, the areas considered for the AAP are limited. Without the introduction of the AAP it is expected that the range, scale and condition of cultural assets will broadly continue as recent trends indicate.
	12	Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region	<p>There are existing policies in both boroughs to support the use of public transport and to reduce dependency on private vehicles. Both boroughs include allocations and infrastructure strategies to improve accessibility through the boroughs through identifying highway improvements, safeguarding land for new roads and Metro line improvements, and creating and improving pedestrian, cycle and bridleway routes.</p> <p>South Tyneside's recent Local Plan Scoping Report reported an increase in South Tyneside of public transport boardings since 2004, although updated data (and additional data to cover Sunderland) has not been identified. South Tyneside's Scoping Report reported peak public transport boardings as decreasing in the period 2010-13. It is expected that without the AAP these trends will continue.</p>
	13	Promote sustainable transport choices for employees, residents and visitors	The AAP is unlikely to contribute significantly to the wider strategy on increasing public transport and active travel at a borough scale – but there will be potential for it to contribute to travel at the more local scale. Although there is potential that a strategy which supported increased provision through, for example, new metro stations might lead to wider use of the network overall.

## 5 Sustainability Appraisal of “IAMP for the North East Region”

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### 5.1 Appraisal of “IAMP for the North East Region”

**5.1.1** The Sustainability Appraisal Framework was been applied to each of the three spatial options included in IAMP for the North East Region,; based on a broad understanding of the likely sustainability implications of each; (including those items identified within the consultation documents). The tables completed as part of this assessment are included in Appendix E.

### 5.2 Conclusions of the Assessment

**5.2.1** The likely impacts and opportunities arising from the location of the IAMP site across one of the three site options are broadly similar (based on the available level of detail of proposals). These are summarised as:

- Increased greenhouse gas emissions from traffic and development of the new site;
- Potential risks of flooding, and increased contribution to flooding elsewhere, due to proximity to the River Don (although heavily dependent on the specific design and mitigation measures). Likely to be a more significant impact for those proposals which indicate a new crossing or development closer to the River Don;
- Impacts on air and water quality from increased traffic (during construction and operation) and potential pollution (construction phase, and also from vehicular traffic during operation);
- Potential impacts on biodiversity, but positive or negative impact highly dependent on implementation/design;
- Negative impact on Green Belt;
- Potential positive impacts where former colliery may be remediated;
- Broad positive economic impacts;
- Both positive and negative impacts on human health (through positive benefits arising from employment/education opportunities and negative impacts from increased pollution from traffic); and
- Impacts on the transport network from additional loads, but potential for contributions to improved travel networks.

**5.2.2** In general terms the differences between the options were relatively marginal, and all would be dependent on the policies contained in the AAP, and on the final implementation of development.

## 6 Sustainability Appraisal of the Green Belt and Site Selection Options Paper

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- 6.1** The GBSSO contains several different sections setting out the context of the proposed IAMP AAP, alternative locations away from the land north of Nissan, and site selection options within the preferred location at Sunderland/South Tyneside.
- 6.2** Application of the Sustainability Appraisal Methodology to the Vision and Objectives
- 6.2.1** The Vision and Objectives from the GBSSO have been compared against the Sustainability Objectives developed for the SA - this comparison is set out in Appendix F. As noted previously, the Vision and Objectives were taken forward (with modifications) to the IAMP AAP. To avoid over-duplication the assessment of the Vision and Objectives reflects the updated wording contained in the AAP. The additional objective in the AAP (relating to flooding and environmental benefits from the River Don) has been included in the SA of the GBSSO.
- 6.2.2** **Conclusions from the Assessment**
- 6.2.3** The majority of the Vision and Outcomes are focused on economic improvements – the creation of an area which supports local and national economy, and which brings with it opportunities across Sunderland and South Tyneside for job creation and growth in the North East. The assessment was positive across economic sections of the assessment framework.
- 6.2.4** Environmental sustainability objectives were less broadly supported, but effects are generally positive with regards to biodiversity, and some positive contributions to objectives on transport.
- 6.2.5** Social sustainability objectives around health, cultural and heritage are not explicitly addressed in the Vision and Objectives developed for IAMP, although it is broadly expected that there will be some moderate benefits arising from the economic opportunities arising from IAMP. Sustainability objectives around public/sustainable transport are positively reflected in the IAMP objectives.
- 6.2.6** The IAMP objectives also include a broad objective to base the development on ‘sound sustainability principles’ although as these principles are not articulated in any more explicit way, the resultant impact on supporting the SA Objectives is dependent on implementation.
- 6.2.7** In summary, there are no significant conflicts between the Vision and Outcomes and the Sustainability Objectives.

## 6.3 Assessment of Potential Alternative Locations

**6.3.1** The GBSSO (SD4) included a review of potential locations for IAMP, and set out locational criteria to be applied to potential locations for IAMP:

- Site size – overall site between 100ha and 150ha;
- Adjacency to industry – considered critical for the IAMP to be located in close proximity to the existing automotive cluster around Nissan;
- Transport links- good accessibility to the strategic road network, as well as having access to the rail network, ports and airport; and
- Site availability – current use and availability of land would need to be considered when assessing potential locations for IAMP.

**6.3.2** A threshold of 80ha was set to consider potential sites to allow for focus on sites which would meet the requirements of IAMP. A review was carried out of the sites named in the original IAMP for the North East consultation paper. Several identified sites did not meet the 80ha threshold, and of the remaining set of potential sites only two fulfilled the locational criteria set out in the GBSSO:

- Site A: Site to the east of the former Wardley Colliery disposal point; and
- Site B: Site to the immediate north of Nissan.

**6.3.3** Consideration of reasonable alternatives (under the requirements of the SEA Directive) will therefore focus on alternative sites/layouts across these two potential locations.

## 6.4 Assessment of Site Layout Options

**6.4.1** The GBSSO (SD4) sets out three broad potential layout options for IAMP based on the site to the north of Nissan. These are distinct layouts which contain some consistent pockets of land, but which all sit within the area bounded by the A19/A184/A1290/railway line to the north of Nissan which contained both Sites A and B referred to above in Section 3.2. The sites are differentiated by their broad alignment:

- Option 1: A19 Corridor;
- Option 2: North West to South East axis; and
- Option 3: East to West axis.



## 6.5 Conclusions from the Assessment

**6.5.1** In broad terms, all three options are similar when considered in terms of the sustainability framework, and considered at a strategic scale. The options generally present similar impacts and opportunities as were identified through the assessment of the “IAMP for the North East Region” assessment, as summarised in Section 5.2.

**6.5.2** However, the different layout options (and the characterisation and analysis of these options within the GBSSO (SD4)) provide some minor additional basis for assessing their relative merits/impacts/opportunities. This is set out in Appendix G.

**6.5.3** The main impacts identified across the potential sites are:

- Flood risk – the increased likelihood of development experiencing flooding, or contributing to flooding elsewhere, where development is located adjacent to the River Don. The risks are broadly similar for the three spatial options;
- Ecology and habitat impacts – particularly those associated with a new crossing over the River Don (Options 1 and 2) - although any potential impact will be mitigated through inclusion of a Landscape and Ecological mitigation zone;
- Minor differences in impact arising from the removal of hedgerows and arable fields/farm buildings. This is potentially more significant for Option 2; and
- Differences arising from removal of different areas of Green Belt – the GBSSO concludes no major overall adverse effect.

**6.5.4** In summary, the AAP should reflect the potential negative impacts on flood risk, ecology and habitats, implications from removal of natural features, and mitigating the effects of removal of land from the Green Belt.

## 7 Sustainability Appraisal of the IAMP Area Action Plan

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### 7.1 Assessment of Vision and Objectives

**7.1.1** The assessment of the Vision and Objectives has been carried out as detailed in Section 6.2. It concluded that there were no significant conflicts between the AAP Vision and Objectives and the Sustainability Objectives.

**7.1.2** Following consultation upon the draft Vision and Objectives an additional objective was added:

- Objective 13: Improve flood alleviation, water quality and habitat connectivity along the River Don.

**7.1.3** This objective contributes positively to mitigating the negative issues identified above in Section 0 relating to flooding and ecology impacts on the River Don.

### 7.2 Assessment of Policies

**7.2.1** The IAMP AAP includes a set of policies to guide future development within the area defined by the AAP boundary. These have, in turn, been assessed against the SA sustainability outcomes.

**7.2.2** The full assessment of each policy can be found in Appendix H. A summary of the main findings are set out below.

#### **7.2.3 Strategic Policies and Land Policies (S1, S2, S3, S4, S5, S6)**

**7.2.3.1** Policies S1 and S2, which enable the reallocation of Green Belt land (currently open space) will have a negative impact on Objective 3 in terms of landscape value although the area is not classed as being of high landscape value. Impacts on other aspects of Objective 3 (relating to other environmental assets and resources) will depend on implementation.

**7.2.3.2** Impacts across environmental objectives relate to the loss of Green Belt and open green space which will have a negative effect against Objective 5. Impacts on flooding, environmental assets, and biodiversity may also be negative depending on implementation of IAMP.

**7.2.3.3** These policies contribute positively to economic objectives.

**7.2.3.4** Policies on *Ancillary Uses* and *The Hub* are expected to contribute positively to objectives on health and well-being, and on integrated public transport and sustainable transport choices.

## 7.2.4 Design Policies (D1, D2)

**7.2.4.1** Impacts across environmental objectives will be negative with regards to greenhouse gas emissions (due to creation of new development these will inevitably increase).

**7.2.4.2** Economic impacts from *Masterplan Design* are expected to be positive. Impacts are also expected to be positive for integrated/sustainable transport objectives.

**7.2.4.3** There is an expected minor positive contribution from explicit consideration of listed buildings and visual impact within the D1 policy.

**7.2.4.4** The *Public Realm and landscape* policy is expected to provide positive impacts for environmental objectives, although biodiversity and green infrastructure may benefit from effective design of green and blue infrastructure. Good public realm design is expected to have an impact on health and well-being although this will depend on implementation. Impacts are also expected to be positive for integrated/sustainable transport objectives.

**7.2.4.5** Economic impacts (on local and regional growth) are expected to be positive.

## 7.2.5 Infrastructure, Transport and Access Policies (T1, T2, T3, T4)

**7.2.5.1** Environmental impacts from transport and access infrastructure will be negative with regards to GHG emissions from road transport, although policies on walking, cycling, horse riding and public transport will have a positive impact. The *Parking* policy will inevitably contribute to use of private vehicles, although specific items within the parking policy go some way to offset this through preferential parking and provision for electric vehicles/car clubs.

**7.2.5.2** Health and well-being is likely to be impacted by *Highway Infrastructure* although the nature of impacts (e.g. noise/air pollution, congestion) will depend on implementation of IAMP and proximity to receptors. Policies on walking/ cycling/horse riding/public transport are expected to provide a positive health and wellbeing impact.

**7.2.5.3** The objective on the creation of a strategic road and public transport network will be positively supported. Promotion of sustainable transport choices will be positive from walking/cycling/horse riding/public transport policies, but highway infrastructure and parking policy impacts will depend on implementation.

## 7.2.6 Utilities Infrastructure Provision Policies (IN1, IN2)

**7.2.6.1** Environmental impacts from infrastructure provision are expected to be negative with regards to increasing consumption of energy. However, the addition of an explicit reference to the exploration of low carbon and renewable energy systems may mitigate this to some extent (dependent on whether such systems are implemented).

**7.2.6.2** The policy on *Flood risk and drainage* will provide a positive contribution to Objective 2 (climate change adaptation).

**7.2.6.3** Overall, economic benefits will be achieved from *Infrastructure Provision*.

## 7.2.7 Environment and Ecology Policies (EN1, EN2, EN3, EN4)

**7.2.7.1** As would be expected, these policies contribute positively to environmental objectives on protection of environmental resources, biodiversity, and green infrastructure.

**7.2.7.2** Policies on *Green Infrastructure* and *Amenity* are also expected to provide positive impacts on health and well-being.

## 7.2.8 Implementation and Delivery Policies (Del1, Del2)

**7.2.8.1** Environmental objectives are expected to benefit from the requirements for Management Strategies for landscape/open space, ecology, and drainage. This benefit will also extend to objectives on transport infrastructure and sustainable transport choices.

**7.2.8.2** Impacts from *Securing Mitigation* may result across all objectives but will be dependent on implementation and in some cases (for example new road infrastructure) may have a negative impact.

## 7.3 Assessment of Cumulative Effects

**7.3.1** Cumulative effects have been considered in two ways:

- The cumulative effects of all AAP Policies against the Sustainability Objectives; and
- A consideration of the nearby NSIP project for the A19 Testo's and Downhill Lane junctions.

### 7.3.2 Cumulative effect of AAP policies

**7.3.2.1** An assessment of the cumulative effects of the AAP policies has been carried out by comparing the appraisal of impacts on the sustainability objectives. This is shown in Appendix I.

**7.3.2.2** For most sustainability objectives the cumulative effects will be neutral or positive. Two objectives indicate negative impacts although for one of these (Objective 5 on Protection of Green Belt and Green Infrastructure) a conflict is shown only with one policy.

**7.3.2.3** Sustainability objective 1 relates to reducing the emissions of greenhouse gases within Sunderland and South Tyneside. Due to the nature of the development it is expected that these will increase due to:

- Energy consumption from new development (albeit with some offset from renewable energy); and
- Emissions from road transport to the site.

**7.3.2.4** The cumulative impact is expected to be significant given the scale of IAMP. However, several policies are in place to mitigate this impact including those focusing on sustainable transport and public transport provision.

**7.3.2.5** Since earlier iterations of the Sustainability Appraisal a specific reference to the consideration of low carbon and renewable energy systems has been included in Policy IN1. This was absent from previous drafts of the AAP, and its inclusion is welcomed. It will contribute to reducing negative impacts from increased energy consumption, although as it is a consideration only (rather than a requirement) the extent of contribution cannot be determined.

### **7.3.3 Cumulative impact arising from nearby A19 NSIP**

**7.3.3.1** The A19 road which lies to the east of the IAMP AAP site is part of the trunk road network. Highways England are currently promoting improvements to the A19 and associated junctions, including Downhill Lane and Testos (to the immediate east of the IAMP site), as an NSIP.

**7.3.3.2** The primary relevance to the IAMP SA relates to likely effects arising from increased traffic associated with the development of IAMP (traffic, congestion, noise and air quality impacts).

**7.3.3.3** The improvements proposed for the A19 junctions are intended to address current congestion and vehicle queuing for the Nissan site, and also to allow for additional demand on the network arising from IAMP in the future. In this regard it is expected that the cumulative impact arising from the A19 improvements will be to reduce the traffic-related impacts expected from development of the IAMP.

## 7.4 Assessment of Masterplan Objectives

**7.4.1** A short review of the masterplan objectives was carried out. Due to the spatial nature of these they generally do not contribute to the achievement of sustainability objectives, or have a minor positive effect.

**7.4.2** The exception is the masterplan objective on future expansion which, by its nature, requires removal of land from Green Belt and which in future may be developed.

**7.4.3** The summary review against sustainability objectives is shown below.

Table 5 Summary Review of Masterplan Objectives

Masterplan Objectives	Relevance to Sustainability Objectives
<b>Interface with Nissan</b>	Largely a spatial consideration. Beyond promoting the success of IAMP as a whole it does not specifically contribute to, nor impact against, achievement of the sustainability objectives.
<b>Creating an 'Innovation District'</b>	Largely a spatial consideration. Beyond promoting the success of IAMP as a whole it does not specifically contribute to, nor impact against, achievement of the sustainability objectives.
<b>Opportunity for future expansion</b>	This masterplan objective is required to ensure future flexibility and development opportunity at the site. However, in doing so it will impact negatively on the sustainability objective considering Green Belt protection: Protect and enhance our Green Belt and green infrastructure
<b>A bespoke layout</b>	Largely a spatial consideration. Beyond promoting the success of IAMP as a whole it does not specifically contribute to, nor impact against, achievement of the sustainability objectives.
<b>Improving access and connectivity</b>	This objective directly targets access and connectivity within, and outside of, the site. It aligns positively with sustainability objectives on: Creation of an integrated strategic road and public transport network within the local authorities and wider region; and Promotion of sustainable transport choices for employees, residents and visitors.
<b>Movement logistics</b>	Largely a spatial consideration. Beyond promoting the success of IAMP as a whole it does not specifically contribute to, nor impact against, achievement of the sustainability objectives.
<b>Landscape connectivity and settlement break</b>	Directly relevant to the sustainability objective on protection and enhancement of Green Belt and green infrastructure.  The proposals for IAMP require the removal of land from the Green Belt, which permanently and negatively impact on this sustainability objective. However, this masterplan objective aims to mitigate the impact arising from this by retaining the settlement break between built-up areas (one of the five purposes of Green Belt).

Masterplan Objectives	Relevance to Sustainability Objectives
<b>Protecting the River Don corridor</b>	This masterplan objective directly supports the following sustainability objectives: Adapt to the impacts of climate change in Sunderland and South Tyneside Protect our environmental assets and natural resources Conserve and enhance biodiversity
<b>Protect and improve Biodiversity</b>	This master plan objective directly supports the following sustainability objectives: Protect our environmental assets and natural resources Conserve and enhance biodiversity
<b>A surface level strategy for drainage</b>	This masterplan objective directly supports the following sustainability objectives: Adapt to the impacts of climate change in Sunderland and South Tyneside Conserve and enhance biodiversity
<b>Providing opportunities for recreation</b>	This masterplan objective directly supports the following sustainability objectives: Improve health and well-being of people and communities
<b>Avoidance of utility constraints</b>	Largely a spatial consideration. Beyond promoting the success of IAMP as a whole it does not specifically contribute to, nor impact against, achievement of the sustainability objectives.



## 8 Identification of Significant Impacts

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### 8.1 Significant Effects identified during the Assessment

**8.1.1** The sustainability appraisal framework has been applied to three main documents:

- IAMP for the North East Region;
- Green Belt and Site Selection Options; and
- IAMP AAP.

**8.1.2** These successive documents have provided the background context to IAMP, and consultation on these has informed the development of the AAP.

**8.1.3** Likely significant negative impacts identified during the assessment comprise:

1. Creation of new development will generate greenhouse gases within both local authority areas;
2. Increased demand, and the road infrastructure put in place to support this, will lead to increased traffic in the area with resultant impacts on greenhouse gas emissions, and environmental impacts associated with road transport (such as air quality and noise);
3. Development adjacent to, or near, the River Don may contribute to flood risk either at IAMP, or in areas downstream of IAMP;
4. Temporary environmental impacts will arise from construction stages;
5. IAMP will result in the removal of land from Green Belt, with associated reduction in the fulfilment of Green Belt function in these areas; and
6. There is potential for negative impacts on biodiversity and habitats from development in this area, particularly with regard to impacts on the River Don.

**8.1.4** There will be positive impacts across a number of sustainability objectives – primarily those relating to economic objectives and transport-related objectives. However, specific policies and project objectives will also provide benefits to environmental and other social objectives.

## 8.2 Equality Impact Assessment

### 8.2.1 The Equality Impact Assessment has been carried out by including two specific sustainability objectives:

Table 6 EqIA Objectives

Sustainability Objective		Sustainability Questions
8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside	<p>Will it support employment markets in Sunderland and South Tyneside?</p> <p>Will it provide a range of employment opportunities appropriate for a wide range of skills?</p> <p>Will it promote equality of opportunity and access for all?</p> <p>Will it impact upon people who share a protected characteristic identified in the Equality Act 2010*?</p> <p>* (age, disability, gender reassignment, marriage &amp; civil partnership, pregnancy and maternity, race, religion, sex, sexual orientation)</p>
9	Increase opportunities for education and skills for Sunderland and South Tyneside	<p>Will it support training and education of people in Sunderland and South Tyneside from all communities?</p> <p>Will it promote equality of opportunity and access for all?</p> <p>Will it impact upon people who share a protected characteristic identified in the Equality Act 2010?</p>

### 8.2.2 Reviewing the assessments carried out for the three documents, and focusing specifically on the assessment of IAMP AAP, the conclusions are that:

- No elements of the AAP or preparatory documents are in direct conflict with these objectives;
- Several elements of the AAP contribute positively to these objectives including:
- Policies S1, S2, S3, and S4 which contribute positively to both provision of employment and provision of education; and
- Policy D1 on masterplan design which will contribute positively to both provision of employment and provision of education.

## 8.3 Health Impact Assessment

### 8.3.1 The HIA aspect of the AAP will be assessed by Objective 10:

Table 7 HIA Objective

Sustainability Objective		Sustainability Questions
10	Improve health and well-being of people and communities	<p>Will it help to increase life expectancy and reduce health inequalities?</p> <p>Will it help residents to choose healthy and active lifestyles?</p> <p>Will it help to provide access to safe, green and open spaces for activity?</p> <p>Will it help ensure the needs of growing populations?</p> <p>Will it contribute to reducing levels of deprivation across the boroughs?</p>

### 8.3.2 Reviewing the assessments carried out for the three documents, and focusing specifically on the assessment of IAMP AAP, the conclusions are that:

- There are potential health impacts associated with the development of IAMP, primarily related to short-term construction stage impacts (noise, pollution etc.) but also potentially long-term impacts arising from increased road traffic in the area (noise, pollution etc.); and
- Several elements of the AAP have positive contributions to health and well-being through provision of support for active travel modes (cycling/walking/horse riding) and through the development of high quality public realm and also leisure/recreation uses within IAMP.

## 9 Consideration of Strategic Alternatives

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- 9.1** Strategic alternatives within the development of AAP have primarily considered:
- Different locations within broad area to the north of Nissan (as set out in “IAMP for the North East Region”); and
  - Different spatial layouts within the preferred option (Option 1) (as set out in the GBSSO).
- 9.2** Given the scale of IAMP, and the requirement for close proximity to the existing Nissan site realistic, alternative locations for IAMP within the North East region have been identified (as set out in “IAMP for the North East” consultation report). Consideration has been given to assessing other potential locations beyond the junction of Sunderland and South Tyneside located close to Nissan.
- 9.3** Assessing the spatial options within the consultation papers has not demonstrated significant strategic differences in terms of contribution to meeting sustainability objectives (see Appendix E and Appendix G). In a small number of cases it is expected that there may be differences in terms of environmental impacts arising from different spatial layouts, but these are minor when considered in a strategic sense for the two Councils.
- 9.4** However, it should be noted that the successive consultation documents which have contributed to developing the AAP have included a specific exercise to establish the likely impacts of different layout options with respect to removal of land from Green Belt. The GBSSO consultation document (SD5) considered the relative impacts of removing different land parcels with regards to the five purposes of Green Belt set out in the National Planning Policy Framework. This process has assisted in mitigating the loss of Green Belt as noted in the SA of the GBSSO (Section 6).
- 9.5** Revisiting the evolution of the AAP area's economic, environmental and social characteristics without implementation of the plan, (as summarised in Section 4.4), the following points are highlighted:
- There has been a continuing decrease in greenhouse gas emissions from Sunderland and South Tyneside. The AAP should continue to support this where possible (albeit against the context of representing a large increase in development and inevitable rise in emissions);
  - General performance against environmental indicators across the two councils is relatively stable due to existing policies and regulations. The AAP should seek to reflect this trend at IAMP (albeit considering potential losses to habitat/biodiversity arising from the loss of green space);

- The AAP (and preparatory documents) should consider how to reduce the impact arising from loss of Green Belt;
- Waste trends are unlikely to be affected by IAMP;
- Economic opportunities across the two Councils are below averages for the UK – the IAMP AAP offers the potential for improved economic growth and opportunity for the area;
- Health issues across Sunderland and South Tyneside are worse than England as a whole. The AAP should seek to mitigate any potential impacts on human health, and offer opportunities to improve the health of employees and wider communities where possible; and
- The AAP should support an integrated road network, but should seek to offset the likely impacts arising from this through support for public transport, other sustainable transport choices, and strategies to reduce single-passenger car journeys.

## 10 Mitigation of Significant Effects

**10.1** The significant effects identified during the sustainability appraisal have, in many cases, been addressed within the current AAP, with mitigation policies based on the environmental, economic and social background studies that have informed the wider development of the AAP.

**10.2** Mitigation included within the AAP is summarised below:

Table 8 Mitigation of Significant Effects

Impact Identified	Mitigation in Place	Further Potential Mitigation
Increase in energy consumption and associated GHG emissions arising from new development.	Policy D1 encourages building orientation to maximise use of solar power.	Since earlier iterations of the Sustainability Appraisal an additional requirement to consider low carbon and renewable energy systems has been included in Policy IN1. If implemented these will mitigate (to some extent) this impact.
Increase in road traffic associated with IAMP, and resulting increase in GHG emissions.	<p>Policies T2 and T3 support walking/cycling/pedestrian transport, and support the development of integrated and enhanced public transport systems.</p> <p>Policy T4 encourages effective management of parking, with allowances for car-sharing only spaces, and provision of electric charging points.</p>	No further recommendations.
Potential health impacts from increased traffic arising from IAMP.	Policy EN4 considers the impact on neighbouring occupiers and residents and seeks to minimise disturbances from noise, odours, etc. The policy indicates that proposals will be supported where measures to take account of amenity considerations are demonstrated.	No further recommendations.

Impact Identified	Mitigation in Place	Further Potential Mitigation
Flood risks around the River Don.	<p>The introduction of Objective 13 specifically gives consideration to flood risk alleviation.</p> <p>Policy IN2 specifically addresses Flood Risk and Drainage, requiring a detailed Flood Risk Assessment to accompany the DCO, and requiring a surface drainage strategy to be prepared. This policy also requires that sufficient capacity in the receiving network be demonstrated.</p>	No further recommendations.
Impacts on biodiversity and habitat, particularly in the vicinity of the River Don	<p>The introduction of Objective 13 specifically gives consideration to water quality and habitat connectivity along the River Don.</p> <p>The AAP policy map delineates an area as the Ecological and Landscape Mitigation Area to reduce this impact.</p>	No further recommendations.
Temporary environmental impacts arising from construction processes	Policy EN4 includes a requirement for a Construction Environmental Management Plan covering matters including noise, traffic and dust during construction.	No further recommendations.
Removal of Green Belt	<p>The IAMP AAP includes the following mitigation:</p> <ul style="list-style-type: none"> <li>• The use of existing permanent and recognisable boundaries and the creation of new boundaries through development to prevent unrestricted sprawl and future encroachment of development into the Green Belt;</li> <li>• The retention of Green Belt to the north of the IAMP AAP area to maintain a gap between settlements and prevent neighbouring towns merging into one another; and</li> <li>• The inclusion of areas of safeguarded land to ensure revised Green Belt boundaries are capable of enduring beyond the IAMP AAP period.</li> </ul>	No further recommendations.



## 11 Monitoring

**11.1** Provisional monitoring indicators were set out in the Scoping Report. A small number of amendments were proposed by statutory consultees and revisions made to the set of monitoring indicators.

**11.2** The final set of monitoring indicators are set out below. These will be monitored as part of the IAMP AAP monitoring arrangements, to be carried out jointly by Sunderland City Council and South Tyneside Council.

**11.3** Monitoring of indicators will be carried out on an ongoing basis, and will be reviewed annually.

**11.4** Monitoring reports on the SA Monitoring Indicators will be produced annually to reflect the findings of the monitoring review.

Table 9 Monitoring Indicators

Sustainability Objective		Sustainability Questions	Indicators
1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside.	<ul style="list-style-type: none"> <li>Will it help to deliver energy efficient and low carbon development?</li> <li>Will it reduce energy consumption?</li> <li>Will it increase renewable energy generation?</li> <li>Will it help to reduce greenhouse gas emissions?</li> </ul>	<ul style="list-style-type: none"> <li>Energy consumption for heat and power.</li> <li>BREEAM ratings for new non-residential buildings.</li> <li>Greenhouse gas emissions.</li> </ul>
2	Adapt to and mitigate the impacts of climate change in Sunderland and South Tyneside.	<ul style="list-style-type: none"> <li>Will it reduce the risk of flooding and overheating?</li> </ul>	<ul style="list-style-type: none"> <li>Number of Sustainable Drainage Systems (SuDS) proposed with the development.</li> <li>Number of reported flooding incidents.</li> </ul>
3	Protect our environmental assets and natural resources.	<p>Will it contribute to protecting water resources and improve water quality?</p> <p>Will it positively contribute to air quality?</p> <p>Will it protect areas of high landscape value?</p>	<ul style="list-style-type: none"> <li>The Water Frame Directive (WFD) status of the River Don;</li> <li>Number of permissions granted contrary to</li> </ul>

Sustainability Objective		Sustainability Questions	Indicators
		Will it contribute to remediation of contaminated land?	<p>Environment</p> <p>Agency advice on water quality;</p> <ul style="list-style-type: none"> <li>Local air quality against national targets;</li> <li>Amount of contaminated land remediated.</li> </ul>
4	Conserve and enhance biodiversity.	<p>Will it protect and/or improve biodiversity?</p> <p>Will it protect environmentally designated sites?</p>	<ul style="list-style-type: none"> <li>Area and condition of SSSIs.</li> <li>Area of Local Wildlife Sites.</li> <li>Area of Geodiversity sites.</li> <li>Areas of undesignated Biodiversity Action Plan (BAP) priority habitat.</li> </ul>
5	Protect and enhance our Green Belt and green infrastructure.	<p>Will it protect the openness and purposes of the Green Belt?</p> <p>Does it contribute to the redevelopment of previously developed land?</p> <p>Will it protect and/or enhance open space and outdoor sports provision?</p>	<ul style="list-style-type: none"> <li>Area of Green Belt.</li> <li>Number and scale of developments in Green Belt.</li> <li>Economic development.</li> <li>Completions on Green Belt land.</li> </ul>
6	Support the efficient use of resources and minimise disposal of wastes to landfill.	<p>Will it increase recycling and reuse?</p> <p>Will it reduce the quantity of wastes being sent to landfill?</p>	<ul style="list-style-type: none"> <li>Amount of waste generate/proportion recycled.</li> </ul>
7	Facilitate economic growth at a local and regional scale.	<p>Will it support existing expertise in emerging low carbon and new technology markets?</p> <p>Will it promote economic growth for Sunderland and South Tyneside?</p> <p>Will it offer opportunities for new business start-ups?</p> <p>Will it increase provision of office and employment space within Sunderland and South Tyneside?</p>	<ul style="list-style-type: none"> <li>Employment land/floorspace developed.</li> <li>Number of enterprise births/deaths and survivals.</li> <li>Number of business start-ups.</li> </ul>

Sustainability Objective		Sustainability Questions	Indicators
8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside.	<p>Will it support employment markets in Sunderland and South Tyneside?</p> <p>Will it provide a range of employment opportunities appropriate for a wide range of skills?</p>	<ul style="list-style-type: none"> <li>• Average weekly wage.</li> <li>• Unemployment claimant rates.</li> <li>• Demographic of employed and unemployed</li> </ul>
9	Increase opportunities for education and skills for Sunderland and South Tyneside.	<p>Will it support training and education of people in Sunderland and South Tyneside from all communities?</p> <p>Will it promote equality of opportunity and access for all?</p> <p>Will it impact upon people who share a protected characteristic identified in the Equality Act 2010*?</p> <p><i>*(age, disability, gender reassignment, marriage &amp; civil partnership, pregnancy and maternity, race, religion, sex, sexual orientation).</i></p>	<ul style="list-style-type: none"> <li>• % of 16-18 year olds not in employment, education or training (NEETs).</li> <li>• Number of apprenticeship starts per annum.</li> <li>• Demographic of employed and unemployed</li> </ul>
10	Improve health and well-being of people and communities.	<p>Will it help to increase life expectancy and reduce health inequalities?</p> <p>Will it help residents to choose healthy and active lifestyles?</p> <p>Will it help to provide access to safe, green and open spaces for activity?</p> <p>Will it help ensure the needs of growing populations?</p> <p>Will it contribute to reducing levels of deprivation across the boroughs?</p>	<ul style="list-style-type: none"> <li>• Life expectancy of residents.</li> <li>• Mortality rate from causes considered preventable.</li> <li>• Adults taking 30 minutes physical activity 5+ times per week.</li> <li>• Excess weight in adults, children 4-5 years, children 6-9 years, children 10-11 years.</li> <li>• Indices of deprivation</li> </ul>
11	Promote and enhance Sunderland and South Tyneside's culture and heritage.	Will it conserve and enhance designated and non-designated cultural and heritage assets?	<ul style="list-style-type: none"> <li>• Number of heritage assets whose significance has been harmed, preserved or enhanced.</li> </ul>

Sustainability Objective		Sustainability Questions	Indicators
12	Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region.	Does it support highway and public transport infrastructure improvements? Will it reduce congestion and encourage sustainable transport?	<ul style="list-style-type: none"> <li>• Average journey times.</li> <li>• Mode share (long trips).</li> <li>• Mode share (short trips).</li> <li>• Road accident statistics.</li> </ul>
13	Promote sustainable transport choices for employees, residents and visitors.	Will it contribute to an increase in active travel choices? Will it encourage people to use low impact modes of transport?	<ul style="list-style-type: none"> <li>• Public transport boardings in Tyne and Wear.</li> <li>• Cycling trips.</li> </ul>

## 12 Conclusions

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- 12.1** The Sustainability Appraisal process is intended to identify the potential impacts arising from the AAP, and to ensure that these are given due consideration during development of the AAP content (including vision, objectives and policies).
- 12.2** Through the process of developing consultation documents on the location and scale of IAMP, through into formation of the AAP, the SA process has reviewed likely impacts, assessed their magnitude, and identified where further refinement of the AAP is required. This has been supported by detailed assessments of the expected environmental, economic and social impacts of IAMP required as part of the wider DCO process.
- 12.3** At a local level the scale of IAMP is such that there will be effects (particularly in relation to green belt and landscape) of removing what is currently open land and the construction of an area of industrial development. However, at a strategic level, considering impacts across the council areas and the wider North East, these are not considered to be strategically significant.
- 12.4** Other key impacts identified will be around the effects of increased travel to/from IAMP, and the expected increase in car usage associated with these. Increased car usage has several associated impacts (noise, air quality etc.). While these impacts are likely to be significant, the overall likely impact is expected to be reduced through the associated improvements being proposed for the A19 targeted at reducing current, and future, queuing times and congestion.
- 12.5** By nature of providing new development there will be negative impacts arising from increased energy use at the site. The inclusion of specific policy relating to renewable energy will help to mitigate this.
- 12.6** There is potential for impacts on ecology at the site, and specifically relating to the River Don. The inclusion of policies to provide enhancement opportunities at IAMP are expected to mitigate these.



## Appendix A

### Finalised Sustainability Appraisal framework

A1 Sustainability Appraisal Framework

Environmental	1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside	Will it help to deliver energy efficient and low carbon development? Will it reduce energy consumption? Will it increase renewable energy generation? Will it help to reduce greenhouse gas emissions?
	2	Adapt to the impacts of climate change in Sunderland and South Tyneside	Will it reduce the risk of flooding and overheating?
	3	Protect our environmental assets and natural resources	Will it contribute to protecting water resources and improve water quality? Will it positively contribute to air quality? Will it protect areas of high landscape value? Will it contribute to remediation of contaminated land?
	4	Conserve and enhance biodiversity	Will it protect and/or improve biodiversity? Will it protect environmentally designated sites?
	5	Protect and enhance our Green Belt and green infrastructure	Will it protect the openness and purposes of the Green Belt? Does it contribute to the redevelopment of previously developed land? Will it protect and/or enhance open space and outdoor sports provision?
	6	Support the efficient use of resources and minimise disposal of wastes to landfill	Will it increase recycling and reuse? Will it reduce the quantity of wastes being sent to landfill?
	7	Facilitate economic growth at a local and regional scale	Will it support existing expertise in emerging low carbon and new technology markets? Will it promote economic growth for Sunderland and South Tyneside? Will it offer opportunities for new business start-ups? Will it increase provision of office and employment space within Sunderland and South Tyneside?
	8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside	Will it support employment markets in Sunderland and South Tyneside? Will it provide a range of employment opportunities appropriate for a wide range of skills?
	9	Increase opportunities for education and skills for all within Sunderland and South Tyneside	Will it support training and education of people in Sunderland and South Tyneside from all communities? Will it promote equality of opportunity and access for all? Will it impact upon people who share a protected characteristic identified in the Equality Act 2010*?  <i>* (age, disability, gender reassignment, marriage &amp; civil partnership, pregnancy and maternity, race, religion, sex, sexual orientation)</i>
Social	10	Improve health and well-being of people and communities	Will it help to increase life expectancy and reduce health inequalities? Will it help residents to choose healthy and active lifestyles? Will it help to provide access to safe, green and open spaces for activity? Will it help ensure the needs of growing populations? Will it contribute to reducing levels of deprivation across the boroughs?
	11	Promote and enhance Sunderland and South Tyneside’s culture and heritage	Will it conserve and enhance designated and non-designated cultural and heritage assets?
	12	Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region	Does it support highway and public transport infrastructure improvements? Will it reduce congestion and encourage sustainable transport?
	13	Promote sustainable transport choices for employees, residents and visitors	Will it contribute to an increase in active travel choices? Will it encourage people to use low impact modes of transport?



## **Appendix B**

### **Review of relevant Plans, Policies and Programmes**

## B1 Review of relevant Plans, Policies and Programmes

**B1.1** The context for South Tyneside and Sunderland City Councils has been reviewed in depth in the Scoping Reports for the Sunderland Local Development Framework (2009) and for South Tyneside's Local Plan (2014). These reviews have been used to inform the summary of PPPs and their respective contents, targets and indicators. The summary below draws heavily on the more recent South Tyneside Scoping Report, reviewed and updated to reflect any additional sources of information, and updates the context for the Sunderland City Council LDF.

### B1.2 Biodiversity – Flora and Fauna

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
UN Convention on Biological Diversity – Strategic Plan for Biodiversity 2011-2020	Provides the overarching framework on biodiversity for UN countries. Should inform national plans.  National plans should be informed by this strategic plan, as a flexible framework, whilst taking into account national circumstances and priorities. Countries do not necessarily need to develop a national target for each and every global target.	Sets out 5 strategic goals and 20 subsidiary 'Aichi' targets. Goals are: <ul style="list-style-type: none"> <li>● Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society.</li> <li>● Reduce the direct pressures on biodiversity and promote sustainable use.</li> <li>● To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity.</li> <li>● Enhance the benefits to all from biodiversity and ecosystems</li> <li>● Enhance implementation through participatory planning, knowledge management and capacity building</li> </ul>
<u>Habitats Directive (1992)</u>	Forms the cornerstone of Europe's nature conservation policy. It is built around two pillars: the Natura 2000 network of protected sites and the strict system of species protection. The directive protects over 1.000 animals and plant species and over 200 so called 'habitat types' (e.g. special types of forests, meadows, wetlands, etc.), which are of European importance. It also designates Special Areas of Conservation (SACs).	No specific targets or indicators.
<u>Birds Directive (2009)</u>	Aims to protect all European wild birds and the habitats of listed species, in particular through the designation of Special Protection Areas (SPAs), which make up part of the Natura 2000 network.	No specific targets or indicators.
<u>EU Biodiversity Strategy to 2020 (2012)</u>	This strategy is aimed at reversing biodiversity loss and speeding up the EU's transition towards a resource efficient and green economy.	No specific targets or indicators.
<b>National</b>		

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>The Wildlife &amp; Countryside Act (1981)</u>	Consolidates a number of European directives (the Bern Convention and Directive on the conservation of wild birds) into national legislation. The Act makes it an offence to intentionally kill or injure wild birds, destroy nests or eggs of wild birds and pick or destroy wild plants. It also contains measure to prevent the establishment of non-native species. The Act also sets guidelines for the establishment of SSSI's and SPA's.	Specifies designations and sets out protection measures. No specific targets or indicators.
<u>The Conservation of Habitats and Species Regulations (2010)</u>	Transposed European Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (EC Habitats Directive) into UK law. The Regulations provide for the designation and protection of 'European sites' Special Protection Areas (SPA) and Special Areas of Conservation (SAC), and sets requirements for HRA (incorporating Appropriate Assessment) of plans and strategies.	No specific targets or indicators.
<u>Natural Environment and Rural Communities (NERC) Act (2006)</u>	Requires public bodies, including local and regional authorities to have regard to the conservation of biodiversity in England, when carrying out their normal functions. It requires the Secretary of State to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England. The list has been drawn up in consultation with Natural England, as required by the Act. The list is used to guide decision-makers including public bodies.	No specific targets or indicators.
Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011)	The strategy draws on policies contained in the Natural Environment White Paper (2011). The document seeks to halt the loss of biodiversity by 2020 and to strengthen and enhance ecosystem services. It also addresses England's priorities with regard to the 20 global 'Aichi targets'.	The strategy has four main themes: <ul style="list-style-type: none"> <li>● Integrated large-scale approach to conservation on land and at sea.</li> <li>● Putting people at the heart of biodiversity policy</li> <li>● Reducing environmental pressures</li> <li>● Improving knowledge</li> </ul>
<u>UK Post-2010 Biodiversity Framework (2012)</u>	Follows on the work of the UK Biodiversity Action Plan (UK BAP) by identifying a list of habitats and species which require action and are of principal importance for the conservation of biodiversity in England.	No specific targets or indicators.

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>England biodiversity strategy: Climate change adaptation principle – conserving biodiversity in a changing climate (2008)</u>	The document sets out principles to protect biodiversity from the effects of climate change through adaptation.	<ul style="list-style-type: none"> <li>● Conserve existing biodiversity</li> <li>● Conserve protected areas and all other high quality habitats</li> <li>● Reduce sources of harm not linked to climate</li> <li>● Use existing biodiversity legislation and international agreements</li> <li>● Conserve range and ecological variability of habitats and species</li> <li>● Maintain existing ecological networks</li> <li>● Create buffer zones around high quality habitats</li> <li>● Take prompt action to control spread of invasive species</li> <li>● Understand change is inevitable</li> <li>● Make space for the natural development of rivers and coasts</li> <li>● Establish ecological networks through habitat restoration and creation</li> <li>● Consider the role of species translocation and ex-situ conservation</li> <li>● Respond to changing conservation priorities</li> <li>● Monitor actual impacts and research likely future impacts</li> </ul>
<u>Spatial Planning in Natural England: Planning for the Natural Environment</u>	Outlines the policies that Natural England will use when involved in consultations and engaging with the planning system.	<ul style="list-style-type: none"> <li>● All new development should deliver benefits for the environment and people, including enhancement of biodiversity and landscape as well as access to the natural environment.</li> <li>● Promote the wise use and management of natural resources and climate change considerations.</li> <li>● Deliver locally distinctive, sustainable development of high environmental quality.</li> <li>● Ensure the highest levels of protection for England's protected landscapes, habitats, sites and species.</li> <li>● Should provide for the needs of existing and future communities and it will not always be sustainable to meet current or future demands.</li> <li>● Decisions on the location of new development must be based on robust environmental evidence and a thorough understanding of environmental capacity and the cumulative impacts of development.</li> <li>● New development should be designed to include networks of green infrastructure that provide a wide range of environmental and quality of life benefits.</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>Natural Environment White Paper 'The Natural Choice: securing the value of nature' (2011)</u>	A bold and ambitious statement outlining the government's vision for the natural environment over the next 50 years, backed up with practical action to deliver that ambition.	<p>Reconnecting nature:</p> <ul style="list-style-type: none"> <li>• New Nature Improvement Areas (NIAs), transforming rural and urban areas and providing bigger, connected sites for wildlife to live in and adapt to climate change.</li> <li>• Biodiversity offsetting – new way for developers to ensure wildlife sites are not lost and to make them better by making and improving other sites.</li> <li>• New Local Nature Partnerships to strengthen joined-up action across local agencies and organisations,</li> <li>• Phasing out peat - working with the horticulture industry to phase out peat use, which will help to protect and restore peatlands, which are valuable carbon sinks, habitats and part of our ecological network.</li> <li>• Connecting people and nature for better quality of life</li> <li>• Local Green Spaces Designation allowing local communities to give protection to areas that are important to them for recreation, to view or their importance for wildlife.</li> <li>• Better urban green spaces for the benefit of cities and towns. Support for parks, gardens, and tree planting which benefit people and nature alike.</li> <li>• Strengthening local public health activities which connect people with nature for better health</li> <li>• A new environmental volunteering initiative to improve places in towns and countryside for people and nature to enjoy.</li> </ul>
<u>National Planning Policy Framework (2012)</u>	The National Planning Policy Framework set out the Government's planning policies for England. With regard to biodiversity, the NPPF seeks to minimise impacts on biodiversity, providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.	<p>To minimise impacts on biodiversity planning policies should:</p> <ul style="list-style-type: none"> <li>• Plan for biodiversity at a landscape-scale across local authority boundaries;</li> <li>• Identify and map components of the local ecological networks</li> <li>• Promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations</li> <li>• Aim to prevent harm to geological conservation interests;</li> <li>• Where Nature Improvement Areas are identified in Local Plans, consider specifying the types of development that may be appropriate in these Areas.</li> <li>• When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity.</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>Planning Naturally: Spatial planning with nature in mind: in the UK and beyond (2013)</u>	The document provides twelve principles of good spatial planning to help protect and promote wildlife and biodiversity.	No specific targets or indicators.
<b>Regional</b>		
Land of the Three Rivers – Local Nature Partnership	The proposed vision of this LNP is for a biodiverse landscape that enhances health and wealth for all. The proposed ‘Land of the Three Rivers’ LNP includes Gateshead, South Tyneside and Sunderland in full, and areas of County Durham outside the North Pennines Area of Outstanding Natural Beauty.	No specific targets or indicators.
<u>A Biodiversity Audit of the North East (North East Biodiversity Forum, 2001)</u>	The purpose of this document is to establish a baseline of the current biodiversity issue in the North East. It provides information on species and habitats, which occur within the NE region and that, are regionally, nationally or internationally important.	No specific targets or indicators.
<u>Biodiversity indicators and targets for the North East of England (2004)</u>	Follows on from the ‘Biodiversity Audit of the North East’ (2001) and sets targets for the protection and enhancement of the North East’s biodiversity, and indicators that can be used to measure progress.	The document highlights a number of targets and indicators relating to Biodiversity.
<u>Durham Biodiversity Action Plan (2007 – although regularly updated online)</u>	The objective is to ensure the long-term survival of the biodiversity of the Borough and to seek opportunities to increase the amount of suitable habitat available by improving the management of existing areas and seeking habitat creation where available as well as protecting and strengthening specific identified species populations.	A range of targets are identified for each habitat or species listed. Essentially targets are identified to protect, monitor and where possible strengthen the presence or population as well as raise public awareness about nature conservation.
<u>Climate Change and Biodiversity in North East England (2011)</u>	Provides policy and decision-makers in North East England with an assessment of how biodiversity in the region might be impacted upon in the future by climate change. It also provides guidance on the sorts of policies and actions that could help species and habitats adapt.	<p>A plan for biodiversity adaptation has been provided including the following:</p> <ul style="list-style-type: none"> <li>● Implement adaptation actions as set out under DEFRA’s ‘England Biodiversity Strategy Climate Change Adaptation Principles’.</li> <li>● Encourage all regional policy documents to clearly recognise potential direct and indirect impacts of climate change and biodiversity; the importance of biodiversity; the need to assist biodiversity in adapting to potential impacts; that more land needs to be managed in a wildlife friendly manner; and the need to make a commitment to such actions.</li> <li>● Develop the concept of ecosystem services and the part biodiversity plays in their delivery</li> <li>● Broaden the regions adaptation needs to include biodiversity</li> <li>● Extend the Climate Change Action Plan’s adaptation actions for biodiversity</li> <li>● Construct a region wide adaptation plan for biodiversity</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<ul style="list-style-type: none"> <li>Review existing landscape scale activities and initiatives and prioritise actions for vulnerable species and habitats</li> </ul>
<b>Local</b>		
<u>South Tyneside Local Wildlife Sites and Local Geodiversity Sites (LDF Technical Appendices 2010)</u>	<p>Provides a summary of all the Local Development Framework's Local Wildlife Site and Local Geodiversity Site designations (existing and proposed), as set out in the South Shields and Jarrow Area Action Plans and Development Management Policies DPD.</p> <p>Local Wildlife Sites essentially cover the Sites of Nature Conservation Importance and Magnesium Limestone Grassland designations.</p> <p>The document identifies:</p> <ul style="list-style-type: none"> <li>Those sites where it is proposed that existing Sites of Nature Conservation Importance are redesignated as Local Wildlife Sites without any boundary changes</li> <li>Sites where the boundaries of existing protected SSSI and Magnesium Limestone Grassland areas are proposed to be amended following the review</li> <li>Proposed new Local Wildlife Site designations resulting from the review; and</li> <li>Proposed new Local Geodiversity Site designations</li> </ul>	<p>No specific targets or indicators.</p> <p>Provides a list of all Local Wildlife Sites and Local Geodiversity Sites.</p>
<u>Sunderland Biodiversity and Geodiversity LDF evidence base (2010)</u>	<p>Summarises local wildlife and geodiversity assets to inform the LDF production.</p> <ul style="list-style-type: none"> <li>It summarises important natural sites (SSSIs, LNRs, SPAs etc)</li> <li>Sets out existing biodiversity/geodiversity agencies in the area</li> <li>Highlights connectivity with other topics (e.g. flooding)</li> <li>Sets out implications for different areas (including Washington area)</li> </ul>	No specific targets or indicators, but provides useful context.
<u>Sunderland Green Infrastructure Strategy (2011)</u>	<p>Sets out the main elements that together will comprise an effective strategy for the improvement, protection and understanding of green infrastructure in Sunderland. It outlines a timetable for production of the strategy and also proposes a provisional vision and principles for green infrastructure in the city.</p> <p>To ensure that Sunderland becomes a clean, green city with a strong culture of sustainability, protecting and nurturing both its built heritage and future development and ensuring that both the built and natural environments will be welcoming, accessible, attractive and of high quality.</p> <ul style="list-style-type: none"> <li>A key objective is for residential and employment areas to be set within a network of green spaces providing areas for recreation, natural habitats, and attractive landscape settings.</li> </ul> <p>Set of principles for Green Infrastructure in Sunderland:</p>	No specific targets or indicators in relation to biodiversity, but provides useful context,

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<ul style="list-style-type: none"> <li>• Connectivity – seek to physically connect areas of open space</li> <li>• Functionality – maximise the range of environmental, social and cultural functions and features within corridors and sites appropriate to their scale and location</li> <li>• Enhancing residential and economic communities</li> <li>• High standards – set standards for high quality enhancement of the image of the city</li> </ul> <p>Sustainable Green Infrastructure – design schemes to optimise low maintenance consistent with achieving the desired function(s) and quality of the site</p>	
<u>South Tyneside Supplementary Planning Document (SPD) 3: Green Infrastructure Strategy (adopted February 2013)</u>	<p>Provides an analysis of the existing Green Infrastructure (the living network of green spaces, water and other environmental features) within the Borough, and sets out the vision for future improvement and provision.</p> <p>The Delivery Plan provides a range of strategic and project based targets and aims for the delivery of green infrastructure in South Tyneside. The Delivery Plan follows the themes of the document:</p> <ul style="list-style-type: none"> <li>• Climate change and water quality;</li> <li>• Accessibility and sustainable travel;</li> <li>• Quality of place – regeneration and tourism;</li> <li>• Recreation, open spaces and tourism;</li> <li>• Biodiversity and landscape.</li> <li>• Riverside corridor;</li> <li>• Coastal corridor;</li> <li>• Green belt corridor;</li> <li>• Urban area.</li> <li>• Strategic corridors:</li> </ul>	<p>Green infrastructure vision:</p> <ul style="list-style-type: none"> <li>• Protect and enhance our natural and built environment, and help to promote biodiversity throughout the borough.</li> </ul>



## B1.3 Human health

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
<u>Health 2020: A European policy framework supporting action across government and society for health and well-being (2013)</u>	Provides goals that seek to significantly improve the health and well-being of populations, reduce health inequalities, strengthen public health, and ensure people-centred health systems that are universal, equitable, sustainable and of high quality. Strategic objectives include: <ul style="list-style-type: none"> <li>Improving health for all and reducing inequalities</li> <li>Improving leadership and participatory governance for health</li> </ul>	The policy is based on four priority areas: <ul style="list-style-type: none"> <li>Investing in health through a life-course approach and empowering people</li> <li>Tackling the Region's major health challenges of non-communicable and communicable diseases</li> <li>Strengthening people centred health systems, public health capacity, and emergency preparedness , surveillance and response</li> <li>Creating resilient communities and supporting environments</li> </ul>
<u>Together for Health: A Strategic Approach for the EU (2008-2013)</u>	Focuses on four principles and three strategic themes for improving health in the EU. The principles include taking a value-driven approach, recognising the links between health and economic prosperity, integrating health in all policies, and strengthening the EU's voice in global health. The strategic themes include Fostering Good Health in an Ageing Europe, Protecting Citizens from Health Threats, and Dynamic Health Systems and New Technologies.	No specific targets or indicators
<b>National</b>		
Healthy Lives, Healthy People: Our strategy for public health in England (2010)	This White Paper strategies to protecting the population from serious health threats; helping people live longer, healthier and more fulfilling lives; and improving the health of the poorest, fastest. The paper seeks to localise public health within local authorities. It also recognises the role of the environment as a determinant health and wellbeing.	No specific targets or indicators
<u>Fair Society, Healthy Lives – The Marmot Review (2010)</u>	This document reviews the links between poverty and health inequalities – the lower a person's social status the worse their health is. The review suggests a number of interventions to reduce health inequalities.	Reducing health inequalities will require action on six policy objectives: <ul style="list-style-type: none"> <li>Give every child the best start in life</li> <li>Enable all children, young people and adults to maximise their capabilities and have control over their lives</li> <li>Create fair employment and good work for all</li> <li>Ensure healthy standard of living for all</li> <li>Create and develop healthy and sustainable places and communities</li> <li>Strengthen the role and impact of ill health prevention</li> </ul>
<u>Reuniting health with planning – healthier homes, healthier communities: How planning and public health practitioners can work together to implement health and planning reforms in England (2012)</u>	Examines how planners and public health professionals should work together to achieve public health and planning outcomes. The document raises a number of public health issues which planning is able to address including: reducing	What planners can do: <ul style="list-style-type: none"> <li>Review the local plan for compliance with NPPF health policies</li> <li>Engage public health on major planning applications</li> </ul>

	obesity levels, improving mental health and wellbeing, and protecting vulnerable groups from the impacts of climate change.	<ul style="list-style-type: none"> <li>● Involve health in infrastructure planning</li> <li>● Conduct health impact assessments (HIAs)</li> <li>● Measure planning's influence on health and wellbeing outcomes</li> </ul>
<u>National Planning Policy Framework (2012)</u>	The National Planning Policy Framework set out the Government's planning policies for England. With regard to health, the NPPF recognises the important role in facilitating social interaction and creating healthy, inclusive communities.	Local planning authorities should understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and well-being.
<u>Assessment and Management of Environmental Noise (2002)</u>	<p>The Environmental Noise Directive concerns noise from road, rail and air traffic and from industry. It focuses on the impact of such noise on individuals, complementing existing EU legislation which sets standards for noise emissions from specific sources. The Directive requires:</p> <ul style="list-style-type: none"> <li>● The determination of exposure to environmental noise, through noise mapping</li> <li>● Provision of information on environmental noise and its effects on the public</li> <li>● Adoption of action plans, based upon noise mapping results, which should be designed to manage noise issues and effects, including noise reduction if necessary</li> <li>● Preservation by the member states of environmental noise quality where it is good</li> </ul> <p>The Directive requires mapping and action planning in relation to noise from major roads, major railways, major airports and in agglomerations (large urban areas).</p>	No specific targets or indicators.
<u>Noise Policy Statement for England (2010)</u>	The aim of this document is to provide clarity regarding current policies and practices to enable noise management decisions to be made within the wider context, at the most appropriate level, in a cost-effective manner and in a timely fashion.	<ul style="list-style-type: none"> <li>● "Environmental noise" which includes noise and transportation sources</li> <li>● "Neighbour noise" which includes noise from inside and outside people's homes</li> <li>● "Neighbourhood noise" which includes noise arising from within the community such as industrial and entertainment premises, trade and business premises, construction sites and noise in the street</li> </ul> <p>Noise mitigation should form an important part of development proposals.</p>

Regional		
Better Health, Fairer Health – A Strategy for 21 <sup>st</sup> Century Health and Well-being in NE England (2008)	The overall vision is for the north east to have the best and fairest health and well-being, and to be recognised for its outstanding and sustainable quality of life.	<p>Targets for the North East region are to:</p> <ul style="list-style-type: none"> <li>● Maximise its natural resources, and design its economy, buildings, spaces, transport and other infrastructure to maximise health and well-being in a sustainable fashion.</li> <li>● Have the most favourable measures of mental health and happiness in the country</li> <li>● Reduce overall smoking prevalence to the lowest in the country and narrow smoking prevalence between social groups</li> <li>● Increase proportion of people within safe weight limits, eradicating differential between social groups, and improve physical activity</li> <li>● Improve services for problem drinkers</li> <li>● Ensure prevention services are distributed fairly and geared to reduce inequalities in health and well-being.</li> <li>● Be the best place to experience early life</li> <li>● Provide best possible life/work balance</li> <li>● Be a safe, healthy and happy place to grow old</li> <li>● Have the highest quality services to support individuals in their choice as they approach death</li> </ul>
<u>NHS South of Tyne and Wear Strategic Plan (2010-15)</u>	<p>Seeks to change the balance from reliance on NHS services to preventing the need to use NHS services through:</p> <ul style="list-style-type: none"> <li>● Healthier lifestyles, positive behaviour</li> <li>● Increased self care and self management</li> <li>● Services in the right place</li> <li>● Effective long-term management of chronic disease in primary care</li> <li>● Specialist services in hospital</li> </ul>	For South Tyneside this means the commissioning of a new GP practice in Hebburn with a capacity for 6,000 patients
Local		
<u>South Tyneside Joint Strategic Needs Assessment (Health and Wellbeing Board) (2012-13)</u>	<p>Brings together a wide variety of information relating to health, well being and social care needs, and sets out the following objectives:</p> <ul style="list-style-type: none"> <li>● Promote health and well-being, by investing now in prevention and early intervention for improved health</li> <li>● Promote inclusion and tackle health inequalities</li> <li>● Make sure services are personal, sensitive to individual need and maintain independence and integrity</li> </ul>	<p>Principal aims identified are:</p> <ul style="list-style-type: none"> <li>● Every child to have a good start to life</li> <li>● Increased healthy life expectancy with reduced difference between communities</li> <li>● Better employment prospects for young people</li> <li>● Better mental health and emotional wellbeing for older people</li> <li>● Better quality, integration and efficiency of care services</li> </ul>

	<ul style="list-style-type: none"> <li>• Work as a partnership to focus on commissioning services and interventions that will achieve better health and improve the quality of life for the people of South Tyneside</li> </ul>	
Sunderland Joint Strategic Needs Assessment (Health and Wellbeing Board)	<p>Brings together a wide range of information relating to health and wellbeing, social care needs, and sets out the following strategic objectives:</p> <ul style="list-style-type: none"> <li>• Promoting understanding between communities and organisations</li> <li>• Ensuring that children and young people have the best start in life</li> <li>• Supporting and motivating everyone to take responsibility for their health and that of others</li> <li>• Supporting everyone to contribute</li> <li>• Supporting people with long-term conditions and their carers</li> <li>• Supporting individuals and their families to recover from ill-health and crisis</li> </ul>	<p>Review identified sic key objective to reduce health inequalities</p> <ul style="list-style-type: none"> <li>• Give every child the best start in life</li> <li>• Enable all children, young people and adults to maximise their capabilities and have control over their lives</li> <li>• Create fair employment and good work for all</li> <li>• Ensure healthy standard of living for all</li> <li>• Prevent ill health</li> <li>• Create and develop healthy and sustainability places and communities</li> </ul>
<u>Our Better Health and Wellbeing Strategy for South Tyneside (2012-13)</u>	<p>Provides the overarching framework for the Health and Wellbeing Board to agree commissioning plans for the NHS, social care, public health and other services.</p> <p>Strategic priorities are:</p> <ul style="list-style-type: none"> <li>• Improving health and well-being and reducing inequalities through prevention and early identification risk</li> <li>• Tackling youth unemployment</li> <li>• Reducing social isolation amongst older people</li> <li>• Improving the quality, integration and efficiency of local services provided by South Tyneside, NHS and partners</li> </ul>	<p>Key Policy objectives are:</p> <ul style="list-style-type: none"> <li>• Give every child the best start in life</li> <li>• Enable all children, young people, and adults to maximise their capabilities and have control over their lives</li> <li>• Create fair employment and good work for all</li> <li>• Ensure a fair standards of living for all</li> <li>• Create and develop healthy and sustainable places and communities</li> <li>• Strengthen the role and impact of ill-health prevention</li> </ul>
<u>Sunderland Joint Health and Wellbeing Strategy</u>	<p>The Health and Wellbeing strategy forges a new way of working for the benefit of the people in Sunderland, and sets out the following objectives.</p> <p>Strategic objectives:</p> <ul style="list-style-type: none"> <li>• Promoting understanding between communities and organisations</li> <li>• Ensuring that children and young people have the best start in life</li> <li>• Supporting and motivating everyone to take responsibility for their health and that of others</li> <li>• Supporting everyone to contribute</li> <li>• Supporting people with long-term conditions and their carers</li> <li>• Supporting individuals and their families to recover from ill-health and crisis</li> </ul>	No specific indicators.

**B1.4** Natural resources: Water, Air, Soil, Landscape

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
<u>Water Framework Directive (2000)</u>	Commits EU member states to achieve good qualitative and quantitative status of all water bodies by 2015 (including inland surface waters (rivers and lakes), estuaries, coastal waters and ground waters).	No specific targets or indicators
<u>Floods Directive (2007)</u>	Requires EU member states to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. With this Directive also reinforces the rights of the public to access this information and to have a say in the planning process.	No specific targets or indicators
<u>Urban Waste Water Directive (1991)</u>	Objective is to protect the environment from the adverse effects of urban waste water discharges and discharges from certain industrial sectors, and concerns the collection, treatment and discharge of: <ul style="list-style-type: none"> <li>• Domestic waste water</li> <li>• Mixture of waste water</li> <li>• Waste water from certain industrial sectors</li> </ul>	No specific targets or indicators
<u>Air Quality Directive (2008)</u>	Sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). As well as having direct effects, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems.	Transposed into English law through the Air Quality Standards Regulations 2010 that sets targets for levels of outdoor air of certain toxic metals and polycyclic aromatic hydrocarbons. Relevant targets and indicators for England are below.
<u>EU thematic strategy for Soil Protection (2006) (Consists of a Communication for the Commission to the other European Institutions, a proposal for a framework Directive (a European law), and an Impact Assessment)</u>	The overall strategy objective is protection and sustainable use of soil, based on the following guiding principles: <ul style="list-style-type: none"> <li>• Preventing further soil degradation and preserving its functions</li> <li>• When soil is used and its functions are exploited, action has to be taken on soil use and management patterns</li> <li>• When soil acts as a sink/receptor of the effects of human activities or environmental phenomena, action has to be taken at source</li> <li>• Restoring degraded soils to a level of functionality consistent at least with current and intended use, thus also considering the cost implications of the restoration of soil</li> </ul>	No specific targets or indicators

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>European Landscape Convention (ELC) (2004)</u>	Promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues. It applies to all landscapes, towns and villages, as well as open countryside; the coast and inland areas; and ordinary or even degraded landscapes, as well as those that are afforded protection.	No specific targets or indicators
<b>National</b>		
<u>UK National Ecosystem Assessment (2011)</u>	The UK National Ecosystem Assessment (UK NEA) provides an analysis of the UK's natural environment in terms of the benefits it provides to society and the country. The 'Ecosystem Approach' is an integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable. It also emphasises the health and economic values of ecosystem services.	No specific targets or indicators
<u>National Planning Policy Framework (NPPF), 2012</u>	NPPF sets out requirement for planning policies to be compliant with EU limits on pollutants, and to reduce impact of pollution on developments. Planning policy should also protect and enhance soils and water quality.	No specific targets or indicators
<u>What nature can do for you: A practical introduction to making the most of natural services, assets and resources in policy and decision making (2010)</u>	Provides guidance for using ecosystem services as a policy making tool. The document examines the role and use of the ecosystem approach and valuation of ecosystems.	No specific targets or indicators
<u>Flood and Water Management Act (2010)</u>	Aims to reduce the flood risk associated with extreme weather. It provides for better, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges, and protects water supplies to the consumer.	No specific targets or indicators
<u>Future Water The Government's water strategy for England (2008)</u>	This water strategy for England seeks to encourage sustainable delivery of secure water supplies, an improved and protected water environment, fair, affordable and cost-reflective water charges, reduced water sector greenhouse gas emissions and more sustainable and effective management of surface water.	<p>Vision for 2030:</p> <ul style="list-style-type: none"> <li>● People maximising sustainable use and amenity benefits gained from safe, healthy and attractive waters and water environments</li> <li>● Healthy rivers, lakes, estuaries, coasts and groundwaters that provide maximum resilience to climate change and sustain biodiversity</li> <li>● Land increasingly flexibly managed for flood storage and water quality</li> <li>● More adaptable drainage systems delivering reduced flood risk, improved water quality, and decreasing burdens on the sewer system</li> <li>● Better public appreciation of the causes and consequences of surface water run-off and the actions we can all take to minimise the risks</li> <li>● Flood and coastal erosion risk management which contributes to sustainable development, combining the delivery of social and environmental benefits with the protection of economic assets</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP		
		<ul style="list-style-type: none"> <li>An understanding of the future risks of river and coastal flooding fully embedded into the spatial planning system, including planning for new settlements and other new developments</li> <li>Consistent and holistic management of urban flood risk, with strategic planning, partnerships of responsible bodies and clear understanding of various flood risk responsibilities</li> <li>Public understanding of the risks we face and the actions we can take to help manage flood and coastal erosion risk</li> <li>Community resilience to flooding from improved development planning, emergency planning and response, and resilience of homes, buildings, services and utilities</li> </ul>		
<a href="#">Air Quality Strategy for England, Scotland, Wales and Northern Ireland (DEFRA) Vol. 1 &amp; 2 (2007)</a>	This Air Quality Strategy sets out air quality objectives and policy options to further improve air quality. The document sets national objectives for local authorities in England, air quality targets and monitoring process for pollutants.	<b>Pollutant</b>	<b>Air Quality Objective Concentration</b>	<b>By when</b>
		<b>Benzene</b>	All authorities: 16.25µg m <sup>-3</sup>	31 December 2003
			England & Wales: 5.00µg m <sup>-3</sup>	31 December 2010
		<b>1,3-Butadiene</b>	2.25µg m <sup>-3</sup>	31 December 2010
		<b>Carbon Monoxide</b>	10.0 µg m <sup>-3</sup>	31 December 2003
		<b>Lead</b>	0.5 µg m <sup>-3</sup>	31 December 2004
			0.25 µg m <sup>-3</sup>	31 December 2008
		<b>Nitrogen Dioxide</b>	200 µg m <sup>-3</sup> not to be exceeded more than 18 times per annum	31 December 2005
			40 µg m <sup>-3</sup>	31 December 2005
		<b>Sulphur dioxide</b>	350 µg m <sup>-3</sup> not to be exceeded more than 24 times per annum	31 December 2004
			125 µg m <sup>-3</sup> not to be exceeded more than 3 times per annum	
			266 µg m <sup>-3</sup> not to be exceeded more than 35 times per annum	31 December 2005
		<b>Particles (PM10)</b>	50 µg m <sup>-3</sup> not to be exceeded more than 35 times per annum	31 December 2004

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP		
			40 $\mu\text{g m}^{-3}$	
		<b>Particles (PM2.5)</b>	0.25 $\mu\text{g m}^{-3}$	2020
			20% cut in urban background exposure	2010-2020
<u>The Air Quality (England) Regulations 2000 &amp; Air Quality Standard Regulations (2010)</u>	These documents transpose into English law the requirements of Directives 2008/50/EC and 2004/107/EC on air quality.	See above		
<u>Air pollution: action in a changing climate (2010)</u>	Explains the benefits of combining work on climate change and air quality. The document highlights the additional health benefits that can be achieved through closer integration of air quality and climate change policies in future.	<ul style="list-style-type: none"> <li>Consider how the linkages between air quality and climate change policy areas as air pollution often originates from the same activities that contribute to climate change.</li> <li>The UK's commitment to build a Low Carbon Economy reduces air pollution but the choices made to get there will affect the extent of air quality improvements.</li> <li>Air quality/climate change co-benefits can be realised through actions such as promoting low-carbon vehicles and renewable sources of energy that do not involve combustion. At the same time, actions that tackle climate change but damage air quality must be avoided.</li> </ul>		
<u>Water for Life, White Paper, 2011</u>	<p>The White Paper describes a vision for future water management in which the water sector is resilient, in which water companies are more efficient and customer focused, and in which water is valued as the precious resource it is. It also explains that we all have a part to play in the realisation of this vision.</p> <p>It makes clear that we must halt and reverse the damage we have done to water ecosystems, and ensure that they can continue to provide essential services to us and the natural environment more generally.</p> <p>Takes forward the new 'catchment-based approach' to water quality and diffuse pollution.</p>	No specific targets or indicators.		
<u>Catchment Based Approach: Improving the Quality of the Water Environment, 2013</u>	<p>Provides general information about the Catchment Based Approach. It is intended as an initial framework to facilitate different ways of working towards a better water environment. The framework is designed to support local action and much of what is described sets out the 'bridge' between local actions and the much larger scale actions described in River Basin Management Plans.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li>Delivering a better quality water environment</li> <li>Encouraging collaborative working to support transparent decision making</li> </ul>	No specific targets or indicators		



Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<ul style="list-style-type: none"> <li>Recognising the role of new and existing partnerships involved in collaborative catchment working</li> <li>Encouraging long term self-sustaining funding arrangements</li> </ul>	
<u>Construction code of practice for the sustainable use of soils construction sites (2011)</u>	The code seeks to protect and enhance soil resources on construction sites	No specific targets or indicators
<u>Safeguarding our Soils: A strategy for England (2009)</u>	The document provides a strategy for the protection and sustainable management of soils and addressing contaminated land within England.	No specific targets or indicators
<u>Agricultural Land Classification (ALC) (2012)</u>	Provides a method for assessing the quality of farmland to enable informed choices to be made about its future use within the planning system. It helps to underpin the principles of sustainable development.	No specific targets or indicators
<u>Countryside and Rights of Way Act (2000)</u>	The Act provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB).	No specific targets or indicators
<u>Natural England European Landscape Convention (ELC) Action Plan (2009/10) and guidelines</u>	<p>Sets out the activities, reports progress and records achievements of national and regional landscape work. It implements an important component of the ELC Framework for Implementation (see below).</p> <p>Actions are organised under five headings:</p> <ul style="list-style-type: none"> <li>Improving performance within current legal and regulatory framework</li> <li>Influencing future legislation, regulation and advice, including contributing to gap analysis</li> <li>Improving the understanding of landscape character and dynamics, and monitoring of change and trends</li> <li>Engaging people through comprehensive and accessible awareness and understanding activities as well as through promotion, education and training</li> </ul>	No specific targets or indicators
<u>Natural England – A Framework for Implementation of the European Landscape Convention (2007)</u>	Implements the European Landscape Convention (ELC) in England seeking to further strengthen the protection, management and planning of landscapes by providing a structure for Action Plans of partners and stakeholders	No specific targets or indicators
<u>Natural foundations: geodiversity for people, places and nature (2006)</u>	The document emphasise the importance of geodiversity as a vital resource for people, nature and landscape and the need for management and conservation of geodiversity.	No specific targets or indicators
<u>National Character Area Profile: 15: Durham Magnesium Limestone Plateau (2013)</u>	Provides a description of the features, characteristics and functions of the Durham Magnesium Limestone Plateau Area.	Statements of Environmental Opportunity

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<ul style="list-style-type: none"> <li>● Protect, expand and connect semi-natural habitats, particularly limestone grassland, and enhance management of agricultural land to provide a range of benefits to local people, wildlife and the wider environment.</li> <li>● Protect and enhance the coast as a place of tranquillity and inspiration that supports wildlife and illustrates the area's industrial past.</li> <li>● Protect, manage and enhance waterbodies, particularly the River Wear, to improve water quality and enhance their wildlife value.</li> <li>● Protect and promote the area's rich archaeology and geology to enhance appreciation of its mining heritage, significant role within British industry, and important fossil record and prehistoric sites.</li> <li>● Seek to ensure that where there is new development it preserves the area's strong sense of place, retains tranquil areas, is appropriate in a changing climate and improves quality of life for local residents.</li> </ul>
<u>National Character Areas 14: Tyne and Wear Lowlands Key Facts and Data (2011)</u>	Provides a description of the features, characteristics of the Tyne & Wear Lowlands Area.	No specific targets or indicators
<b>Regional</b>		
<u>Creating a Better Place 2010-2015 – Yorkshire and the North East (Environment Agency strategy)</u>	<p>Sets out objectives for the Environment Agency namely to:</p> <ul style="list-style-type: none"> <li>● Act to reduce climate change and its consequences</li> <li>● Protect and improve air, land and water</li> <li>● Work with people and communities to create better places</li> <li>● Work with businesses and other organisations to use resources wisely</li> </ul>	<ul style="list-style-type: none"> <li>● Help reduce greenhouse gas emissions</li> <li>● Help people and wildlife to adapt to climate change and reduce adverse impacts</li> <li>● Ensure quality of surface, ground and coastal waters and wetlands continue to improve</li> <li>● Ensure land is managed sustainably, protecting soils, water and biodiversity</li> <li>● Ensure biodiversity is enhanced and fish stocks are managed sustainably</li> <li>● Ensure businesses and organisations reduce impacts of their activities on water, land and air</li> <li>● Effectively manage flood risk and coastal erosion, and ensure that people and property are better prepared and protected</li> <li>● Ensure that new and existing developments have a reduced environmental impact and well-planned environmental infrastructure</li> <li>● Improve accessibility so that everyone has the opportunity to enjoy water and wetlands</li> <li>● Ensure the right waste and resource management infrastructure is in place</li> <li>● Ensure safe and secure water supplies are used efficiently</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
Water for people and the environment: Water Resources Strategy Regional Action Plan for Yorkshire and the North East Region (2009)	Sets out how the Environment Agency believes water resources should be managed, looking to 2050 and beyond. It identifies water resource pressures and priorities for Yorkshire and the North East and how local issues will be addressed.	No specific targets or indicators
<u>Northumbria River Basin Management Plan (2009)</u>	This plan, prepared under the Water Framework Directive, is about pressures facing the water environment in the Northumbria River Basin, and the actions that will address them. It focuses on the protection, improvement and sustainable use of the water environment.	<ul style="list-style-type: none"> <li>By 2015, 15 per cent of surface waters (rivers, lakes, estuaries and coastal waters) in this river basin district are going to improve for at least one biological, chemical or physical element.</li> <li>49 per cent of surface waters will be at good or better ecological status / potential and 33 per cent of groundwater bodies will be at good status by 2015. In combination 48 per cent of all water bodies will be at good status by 2015.</li> <li>At least 42 per cent of assessed surface waters will be at good or better biological status by 2015</li> </ul>
North East Regional Flood Risk Appraisal (2010)	The Regional Flood Risk Appraisal (RFRA) provides an appraisal of strategically significant flood risk issues in a region in order to guide strategic planning decisions.	No specific targets or indicators
Air Quality Strategy for Tyne & Wear (2006)	Provides a focus for all organisations, bodies and agencies involved or responsible for securing wider environmental and health improvements in the wider region. The strategy takes into account the regional/ sub-regional approach and views this as more effective for particular groups or local authorities within the region. It will also encourage joint working with local authorities and organisations (e.g. Nexus) across the north east. The air quality strategy will provide a benchmark for air quality levels in the Borough.	<p>The strategy aims to improve local air quality and ensure that pollution remains below prescribed levels. Implementation is encouraged on a regional scale:</p> <ul style="list-style-type: none"> <li>Local Transport Plan indicators</li> <li>Active involvement of local stakeholders</li> <li>Further examination of local, sub-regional and regional policies in general</li> </ul>
<u>Tyne and Wear Local Transport Plan 2006</u>	Seeks to improve air quality across Tyne and Wear as a whole. Must wherever possible prevent further areas in Tyne and Wear becoming AQMA's.	<ol style="list-style-type: none"> <li>Economic regeneration, greater economic competitiveness and prosperity</li> <li>Reduce inequality, improving social inclusion and community cohesion</li> <li>Stabilise population and reducing outmigration</li> <li>Better environmental quality, sustainability and quality of life</li> <li>Improve participation and attainment in education</li> <li>Improve health standards and reducing premature deaths</li> </ol>
<u>Limestone Landscapes – Landscape Conservation Action Plan (2010)</u>	<p>Promotes the work of the Limestone Landscape Partnership (LP). Partnership objectives seek to:</p> <ul style="list-style-type: none"> <li>Conserve and enhance unique biodiversity, geodiversity, landscape, heritage and cultural assets of the partnership area and strengthen and develop local character and distinctiveness</li> </ul>	No specific targets or indicators

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<ul style="list-style-type: none"> <li>• Improve access to countryside and natural green space</li> <li>• Raise awareness of the environment of the Partnership area as an educational resource and a source of local pride</li> <li>• Empower local people to participate in activities and decision making on the environment</li> <li>• Improve, promote and use the environment as a stimulus for economic regeneration and sustainable growth</li> <li>• Support and promote activities that help mitigate, or adapt to, the impacts of climate change</li> </ul>	
<u>Limestone Landscapes Character Framework – Consultation Draft, August (2010)</u>	<p>Provides a unified approach to describing, classifying and analysing landscape character that can be used with consistency across the project area. It proposes a set of landscape character types into which the types and character areas of existing local authority landscape fit with as little conflict as possible. 6 broad landscape types identified are:</p> <ul style="list-style-type: none"> <li>• Limestone escarpment</li> <li>• Clay plateau</li> <li>• Coastal Limestone plateau</li> <li>• Limestone coast</li> <li>• Limestone gorge</li> <li>• Limestone coastal plain</li> </ul>	<p>In South Tyneside 4 broad landscape types are identified:</p> <ul style="list-style-type: none"> <li>• Limestone coast (inland edge by the coast road A183)</li> <li>• Coastal limestone plateau (the Cleveland Hills)</li> <li>• Clay plateau (between Whitburn and Cleadon Moors)</li> <li>• Limestone escarpment (including Boldon Hill)</li> </ul>
<u>Geodiversity audit and action plan for the Durham Magnesium Limestone Plateau (2009)</u>	<p>Describes the most important features of geodiversity in the area and brings together details of existing geodiversity sites. It also discusses geodiversity interest at other nature sites, suggests links between them and aims to give inspiration for development and integration at all levels. Recommendations for a geodiversity action plan include:</p> <ul style="list-style-type: none"> <li>• Raising awareness of the area's geodiversity</li> <li>• Conserving / restoring</li> <li>• Encouraging community participation.</li> </ul>	<p>Principal geodiversity sites in South Tyneside are:</p> <ul style="list-style-type: none"> <li>• Marsden Old Quarry – abandoned quarry faces display Concretionary Limestone with some good features</li> <li>• Marsden Bay – includes a variety of features of Concretionary Limestone and coastal features</li> <li>• Lizard Point and Marsden Limekiln – good coastal features and cliff exposures</li> </ul>
<u>Countryside Character Volume 1: North East (The Character of England's Natural and Man-made Landscape)</u>	<p>Seeks to provide an overview of the character of England's countryside at the end of the 20<sup>th</sup> century. The purpose of the work is to ensure an understanding of England's countryside. Only in this way can it be properly taken into account in the decisions that are made which have a bearing on it.</p>	No specific targets or indicators
<u>State of the Environment in the North East – Natural England (2009)</u>	<p>Calls for a new approach to managing the natural environment in the north east, due to the quality and diversity of the landscapes and wildlife coming under ever-increasing pressure from development and climate change.</p>	<p>Key issues facing the environment sector in the North East are:</p> <ul style="list-style-type: none"> <li>• Climate change</li> <li>• Development pressures</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<ul style="list-style-type: none"> <li>● Reform of the Common Agricultural Policy</li> <li>● Need to embed the natural environment within changing regional governance arrangements and within regional plans and strategies</li> <li>● Lack of, or quality of, environmental evidence</li> <li>● Engaging people in environmental issues</li> </ul>
EA, Catchment Data Explorer. Available at: <a href="http://environment.data.gov.uk/catchment-planning/">http://environment.data.gov.uk/catchment-planning/</a>	<p>This database holds the current Water Framework Directive (WFD) cycle study data sets.</p> <p>The Catchment Data Explorer is designed to help explore and download information about the water environment used in the River Basin Management Plans.</p>	No specific targets or indicators.
<b>Local</b>		
<u>South Tyneside Council Preliminary Flood Risk Assessment (2011)</u>	The PFRA has considered past and potential future flood risk within South Tyneside from all local sources of flood risk (Surface Water, Groundwater and Ordinary Watercourse flooding).	This Preliminary Flood Risk Assessment has confirmed that there are no 'significant flood risk areas' in relation to surface water, groundwater and ordinary watercourses within South Tyneside.
<u>South Tyneside Strategic Flood Risk Assessment (2011)</u>	<p>Provides a relevant source of flood risk information and an evidence base to make planning decisions with respect to development and flood risk. It informs the preparation of focused and local policies, and is a planning tool that enables the LPA to select and develop sustainable site allocations away from vulnerable flood risk areas.</p> <p>Consultation with the Environment Agency resulted in the following additional information being provided:</p> <p>"There are no current specific targets or indicators to reduce flood risk to communities downstream. Our flood records suggest that Reay Crescent flooded in 2000, mainly due to surface water however the river did exceed channel capacity...there is potential here to provide onsite surface water storage and management to help reduce the amount of water entering the River Don, reducing the flood risk downstream"</p>	No specific targets or indicators to reduce flood risk to communities downstream.
<u>Sunderland Strategic Flood Risk Assessment 2010</u>	Flood Risk Assessments will be required for new developments in vulnerable locations.	No specific targets
<u>South Tyneside Surface Water Management Plan (2014)</u>	<p>The SWMP outlines the preferred surface water management strategy for South Tyneside. The study identifies:</p> <ul style="list-style-type: none"> <li>● mechanisms and areas of surface water flooding within South Tyneside;</li> <li>● opportunities to manage surface water within the high risk areas;</li> </ul>	The SWMP includes an Action Plan which provides considers for flood management in South Tyneside.

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<ul style="list-style-type: none"> <li>potential flood risk areas and additional opportunities to reduce surface water flood risk as a result of climate change and future development;</li> <li>Identify high risk areas within the study area and schemes or mitigation measures to reduce surface water flood risk in these areas</li> </ul>	
South Tyneside Local Air Quality Management – updating and screening assessment (2012)	Assesses current and likely future air quality within the borough against proscribed objective values set out in the Air Quality Strategy 2007.	No specific targets or indicators
South Tyneside Air Quality Action Plan September (2010)	Seeks to improve air quality within the borough in particular within the air quality management areas (AQMA's). It provides the methods by which the national air quality objectives will be achieved within the borough. The aim of the action plan is to minimise impact upon human health and the environment from local air pollution, specifically for those pollutants where there is an exceedance of the air quality objectives.	Indicators regarding the progression of the air quality action plan include: <ul style="list-style-type: none"> <li>Changes in area wide traffic mileage;</li> <li>Peak period traffic flow to urban areas</li> <li>Congestion</li> <li>Model splits (including information on travel plans)</li> </ul>
South Tyneside Local Air Quality Management 2008-2011	<p>This strategy sets out how the Council will manage local air quality and deliver the agreed outcomes for all of the communities of South Tyneside through individual objectives agreed with partners in the Spirit of South Tyneside. Five key themes have been developed as follows:</p> <ul style="list-style-type: none"> <li>Local Air Quality Management</li> <li>Planning and Development Control</li> <li>Highways and Transport Planning</li> <li>Local Air Pollution Controls; and</li> <li>Inspiring our Communities.</li> </ul>	<p>The document sets out a number of priority actions and should be implemented over the next three years:</p> <ul style="list-style-type: none"> <li>Publicise air quality information, allowing the latest information to be considered in development management decisions.</li> <li>Ensure that all air quality impacts of development proposals in Local Plan documents are assessed and, where appropriate, mitigated or avoided by the use of Sustainability Appraisals.</li> <li>Evaluate the impacts of Local Plan proposals on air quality through the Local Plan Annual Monitoring Report process.</li> <li>Work collaboratively to ensure appropriate air quality assessments and issues are considered with regard to new developments.</li> </ul>
<u>Sunderland Air Quality Progress Report, 2014</u>	Provides an update on monitoring locations – automatic (4) and non-automatic (37). Annual and hourly mean values met at all but one site. Detailed assessment required at this location.	No specific targets or indicators
<u>South Tyneside Contaminated Land Strategy (2006)</u>	<p>Seeks to provide a mechanism for the identification and sustainable remediation of contaminated land within the Borough and for the promotion of sustainable urban redevelopment. There are 21 actions or objectives identified throughout the strategy, those of relevance to the Plan or SA are:</p> <ul style="list-style-type: none"> <li>The Council will implement the Contaminated Land Strategy by implementing and prioritising all sites</li> <li>The Council will review the CLS at 5 yearly intervals</li> <li>The Council will assemble environmental and land use data on a GIS system</li> </ul>	<p>This strategy does not contain explicit targets or indicators, but based on the objectives identified, relevant indicators for the Plan or SA would be:</p> <ul style="list-style-type: none"> <li>Number of sites identified for remediation</li> <li>Increase in remediation</li> <li>Number of remediated sites ready for development</li> <li>Number of previously remediated sites being developed</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<ul style="list-style-type: none"> <li>The Council will maximise the opportunities for the voluntary remediation and redevelopment of potentially contaminated land through the Town and Country Planning regime and promote sustainable sites through the Plan</li> <li>The Council will develop spatial and developmental constraint guidance to assist the Local Planning Authority</li> <li>The Council will promote the use of a 2-stage application process (outline and reserved matters) for all planning applications for land where contamination may be an issue</li> <li>The Council will seek to minimise the creation of new Contaminated Land in all proposals for development</li> <li>The Council will take all measures to minimise premature or inappropriate designation and will consult prior to formal designation of contaminated land</li> </ul>	
<u>Sunderland Contaminated Land Strategy (2006)</u>	<p>Strategy to identify, inspect, risk assess and ensure remediation of contaminated land in the area. Sets out priority actions and timescales</p> <ul style="list-style-type: none"> <li>Establishment of liaison information exchange</li> <li>Collation of existing information</li> <li>Prioritisation of sites</li> <li>Response to complaints</li> <li>Development control</li> <li>Regular five-yearly review of prioritisation</li> </ul>	
South Tyneside Landscape Character Study March 2012 ( <u>Part 1 'Character Assessment'</u> , <u>Part 2 'Character Guidelines'</u> and <u>Part 3 'Green Belt, Landscape Protection, Wind Power Sensitivity'</u> )	<p>The study presents a review of the landscape character of South Tyneside, and the means by which their distinctive characteristics can be maintained and enhanced.</p> <ul style="list-style-type: none"> <li>Part I describes and classifies landscape, townscape and seascapes of the borough. It provides a hierarchy of local character areas and land use types.</li> <li>Part II presents general landscape guidelines for the development and management of these landscapes.</li> <li>Part III deals with application of planning policy to the landscape, with specific reference to green belt, protection of locally important landscapes, and wind power developments.</li> </ul>	<p>Part III of the Landscape study provides the following recommendations: The functions of the Green Belt</p> <ul style="list-style-type: none"> <li>All areas of the Green Belt play a key role in terms of Green Belt objectives, and the Great North Forest Strategy will enhance this role</li> <li>Areas of landscape protection</li> <li>Local landscape designations should be maintained at Boldon Downhill and Cleadon Hills, with recommendations on boundary modifications.</li> <li>A new local landscape designation would be justified along the coast between Trow Point and Whitburn Coastal Park.</li> <li>These new/revised areas of high landscape value should be subject to wider consultation as part of the LDF review process</li> </ul> <p>Sensitivity to Wind Turbines:</p> <ul style="list-style-type: none"> <li>Industrial riverside areas have the greatest potential for wind turbine development</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<ul style="list-style-type: none"> <li>Within the Green Belt there are a range of sensitivities though some areas may accommodate wind power development, subject to other constraints</li> </ul>
<u>Sunderland Strategy 2008-2025, 2008</u>	Promotes the protection and enhancement of the natural environment. Aims to maximise the use of previously developed land in accessible locations for new development to minimise the need to develop on greenfield land and reduce travel requirements.	<ul style="list-style-type: none"> <li>a) Identify opportunities to use the riverside and the coastline as a cultural resource</li> <li>b) Produce a coastal strategy, both for the Heritage Coast and for coastal defences</li> <li>c) Develop a programme of themed walks and nature trails</li> <li>d) Support 'the retention of the city's natural beauty' in the 'ensuring a sense of space' category</li> </ul>
<u>Sunderland Climate Change Action Plan 2008</u>	<p>Reduce carbon dioxide emissions from housing, public and commercial organisations and transports. Several areas for action identifies</p> <ul style="list-style-type: none"> <li>Residential measures – insulation and boiler replacement</li> <li>Encouraging commercial organisations to act</li> <li>Local heat and power networks</li> <li>Increased biofuels in transport fuel</li> <li>Landfill gas capture</li> <li>Increased recycling</li> <li>New waste recovery facilities</li> </ul>	<p>Reduce CO2 emissions by 26% between 1990 and 2022</p> <p>Reduce methane emissions from disposal of domestic waste by 75%</p> <p>Key actions set out across other priority areas.</p>
<u>Sunderland Contaminated Land Strategy (and updates) 2008</u>	Develop a strategic approach to inspection and remediation of contaminated sites.	<ul style="list-style-type: none"> <li>a) To identify contaminated land presenting a risk to the public, water resources and biodiversity and undertake/enforce schemes to make it safe and if feasible and appropriate suitable for development</li> <li>b) To work in partnership with other local authorities and the Environment Agency to make improvements to air and water quality, protect water sources from contamination and minimise the release of harmful products into the environment</li> <li>c) To increase the proportion of new development occurring on previously developed land</li> <li>d) To reclaim derelict land for a range of urban and rural uses</li> </ul>
<u>Sunderland Strategy 2008</u>	Sets out what the people who live, work and study in the city would like to see by 2025.	<ul style="list-style-type: none"> <li>a) Maximise the use of previously developed land in accessible locations for new development, in order to minimise the need to develop on greenfield land and reduce travel requirements</li> <li>b) Protect and enhance the natural environment</li> </ul>



## B1.5 Climatic factors, sustainability and energy

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
<u>Johannesburg Declaration (2002)</u>	An International statement advocating: <ul style="list-style-type: none"> <li>• Sustainable consumption and production patterns – accelerate the shift towards sustainable consumption and production</li> <li>• Renewable energy and energy efficiency – urgently and substantially increase (global) share of renewable energy</li> <li>• Biodiversity – significantly reduce rate of loss</li> </ul>	No specific targets or indicators
<u>Kyoto Protocol (adopted 1997 and entered into force in 2005)</u> (second commitment period to reduce emissions is 2013-2020)	An international agreement linked to the United Nations Framework Convention on Climate Change that sets binding obligations on industrialised countries to reduce emissions of greenhouse gases.	Under the Protocol, countries must meet their targets primarily through national measures.
<u>Rio Declaration (1992)</u>	Sets out 27 guiding principles for sustainable development throughout the world. It states that the only way to have any form of long term growth is to ensure that it is grounded in the context of environmental protection.	No specific targets or indicators
<u>Renewable Energy Directive 2009/28/EC</u>	Outlines renewable energy production, greenhouse gas reduction and energy efficiency targets for EU member states. The Directive introduced the '20-20-20' targets: a 20% reduction in greenhouse gas emissions; achieving a target of 20% of the European Union's final energy consumption from renewable sources by 2020; and fulfilling a 20% reduction in primary energy use compared to projected levels by improving energy efficiency.	15% of the UK's energy including heat and transport should come from a renewable source by 2020.
<u>Directive on Energy Performance of Buildings, 2002</u>	The objective of this Directive is to promote the improvement of the energy performance of buildings within the Community, taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost effectiveness considering;  This Directive lays down requirements as regards: <ol style="list-style-type: none"> <li>a) The general framework for the energy performance of buildings</li> <li>b) The application of minimum requirements on the energy performance of new buildings</li> <li>c) The application of minimum requirements on the energy performance of large existing buildings that are subject to major renovation</li> <li>d) Energy certification of buildings, and</li> <li>e) Regular inspection of boilers and of air-conditioning systems in buildings and in addition an assessment of the heating installations in which boilers are more than 15 years old</li> </ol>	

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP	
National			
<u>Climate Change Act (2008)</u>	The Act seeks to improve carbon management and help the transition to a low carbon economy. It also set legally binding UK target for CO2 emissions reductions by 2050, as well as a requirement for the UK to set 5 yearly carbon budgets and annually report emission levels.	<ul style="list-style-type: none"><li>Greenhouse gas emission reductions through action in the UK and abroad of at least 80% by 2050, against a 1990 baseline.</li><li>CO2 emission reductions of at least 26% by 2020, against a 1990 baseline.</li></ul>	
<u>Climate Change Risk Assessment (2012)</u>	The CCRA Evidence Report sets out the main risks and opportunities for the UK, arising from climate change, over the coming years. The document identifies risk and opportunities for the following themes: <ul style="list-style-type: none"><li>Agriculture &amp; Forestry;</li><li>Business;</li><li>Health &amp; Wellbeing;</li><li>Buildings &amp; Infrastructure; and</li><li>Natural Environment.</li></ul>	Risks	Opportunities
		<b>Agriculture &amp; Forestry</b> <ul style="list-style-type: none"><li>Increase in demand for soil irrigation</li><li>Increased competition for water resources</li><li>Crop losses impacts due to flooding and coastal erosion</li><li>Increased risk from tree diseases and insect pests</li><li>Increase in the frequency of drought</li></ul>	<ul style="list-style-type: none"><li>Increased agricultural and timber yields from longer growing season</li><li>Opportunities to grow new crops and more timber species</li></ul>
		<ul style="list-style-type: none"><li><b>Business</b></li><li>Disruption to businesses as a result of extreme events</li><li>Risk of increase in losses to business from flooding</li><li>Greater variability in water</li><li>High internal building temperatures</li></ul>	<ul style="list-style-type: none"><li>Opportunities in tourism and leisure industry</li><li>Low carbon economy</li></ul>
		<ul style="list-style-type: none"><li><b>Health &amp; Wellbeing</b></li><li>Increased risk of mortality and morbidity due to heat</li><li>Injuries, death and health impacts as a result of flooding</li></ul>	<ul style="list-style-type: none"><li>Decreased levels of mortality and morbidity due to milder winters</li><li>Improved physical and mental health of people due to warmer weather</li></ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP	
		<ul style="list-style-type: none"> <li>Increased ozone levels could lead to hospital admissions</li> <li>Increased risk in the number of skin cancer cases and deaths</li> <li>Increased health risk from water and food borne diseases</li> <li>Increased marine pathogens</li> </ul>	
		<ul style="list-style-type: none"> <li><b>Buildings &amp; Infrastructure</b></li> <li>Energy and transport infrastructure at risk of damage from heat and flooding</li> <li>Higher energy demand for cooling</li> <li>Increased water demand</li> <li>Water supply-demand deficits</li> <li>Damage to property due to flooding and coastal erosion</li> <li>Overheating in buildings</li> <li>Increasing Urban Heat Island effect</li> <li>Subsidence</li> </ul>	<ul style="list-style-type: none"> <li>Reduced energy demand for heating</li> <li>Short shipping routes and reduced transportation costs due to less arctic ice</li> </ul>
		<ul style="list-style-type: none"> <li><b>Natural Environment</b></li> <li>Increased concentration of pollutants in water sources</li> <li>Reduced soil moisture</li> <li>Increase of invasive non-native species, pests and pathogens</li> </ul>	<ul style="list-style-type: none"> <li>Higher temperatures leading to increase in agriculture and forestry</li> <li>Increased habitat range for some species</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP	
		<ul style="list-style-type: none"> <li>• Warmer water bodies impacting on biodiversity</li> <li>• Coastal habitats at risk of flooding and erosion</li> <li>• Loss of climate space</li> <li>• Impact on marine habitats from algal blooms, ocean acidification and species range shifts</li> <li>• Changes in timing of seasonal events and migration patterns</li> </ul>	
<u>The Carbon Plan: Delivering our low carbon future (2011)</u>	<p>Updates and supersedes the Low carbon transition Plan. It sets out proposals and actions for achieving the Climate Change Act target of 80% reduction in greenhouse gases by 2050. Objectives within the plan include:</p> <ul style="list-style-type: none"> <li>• All cavity walls and lofts in homes to be insulated by 2020.</li> <li>• Replace existing coal-fired power stations with gas and renewable energy.</li> <li>• More efficient buildings and cars.</li> <li>• More diverse sources of electricity.</li> </ul>	No specific targets or indicators	
<u>The UK Low Carbon Transition Plan: National Strategy for Climate and Energy</u>	<p>The document sets out the Government Transition Plan which sets out five key points:</p> <ul style="list-style-type: none"> <li>• Protecting the public from immediate risk</li> <li>• Preparing for the future</li> <li>• Limiting severity of climate change through a new international climate agreements</li> <li>• Building a low carbon UK</li> <li>• Supporting individuals, communities and businesses to play their part</li> </ul> <p>Further it sets out how this will be achieved in key areas: power sector, homes and communities, workplaces and jobs, transport, and farming and land management.</p>	No specific targets or indicators	
<u>National Planning Policy Framework (NPPF), 2012</u>	<p>The NPPF identifies the need to support the transition to a low carbon future in a changing climate. This sets out the planning role in securing reductions in GHG emissions, and contributing to the meeting of the Climate Change Act 2008. It supports the move to a low carbon future – supporting energy efficiency measures for buildings, promoting renewable energy, and encouraging low carbon transport solutions.</p>	No specific targets or indicators	

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>The National Adaptation Programme, 2013</u>	The National Adaptation Programme sets out what government, businesses and society are doing to become more climate ready. It contains a register of actions which includes all the actions agreed in the programme so far. It also aligns risks identified in the Climate Change Risk Assessment to actions being undertaken or to be undertaken and the timescales according to each theme.	
<u>Energy Act (2011)</u>	The Act has three objectives: tackling barriers to investment in energy efficiency; enhancing energy security; and enabling investment in low carbon energy supplies. It also introduces the Green Deal – a financing initiative to encourage domestic energy efficiency.	No specific targets or indicators
<u>Energy White Paper: Meeting the Energy Challenge (2007)</u>	Provides the long-term strategic vision for energy policy in the UK.	<ul style="list-style-type: none"> <li>● Cut CO2 Emissions by 60% by 2050</li> <li>● Reduce CO2 by 20% by 2010</li> <li>● Maintain reliability of energy supplies</li> <li>● Promote competitive markets to promote sustainable economic growth</li> <li>● Make sure every home is adequately and affordably heated</li> </ul>
<u>Planning our electric future: a white paper for secure, affordable and low-carbon energy (July 2011)</u>	Sets out how by 2030 electricity supply will be secure, low carbon and affordable, by using a range of low-carbon sources of electricity.	No specific targets or indicators
<u>The Energy Efficiency Strategy: The Energy Efficiency Opportunity in the UK (2012)</u>	Highlights the need to improving our energy efficiency is a key strategic objective in meeting the UK's targets.	No specific targets or indicators
<u>Building a Greener Future: policy statement (2007)</u>	Introduces commitments to achieve a zero carbon developments.	<ul style="list-style-type: none"> <li>● 25% improvement in the energy/carbon performance by 2010</li> <li>● 44% improvement by 2013</li> <li>● 2016 to zero carbon homes.</li> </ul>
<b>Regional</b>		
<u>A summary of Climate Change Risks for North East England (2012)</u>	Provides an assessment of climate change risks and implications for the region, and identifies threats to and opportunities for business, health and well being, buildings and infrastructure, agriculture and forestry, and the natural environment.	<p>Risks and implications identified are as follows:</p> <ul style="list-style-type: none"> <li>● Small businesses are most vulnerable (lack of resources and not being aware)</li> <li>● Two thirds of north east businesses are exposed</li> <li>● Climate change on supply chains/markets will be significant but are not yet fully understood</li> <li>● Health implications are not yet understood</li> <li>● North East has more areas of deprivation than any other English region</li> <li>● North East has an ageing population than other region and a lower life expectancy</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<ul style="list-style-type: none"> <li>Housing stock in region is vulnerable</li> <li>Frequency of flooding will increase which will result in more surface water flooding in built up areas</li> <li>Nationally important and regional infrastructure is exposed</li> <li>Agriculture and forestry faces threats</li> <li>Rainfall could lead to soil erosion, saturation and crop damage</li> <li>Growing season will potentially start earlier with potential for new crops and better and earlier ripening</li> <li>Increasing temperatures will threaten fragile eco-systems</li> <li>Changing agricultural practices may be a significant threat to a number of species</li> </ul>
<u>North East Climate Change Adaptation Study (2008)</u>	Provides a clear picture of climate change for North East England in terms of what changes are likely in the years ahead, what areas will be most affected and what needs to be done to prepare and adapt.	<p>Key adaptation strategy targets include:</p> <ul style="list-style-type: none"> <li>Physical adaptation in the use or structure of buildings and infrastructure. The major opportunity for adaptation comes through building adaptive capacity into the design of new buildings (such as hospitals, schools, care homes and houses)</li> <li>Increased use of novel technology – such as demountable flood defences, sustainable drainage systems, tree planting for shading of buildings, flood water storage.</li> <li>Influence long-term land use planning to discourage development in inappropriate locations</li> <li>Exploit the opportunities presented by climate change – increased tourism and recreation use of the region which are likely as a result of projected rising temperatures and drier summers</li> </ul>
<u>Climate Change Action Plan for North East England (SustainNE) (2008)</u>	The Climate Change Action Plan for North East England tells us what we need to do to tackle climate change in North East England. It shows how all sectors have the opportunity to actively engage with this work, take direct action and influence how the plan is developed. The Action Plan identifies actions to mitigate the impacts of climate change under 5 topic areas, leadership, communication / education / awareness, adaptation, mitigation and economic.	No specific targets or indicators
North East Renewable Energy Strategy 2005	Assist in the creation of a positive planning framework for renewable energy to adopt and positively strive to achieve Governments targets and aspirations for renewable energy.	10% of regional consumption by 2010 and 20% by 2020.
The North East Climate Change Action Plan 2008	The plan explains the climate change challenges faced by the region and highlights what the region is already doing to meet these challenges. The plan identifies high-level actions as well as more detailed actions.	<ol style="list-style-type: none"> <li>Need to strengthen leadership in the region to drive behavioural change and appropriate policies in relation to climate change</li> <li>Requirement by leaders for clear, coherent information on the realities of climate change for the region</li> </ol>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>Local</b>		
<u>South Tyneside Sustainable Energy Action Plan (2010)</u>	<p>Five strategic objectives are to:</p> <ul style="list-style-type: none"> <li>• Improve and promote energy efficiency and reduce the Borough's carbon footprint</li> <li>• Increase the amount of energy from sustainable and renewable sources;</li> <li>• Promote sustainable construction;</li> <li>• Engage and inspire the community to meet the challenges of climate change; and</li> <li>• Adapt to and manage the effects of climate change.</li> </ul>	<p>To deliver reductions in greenhouse gas emissions of at least 20 %, by 2020 based on a 2005 baseline year. This will be achieved by:</p> <ul style="list-style-type: none"> <li>• Reducing energy use and carbon emissions from households, businesses and transport</li> <li>• Promoting energy efficiency and encouraging the use of renewable energy.</li> <li>• Tackling fuel poverty and health problems that arise from increased energy costs</li> <li>• Encouraging changes in behaviour around using energy, shopping locally and transport</li> </ul>
<u>Sunderland Climate Change Action Plan 2008</u>	<p>Reduce carbon dioxide emissions from housing, public and commercial organisations and transports. Several areas for action identifies</p> <ul style="list-style-type: none"> <li>• Residential measures – insulation and boiler replacement</li> <li>• Encouraging commercial organisations to act</li> <li>• Local heat and power networks</li> <li>• Increased biofuels in transport fuel</li> <li>• Landfill gas capture</li> <li>• Increased recycling</li> <li>• New waste recovery facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce CO2 emissions by 26% between 1990 and 2022</li> <li>• Reduce methane emissions from disposal of domestic waste by 75%</li> <li>• Key actions set out across other priority areas.</li> </ul>
<u>South Tyneside Climate Change Adaptation Strategy 2009-2012</u>	<p>Aims to assess South Tyneside's vulnerability to current climate and future climate change identify options to address climate risks and to develop a climate change adaptation plan (to protect the public and economy from immediate and future risks). It aims to limit the severity of future climate change and to support the role played by individuals, communities and businesses in combating the effects of climate change. The strategy is based around three themes:</p> <ul style="list-style-type: none"> <li>• Managing extreme temperatures</li> <li>• Managing flood risk</li> <li>• Managing water resources</li> </ul>	<p>Sets out a number of priority actions that should be implemented as follows:</p> <ul style="list-style-type: none"> <li>• Promote awareness of adaptation options at all levels</li> <li>• Ensure adequate healthcare for vulnerable residents during periods of extreme temperature</li> <li>• Enhance biodiversity, decrease vulnerability of green spaces and provide areas of cooling</li> <li>• Ensure energy supplies for all infrastructure and buildings</li> <li>• Ensure sustainable approaches to climate change options (including sustainable design and construction in new developments)</li> <li>• Ensure flood risk is taken into account during the development and redevelopment of buildings and open space</li> <li>• Ensure drainage systems can cope with flash floods</li> <li>• Reduce risk of loss of life, injury, disease, stress, damage to buildings and their contents, sewage contamination and access problems</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<ul style="list-style-type: none"> <li>● Encourage businesses to assess location of flood-sensitive equipment</li> <li>● Encourage developers to design drought – resistant landscaping</li> <li>● Ensuring abstraction rates from aquifers are managed to maintain groundwater supplies</li> <li>● Develop a sustainable approach to water use and improve efficiency</li> </ul>
<u>The Sunderland Strategy 2008</u>	Sustainable Development is a crosscutting challenge for all themes to address, to reinforce the need for all themes to tackle significant sustainable development issues, such as Climate Change.	<ul style="list-style-type: none"> <li>a) Create a prosperous city</li> <li>b) Improve quality, choice and range of housing</li> <li>c) Improve health and social care</li> <li>d) Develop an attractive and accessible City</li> </ul>



**B1.6** Green infrastructure and Green Belt

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
<b>National</b>		
<u>Natural England's Green Infrastructure guidance (2009)</u>	Provides a comprehensive overview of the concept of green infrastructure. The document covers: What is Green Infrastructure, the value of planning for Green Infrastructure and Delivering Green Infrastructure.	No specific targets or indicators
<u>'Nature Nearby': Accessible Natural Greenspace Guidance (2010)</u>	<p>Set's out Natural England's standards for the amount, quality and visitor services of accessible natural green spaces, this includes:</p> <ul style="list-style-type: none"> <li>• Accessibility and Quantity Standard – to ensure provision close to home and within sustainable transport distances, Natural England's Accessible Natural Greenspace Standard (ANGSt)</li> <li>• Service Standards – for core services and facilities for each site type</li> <li>• A national Quality Standard – the Green Flag Award scheme</li> </ul>	<p>ANGSt recommends that everyone, wherever they live, should have an accessible natural greenspace:</p> <ul style="list-style-type: none"> <li>• of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home;</li> <li>• at least one accessible 20 hectare site within two kilometres of home;</li> <li>• one accessible 100 hectare site within five kilometres of home; and</li> <li>• one accessible 500 hectare site within ten kilometres of home; plus</li> <li>• a minimum of one hectare of statutory Local Nature Reserves per thousand population</li> </ul>
<u>Planning for a healthy environment – good practice guidance for green infrastructure and biodiversity (2012)</u>	Sets out how green infrastructure and biodiversity can be enhanced and protected through the planning system.	<p>Principles of planning for green infrastructure (GI) and biodiversity</p> <ul style="list-style-type: none"> <li>• GI needs to be strategically planned to provide a comprehensive and integrated network</li> <li>• GI requires wide partnership buy-in</li> <li>• GI needs to be planned using sound evidence</li> <li>• GI needs to demonstrate 'multi-functionality'</li> <li>• GI creation and maintenance need to be properly resourced</li> <li>• GI needs to be central to the development's design and must reflect and enhance the area's locally distinctive character</li> <li>• GI should contribute to biodiversity gain by safeguarding, enhancing, restoring, and creating wildlife habitat and by integrating biodiversity into the built environment</li> <li>• GI should achieve physical and functional connectivity between sites at strategic and local level</li> <li>• GI needs to include accessible spaces and facilitate physically active travel</li> <li>• GI needs to be integrated with other policy initiatives</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>A new youth sport strategy – Creating a sporting habitat for life: Sport England Strategy 2012-2017 (2012)</u>	<p>Increase in the proportion of people regularly playing sport. In particular, the proportion of 14-25 year olds who play sport and to establish a lasting network of links between schools and sports clubs in local communities so that we keep young people playing sport up to and beyond the age of 25.</p> <ul style="list-style-type: none"> <li>• Building a lasting legacy of competitive sport in schools</li> <li>• Improving links between schools and community sports clubs</li> <li>• Working with the sport's governing bodies: focusing on youth</li> <li>• Investing in facilities</li> <li>• Communities and the voluntary sector</li> </ul>	No specific targets or indicators
<u>National Planning Policy Framework, 2012</u>	NPPF sets out that planning system should look to minimise impacts on biodiversity, and should promote preservation, restoration and recreation of priority habitats, ecological network and protection and recover of priority species. The importance of protecting Green Belt land is emphasised within NPPF.	
<u>Planning and Design for Outdoor sport and play</u>	Provides guidance on 'Fields in Trust's' widely-endorsed policy on the minimum standards for play and recreation space.	No specific targets or indicators.
<b>Local</b>		
<u>South Tyneside Local Development Framework (LDF) Core strategy (adopted June 2007) (SD22)</u>	<p>The adopted development plan document sets out the overall direction for the LDF and development within the Borough. The adopted policies are structured around broad themes:</p> <ul style="list-style-type: none"> <li>• Strategic Policies (Spatial Strategy; Sustainable Urban Living).</li> <li>• Improving Accessibility.</li> <li>• Delivering Economic Growth and Prosperity.</li> <li>• Delivering Sustainable Communities (Sustainable Urban Areas; Town Centres and other Shopping Centres; Sustainable Housing Provision; Housing Needs, Mix and Affordability; Gypsy and Traveller Caravan Sites; Recreational Open Space, Sport and Leisure).</li> <li>• Capitalising on our Environmental Assets (Local Character and Distinctiveness; Coastal Zone; Biodiversity and Geodiversity; World Heritage Sites; Environmental Protection; Waste).</li> </ul> <p>The Spatial Vision ensure that:</p> <ul style="list-style-type: none"> <li>• Development meets the needs of residents and businesses without compromising the ability of future generations to enjoy the same quality of life.</li> </ul>	No specific targets or indicators

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<ul style="list-style-type: none"> <li>The regeneration of the Borough is delivered, focussing development on the main centres of South Shields, Jarrow and Hebburn, and main riverside sites – bringing life back to the riverside and creating sustainable communities where people choose to live.</li> <li>Proposals are of sufficient scale that can deliver a major change in the perception of the Borough and have the greatest impact on the economy, opportunities for new housing, quality of life and cultural facilities.</li> <li>All residents have a choice of good quality and affordable housing in a variety of tenures and which meets their future needs;</li> <li>The natural and built environment is valued, protected, enhanced and capitalised on for the benefit of all.</li> <li>All those within the Borough can access the opportunities that are available with reliable public transport, an efficient road network and above all, focussing on delivering accessibility rather than relying on mobility.</li> <li>Despite the focus on the big projects and key regeneration areas, the suburban areas and villages outside of the key regeneration hot-spots must not be ignored – ensuring that appropriate levels of essential services are provided and that any local needs for development are met.</li> </ul>	
<u>Sunderland Unitary Development Plan (UDP), 2008</u>	Adopted development plan for the City	No specific targets or indicators
<u>Sunderland draft core strategy (most recent version – alternative approaches - September 2009)</u>	<p>Sets out the overarching strategic planning framework for the development of Sunderland until 2026. This includes the examination of broad spatial issues such as the environment, housing, economic development, and transport.</p> <p>The Core Strategy Alternative Approaches identifies four approaches:</p> <ul style="list-style-type: none"> <li>Focus development on the conurbation</li> <li>Proportional distribution of development (broadly reflecting population and land area)</li> <li>Focus development on the current urban area (on previously developed land)</li> <li>Sub-area spatial requirements</li> </ul>	<p>No specific targets or indicators. Key indicators solely relate to development within the City of Sunderland.</p> <p>However 10 Strategic priorities are identified, one of which 'North of Nissan' is positioned near to the South Tyneside boundary. This site is adjacent to the A19 and would be able to accommodate a range of large scale employment uses.</p>
<u>Sunderland Local Plan: Core Strategy and Development Management Policies – Draft Revised Preferred Options, 2013 (SD17)</u>	<p>The Core Strategy sets out city-wide policies along with Development Management policies and sits at the heart of the Local plan. It follows the previous Alternative Approaches document from 2009 which set out strategic options for Sunderland for the next 20+ years.</p> <p>The Core Strategy draws on the Sunderland Strategy 2008-2025. It reports on opportunities in the Washington area to build on the strategic location of Nissan, within the Low Carbon Economic Area context and highlights the 'Enterprise Zone' lying to the north of Nissan.</p>	<p>No specific targets or indicators</p> <p>Plan proposes a 20ha Strategic Site to the north of the Nissan plant and highlights the potential need for additional development land in this location if further demand can be evidenced.</p>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<p>Key Spatial Objectives include:</p> <p>Spatial Development and Growth</p> <p>Ensure an appropriate distribution and balance of employment, housing growth and other competing land uses. Where possible, maximise the reuse of previously developed land so as to minimise the urbanisation of greenfield land, whilst planning for sustainable growth of the city's population, including the retention of young economically active age groups.</p> <p>Economic Development</p> <p>Facilitate economic growth by providing a wide portfolio of high quality employment sites, whilst supporting the development of new key employment sectors, including the low carbon economy, and strengthening existing industry</p> <p>Accessibility</p> <p>Implement sustainable transport solutions that enhance the city's profile, its economic competitiveness and achieve low-carbon outcomes whilst enhancing accessibility for all to a full range of facilities and jobs and reducing dependency on the car. To implement traffic management measures to manage congestion and associated environmental and health impacts of traffic.</p> <p>Green Infrastructure</p> <p>Protect the city's biodiversity, geological resource, countryside and landscapes, including the River Wear, the coast and the Magnesian Limestone Escarpment and seek opportunities to enhance that resource where possible, whilst ensuring that all homes have good access to a range of interlinked green infrastructure.</p>	
<p>South Tyneside LDF Development Management Policies (adopted December 2011) (SD21)</p>	<p>The document sets out development management policies needed to address locally distinctive issues that are not covered by national policy or by other development plan documents.</p>	<p>No specific targets or indicators</p>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>South Tyneside Supplementary Planning Document (SPD) 1: Sustainable Construction &amp; Development (adopted August 2007)</u>	<p>Aims to raise the standard of built development in South Tyneside. Requiring large-scale or significant development to demonstrate sustainability principles by means of completing a sustainability statement. This statement should consider:</p> <ol style="list-style-type: none"> <li>1) Energy efficient design and layout;</li> <li>2) Energy efficiency and conservation;</li> <li>3) Renewable energy;</li> <li>4) Energy statements;</li> <li>5) Sustainable construction;</li> <li>6) Water efficiency and conservation; and</li> <li>7) Sustainable waste management.</li> </ol>	No specific targets or indicators
<u>South Tyneside Supplementary Planning Document (SPD) 3: Green Infrastructure Strategy (adopted February 2013)</u>	Provides an analysis of the existing Green infrastructure (the living network of green spaces, water and other environmental features) within the Borough, and sets out the vision for future improvement and provision.	<p>The Delivery Plan provides a range of strategic and project based targets and aims for the delivery of green infrastructure in South Tyneside. The Delivery Plan follows the themes of the document:</p> <ul style="list-style-type: none"> <li>• Climate change and water quality</li> <li>• Accessibility and sustainable travel</li> <li>• Quality of place – regeneration and tourism</li> <li>• Recreation, open spaces and tourism</li> <li>• Biodiversity and landscape</li> <li>• Riverside corridor</li> <li>• Coastal corridor</li> <li>• Green belt corridor</li> <li>• Urban area</li> <li>• Strategic corridors</li> </ul>
<u>South Tyneside Open Space Strategy (2009) (and addendum paper 2009)</u>	Assesses accessible local, high quality open spaces in South Tyneside.	Key targets are identified in the SPD 3 Delivery Plan
<u>Sunderland Green Infrastructure strategy framework, 2011.</u>	<p>Sets out principles for GI:</p> <ul style="list-style-type: none"> <li>• Connectivity</li> <li>• Functionality</li> <li>• Enhancing residential and economic communities</li> <li>• High standards</li> <li>• Sustainable GI</li> </ul>	Targets are based around an action plan on strategy development

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>South Tyneside Playing Pitch Strategy (2009) (and addendum paper 2009)</u>	Provides an assessment of playing pitch provision within the borough and the resulting needs for provision, both current and future	Key targets are identified in the SPD 3 Delivery Plan
<u>South Tyneside Urban Design Framework (December 2005)</u>	Seeks to help developers, applicants, local communities, the Councils' Members and Officers and other agencies with guidance on achieving a high quality of urban design in developing and restoring the many urban and rural areas across the Borough.	Key aspects of good urban design are: <ul style="list-style-type: none"> <li>• Places for People</li> <li>• Enrich the existing</li> <li>• Make Connections</li> <li>• Public Realm</li> <li>• Mixed Uses and Forms</li> <li>• Work with the landscape</li> <li>• Design for Change</li> </ul>

**B1.7** Cultural Heritage

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
<u>Convention of the Protection of Archaeological Heritage (1992)</u>	Defines archaeological heritage and the signatories (including the UK) promise to make and maintain an inventory of it and to legislate for its protection. The emphasis is on protection of sites for future study, the reporting of chance finds, the control of excavations and the use of metal detectors. Signatories also promise to allow the input of expert archaeologists into the making of planning policies and planning decisions.	No specific targets or indicators
<u>UNESCO World Heritage Convention (1972)</u>	An international treaty that seeks to encourage the identification, protection and preservation of cultural and natural heritage around the world considered to be of outstanding value to humanity. By signing up to the Convention, national governments commit themselves to identify, protect, conserve, present and transmit their World Heritage Sites to future generations. The World Heritage List set up by the Convention includes natural sites, cultural sites and mixed sites. To be included on the World Heritage List, sites must be of outstanding universal value and meet at least one out of ten selection criteria.	It should be noted that Hadrian's Wall / Frontiers of the Roman Empire World Heritage Site is located within South Tyneside.  However, there are no specific targets or indicators of relevance.
<b>National</b>		
<u>Heritage Protection for 21st century (2007)</u>	Sets out the importance of the heritage protection system in preserving our heritage. Protection principles are based around three core principles: <ul style="list-style-type: none"> <li>• Developing a unified approach to the historic environment;</li> <li>• Maximising opportunities for inclusion and involvement; and</li> <li>• Supporting sustainable communities by putting the historic environment at the heart of an effective planning system.</li> </ul>	No specific targets or indicators
<u>The Historic Environment: A force for our future (2001)</u>	The document seeks to: <ul style="list-style-type: none"> <li>• Encourage leadership to address public interest in the historic environment</li> <li>• Use the historic environment as a learning resource</li> <li>• Ensure the historic environment is accessible to all</li> <li>• the historic environment is protected and sustained for the benefit of our own and future</li> <li>• Realise the historic environment's importance as an economic asset.</li> </ul>	No specific targets or indicators
<u>National Planning Policy Framework (NPPF), 2012</u>	Sets out requirement that local places should incorporate a 'positive strategy' for the 'conservation and enjoyment of the historic environment' including those heritage assets that are most at risk.	No specific targets or indicators

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>The Planning (Listed Buildings and Conservation Areas) Act 1990</u>	Provides the primary legislation for the control of developments affecting listed buildings. It also provides the powers to designate conservation areas.	No specific targets or indicators
<u>Conservation Principles, Policies and Guidance 2008</u>	A comprehensive framework for the sustainable management of the historic environment, under six key principles: 1) The historic environment is a shared resources; 2) Everyone should be able to participate in sustaining the historic environment; 3) Understanding the significance of places is vital; 4) Significant places should be managed to sustain their values; 5) Decisions about change must be reasonable, transparent and consistent; 6) Documenting and learning from decisions is essential.	No specific objectives.
<b>Regional</b>		
<u>North East Heritage Counts (2012)</u>	Heritage Counts provides a summary of historic environment indicators including an analysis of staffing levels, heritage at risk, planning applications and visitor, education and volunteering figures. National and regional yearly reports are prepared by English Heritage, including for the north east.	No specific targets or indicators
<u>Limestone Landscapes Historic Environment Audit and Action Plan (June 2009)</u>	Supports aims of the Limestone Landscapes Partnership in conserving and enhancing the distinctive character of the East Durham Magnesium Limestone Natural Character Area (which includes the coastal and southern parts of South Tyneside).	3 key sites are in South Tyneside with the following targets identified: Prehistoric barrows, caves and palaeo-deposits <ul style="list-style-type: none"> <li>● Location survey and evaluation of all 'hill top' or ridge barrows along the coastal strip with condition assessment to update Young's survey of 1980</li> <li>● Identification and assessment of cave sites</li> <li>● Identification and assessment of pre-ice-age Palaeolithic deposits</li> <li>● Cleadon Hills – Windmill, WWII pill boxes, Cleadon Mill Chimney</li> <li>● Assist implementation of the management plan for the conservation area</li> <li>● Secure the landmark windmill and water pumping station chimneys future</li> <li>● Update interpretation to provide a more holistic understanding of the landscape</li> <li>● Marsden – quarrying, limekilns, lighthouses, maritime</li> <li>● Coastal Defences – Trow Point and Frenchman's Point Battery</li> <li>● Support efforts to conserve the site and remove from Buildings At Risk Register</li> </ul>



Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<ul style="list-style-type: none"> <li>Explore, access and identification depending on health and safety issues</li> <li>Tie in closely with geo-diversity interpretation and explanation of the Magnesian Limestone</li> </ul>
<u>Regional Spatial Strategy for the North East, July 2008</u>	Delivery of the region's economic regeneration and population aspirations is only sustainable where conservation and enhancement are equal elements of the proposed use of the environment.	Seek to repair and remove all grades of building from 'at risk' registers through repair.
<b>Local</b>		
<u>ST SPD's 10-20: Conservation Area Management Plans (adopted 2007-2010) (and Conservation Area Character Appraisals (CACS) for each Conservation Area)</u>	<p>Each Conservation Area in South Tyneside has a Conservation Management Plan SPD as well as a CACA:</p> <ul style="list-style-type: none"> <li>SPD10 – Westoe Conservation Area (and CACA)</li> <li>SPD11 – West Boldon Conservation Area (and CACA)</li> <li>SPD12- Whitburn Conservation Area (and CACA)</li> <li>SPD13 – St. Paul's Conservation Area (and CACA)</li> <li>SPD14 – Cleadon Conservation Area (and CACA)</li> <li>SPD 15- East Boldon Conservation Area (and CACA)</li> <li>SPD16 – Hebburn Hall Conservation Area (and CACA)</li> <li>SPD17- Monkton Conservation Area (and CACA)</li> <li>SPD18- Cleadon Hills Conservation Area (and CACA)</li> <li>SPD19- Mill Dam Conservation Area (and CACA)</li> <li>SPD20 –Mariner's Cottages Conservation Area (and CACA)</li> </ul> <p>The key aims of the Management Plans are:</p> <ul style="list-style-type: none"> <li>To raise awareness of the importance and value of the local heritage.</li> <li>To identify distinctive built environment character areas within the Conservation Area; provide guidance; and set out objectives to preserve and enhance buildings, structures and features.</li> <li>To identify distinctive public realm opportunities within the Conservation Area; provide guidance; and establish key actions to preserve and enhance the landscape, open spaces and streets.</li> <li>To provide tailored design guidance and set out actions for the enhancement and development of key sites.</li> <li>To outline the key statutory requirements in respect to development within the Conservation Area.</li> <li>To propose the implementation of management procedures to co-ordinate the delivery of new works and maintenance of public spaces.</li> </ul>	No specific targets or indicators

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>Listed buildings: a guide for owners and occupiers (2013)</u>	Provides general advice to owners and occupiers of listed buildings.	No specific targets or indicators
Repair and maintenance of traditional buildings (2013)	Provides a guide for owners of historic buildings on how best to maintain, and where necessary, to repair them.	No specific targets or indicators
<u>South Tyneside SPD 21: Locally significant heritage assets (adopted November 2011)</u>	<p>The key objective is to protect and enhance locally significant heritage assets of the borough. It reinforces efforts to conserve the character and appearance of assets that are included in the local listing. To be included on the borough's local list of significant heritage assets, a building, structure or space must meet one of more of the following criteria:</p> <ul style="list-style-type: none"> <li>• Heritage Interest</li> <li>• Historic Association</li> <li>• Townscape merit</li> <li>• Architectural &amp; design merit</li> </ul>	No specific targets or indicators
<u>Sunderland The Council's conservation team has produced Character Appraisals and Management Strategies (CAMS) for the city's conservation areas.</u>	<p>A Character Appraisals and Management Strategy CAMS aims to raise awareness and appreciation of a conservation area's special architectural or historic interest and inform an assessment of the level of significance to be attached to a building, space or feature and so assist the council in considering any development proposals that may affect them.</p> <p>CAMS will be adopted by the council as formal planning guidance and be a material consideration in the determination of development proposals in the particular conservation area</p> <p>Ashbrooke Character Appraisal - Adopted as Supplementary Planning Guidance in December 2004</p> <p>Roker Park Character Appraisal - Adopted as Planning Guidance in February 2007</p> <p>Bishopwearmouth Character Appraisal - Adopted as Planning Guidance in March 2007</p> <p>Houghton Character Appraisal - Adopted as Planning Guidance in December 2007</p> <p>Whitburn Bents Character Appraisal - Adopted as Planning Guidance in December 2007</p> <p>The Cedars Character Appraisal - Adopted as Planning Guidance in March 2008</p> <p>Washington Village Character Appraisal - Adopted as Planning Guidance in January 2009</p>	

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<p>Newbottle Village Character Appraisal - Adopted as Planning Guidance in March 2009</p> <p>Sunniside Character Appraisal - Adopted as Planning Guidance in November 2009</p> <p>Silksworth Hall Character Appraisal - Adopted as Planning Guidance in February 2010</p> <p>Ryhope Village Character Appraisal - Adopted as Planning Guidance in December 2010</p>	
<u>The Sunderland Strategy 2008</u>	Ensure the character of the historic built environment of the city is protected and enhanced.	Extend cultural opportunities in the City. Protect and enhance the best features of the city's urban heritage.

**B1.8** Transport

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
<b>National</b>		
<u>Creating growth, cutting carbon: making sustainable local transport happen Transport White Paper (2011)</u>	Sets out government priorities to reduce the amount of carbon produced by transport. Objectives include promoting sustainable transport, improving public transport and making walking and cycling an attractive alternative	No specific targets or indicators
<u>National Planning Policy Framework</u>	NPPF notes that transport and travel policies have an important role to play in contributing to wider sustainability and health objectives. The transport system should be balanced in favour of sustainable transport.	No specific targets or indicators
<u>Door to Door: A strategy for improving sustainable transport integration (2013)</u>	Sets out objectives to encourage the use of public transport, cycling and walking as a means of sustainable transport. Key issues to be addressed include: <ul style="list-style-type: none"> <li>• Improve technology and access to information to plan journeys</li> <li>• Improve ticketing choices</li> <li>• Better interchange facilities</li> <li>• Increase connectivity and efficiency</li> </ul>	No specific targets or indicators
<b>Regional</b>		
<u>North East Strategic Economic Plan 2014</u>	Sets out the need to invest in transport infrastructure in order to achieve improved productivity, job creation and GVA by improving an area's strategic connectivity, and also to improve access from all parts within an area. It notes the wider environmental and health benefits that come from improved public transport and active travel.	Sets priorities across a number of areas: <b>Roads:</b> <ul style="list-style-type: none"> <li>• Bottlenecks on A1 and A19, river crossing points and approaches and radial routes</li> <li>• Improvements on A1: Lobley Hill, Allerdene Bridge and Seaton Burn interchange</li> <li>• A1 capacity constraints</li> <li>• Additional capacity on A1 Western Bypass</li> <li>• Bottlenecks at Silverlink and Testos</li> <li>• Support to improve sustainable transport options</li> </ul> <b>Public Transport:</b> <ul style="list-style-type: none"> <li>• Investment in infrastructure, information and ticketing provision</li> <li>• Greater co-operation through Combined Authority</li> <li>• Investment in key interchanges</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<ul style="list-style-type: none"> <li>Single network, multi-operator, ticketing</li> </ul> <b>Rail:</b> <ul style="list-style-type: none"> <li>Faster journey times from Newcastle</li> <li>Better local rail services into Newcastle</li> <li>Improvement to Durham Coast Line and reinstatement of services</li> <li>Diversification route for freight</li> </ul> <b>Ports, rivers, airports:</b> <ul style="list-style-type: none"> <li>Improved links to Newcastle International Airport</li> <li>Investment in port infrastructure</li> <li>More integrated management of River Tyne</li> </ul>
<u>Keep Tyne and Wear Moving – Third Local Transport Plan (LTP3) for Tyne and Wear – Strategy 2011-2021 and Delivery Plan 2011-2014</u>	<p>Local Transport Plans (LTPs) are statutory documents that outline strategies for improving all forms of local transport in a given area. The 10 year strategy sums up the current situation for Tyne and Wear and outlines how transport improvements can deliver wider benefits. The key strategic objectives of LTP3 strategy are to:</p> <ul style="list-style-type: none"> <li>Support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes</li> <li>Reduce carbon emissions produced by local transport movements, and to strengthen networks against the effects of climate change</li> <li>Contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security</li> <li>Provide a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services</li> <li>Protect, preserve and enhance our natural and built environments, improving quality of life and creating high quality public places</li> </ul>	The A19/A184 Testos roundabout experiences peak hour congestion and delays. The Highways Agency has designed an improvement scheme involving a slightly larger roundabout than at present, with a flyover to take the A19 over the junction. It is hoped to start work on this scheme during LTP3.
<u>Tyne and Wear Rights of Way Improvement Plan (2007) Appendix D to the LTP3 strategy</u>	<p>Outlines the public rights of way management priorities for Tyne and Wear. Key priorities are to provide for supporting economic growth, tackling climate change, promoting equality of opportunity, contributing to better safety, security and health, and improving quality of life. Framing travel options development around these five target areas will contribute to other core priorities for the authorities including better social inclusion, durable economic activity and growth, and providing for healthier lifestyle choices.</p>	No specific targets or indicators

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>Nexus: All Change 2010-2021</u>	All Change is a £385m programme to modernise the Metro system between 2010 and 2021.	No specific targets or indicators
<b>Local</b>		
<u>South Tyneside Infrastructure Delivery Plan (June 2012)</u>	<p>To assess the current infrastructure within the borough, what is being planned with committed investment and what will be needed in the future.</p> <p>Assesses current infrastructure and future needs by infrastructure type:</p> <ul style="list-style-type: none"> <li>• Physical(transport, utilities, waste management, flood defence)</li> <li>• Social (education, health, community facilities, housing)</li> <li>• Green (parks and open space, provision for children and young people, green corridors and rivers and allotments)</li> </ul>	No specific targets or indicators
Sunderland Infrastructure Delivery Plan, 2013	<p>Sets out the infrastructure needs to deliver the Core Strategy objectives. It sets out requirements, proposals, impacts and funding for:</p> <ul style="list-style-type: none"> <li>• Highways / Roads</li> <li>• Walking / Cycling / Bridleways</li> <li>• Metro / Railway</li> <li>• Utilities</li> <li>• Sewerage and waste water treatment</li> <li>• Electricity</li> <li>• Waste treatment and disposal</li> <li>• Social infrastructure</li> <li>• Libraries / leisure / sports</li> <li>• Emergency services and police</li> <li>• Hospitals / local health care</li> <li>• Education</li> <li>• Green infrastructure, nature conservation, biodiversity</li> <li>• Children's play space</li> </ul> <p>It also includes an appendix referencing the site North of Nissan, and a programme for infrastructure development.</p>	No specific targets or indicators
South Tyneside Shaping Our Future Transport (Integrated Transport Strategy) (March 2013)	<p>The strategy sets out how the vision will be delivered in South Tyneside. Targeted priorities are:</p> <ul style="list-style-type: none"> <li>• Transport Investment to support economic growth and jobs</li> <li>• Increasing access to opportunities (removing public transport complaints)</li> </ul>	<p>Specific targets will be assessed on an annual basis including:</p> <ul style="list-style-type: none"> <li>• Maintenance of Local Authority A, B and C roads</li> <li>• Number of people injured in accidents</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<ul style="list-style-type: none"> <li>Improved quality of life</li> <li>Maintaining highway assets</li> </ul>	<ul style="list-style-type: none"> <li>Sustainable travel assessed in terms of mode of journeys to school, shared trips (journey to work), and cycle trips</li> <li>Environmental targets including monitoring of air quality and monitoring climate change</li> <li>Public transport metrics (patronage, reliability, accessibility and satisfaction)</li> <li>Accessibility modelling (average trip journey time to key trip attractors including facilities, services and employment sites).</li> </ul>

## B1.9 Waste and Minerals

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
<u>Landfill Directive (1999)</u>	<p>Aims to prevent or reduce as far as possible negative effects on the environment from the land filling of waste, by introducing stringent technical requirements for waste and landfills. In particular it intends to prevent or reduce the adverse effects of the landfill on surface water, groundwater, soil, air, on the global environment including the greenhouse effect, and to human health. Landfills are divided into three classes:</p> <ul style="list-style-type: none"> <li>landfills for hazardous waste;</li> <li>landfills for non-hazardous waste;</li> <li>landfills for inert waste.</li> </ul>	<p>Requires a strategy on biodegradable waste to be put in place and includes the following targets for the UK:</p> <ul style="list-style-type: none"> <li>Reduce biodegradable municipal waste land filled to 50% of 1995 level by 2013</li> <li>Reduce biodegradable municipal waste land filled to 35% of 1995 level by 2020</li> </ul>
Waste Framework Directive (1998)	<p>The directive requires all member states to take the necessary measures to ensure waste is recovered or disposed of without endangering human health or causing harm to the environment and includes permitting, registration and inspection requirements. The directive also requires member states to take appropriate measures to encourage firstly, the prevention or reduction of waste production and its harmfulness and secondly the recovery of waste by means of recycling, reuse or reclamation or any other process with a view to extracting secondary raw materials, or the use of waste as a source of energy. The directive's requirements are supplemented by other directives for specific waste streams.</p>	<p>Includes two recycling and recovery targets:</p> <ul style="list-style-type: none"> <li>to recycle 50% of household waste by 2020</li> <li>to recover 70% of non-hazardous construction and demolition waste by 2020</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>National</b>		
<u>National Review of Waste Policy in England (2011)</u>	<p>Sets out the priorities to address waste management in the UK. Key priorities include:</p> <ul style="list-style-type: none"> <li>• Preventing waste wherever it occurs.</li> <li>• Helping local communities develop solutions for collecting and dealing with waste from households &amp; businesses.</li> <li>• Continuing to increase the recycling of waste collected from both households and businesses</li> <li>• Ensuring that recyclables, such as paper and plastic from our waste generates material of sufficiently high quality.</li> <li>• Establishing energy from waste policies and renewable energy targets</li> <li>• Continue to drive waste away from landfill</li> <li>• Tackling waste crime, reducing harm caused to the environment, human health, local communities and legitimate business.</li> </ul>	No specific targets or indicators
<u>Waste management plan for England (2013)</u>	The Plan is a compilation of existing waste management information and policies; it reflects the conclusions of the Government Review of Waste Policy in 2011 and developments since the Review was published. The document will sit alongside the National Waste Planning Policy: Planning for Sustainable Waste Management.	No specific targets or indicators
<u>National and regional guidelines for aggregates provision in England 2005 to 2020 (2009)</u>	Provides national and regional guidelines for aggregates provision in England for the period 2005 to 2020 inclusive. It also indicates how the guidelines should be taken into account in the planning process	No specific targets or indicators
<b>Regional</b>		
North East Sustainable Resource Management Plan for North East England (2012)	<p>Provides a vision for the North East as an economy and society that minimises waste, and maximises the recovery of resources that are currently wasted. Three areas of economic opportunity to improve the sustainable use and management of resources have been identified:</p> <ul style="list-style-type: none"> <li>• Business resource efficiency (designing out and increasing re-cycling)</li> <li>• Green economy (developing the re-cycling and processing sector, promoting more efficient technologies, and using recycled and more sustainable materials in manufacturing and construction)</li> <li>• Community opportunities (community waste to energy schemes, community re-cycling collection schemes, social enterprises)</li> </ul>	<p>Targets of some relevance to the Plan and SA include to:</p> <ul style="list-style-type: none"> <li>• Improve the supply chain for organic waste by identifying better end markets</li> <li>• Encourage innovative and sustainable resource efficiency ideas from community groups/schools etc.</li> <li>• Identify projects to generate both heat and power</li> <li>• Provide information on re-use, re-cycling and disposal of used resources, to create a resource efficient household</li> <li>• Investigate and source why large quantities of retail waste continue to be landfilled</li> <li>• Identify appropriate and scarce resources and how they can be recovered more effectively</li> </ul>



Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<ul style="list-style-type: none"> <li>● Provide support to business to develop a network of improved facilities for accepting and separating commercial and trade waste</li> </ul>
<p><u>South Tyne and Wear Waste Management Partnership – Joint Municipal Waste Management Strategy review 2012</u></p> <p><u>South Tyne and Wear Waste Management Partnership – Joint Municipal Waste Management Strategy 2007</u></p>	<p>The South Tyneside Joint Municipal Waste Management Strategy was adopted in 2007 as a 20 year strategy. This review has the following objectives:</p> <ul style="list-style-type: none"> <li>● Reduce amount of waste generated.</li> <li>● Reuse waste – recycle and /or compost waste as far as practical within economic and environmental constraints.</li> <li>● Recover energy from remaining waste and dispose of residual waste safely.</li> <li>● Consider the most appropriate and sustainable technologies for dealing with waste and manage waste at the nearest possible waste management facility to reduce the carbon footprint of waste transport</li> <li>● Manage and dispose of waste within the Partnership area</li> <li>● Make services accessible to all people reducing their need to travel to dispose of waste</li> <li>● Manage waste to take into account of future generations, avoiding, where practicable environmental damage taking into account climate change</li> <li>● Maximise opportunities to create jobs in the waste sector.</li> <li>● Minimise waste generation both in the construction phase of new development and throughout the lifetime of properties.</li> <li>● To ensure that all developments include facilities for recycling and composting of waste wherever possible.</li> </ul>	<p>Targets for recovery of municipal waste:</p> <ul style="list-style-type: none"> <li>● 67% by 2015</li> <li>● 75% by 2020</li> </ul>
<p><u>Joint Local Aggregates Assessment for County Durham, Northumberland and Tyne and Wear (2013)</u></p> <p>Note – The LAA for 2015 has been finalised though has still to be signed off by all NE Councils</p>	<p>Sets out the current and future aggregate situation for Country Durham, Northumberland and Tyne and Wear with respect to all aspects of aggregates supply including:</p> <ul style="list-style-type: none"> <li>● Land won resources including landbanks and allocations</li> <li>● Secondary aggregates whose sources come from industrial waste, and industrial and minerals by-products</li> <li>● Marine sources</li> <li>● Imports into and exports out of the Mineral Planning Authority</li> </ul>	<p>Key issues identified relevant to local development plan preparation include the following:</p> <ul style="list-style-type: none"> <li>● The use of 10 year sales average is seen as being appropriate as the basis for assessing future supply requirements with North East England.</li> <li>● Prospects for supply of land-won sand and gravel over the period to 2030 are positive, but this is dependent on reserves being released to ensure supply over the long-term and capability of the quarries maintaining productive capacity. Plans need to consider releasing additional reserves to maintain supply into the long-term and maintain landbanks of sand and gravel above the 7 year minimum specified by NPPF.</li> <li>● There are good prospects of crushed rock supply being maintained over the period to 2030, however this will depend on some quarries gaining consent to extend time periods for extraction, or for new quarries where it is demonstrated that this will help to maintain an adequate overall productive capacity and a steady and adequate</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<p>supply of aggregates and landbanks of crushed rock over the ten year minimum specified by NPPF. This will be particularly so if reserves are exhausted at Marsden Quarry by 2020 or earlier.</p> <ul style="list-style-type: none"> <li>• Supply of both recycled and secondary aggregates is likely to continue at similar levels to recent years.</li> <li>• Aggregate resources should be safeguarded to ensure they are not sterilised by non-mineral development.</li> <li>• Wharf sites should be safeguarded which are important for the supply of marine sand and gravel.</li> <li>• Infrastructure for transport of aggregate minerals, coating facilities and concrete batching facilities should be safeguarded. Cross boundary movement issues should be given consideration including supply of primary aggregates from Country Durham and Northumberland to Tyne and Wear, and supply of marine sand and gravel from wharf sites on the River Tyne.</li> </ul>
<b>Local</b>		
N/A		

**B1.10** Economic Development, Employment and Training

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
<u>Europe 2020 Strategy (2010)</u>	<p>A strategy about delivering growth that is smart through more effective investments in education, research and innovation sustainable, thanks to a decisive move towards a low-carbon economy; and inclusive, with a strong emphasis on job creation and poverty reduction. The strategy is focused on five ambitious goals in the areas of employment, innovation, education, poverty reduction and climate/energy.</p> <p>To ensure that the Europe 2020 strategy delivers, a strong and effective system of economic governance has been set up to coordinate policy actions between the EU and national levels.</p>	<ol style="list-style-type: none"> <li>1. Employment <ul style="list-style-type: none"> <li>● 75% of the 20-64 year-olds to be employed</li> </ul> </li> <li>2. Research and Development <ul style="list-style-type: none"> <li>● 3% of the EU's GDP to be invested in research and development</li> </ul> </li> <li>3. Climate change and energy sustainability <ul style="list-style-type: none"> <li>● Greenhouse gas emissions 20% (or even 30%, if the conditions are right) lower than 1990</li> <li>● 20% of energy from renewable sources</li> <li>● 20% increase in energy efficiency</li> </ul> </li> <li>4. Education <ul style="list-style-type: none"> <li>● Reducing the rates of early school leaving below 10%</li> <li>● at least 40% of 30-34-year-olds completing third level education</li> </ul> </li> <li>5. Fighting poverty and social exclusion <ul style="list-style-type: none"> <li>● at least 20 million fewer people in or at risk of poverty and social exclusion</li> </ul> </li> </ol>
<b>National</b>		
<u>The National Infrastructure Plan (2011)</u>	Sets out a new strategy for meeting the infrastructure needs of the UK economy. It contains major commitments to invest in infrastructure projects and steps to attract major private sector investment. Infrastructure networks form the backbone of a modern economy and are a major determinant of growth and productivity.	No specific targets or indicators
<u>Local growth: realising every place's potential White Paper (2010)</u>	<p>Outlines approach to local growth. This includes:</p> <ul style="list-style-type: none"> <li>● shift power to local communities and business</li> <li>● promote efficient and dynamic markets</li> <li>● provide real and significant incentives for places that go for growth</li> <li>● support investment in places and people to tackle the barriers to growth</li> <li>● introducing a national presumption in favour of sustainable development</li> <li>● giving local communities will also have new Right-to-Build powers</li> <li>● streamlining national planning policy and guidance</li> </ul>	No specific targets or indicators

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<ul style="list-style-type: none"> <li>placing a new statutory duty to cooperate on local authorities, public bodies and private bodies</li> <li>that are critical to plan-making, such as infrastructure providers</li> <li>create a framework of incentives for local authorities to deliver sustainable economic development, including: the New Homes Bonus scheme</li> </ul>	
<u>The Plan for Growth (2011)</u>	<p>Sets out economic policy objectives, which are to achieve strong, sustainable and balanced growth that is more evenly shared across the country and between industries. The document contains four overarching ambitions. The ambitions are:</p> <ol style="list-style-type: none"> <li>1. to create the most competitive tax system in the G20;</li> <li>2. to make the UK one of the best places in Europe to start, finance and grow a business;</li> <li>3. to encourage investment and exports as a route to a more balanced economy; and</li> <li>4. to create a more educated workforce that is the most flexible in Europe.</li> </ol>	No specific targets or indicators
<b>Regional</b>		
<u>North East Strategic Economic Plan 2014 (SD39)</u>	<p>The SEP builds on the 2013 economic review, and sets out six key themes to achieving the levels of growth, employment and economic output envisaged:</p> <ul style="list-style-type: none"> <li>● <b>Innovation</b> – competitions to building innovation; a Grand Challenge innovation programme; project support for programmes aligned with the economic plan; PhD commercialisation initiative; creation of innovation leadership for the North East</li> <li>● <b>Business support and access to finance</b> – committed funding through enterprise partnerships; business support and support services; detailed offers for inward investment</li> <li>● <b>Skills</b> – skills implementation plan to incentivise training provision; Strategic Skills Group to manage investment programme; North East Schools challenge; youth apprenticeships; investment in priority education facilities</li> <li>● <b>Inclusion</b> – increase economic participation rate; provide support to those most distant from the labour market; tailored support through targeted intensive support and mentoring</li> <li>● <b>Economic assets and infrastructure</b> – invest in transport resources to support economic and employment growth; unlock potential employment sites; maximise investment in tourism, heritage and culture; support a housing market that provides the range required</li> <li>● <b>Transport and digital connectivity</b> – improve the area's strategic connectivity; improve access from all parts of the area</li> </ul>	<p>By 2024 the NE economy will provide over one million jobs, representing 100,000 new jobs – an 11% increase in employment from 2014.</p> <p>60% of employment growth will be in better paid and higher skilled jobs</p>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
North East Local Enterprise Partnership (LEP) – Independent Economic Review (April 2013) (SD38)	<p>The vision is to establish a clear and consistent image for the NELEP, based on a new industrial and service base which has its roots in the North East's distinctive heritage of making, trading and exporting. The focus of the themes of making, trading and exporting is:</p> <ul style="list-style-type: none"> <li>Increasing productivity of the LEP area's economy through a focus on higher value added sectors where the North East has a competitive advantage</li> <li>Taking advantage of new technologies and markets, strengthening national and international linkages</li> <li>Increasing the size and contribution of the private sector to employment and economic growth</li> </ul>	<p>The Growth Economic Review offers an agenda for the proposed north east Combined Authority and for the LEP and its partners with 5 key priorities:</p> <ul style="list-style-type: none"> <li>Promoting the region at home and abroad as a magnet for trade, talent, tourism and inward investment</li> <li>Doubling youth apprenticeships and improving school standards and numbers going into higher education</li> <li>Developing strong innovative and growth clusters, stimulating universities, existing companies and public institutions, to create and finance new high growth enterprises and jobs</li> <li>Making big improvements in transport connections</li> <li>Creating stronger public institutions</li> </ul>
More and Better Jobs: A Strategic Economic Plan for the North East, March 2014	<p>The economy is expected to increase by 100,000 jobs by 2024 (including self-employment) and this will come from a combination of opportunities and strengths. The major growth sectors are expected to be</p> <ul style="list-style-type: none"> <li>Business services, predicted to grow strongly in the UK over the next ten years</li> <li>New economy – the area has a very strong cultural and creative base and technology, media and telecoms companies are well represented. This includes a strong software base around Sunderland and a growing creative industries sector in Newcastle and Durham</li> <li>Low carbon, including renewable technologies, have the potential to deliver significant new investment and jobs. The area aspires to become Europe's premier location for low carbon, sustainable, private sector-led jobs and growth. There is potential to secure greater competitive and commercial advantage from the transition to a low carbon economy - through new investments in offshore wind, electric vehicles, micro-generation and drawing upon renowned scientific research and innovation strength in a range of low carbon technologies</li> <li>Tourism: the coast and rural areas underpin a strong local tourism offer, with a number of heritage assets of national and international significance</li> <li>Logistics: the move to internet shopping, increasing international trade are changing the nature of distribution and logistics. Many new logistics opportunities need to be close to local population, offering further opportunities for local companies</li> </ul> <p>There are six strategic themes</p>	<p>In order to maximise growth in the North East's economy, strategies, plans and programmes will focus appropriate enabling investment towards the key employment locations along the A1, the A19, the river Wear, the river Tyne and the coast. These are:</p> <ul style="list-style-type: none"> <li>The urban cores of Newcastle, Gateshead, Sunderland and Durham</li> <li>The North East Enterprise Zone</li> <li>The International Advanced Manufacturing Park in Sunderland and South Tyneside</li> <li>The two largest industrial estates in the area (Team Valley Trading Estate and Aycliffe Business Park), the business and industrial estates near the northern entrance to the Tyne Tunnel, and key employment locations along our main transport corridors</li> <li>Newcastle International Airport Business Park</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
	<ul style="list-style-type: none"> <li>1. Innovation,</li> <li>2. Business support and access to finance</li> <li>3. Skills: providing a demand led system,</li> <li>4. Inclusion:</li> <li>5. Economic assets and infrastructure:</li> <li>6. Transport and digital connectivity:</li> </ul>	
<u>Sunderland and South Tyneside City Deal (2014) (SD41)</u>	The Sunderland City Deal will enable the city and North East to build on its strength in advanced manufacturing centred on the automotive sector, significantly increasing opportunities for enterprise and employment in the North East.	<p>The City deal will support the future development of the new International Advanced Manufacturing Park; a proposed 100 hectare development to the west of Sunderland city centre that will house new automotive, logistics and offshore manufacturing businesses. This development will build on the existing strengths of Sunderland and South Tyneside, supporting the vision for local economic growth as set out by the North East Local Enterprise Partnership and increasing private sector growth and employment.</p> <p>By 2027 Sunderland City Council predict the City Deal will deliver:</p> <ul style="list-style-type: none"> <li>Approximately 260,000 m<sup>2</sup> of developable floor space over a 100 hectare advanced manufacturing park</li> <li>5,200 new jobs with the vast majority within the manufacturing sector</li> <li>An estimated £295m private sector investment in advanced manufacturing in the North East</li> </ul>
<b>Local</b>		
<u>South Tyneside Employment Land Review (June 2011)</u>	The review seeks to determine the demand for and supply of land for employment within South Tyneside. It seeks to quantify the need for employment land, and to assess the deliverability of sites to meet this requirement.	<ul style="list-style-type: none"> <li>South Tyneside remains a popular place to do business and must ensure an adequate supply of premises to fully capitalise upon this both now and moving forward</li> <li>The Borough has too small a supply of available, deliverable employment land, which is perceived to have constrained economic growth</li> <li>The Borough is expected to require 75ha of employment land over 25 years</li> <li>South Tyneside's portfolio should comprise 28 employment sites, totalling approximately 33.96ha</li> </ul>
Sunderland Employment Land Review (2012)	Update of 2009 Employment Land Review in light a number of policy developments at national, regional and local level which have driven the need to review its findings.	<p>A series of scenarios have been developed to project the potential effects of the Sunderland Economic Masterplan and other initiatives on key sectors in the economy and their employment requirements in the future. These scenarios- Masterplan, Masterplan+ and Masterplan++ - assume growth in manufacturing sectors related to the Sunderland Economic Masterplan's emphasis on low carbon and renewables related</p>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
		<p>manufacturing, as well as its emphasis on innovation. Its town centre focus would also realise an increase in office-related sectors.</p> <p>The Masterplan++ scenario has been identified as the ‘preferred’ scenario as it captures the Sunderland Economic Masterplan’s scale of aspiration and is broadly consistent with the scale of opportunities already identified through the Round 1 Regional Growth Fund and known developments in Sunderland’s manufacturing base.</p> <p>A gross requirement for 81.1ha is identified on this basis.</p> <p>A number of key sites that due to their location, existing uses and potential to support new employment uses arising through the development of the low carbon economy, are critical to the long-term viability of the City’s economy. These comprise:-</p> <ul style="list-style-type: none"> <li>● Nissan</li> <li>● Turbine Park</li> <li>● Washington Estates</li> <li>● Vaux/ Farringdon Row</li> <li>● Doxford International</li> <li>● Pallion Shipyard</li> <li>● The Port</li> <li>● Hylton Riverside</li> <li>● Sunrise Business Park</li> <li>● Rainton Bridge</li> </ul> <p>In addition, the Council should continue to pursue the development of a Strategic Site on land to the North of Nissan. This development of this site would fully accord with the principles of the Economic Masterplan and its proximity to Nissan – at the centre of the Low Carbon Economic Area – highlights the significant advantages that this site could bring to Sunderland’s economy and the wider sub-region,</p>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>South Tyneside Local Investment Plan 2010-2025</u>	Provides a 15 year strategic vision for the borough and begins to establish current and future funding priorities. The plan is designed to deliver core housing and regeneration objectives through a total place shaping investment approach, it sets out the rationale behind the priorities and how they will contribute to delivering the vision.	Identifies the following 3 priority spatial areas for investment: <ul style="list-style-type: none"> <li>• South Shields (Foreshore / Riverside / Westoe Crown Village / Direct 24 hour supported housing for vulnerable young people / final phases of Cleadon Park scheme/Simonside)</li> <li>• Hebburn (regeneration of town centre with mixed residential, retail and community hub development / new affordable housing scheme at School Street)</li> <li>• Boldon New Town (focus for regeneration around John Street, Charles Street and Arnold Street)</li> </ul>
<u>Local Brownfield Strategy Site Assessments (November 2010)</u>	Sets out the current deliverability of brownfield land to new beneficial uses and identifies opportunities to accelerate delivery.	No specific targets or indicators
<u>Sunderland Economic Masterplan 2010</u>	<p>The purpose of the masterplan is:</p> <ul style="list-style-type: none"> <li>• To help set the direction for the city's economy over the next 15 years</li> <li>• To establish how Sunderland will earn its living over that period and what the will look like on the ground</li> <li>• To set out the actions private, public and voluntary sector partners across the city need to take to ensure Sunderland has a prosperous and sustainable future.</li> </ul>	<p>The proposed vision for Sunderland's economy is that Sunderland will become: 'An entrepreneurial University City at the heart of a low-carbon regional economy'. This is underpinned by five aims that will have a spatial dimension:</p> <p>Aim 1: A new kind of University City developing Sunderland University's ability to facilitate enterprise and innovation in the city.</p> <p>Aim 2: A national hub of the low carbon economy emphasising the city's potential in pioneering a low carbon economy.</p> <p>Aim 3: A connected waterfront City Centre emphasising the importance of the city's waterfront position as a driver for economic development and place-making</p> <p>Aim 4: A whole-life, inclusive city economy ensuring the strategy delivers economic interventions that directly contributes to improving access to opportunity and reducing worklessness and social exclusion in the city</p> <p>Aim 5: Entrepreneurial in economic leadership driving this ambitious city agenda will require clear, strong and entrepreneurial leadership around which resources and appropriate governance arrangements can be assembled.</p>



Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<u>The Sunderland Strategy 2008</u>	The strategy aims to improve health and social care, reduce crime and the fear of crime, and raise standards and improve access and participation in learning.	<ul style="list-style-type: none"> <li>a) By 2025 there will be a reduction in the percentage of Year Six children identified as overweight or obese below 15%</li> <li>b) By 2025 life expectancy for men will equal that of women</li> <li>c) By 2025 smoking prevalence will be reduced to 15%</li> <li>d) The level of smoking in pregnancy will have reduced to less than 5%</li> <li>e) By 2025 residents will enjoy a city with its lowest ever recorded crime</li> <li>f) By 2025, levels of repeat incidents of domestic violence and assault with injury will be at their lowest levels</li> <li>g) By 2025, there will be the lowest ever levels of drug related (Class A) offending</li> <li>h) By 2025 we will increase the numbers of young people going on to higher education</li> </ul>
Sunderland Local Area Agreement 2009	By 2025 Sunderland will be an enterprising city with a strong and diverse economy providing higher quality jobs. The city will play its unique part in the regional economy, where people, through learning at all ages, fulfil their potential, are skilled, motivated and wealth creating, and enjoy a balanced way of life.	No specific targets.

**B1.11** Population and Social Equity

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
<u>EU Sustainable Development Strategy 2006 (and monitoring report 2009)</u>	Aims to achieve a continuous improvement in the quality of life of citizens through sustainable communities that manage and use resources efficiently, and tap the ecological and social innovation potential of the economy, ensuring prosperity, environmental protection and social cohesion.	Key objectives / challenges include: <ul style="list-style-type: none"> <li>• Economic prosperity</li> <li>• Climate change and clean energy</li> <li>• Sustainable transport</li> <li>• Sustainable consumption and production</li> <li>• Conservation and management of natural resources</li> <li>• Public health</li> <li>• Social inclusion, demography and migration</li> <li>• Global poverty and sustainable development challenges</li> </ul>
<b>National</b>		
<u>The Localism Act (2011)</u>	<p>The aim of the Localism Act is to devolve decision making powers from central government to individuals, communities and councils.</p> <p>The key measures are:</p> <p>New freedoms and flexibilities for local government</p> <ul style="list-style-type: none"> <li>• gives local authorities the confidence to get on with responding to what local people want</li> <li>• cuts red tape for councillors</li> <li>• encourages powerful leaders with the potential to raise the profile of cities, strengthen local democracy and boost economic growth</li> <li>• enables ministers to transfer functions to public authorities</li> <li>• reforms the governance of London</li> </ul> <p>New rights and powers for local communities</p> <ul style="list-style-type: none"> <li>• easier for local people to take over the local amenities</li> <li>• local social enterprises, volunteers and community groups can improve local services</li> <li>• enables local residents to call local authorities to account management of taxpayers' money</li> </ul> <p>Reform to make the planning system clearer, more democratic and more effective</p> <ul style="list-style-type: none"> <li>• places significantly more influence in the hands of local people</li> </ul>	<p>The Localism Act contains provisions to make the planning system clearer, more democratic, and more effective. New measures include:</p> <ul style="list-style-type: none"> <li>• Abolition of Regional Strategies</li> <li>• Duty to Co-operate</li> <li>• Neighbourhood Planning</li> <li>• Community right to build</li> <li>• Requirement to consult communities before submitting certain planning applications</li> <li>• Strengthening enforcement rules</li> <li>• Reforming the community infrastructure levy</li> <li>• Reform the way local plans are made</li> <li>• National significant infrastructure projects</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
	<ul style="list-style-type: none"> <li>• appropriate support and recognition to communities who welcome new development</li> <li>• reduces red tape</li> <li>• reinforces the democratic nature of the planning system</li> </ul> <p>Reform to ensure that decisions about housing are taken locally</p> <ul style="list-style-type: none"> <li>• enables local authorities to adapt housing provision to local needs</li> <li>• gives local authorities more control over the funding of social housing,</li> <li>• new ways of holding their landlords to account</li> </ul>	
<u>National Planning Policy Framework (2012)</u>	<p>The National Planning Policy Framework sets out the Government's planning policies for England. The NPPF highlights the role of planning in supporting strong, vibrant and healthy communities, by providing housing to meet the needs of present and future generations, and a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural well-being. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see by involving all sections of the community in the development of Local Plans and in planning decisions.</p> <p>Planning policies should aim to achieve places which promote:</p> <ul style="list-style-type: none"> <li>• opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;</li> <li>• safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and</li> <li>• safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.</li> </ul>	<p>To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</p> <ul style="list-style-type: none"> <li>• plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</li> <li>• guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;</li> <li>• ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and</li> <li>• ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</li> </ul> <p>To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:</p> <ul style="list-style-type: none"> <li>• plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);</li> <li>• identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand;</li> <li>• where they have identified that affordable housing is needed</li> </ul>

Document	Summary of contents and objectives	Key Targets and Indicators relevant to the AAP
<b>International</b>		
Planning Policy for traveller sites (2012)	Sets out the Government's planning policy for traveller sites. The overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.	<ul style="list-style-type: none"> <li>local planning authorities should make their own assessment of need for the purposes of planning</li> <li>ensure that planning authorities, work collaboratively to develop fair and effective strategies to meet need through the identification of land for sites</li> <li>to plan for sites over a reasonable timescale</li> <li>protect Green Belt from inappropriate development</li> <li>to promote more private traveller site provision</li> <li>aim to reduce the number of unauthorised developments and encampments</li> <li>to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply</li> <li>to reduce tensions between settled and traveller communities in plan making and planning decisions</li> <li>to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure</li> <li>for local planning authorities to have due regard to the protection of local amenity and local environment.</li> </ul>
<b>Regional</b>		
<u>Tyne &amp; Wear Gypsy &amp; Traveller and Travelling Show people Accommodation Needs Assessment (Feb 2009)</u>	Provides details of local gypsies and traveller accommodation provision within the Tyne and Wear area, including unauthorised encampments, and gypsies and travellers in bricks and mortar housing.	Provision of sufficient sites to meet any accommodation needs. Local authorities should contribute to resolving current shortages of authorised site accommodation, in a strategic manner, which helps redress current imbalances in pattern of provision, and enhances the sustainability of the gypsy and traveller site network.
<u>South Tyneside and Sunderland Gypsy and Traveller and Travelling Showpeople Accommodation Assessment, 2014</u>	Present results of a survey to underpin the assessment of needs, covering Sunderland and South Tyneside Councils. Sets out requirements for future pitches and plots.	Concludes that 12 additional Gypsy and Traveller Future Pitches are required in South Tyneside to 2036, and zero required in Sunderland. 3 pitches in South Tyneside required in period 2018-2023. Travelling Showperson requirements is zero for South Tyneside to 2036, and 34 for Sunderland, including 13 pitches in the period 2013-18.
<b>Local</b>		
N/A		



## Appendix C

### Baseline extent



## C1 Baseline extent

The Sustainability Appraisal baseline review has considered the respective Local Plans for both Sunderland and South Tyneside, but for the purposes of the Integrated Assessment has focused on the area where IAMP is to be located. The potential boundary falls within the wards of Fellgate and Hedworth (South Tyneside) and Washington North (Sunderland). Adjacent Wards which are also considered of relevance are: Boldon Colliery, Castle, and Wardley and Leam Lane.

### C1.1 Biodiversity, flora and fauna

Indicator	Baseline information			Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
European Protected Sites: SAC	One SAC: Durham Coast which extends into both SC and STC.  <b>Not considered relevant to the AAP due to distance.</b>			There are 240 Special Areas of Conservation within England, England/Scotland and England/Wales	JNCC, DEFRA	N/A	None identified	Not directly relevant due to distance
European Protected Sites: SPA & Ramsar	Northumbria Coast (Ramsar) and Northumbrian Coast (SPA) both extend across part of SC and STC.  <b>Not considered relevant to the AAP due to distance.</b>			There are 85 SPAs within England, England/Scotland and England/Wales.  There are 71 Ramsar sites within England, England/Scotland and England/Wales.	JNCC, DEFRA	N/A	None identified	Not directly relevant due to distance
Sites of Special Scientific Interest (SSSI)	<b>There are 18 designated SSSIs in Sunderland:</b>				Natural England	N/A	None identified	Expected limited due to distance from potential sites, but AAP should support protection and improvement of SSSIs.
		<b>Area (ha)</b>	<b>Condition</b>					
	Claxheugh Rock & Ford Limestone Quarry	5.64	Favourable					
	Dawson’s Plantation Quarry	0.75	Favourable					
	Durham Coast (36.17 ha Sunderland part)	33.83	Favourable					
	Eppleton Grassland	13.04	Unfavourable - recovering					
	Fulwell & Carley Hill Quarries (6.21 ha)	6.21	Favourable					



Indicator	Baseline information			Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
	Gilleylaw Quarry	0.28	Favourable					
	Herrington Hill	6.69	Favourable					
	Hetton Bogs	8.27	Unfavourable recovering					
	High Haining Hill	2.40	Unfavourable recovering					
	High Moorsley	5.65	Favourable					
	Humbledon Hill Quarry	0.14	Favourable					
	Hylton Castle Cutting	0.20	Unfavourable recovering					
	Joe’s Pond	4.45	Favourable					
	Moorsley Banks	5.50	Unfavourable - declining					
	South Hylton Pasture	2.86	Favourable					
	Tunstall Hills and Ryhope Cutting	15.62	Favourable and Unfavourable recovering					
	Hastings Hill	1.23	Favourable					
	Wear River Bank	3.89	Favourable					
	Source: Natural England, 2015							
	There are 5 SSSIs in South Tyneside:							
		Area (ha)	Condition					
	Boldon Pastures	3.55	Unfavourable – no change					
	Cleadon Hill	10.28	Favourable					
	Durham Coast	140.99	Favourable					
	Harton Downhill	1.03	Favourable					
West Farm Meadow, Boldon	3.08	Unfavourable - declining						
Source: Natural England, 2015								
There are no SSSIs within the area of the AAP.								
Highlighted SSSIs are located in the vicinity of the AAP boundary (between 800 and 2,500m)								

Indicator	Baseline information									Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Local Nature Reserves	<p>There are 5 Local Nature Reserves in Sunderland:</p> <ol style="list-style-type: none"> <li>1. <u>Fulwell Quarry</u></li> <li>2. <u>Barmston Pond</u></li> <li>3. <u>Hylton Dene</u></li> <li>4. <u>Tunstall Hills</u></li> <li>5. <u>Hetton Bogs</u></li> </ol> <p>There are 8 Local Nature South Tyneside:</p> <ol style="list-style-type: none"> <li>1. Harton Down</li> <li>2. Marsden Old Quarry</li> <li>3. Whitburn Point</li> <li>4. Cleadon Hills</li> <li>5. Tilesheeds</li> <li>6. Station Burn</li> <li>7. Primrose</li> <li>8. Pelaw Quarry Pond</li> </ol> <p><b>Barmston Pond is located to the immediate south west of the Nissan Plant and as such is (along with Hylton Dene) within approximately 800m of the potential AAP boundary.</b></p>										South Tyneside Council, Sunderland City Council	N/A	None identified	Local nature reserves in the vicinity of the AAP should be considered in order that policies will minimise negative impacts and, where possible, provide additional benefits to the LNR.
Number and/or area of Designated Sites: LNR		2004	2005	2006	2007	2008	2009	2010	2011	South Tyneside Council, Sunderland City Council	South Tyneside: consistent at 55.61ha since 2005.	South Tyneside: no data for 2009/2010, or beyond 2011.	As above	Number and/or area of Designated Sites: LNR
	South Tyneside (LNR area, ha)	43.5	55.61	55.61	55.61	55.61	55.61	No data	55.61					
	Sunderland (number of LNR's)	132.18	132.18	132.18	132.18	132.18	132.18	132.18	132.18		Sunderland: currently has 5 LNRs – all designated by 2003. Hectares stayed the same.	Sunderland: no issues – same data in 2015.		
	Sunderland: 5 LNR's all designated by 2003. This remains the case in 2015 (and same hectares)													

Indicator	Baseline information							Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP																																				
Area of LNR's per 1,000 population	<table><tr><th colspan="9">AMR Monitoring Data</th></tr><tr><td></td><td>2004</td><td>2005</td><td>2006</td><td>2007</td><td>2008</td><td>2009</td><td>2010</td><td>2011</td></tr><tr><td>South Tyneside</td><td>0.29</td><td>0.37</td><td>0.37</td><td>0.37</td><td>0.37</td><td>No data</td><td>0.37</td><td>0.29</td></tr><tr><td>Sunderland</td><td colspan="8"></td></tr></table>								AMR Monitoring Data										2004	2005	2006	2007	2008	2009	2010	2011	South Tyneside	0.29	0.37	0.37	0.37	0.37	No data	0.37	0.29	Sunderland									South Tyneside Council, Sunderland City Council	South Tyneside: consistently 0.37ha/1,000 population.  Sunderland Greenspace Report, p60: 0.47ha/1000 population (2003-2015)	South Tyneside: no data for 2009/2010, or beyond 2011.  Sunderland: no historic data.	As above
	AMR Monitoring Data																																															
		2004	2005	2006	2007	2008	2009	2010	2011																																							
	South Tyneside	0.29	0.37	0.37	0.37	0.37	No data	0.37	0.29																																							
Sunderland																																																
There are 5 LNR's in Sunderland totalling 132.18ha this equates to 0.47ha/ 1000 population Source: Sunderland Greenspace Report,																																																
Number of Local Wildlife Sites	South Tyneside: 52 Local Wildlife Sites (2010) Sunderland: 68 Local Wildlife Sites (2010)  The following Local Wildlife Sites are within, or in close proximity, to the areas being considered for the AAP: River Don, East House Elliscope Farm East / Hylton Bridge Strother House Farm Wardley Colliery Follingsby Make Me Rich Meadow Calf Close Burn Lakeside Inn, Fellgate								South Tyneside Council, Sunderland City Council	N/A	Both councils – no data since 2010.	AAP should consider any local wildlife sites in proximity that may be affected by the area.																																				

Indicator	Baseline information							Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP	
Areas/No of Designated Sites (ha): LWS											South Tyneside: consistent area since 2007.	South Tyneside: no data beyond 2011.	N/A
	AMR Monitoring Data												
		2004	2005	2006	2007	2008	2009	2010	2011				
	South Tyneside (LWS area, ha)	215.5	215.5	215.5	424	424	425	425	425				
	Sunderland and (number of LWS)	68	68	68	68	68	68	68	61 (plus 17 proposed LWS)		Sunderland: the proposed LWS sites will mean an increase in hectares.	Sunderland: no issues.	
Durham Biodiversity Action Plan species & habitats	42 species and 19 habitats identified in the DBAP are known to occur across the two boroughs.									Durham Biodiversity Action Plan	N/A		AAP should consider impacts on species and habitats identified in the Action Plan
	18 DBAP priority habitats totalling 299.29ha are known to occur within LWS designations throughout Sunderland.												
	37 DBAP priority species present throughout Sunderland.												
Wildlife Corridors	South Tyneside: <ul style="list-style-type: none"><li>• South Prier to Trow Point – coastal sand dunes</li><li>• Trow Point to Whitburn Steel – coastal grasslands, maritime cliffs and magnesium limestone grassland</li><li>• Cleadon North Farm to Cleadon Hill – magnesium limestone grassland</li><li>• Cleadon Lane to Marsden – magnesium limestone grassland</li><li>• River Tyne – mud flats salt marsh and otter</li><li>• Bedes World to River Tyne – mud flats salt marsh and otter</li><li>• West Fellgate Farm to River Don – rivers and streams</li><li>• Boldon Fellgate Farm to River Don – water vole and otter</li><li>• Boldon North Bridge to Bedes World – water vole and otter</li></ul> Sunderland: 29 Wildlife corridors								South Tyneside Council, Government data set	N/A	Sunderland: no list of wildlife corridors found. Number found on Gov.uk website but file with detailed	AAP should consider connectivity to existing wildlife corridors, and potential to improve connectivity by implementing features within the area.	

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
	<p>Inter-district corridors</p> <ul style="list-style-type: none"> <li>i. Coastline</li> <li>ii. River Wear</li> <li>iii. Green Belt and open countryside west of A19</li> <li>iv. Northern boundary Green Belt</li> <li>v. Part of the Coast to Coast (C2C) cycle route</li> <li>vi. Part of the Walney to Wear (W2W) cycle route</li> </ul> <p>District corridors</p> <p>North Sunderland</p> <ul style="list-style-type: none"> <li>i. Fulwell Quarries to River Wear</li> <li>ii. A19 Corridor</li> <li>iii. Hylton Dene</li> </ul> <p>South Sunderland</p> <ul style="list-style-type: none"> <li>i. Barnes Park</li> <li>ii. Stephenson Trail</li> <li>iii. Ryhope–Silksworth</li> <li>iv. Cherry Knowle-Venerable Bede-Mill Hill</li> <li>v. Burdon-Ryhope Dene</li> <li>vi. Ashbrooke to the Port</li> <li>vii. Ashbrooke to Tunstall Hills</li> <li>viii. Claxheugh to Silksworth</li> </ul> <p>Washington</p> <ul style="list-style-type: none"> <li>i. Springwell Village-A194(M)</li> <li>ii. Princess Anne Park and A195</li> <li>iii. A194(M) to Washington Village and River Wear</li> </ul> <p>Coalfields</p> <ul style="list-style-type: none"> <li>i. Leamside Line (Victoria Viaduct to Rainton Meadows)</li> <li>ii. Central Route (Shiney Row to Rainton Meadows)</li> <li>iii. Herrington Burn (Herrington Country Park to Elba Country Park)</li> <li>iv. Lambton Colliery Railway (Hastings Hill to Elba Park)</li> <li>v. Houghton Colliery Railway (Success to Houghton town centre)</li> <li>vi. Rough Dene Burn (Hetton Bogs to Copt Hill)</li> </ul>				list is corrupt.	

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
	vii. Hazard Railway (Low Moorsley to Rainton Bridge) viii. Rainton Bridge and Hetton Park ix. Southern Boundary (Pittington to Snippersgate)					

## C1.2 Natural Assets – Water, Air, Soil & Landscape

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Water resource	South Tyneside and Sunderland both fall within the Northumbria River Basin, which covers an area of 9,029 km <sup>2</sup> and extends from the Scottish borders to Redcar. The Tees is the longest river in the district, and the Tyne has the largest catchment area. Other important rivers include the Wear, Aln and Coquet. Rainfall is comparatively high, although levels vary significantly across the district (between 600mm/year on the Teeside coast to an annual average of 2000mm in the headwaters of the Tyne). Over 18,000 people are at risk from flooding in this district.		Environment Agency 2009, Environment Agency 2013	N/A	No issues identified	Minor
Flood risk in South Tyneside/Sunderland - Type	<p>Tidal Flood Risk: not relevant</p> <p>Coastal Flood Risk: not relevant</p> <p>Fluvial Flooding: Fluvial flooding is caused by high flows in rivers or streams exceeding the capacity of the river channel and spilling onto the floodplain.</p> <p>South Tyneside - The main source of flooding to residential development is associated with the River Don. Downstream of the proposed IAMP site, Reay Crescent is within Flood Zone 3 and is therefore at a high risk of fluvial flooding.</p> <p>Sunderland – Flooding is not a significant residential concern in Sunderland as flood zones are constrained largely to the narrow margins along the River Wear and other smaller watercourse e.g. the River Don. The only areas of any extent recognised as potential flood risk are located in low lying area including Sunderland Docks, South Hylton, Penshaw and Fatfield, Sedgely and Rainton Bridge.</p> <p>Flooding from Land: Flooding of land from surface water runoff is usually caused by intense, short duration, rainfall events. Surface water flow paths often coincide with fluvial floodplains in low-lying areas. Flooding in urban areas can also be attributed to sewer systems.</p> <p>South Tyneside – Four Critical Drainage Areas have been identified as areas that have significant risks of surface water flooding within the borough.</p> <p>Sunderland – Areas with concentrations of surface water flooding potential can be seen in Hetton-le-Hole, western and northern Houghton-le-Spring, Lakeside/Silksworth sports complex, Hendon Burn, the Port and parts of Nissan and land to its north. Six Critical Drainage Areas have been identified with risk of surface water flooding.</p>		South Tyneside SFRA, Sunderland SFRA	N/A	No issues identified	Parts of the Nissan site and land to its north are identified as areas with potential for surface water flooding.

Indicator	Baseline information					Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP	
Number of historic flood risk incidents	South Tyneside: 152 historic flood risk incidents in South Tyneside. Sunderland: there have been 295 reported incidents throughout Sunderland  Sunderland: Considering all historical data collected for Sunderland, there is insufficient data to confirm the occurrence of an event with significant harmful consequences to people and infrastructures within the City of Sunderland.						South Tyneside PFRA (2011), Sunderland PFRA (2011)	N/A	Sunderland: Insufficient historical records to note the number of past flood events.	AAP should consider flood risk potential for areas under consideration	
Number of properties at risk from flooding in South Tyneside		Location		Number of Residential Properties			South Tyneside PFRA (2011), Sunderland PFRA (2011)	N/A	Sunderland: No data on specific areas of Sunderland and their risk to flooding.	Mainly focuses on residential, and is location-specific, but AAP should aim to not increase this number.	
	South Tyneside	South Shields		2000							
		Hebburn		900							
		Jarrow		500							
		Whitburn, Cleadon & Boldon		600							
		All South Tyneside		4000							
		100 businesses may be affected by future flooding									
	Sunderland	19100 residential properties at risk of flooding									
River Don water quality (Historic)	AMR Monitoring Data						South Tyneside Council	There has been very little change in the quality of the River Don over the AMR monitoring period for South Tyneside.	Biological quality not available over AMR monitoring period.  Changes in monitoring method of water quality post 2009.	AAP should consider potential impact on local watercourses and waterbodies	
		Chemistry	Nutrient status		Biological						
		Organic pollution	Phosphates	Nitrates	Health of rivers						Target: excellent or good  In 2008 79% if English rivers were at excellent
	2004	Fair	/	Low	/						
	2005	/	/	/	/						
	2006	Fair	High	Moderately Low	/						
	2007	Fair	Very High	Moderately Low	/						



Indicator	Baseline information						Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
	2008	Fair	Very High	Low	/	or good quality				No data after 2009.	
	2009	Fairly good	High	Moderately Low	/						
	2010	/	/	/	/						
	2011	/	/	/	/						
River Don water quality (2012)	Don from Source to Tidal Limit							Environment Agency	N/A	No update available.	As above
	Current Ecological Quality:			Good Potential							
	Biological Quality:			Poor							
	General Physico Chemical Quality:			Good							
	Hydro Morphological Quality:			Not High							
	Specific Pollutants Quality:			High							
	2015 Predicted Ecological Quality:			Good Potential							
Number of permissions granted contrary to Environment Agency advice on water quality Grounds	South Tyneside: 2012 two applications objected to on water quality grounds. Objection withdrawn on submission of more detailed information.			South Tyneside: No applications have been objected to on water quality grounds by the Environment Agency between 2004 - 2011.				South Tyneside Council, Environment Agency, Sunderland City Council		No data available since 2010/2011.	As above
				Sunderland: No applications have been objected to on water quality grounds by the Environment Agency between 2005-2010.							

Indicator	Baseline information								Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Contaminated land – Land remediated under Part II A of the Environmental Protection Act 1990										South Tyneside Council, Sunderland City Council	N/A	No data available for Sunderland.	The AAP should consider relationship to ongoing contamination remediation strategies across the two boroughs.
		AMR monitoring data											
		2004	2005	2006	2007	2008	2009	2010	2011				
	South Tyneside	Not monitored	0	0	0	0	0	Not monitored	0				
	Sunderland	No data identified											
	South Tyneside: There has been no contaminated land remediated under Part II A of the EPA 1990 during the AMR monitoring period.												
Air quality management areas	South Tyneside: There are 2 Air Quality Management Areas in South Tyneside. Boldon Lane/Stanhope Road Lindisfarne Roundabout/Leam Lane  Pollutant Declared: Nitrogen Dioxide NO <sub>2</sub>  Sunderland: There are no Air Quality Management Areas within Sunderland’s boundaries.  There are no AQMAs within, or immediately adjacent, to the proposed AAP area.							AQMA’s in England by declared pollutants: Nitrogen Dioxide NO <sub>2</sub> : 479 Particulate Matter PM <sub>10</sub> : 37 Sulphur Dioxide SO <sub>2</sub> : 6	South Tyneside Council, Sunderland City Council 2009, DEFRA	N/A	No issues identified	The two AQMAs are not located close to the proposed AAP area, but the AAP should consider potential general effects on air quality arising from increased transport etc.	
Geology	South Tyneside South Tyneside is underlain by rocks of the Middle Coal Measures, a Carboniferous formation of mudstone, sandstone and coal seams In the east and south of the borough, coal measures are overlain by rocks of Permian age (260-250 million years ago). The oldest layer is the sand dune derived Yellow Sands, which outcrop along a line linking Trow Point, Cleadon and Boldon Downhill. Above the Yellow Sands are the Permian rocks of the Magnesium Limestone. This forms the higher ground of the borough, and extends south along the County Dura, coast. South Tyneside represents the northern-most extent of these rocks in the UK. Formations of the Magnesium Limestone which occur in the areas include: the fossil-bearing Marl Slate, present at Boldon Downhill; the Raisby Formation which outcrops at Frenchman’s									Sunderland City Council, South Tyneside Landscape Character Assessment	N/A	No issues identified	The AAP should pay attention (where relevant) to protecting and safeguarding landscape character and geodiversity

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
	<p>Bay; and the unusual Concretionary Limestone or ‘cannonball rock’, which forms geometric crystalline structures and is visible at Marsden Old Quarry.</p> <p>Coal measures and Magnesium Limestone are overlain by drift deposits originating in the Devensian glacial event.</p> <p>Sunderland</p> <p>The City of Sunderland is divided between the more elevated coastal areas underlain by rocks of the Magnesium Limestone series, and the western areas which overlie the earlier coal measures.</p> <p>The Durham Coal measures date from the Westphalian stage of the later Carboniferous, around 304-313 million years ago, and originate in swampy forested deltas. Western Sunderland lies over the Middle and Upper Coal Measures, which form part of the wider Durham Coalfield and have long been exploited for fuel. The coal measures comprise layers of mudstone, siltstone and sandstone as well as the coal seams themselves, which lie at various depths across the area. The coal measures are largely obscured by later deposits of glacial till, though there are outcrops at Springwell where sandstone is quarried.</p> <p>Formally referred to as part of the Zechstein Group of sedimentary rocks, the Magnesium Limestone dates from the later Permian period, some 230-250 million years ago. These rocks were laid down over the coal measures on the bed of the Zechstein Sea, a warm shallow inland sea covering an area somewhat larger than the modern North Sea. The Magnesium Limestone comprises limestones rich in magnesium, in the form of the mineral dolomite.</p> <p>The Magnesium Limestone comprises a series of distinct Permian formations. The oldest, the Yellow Sands, can be seen at the base of Claxheugh Rock. Over this is the Marl Slate, which has yielded important fossil fish and plants. Next is the Ford Formation, within which are the remains of a barrier reef, forming hard dolomite that can be seen in outcrop on the Tunstall Hills. The slightly later Roker Formation included the Concretionary Limestone or ‘cannon-ball rock’ that is found in outcrops on Carley Hill near Roker.</p> <p>Both the coal measures and the Magnesium Limestone are overlain by till; thick clay deposited by glaciers during the last ice ages. These deposits, and the associated beds of sand and gravel, are up to 2 million years old, and largely obscure the underlying geology except where outcrops occur.</p> <p>The west side of the Magnesium Limestone ends abruptly in a steep escarpment. The escarpment lies opposite Nissan at Downhill, affording views across the Nissan area.</p>					within the two boroughs
Topography	<p>South Tyneside</p> <p>South Tyneside is a low-lying area, gently undulating and with few steep slopes.</p> <p>The north and west borough is relatively flat, sloping towards the river.</p> <p>The eastern and southern areas tend to be more undulating, reflecting the underlying geology.</p>		South Tyneside Landscape Character Assessment	N/A	No issues identified	

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
	<p>There are few areas over 50m, the largest extent of high ground being Cleadon Hills, which rise to 83m at Beacon Hill. Smaller in areas but slightly higher at 90m, the Boldon Hills are also unusually steep on their western side.</p> <p>Along the coast, there are cliffs up to 30m at Marsden Bay, and lower cliffs at The Leas and by Whitburn.</p> <p>The river front is generally low-lying, though there are exceptions, such as at the river mouth, where the ground rises steeply to The Lawe (20-25m).</p> <p>Sunderland</p> <p>The topography of the City varies, with several points over 150m in the west and south and significant points over 100m at Hastings Hill, Tunstall Hills and Penshaw Hill. This river valley and the rolling, hilly topography allow long distance and panoramic public views to be had from, to and within the City. Many are punctuated by natural or built landmarks such as the Tunstall Hills, Penshaw Monument and the City Centre churches; all are worthy of protection against development which would obscure or detract from their appearance. Similarly, views of the unique topography and landscapes associated with the Permian limestone (i.e. the magnesian limestone escarpment, which extends from Downhill to Hetton-le-Hole and High Moorsley) need to be protected and opportunities taken for their enhancement where possible.</p> <p>The rural landscape is made up of several distinct areas, each with its own character:-</p> <p>The Don Valley is extensive intensively managed pastoral/ arable farmland to the north of Nissan. It is generally flat and has poor tree cover;</p> <p>The Wear Valley is an area of contrasts; the deeply incised and well wooded river valley opens out as it runs westwards, generally taking on a gentler, more arable appearance; west of the City boundary are the extensive woodlands of the Lambton Estate;</p> <p>Houghton Downs extends southwards from the Wear Valley to the City boundary at Easington Lane. It is a strongly rural landscape of open, rolling countryside. Tree cover is scarce and the several existing clumps of woodland are therefore prominent in the landscape. The magnesian limestone escarpment, which is a notable geological feature, is influential on the flora, fauna and farmland characteristics;</p> <p>South Sunderland is a relatively small area of gently undulating farmland fringing the built-up area of Sunderland City. Centred on Burdon Village and dissected by the wooded Burdon/ Ryhope Dene it presents an attractive rural landscape of scattered farmsteads and individual tree groupings and high quality hedgerows;</p> <p>The Western Scarp, open farmland to the west of Hetton-le-Hole, forms part of the undulating topography of the Durham Plain. Predominantly arable in nature with scattered small woodlands, the landscape character becomes increasingly rural to the west, towards Durham City’s urban fringe.</p>					

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Number of Geodiversity sites	<p>South Tyneside</p> <p>Six Geodiversity sites – Total Hectares: 36.8ha</p> <p>Cleadon Hill Cliffs (1.3ha)</p> <p>Cleadon Park Quarry (6.2ha)</p> <p>Downhill Old Quarry (1.5ha)</p> <p>Marsden Limekilns (2.0ha)</p> <p>Marsden Old Quarry (13.8ha)</p> <p>South Shields Dunes (12.1ha)</p> <p>These areas are not located close to the AAP area.</p> <p>Six Local Geological Sites – Total Hectares: 58.27ha</p> <p>Houghton Hill, Cut and Scarp</p> <p>Mowbray Park</p> <p>Newport Railway Cutting</p> <p>North Dock Tufa</p> <p>Roker Cliffs and Parson's Rock</p> <p>Ryhope Beach</p>		South Tyneside Council	No issues	No issues identified	The AAP should pay attention (where relevant) to protecting and safeguarding landscape character and geodiversity within the two boroughs

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Limestone Landscape types within South Tyneside and Sunderland	<p>Limestone Coast – this is defined on its inland edge by the coast road (A183) and the Sunderland Docks Railway.</p> <p>Coastal Limestone Plateau – the Cleadon Hills, Fulwell Quarries, Tunstall Hills and between Burdon and Rybone fall into this category due to the scale and frequency of the limestone outcrop and maritime influences.</p> <p>Clay Plateau – The flat clay lands of Whitburn and Cleadon Moors fall naturally into this category. The Clay Plateau extends to the coast between Whitburn and Seaburn. Warden Law and Eppleton Moor are also within this category.</p> <p>Limestone Escarpment – Boldon Hill with its steep western slope, limestone outcrops and abandoned quarries is its northern-most point. The gentler eastern slopes merge gradually with the flatter land of the Clay Plateau. The escarpment extends south into Sunderland, linking Claxbeugh Rock to Penshall Hill, Hastings Hill, Herrington Hill, Copt Hill and High Moorslev.</p> <p>Coalfield Ridge – elevated land on the eastern fringes of the Durham and Northumberland Coalfield, depicted by sandstone outcrop, Springwell Village falls into this category.</p> <p>Incised Lowland Valley – steeply side river Wear valley from Fatfield to South Hylton with native and ancient woodland.</p> <p>Limetstone River Gorge – the River Wear from South Hylton to the coast, depicted in parts by steep sided gorge with Magnesium Limestone features.</p>		Limestone Landscapes Character Framework 2010	N/A	No issues identified	As above

### C1.3 Climate Factors, Sustainability and Energy

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Climate Change Risk / Impacts	<p>Climate change Impacts Tyne &amp; Wear:</p> <p>Flooding</p> <ul style="list-style-type: none"> <li>Increases in winter rainfall and storm rainfall will cause local flooding due to the urban drainage system reaching capacity.</li> <li>Increased frequency of overtopping-related flooding from rivers, streams and sea.</li> </ul> <p>Increased Rainfall</p> <ul style="list-style-type: none"> <li>Increased rainfall may disturb areas of contaminated land, potentially leading to leaching from contaminated sites</li> </ul> <p>Increased Sea levels</p> <ul style="list-style-type: none"> <li>Increased risk of hazardous material from former landfill sites being released creating a public health and an environmental risk.</li> </ul> <p>Rising Temperatures</p> <ul style="list-style-type: none"> <li>Discomfort for workers in offices and factories</li> <li>Risks to business continuity through overheating of equipment</li> <li>Potential adaptation of housing stock to deal with climate changes,</li> <li>Longer growing season will increase the need for maintenance of green spaces</li> <li>Threat of fires in areas of grassland</li> <li>Increased pressure on health services during heat waves</li> </ul> <p>Wind Speed</p> <ul style="list-style-type: none"> <li>Coastal areas and areas of exposed topography will be susceptible to high wind related impacts, such as damage to buildings and transport infrastructure.</li> </ul>	<p>Medium emissions scenario in the 2050s for UK :</p> <ul style="list-style-type: none"> <li>Projected warming of mean temperature ranges from approximately 1°C to 3°C in winter and from 1°C to 4°C in the summer</li> <li>Projected changes in summer precipitation averaged over administrative areas range from decreases of 20%-40% to increases of approximately 1% - 7%.</li> <li>Projected changes in winter precipitation shows an increase, from approximately 5% to 30%.</li> </ul>	The UK Climate Change Risk Assessment 2012, Climate Change NE	N/A	No issues identified	The AAP should consider the risks associated with climate change prediction in the region. The plan should support mitigation measures to help protect residents, biodiversity and the environment.

Indicator	Baseline information					Comparator or target				Source	Overall trend	Data problems or constraints	Implications for AAP
Water resources: Impact of Climate Change	Climate Change predictions by 2050: <ul style="list-style-type: none"><li>Higher river flows in winter</li><li>Lower river flows in summer</li><li>Lowering of groundwater levels which may increase demand in surface water</li></ul> Warmer temperatures place increased pressure on groundwater supplies.									South Tyneside and Sunderland Preliminary Flood Risk Assessments	N/A	No issues identified	
Future flood risk in Northumberland river basin	UKCP09 projected changes by the 2050s: <ul style="list-style-type: none"><li>Winter precipitation increases of around 10%</li><li>Precipitation on the wettest day in winter up by around 11%</li><li>Relative sea level at Tynemouth very likely to be up between 7 and 38cms from 1990 levels</li><li>Peak river flows in a typical catchment likely to increase between 8 and 13%</li><li>Increases in rain are projected to be greater nearer the coast than inland</li></ul>										Increased frequency and intensity of rainfall events will increase flood risk in Sunderland and South Tyneside	No issues identified	
Number of building sourcing renewable energy	AMR Monitoring Data									Annual Monitoring Report	Trends show increase in energy sourced from renewables	Data is 3 years out of date	AAP should encourage the development of appropriate renewable energy technologies
		2004	2005	2006	2007	2008	2009	2010	2011				
	South Tyneside	1	1	1	8	5	4	6	13				
	Sunderland	No data available										Data is 4 years out of date	
Installation of renewables	Sunderland AMR Monitoring notes (2010): <ul style="list-style-type: none"><li>2008/09 saw two more turbines of 660 kW installed at Nissan – bringing total on-site to ten turbines totalling 6.6MW; , plus smaller installation at Houghton Kepier School</li><li>Four biomass systems in secondary schools, plus GSHP at University</li><li>9.8MW renewable energy in 2009/10 bringing overall installed capacity to 17.2MW</li></ul>									Annual Monitoring Report 2009/10			
Carbon dioxide emissions	Local CO2 emissions estimates per capita (tCO2)									DECC	General reduction since 2005 although rate has slowed and decreases perhaps stabilised	2-3 year lag on data (update is from 2014)	The AAP should consider how the increase in growth and economic output can avoid an inevitable increase in emissions
		2005	2006	2007	2008	2009	2010	2011	2012				
	South Tyneside	5.4	5.4	5.1	5.0	4.6	4.8	4.3	4.7				
	Sunderland	7.3	7.2	6.8	6.6	6.0	6.3	5.7	6.1				



Indicator	Baseline information					Comparator or target				Source	Overall trend	Data problems or constraints	Implications for AAP
Energy consumption	Electricity sales (GWh) – all consumers									DECC	General reduction since 2005 although rate has slowed and decreases perhaps stabilised	2-3 year lag on data (update is from 2014)	The AAP should consider how the increase in growth and economic output can avoid an inevitable increase in emissions
		2005	2006	2007	2008	2009	2010	2011	2012				
	South Tyneside	528	515	482	474	474	475	463	465				
	Sunderland	1,437	1,426	1,355	1,287	1,243	1,270	1,232	1,257				
	Gas sales (GWh) – all consumers												
		2005	2006	2007	2008	2009	2010	2011	2012				
	South Tyneside	1,611	1,544	1,474	1,386	1,261	1,232	1,157	1,161				
	Sunderland	3,577	3,321	3,219	2,966	2,691	2,655	2,535	2,590				

**C1.4** Green Infrastructure and Green Belt

Indicator	Baseline information					Comparator or target					Source	Overall trend	Data problems or constraints	Implications for AAP		
Greenbelt area	<ul style="list-style-type: none"><li>Sunderland 3,500 ha</li><li>South Tyneside 2,408</li></ul> <p><b>The AAP proposals are located on land which is currently designated as Green Belt.</b></p>					No change between 2012/13 and 2013/14					DCLG 2014	England-wide the trend shows some loss of green between since 1997 (approx. 1%)	No time series for the two local authorities	The AAP needs to carefully consider the impact on existence of Green Belt within the context of the NPPF		
Major developments within the Green Belt		AMR Monitoring data									South Tyneside AMR	Demonstrates that there has been some development in Green belt, largely in South Tyneside in more recent years..	None			
		2004	2005	2006	2007	2008	2009	2010	2011							
	South Tyneside	0	0	0	0	1	1	0	1							
	Sunderland	0	1	0	0	0	0	0	0							
Housing completions on Previously developed land (PDL)		AMR Monitoring data											South Tyneside AMR	Housing developments predominantly been on PDL over time of AMR reporting	There are a number of gaps in the data sets for both local authorities.	Sustainable patterns of development and land use should be considered in the AAP
	South Tyneside	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14				
	PDL	293	314	443								352				
	Non-PDL	27	15	83								78				
	Total PDL %	91.6	95.4	84.2	90.7	90.7	98	99	98			82				
	Sunderland	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14				
	PDL		?	887	784	815	612									
	Non-PDL		?	88	49	2	2									
Total %		72	91	94	97	99										

Indicator	Baseline information					Comparator or target				Source	Overall trend	Data problems or constraints	Implications for AAP	
Employment land available on Previously Developed Land (PDL)		AMR Monitoring data (South Tyneside)								South Tyneside AMR	The majority of employment land available in South Tyneside is on PDL	NB. Monitoring in Sunderland has focussed on completions rather than availability		
		South Tyneside	2004	2005	2006	2007	2008	2009	2010					2011
		PDL	25.5	27.9	34.1	27.2	27.1	45.0	43.3	38.7				Sunderland AMR
		Non-PDL	20.7	5.9	2.7	2.7	0	0	0	6.8				
		Total	46.1	33.8	36.8	29.9	27.1	45.0	43.3	45.5				
		Sunderland	2004	2005	2006	2007	2008	2009	2010	2011				
		PDL	7900	11984	11786	4410	0	7979						
		Non-PDL	3000	43606	11260	1015	27320	22462						
		Total	10900	55589	23046	5425		22467						
		PDL	72	21.5	51	81	0	35						
Green spaces	South Tyneside									South Tyneside Council SPD 3	N/A	No issues identified	AAP should consider the potential to add to the provision of green space	
									ha					
	Parks and Open Spaces								790.32	Sunderland Greenspace Audit and Report 2012				
	Natural & Semi-Natural Green space								387.41					
	Formal Outdoor Sport								386.59					
	Children & Young People Provision								6.9					
	Allotments								42.71					
	Cemeteries & Crematoria								49.85					
	Total								1,140.02					
	Sunderland													
									ha					
	Allotments and community gardens								103.43					
	Amenity greenspace								754.15					
	Cemeteries and church grounds								106.53					
	Civic spaces								14.12					
	Formal parks and country parks								584.64					
	Natural and semi-natural greenspace								1,457.04					
	Outdoor sports facilities								576.89					
	School playing fields and grounds								262.81					
	Outdoor play facilities (100 sites)													
Total								3,859.61						

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Access to Natural Greenspace in South Tyneside	<p><b>South Tyneside</b> 387.41ha of Accessible Natural Greenspace</p> <p>2.57ha per 1,000 population</p> <ul style="list-style-type: none"> <li>68% of residents live within 5km of 100ha site</li> <li>90% of residents live within 2km of 20ha site</li> <li>19.7% of residents live within 300m of 2ha site</li> </ul> <p><b>Sunderland</b> The Sunderland Greenspace Report clarifies how the city meets all 5 of the ANGSt targets as well as The Woodland Trust 2 key targets (p55 onwards):</p> <ul style="list-style-type: none"> <li>48% population can reach an accessible natural greenspace of at least 2 hectares in size, no more than 300m from home</li> <li>95% population live within 2km of a 20ha+ site</li> <li>100% population live within 5km of a 100ha+ site</li> <li>c.85% population live within 10km of a 500ha+ site</li> <li>0.47ha of Local Nature Reserve/1000 population</li> <li>90% population live within 4km of a 20ha+ site</li> <li>66% population live within 500m of a 2ha+ woodland site</li> </ul>	<p>Natural England ANGSt recommendations: Everyone should have an accessible natural greenspace:</p> <ul style="list-style-type: none"> <li>of at least 2ha in size, no more than 300m (5mins walk) from home;</li> <li>at least one accessible 20ha site within 2km of home;</li> <li>one accessible 100ha site within 5km of home;</li> <li>one accessible 500 hectare site within 10km of home;</li> <li>a minimum of 1ha of statutory Local Nature Reserves per thousand population.</li> </ul>	South Tyneside reporting	N/A	None	

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Village Greens	<p>South Tyneside has two statutorily registered village greens: Cleadow Village Green Whitburn Village Green</p> <p>Sunderland has eleven statutorily registered village greens: Sunderland Town Moor The Green, Southwick Tunstall Village Green Bishopwearmouth Village Green Ryhope Village Green Washington Village Green Sports Arena, adjacent Princess Anne Park, Washington Willow Pond, Horsley Road, Washington Penshaw Village West Herrington</p>		<p>South Tyneside Council</p> <p>Sunderland City Council</p>	N/A	None	
Parks and open space provision per 1,000 population	<p>South Tyneside – hectares per 1,000 population: 5.23</p> <p>Sunderland:</p> <ul style="list-style-type: none"> <li>5.34ha of amenity greenspace per 1000 population, a total of 1,505 sites (see page 37 of greenspace report).</li> <li>89% of population has access to a quality fixed playspace.</li> <li>There are 42 formal parks and country parks in the city, totally 717 hectares, equating to 2.55ha of parkland per 1000 population.</li> </ul>					
Number of parks with Green Flags	<p>Sunderland: 6</p> <p>South Tyneside: 1</p>					

## C1.5 Cultural Heritage and Cultural Facilities

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
World Heritage Sites	1 x World Heritage site	28 Cultural, Natural and Mixed World Heritage sites in UK	UNESCO	N/A	None	The AAP should, where relevant, enhance and conserve the variety of heritage assets within the boroughs.
Scheduled Ancient Monuments	There are five SAMs in South Tyneside  There are nine SAMs in Sunderland  <b>There are no SAMs located within, or immediately adjacent to, the proposed AAP locations. However the closest, Warley moated site, is located to the north of Follingsby.</b>		South Tyneside Council  Sunderland City Council	N/A	None	
Conservation Areas	There are eleven Conservation Areas in South Tyneside  There are fourteen Conservation Areas in Sunderland  <b>There are no Conservation Areas in the vicinity of the AAP.</b>		South Tyneside Council  Sunderland City Council	N/A	None	
Registered parks and gardens	There is one registered Parks and Gardens in South Tyneside  There are two registered Parks and Gardens in Sunderland  <b>There are no registered Parks and Gardens in the vicinity of the AAP.</b>		South Tyneside Council  Sunderland City Council	N/A	None	

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Number of listed buildings	<p>There are approximately 200 listed buildings in South Tyneside</p> <p>There are over 400 listed buildings in Sunderland</p> <p>There are 7 listed within, or immediately adjacent to, potential locations for the AAP:  Hylton Grove Bridge  Scots House  Stables at Scots House  Scots House Gateshouse  Boldon Fellgate Farmhouse  Laverick Hall  Barn Ranges at Laverick Hall</p>		<p>South Tyneside Council</p> <p>Sunderland City Council</p>	N/A	None	

## C1.6 Transport

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP			
Highway network	<div>Sunderland and South Tyneside are served by the following key A-roads:</div> <table><tr><td><ul style="list-style-type: none"><li>A19</li><li>A1(M)</li><li>A194</li><li>A183</li><li>A184</li></ul></td><td><ul style="list-style-type: none"><li>A185</li><li>A690</li><li>A1018</li><li>A1300</li><li>A1231</li></ul></td></tr></table>	<ul style="list-style-type: none"><li>A19</li><li>A1(M)</li><li>A194</li><li>A183</li><li>A184</li></ul>	<ul style="list-style-type: none"><li>A185</li><li>A690</li><li>A1018</li><li>A1300</li><li>A1231</li></ul>		National road map	N/A	No issues identified	The AAP should ensure accessibility to jobs and services is delivered through a range of transport options. Encouraging the use of public transport, walking and cycling should also be a priority. Reducing car dependency will contribute to reducing levels of air pollution and will also encourage physical activity through active travel.	
<ul style="list-style-type: none"><li>A19</li><li>A1(M)</li><li>A194</li><li>A183</li><li>A184</li></ul>	<ul style="list-style-type: none"><li>A185</li><li>A690</li><li>A1018</li><li>A1300</li><li>A1231</li></ul>								
Metro network	<div>Metro stations serving South Tyneside are:</div> <table><tr><td><ul style="list-style-type: none"><li>South Shields</li><li>Chichester</li><li>Tyne Dock</li><li>Simonside</li><li>Bede</li></ul></td><td><ul style="list-style-type: none"><li>Jarrow</li><li>Hebburn</li><li>Fellgate</li><li>Brockley Whins</li><li>East Boldon</li></ul></td></tr></table> <div>Metro stations serving Sunderland are:</div> <table><tr><td><ul style="list-style-type: none"><li>Seaburn</li><li>Stadium of Light</li><li>St Peter’s</li><li>Sunderland</li><li>Park Lane</li></ul></td><td><ul style="list-style-type: none"><li>University</li><li>Millfield</li><li>Pallion</li><li>South Hylton</li></ul></td></tr></table>	<ul style="list-style-type: none"><li>South Shields</li><li>Chichester</li><li>Tyne Dock</li><li>Simonside</li><li>Bede</li></ul>	<ul style="list-style-type: none"><li>Jarrow</li><li>Hebburn</li><li>Fellgate</li><li>Brockley Whins</li><li>East Boldon</li></ul>	<ul style="list-style-type: none"><li>Seaburn</li><li>Stadium of Light</li><li>St Peter’s</li><li>Sunderland</li><li>Park Lane</li></ul>	<ul style="list-style-type: none"><li>University</li><li>Millfield</li><li>Pallion</li><li>South Hylton</li></ul>		Nexus	N/A	No issues identified
<ul style="list-style-type: none"><li>South Shields</li><li>Chichester</li><li>Tyne Dock</li><li>Simonside</li><li>Bede</li></ul>	<ul style="list-style-type: none"><li>Jarrow</li><li>Hebburn</li><li>Fellgate</li><li>Brockley Whins</li><li>East Boldon</li></ul>								
<ul style="list-style-type: none"><li>Seaburn</li><li>Stadium of Light</li><li>St Peter’s</li><li>Sunderland</li><li>Park Lane</li></ul>	<ul style="list-style-type: none"><li>University</li><li>Millfield</li><li>Pallion</li><li>South Hylton</li></ul>								



Indicator	Baseline information	Comparator or target		Source	Overall trend	Data problems or constraints	Implications for AAP
Mode of travel to work				ONS, Census 2011	N/A	A time series has not been identified to demonstrate general trends.	
		Sunderland	South Tyneside				
	Work at home	1.5%	1.4%				
	Metro / light rail	1.4%	5.3%				
	Train	0.4%	1.0%				
	Bus	7.5%	5.8%				
	Driving a car/van	36.0%	33.6%				
	Passenger in a car/van	4.6%	3.5%				
	Bicycle	0.8%	1.3%				
	Foot	5.8%	5.6%				
	Other	1.1%	1.8%				
Not in employment	40.9	40.7					
Number of car-less households	Sunderland: 42.9% (2001), 35.1% (2011) South Tyneside: 44% (2001), 38.5% (2011)		ONS, Census 2001 and 2011	N/A	No issues identified		

## C1.7 Waste & Minerals

Indicator	Baseline information		Comparator or target			Source	Overall trend	Data problems or constraints	Implications for AAP																										
Municipal waste arisings	Municipal waste (tonnes)					South Tyne and Wear Waste Management Partnership – Joint Municipal Waste Management Strategy – 2012 Update	There has been a general declining trend on municipal waste production over the period 2006-2011.	No issues identified	The AAP should seek to reduce overall waste production, and to promote the ‘waste hierarchy’ as the primary means of reducing the amount of waste disposed to landfill.																										
	2006/07	2007/08	2008/09	2009/10	2010/11																														
Sunderland	159,585	155,688	149,221	144,894	142,867																														
South Tyneside	91,703	88,551	86,109	80,731	76,744																														
Waste management review	<table><tr><td colspan="2">2011/12</td><td>South Tyneside</td><td>Sunderland</td></tr><tr><td colspan="2">Population</td><td>153,700</td><td>283,500</td></tr><tr><td colspan="2">Households</td><td>69,820</td><td>124,850</td></tr><tr><td colspan="2">Household waste (t)</td><td>63,603</td><td>126,977</td></tr><tr><td colspan="2">Non Household waste (t)</td><td>14,318</td><td>13,641</td></tr><tr><td colspan="2">Municipal Waste (t)</td><td>77,921</td><td>140,618</td></tr><tr><td colspan="2">Household waste per household (kg)</td><td>910</td><td>1,017</td></tr></table>					2011/12		South Tyneside	Sunderland	Population		153,700	283,500	Households		69,820	124,850	Household waste (t)		63,603	126,977	Non Household waste (t)		14,318	13,641	Municipal Waste (t)		77,921	140,618	Household waste per household (kg)		910	1,017		
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Forecast waste arisings	<table><tr><td></td><td>2015</td><td>2020</td><td>2025</td><td>2030</td></tr><tr><td>North East municipal waste (‘000 t)</td><td>1,524</td><td>1,579</td><td>1,630</td><td>1,683</td></tr><tr><td>North East C&amp;I Waste (‘000 t)</td><td>2,111</td><td>2,041</td><td>1,989</td><td>1,959</td></tr></table>						2015	2020	2025	2030	North East municipal waste (‘000 t)	1,524	1,579	1,630	1,683	North East C&I Waste (‘000 t)	2,111	2,041	1,989	1,959	North East of England Waste Planning Authorities	Projections indicate increasing municipal waste arising, but commercial and industrial wastes reducing to 2030	No issues identified												
	2015	2020	2025	2030																															
North East municipal waste (‘000 t)	1,524	1,579	1,630	1,683																															
North East C&I Waste (‘000 t)	2,111	2,041	1,989	1,959																															
Future waste management strategy	“From 1 April 2014 all residual waste will be treated through the Residual Waste Treatment Contract. Refuse collection vehicles will deposit waste at a Waste Transfer Station in each authority area, where it will be bulked up and transported to Teesside where its treatment will generate electricity at the Energy from Waste facility”  Predicted municipal waste treatment 2017/18: Energy recover 50% Recycled / composted 47% Landfill 3%					South Tyne and Wear Waste Management Partnership – Joint Municipal Waste Management Strategy – 2012 Update																													

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP																																																	
Total amount of waste landfilled	<table> <tr> <td></td><td colspan="6">Tonnes of landfilled waste 2013/14</td></tr> <tr> <td>South Tyneside</td><td colspan="6">89,953</td></tr> <tr> <td>Sunderland</td><td colspan="6">16,037</td></tr> </table> <p>Municipal waste by disposal method</p> <table> <tr> <th>Sunderland</th><th>05/06</th><th>06/07</th><th>07/08</th><th>08/09</th><th>09/10</th><th>10/11</th></tr> <tr> <td>Landfill</td><td>80%</td><td>78%</td><td>73%</td><td>74%</td><td>72%</td><td>66%</td></tr> <tr> <td>Recycling / composting</td><td>20%</td><td>22%</td><td>24%</td><td>26%</td><td>26%</td><td>33%</td></tr> <tr> <td>Other</td><td></td><td></td><td>3%</td><td></td><td></td><td>1%</td></tr> </table>		Tonnes of landfilled waste 2013/14						South Tyneside	89,953						Sunderland	16,037						Sunderland	05/06	06/07	07/08	08/09	09/10	10/11	Landfill	80%	78%	73%	74%	72%	66%	Recycling / composting	20%	22%	24%	26%	26%	33%	Other			3%			1%		ONS  Sunderland Scrutiny Committee Report 2012	N/A	No time series identified	As above
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**C1.8** Economic development, employment and education

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP																														
Employment land available	<b>South Tyneside</b> 46.0 ha of land allocations <ul style="list-style-type: none"><li>20 ha B1 use</li><li>15 ha B2 use</li><li>11 ha B8 use</li><li>2.3 ha expansion land</li></ul> Sunderland 135.44ha (draft Employment Land Review)	South Tyneside Core Strategy: target 70ha of employment land by 2021  Sunderland Core Strategy: identifies need for 81ha of land to support new economic activity. (This figure could be likely to change as a result of ongoing employment land review)	South Tyneside Council	N/A	Sunderland currently undertaking employment land review to inform future requirements	The AAP is directly focused on the creation of additional commercial space within both Sunderland and South Tyneside areas, and as such will assist in the creation of employment opportunities for residents of both boroughs.																														
Premises available for economic development	<b>South Tyneside</b> <table><tr><th colspan="6">AMR monitoring data</th></tr><tr><th></th><th>2008</th><th>2009</th><th>2010</th><th>2011</th><th>2012</th></tr><tr><td><b>South Tyneside</b></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Office space (m2)</td><td>23,158</td><td>16,642</td><td>17,500</td><td>18,300</td><td>16,000</td></tr><tr><td>Industrial space (m2)</td><td>45,456</td><td>36,829</td><td>88,434</td><td>81,000</td><td>81,000</td></tr></table> <b>Sunderland</b> <ul style="list-style-type: none"><li>194.5 ha of available employment land and a further 19.1 ha available for mixed use regeneration in Central Sunderland. 55% of available employment land is in Washington</li><li>Long term – 20ha at South Ryhope and 30 ha west of Nissan. 20ha site to north of Nissan proposed in Core Strategy 2010</li></ul> <b>Sunderland – changes to business stock 2005-2008</b> <ul style="list-style-type: none"><li>Additional new employment floorspace (B1, B2, B8): 20,728 m2</li><li>Additional new employment floorspace on PDL: 14,514 m2</li><li>% gross additions on PDL: 70%</li></ul>		AMR monitoring data							2008	2009	2010	2011	2012	<b>South Tyneside</b>						Office space (m2)	23,158	16,642	17,500	18,300	16,000	Industrial space (m2)	45,456	36,829	88,434	81,000	81,000	South Tyneside Council  Sunderland City Council Scrutiny Committee Report March 2012	South Tyneside Council	Time series is not consistent and up-to-date.  Data for Sunderland is less up-to-date.	
AMR monitoring data																																				
	2008	2009	2010	2011	2012																															
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Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP																																																						
Employment floorspace developed on PDL	<b>South Tyneside</b> <b>2007-2011 employment floorspace on PDL</b> <ul style="list-style-type: none"><li>B1(a): 12,327 m2</li><li>B2: 6,393 m2</li><li>B8: 5,025 m2</li></ul> <b>Sunderland</b> Data not identified																																																											
Number of enterprise births, deaths and survivals	<table><tr><td></td><td>2009</td><td>2010</td><td>2011</td><td>2012</td><td>2013</td></tr><tr><td><b>Sunderland</b></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Births</td><td>600</td><td>475</td><td>570</td><td>620</td><td>900</td></tr><tr><td>Deaths</td><td>740</td><td>660</td><td>635</td><td>655</td><td>585</td></tr><tr><td>3 yr survival rate (2010 start)</td><td colspan="5">53.7</td></tr><tr><td><b>South Tyneside</b></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Births</td><td>315</td><td>290</td><td>325</td><td>390</td><td>560</td></tr><tr><td>Deaths</td><td>345</td><td>315</td><td>295</td><td>330</td><td>295</td></tr><tr><td>3 yr survival rate (2010 start)</td><td colspan="5">55.2</td></tr></table>			2009	2010	2011	2012	2013	<b>Sunderland</b>						Births	600	475	570	620	900	Deaths	740	660	635	655	585	3 yr survival rate (2010 start)	53.7					<b>South Tyneside</b>						Births	315	290	325	390	560	Deaths	345	315	295	330	295	3 yr survival rate (2010 start)	55.2					ONS	Growth in company births has been seen in both areas since 2009, with deaths reducing (albeit with some fluctuations) over the period.	No issues identified	As above
	2009	2010	2011	2012	2013																																																							
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Average weekly wage	Sunderland: £415 South Tyneside: £457 North East: £446 England: £509		ONS	N/A	No issues identified																																																							
Economically active	Sunderland: 126,200 (71.2%) South Tyneside: 73,400 North East: 75.0% Great Britain: 77.3%		ONS	N/A	No issues identified																																																							
In Employment	Sunderland: 115,700 (65.1%) South Tyneside: 66,500 (69.2%) North East: 68.5% Great Britain: 72.4%		ONS	N/A	No issues identified																																																							
Unemployed	Sunderland: 11,400 (9%) South Tyneside: 7,200 (9.7%) North East 8.5% Great Britain: 6.2%)		ONS	N/A	No issues identified																																																							

Indicator	Baseline information	Comparator or target			Source	Overall trend	Data problems or constraints	Implications for AAP
Employment by sector		South Tyneside	Sunderland		ONS 2011 Census			
	A Agriculture, forestry and fishing	65	132					
	B Mining and quarrying	516	441					
	C Manufacturing	7,406	14,065					
	D Electricity, gas, steam and air conditioning supply	520	2,138					
	E Water supply; sewerage, waste management and remediation activities	438	983					
	F Construction	5,328	9,345					
	G Wholesale and retail trade; repair of motor vehicles and motor cycles	9,634	19,613					
	H Transport and storage	3,613	6,325					
	I Accommodation and food service activities	3,385	6,813					
	J Information and communication	1,620	2,825					
	K Financial and insurance activities	1,763	4,684					
	L Real estate activities	882	2,028					
	M Professional, scientific and technical activities	2,542	3,841					
	N Administrative and support service activities	3,009	6,028					
	O Public administration and defence; compulsory social security	5,705	9,471					
	P Education	5,738	10,845					
	Q Human health and social work activities	9,616	16,641					
	R, S, T, U Other	2,842	5,293					

**C1.9** Population, Housing and Human Health

Indicator	Baseline information				Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP
Population		2001	2011	Change		2011 Census, ONS	N/A	No issues identified	Broadly these data provide background to the AAP but do not demonstrate significant factors to be taken into account beyond general population and equity objectives.
	Sunderland	275,500	284,600	-3.2%					
	South Tyneside	148,100	152,800	-3.1%					
	Wards								
		2001	2011	Change					
	Fellgate & Hedworth	7,783	8,606	+10.6%					
	Washington Nth	11,335	11,297	-0.3%					
	Boldon Colliery	9,029	9,227	+2.2%					
	Castle	10,322	10,968	+6.3%					
	Wardley	N/A	8,327	-					
Gender make up	Sunderland: - Male 48% - Female 52% South Tyneside - Male 48% - Female 52%					2011 Census, ONS	N/A	No issues identified	

Indicator	Baseline information	Comparator or target	Source	Overall trend	Data problems or constraints	Implications for AAP																																																																																	
Net Migration	<p><b>Year ending June 2013 migration from Sunderland and South Tyneside</b> <u>Internal migration only</u> Sunderland outward migration: 7,390 Sunderland inward migration: 6,504 Net: -886 South Tyneside outward migration: 3,414 South Tyneside inward migration: 3,451 Net: +37</p> <p><b>Historic data: South Tyneside 2005-2010 -</b></p> <table><tr><td></td><td>2005</td><td>2006</td><td>2007</td><td>2008</td><td>2009</td><td>2010</td></tr><tr><td>South Tyneside</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Natural change</td><td>-180</td><td>-110</td><td>-50</td><td>10</td><td>50</td><td>-60</td></tr><tr><td>Internal migration</td><td>-290</td><td>-150</td><td>60</td><td>-150</td><td>20</td><td>-100</td></tr><tr><td>Int’l migration</td><td>80</td><td>290</td><td>290</td><td>370</td><td>300</td><td>270</td></tr><tr><td><b>Overall</b></td><td>-390</td><td>20</td><td>300</td><td>200</td><td>360</td><td>100</td></tr></table> <p>Similar data not identified for Sunderland.</p>		2005	2006	2007	2008	2009	2010	South Tyneside							Natural change	-180	-110	-50	10	50	-60	Internal migration	-290	-150	60	-150	20	-100	Int’l migration	80	290	290	370	300	270	<b>Overall</b>	-390	20	300	200	360	100	ONS – Internal migration 2013	General trend is for internal migration from the two boroughs to be offset through international migration																																										
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Age Profile	<table><tr><td></td><td colspan="2">Sunderland</td><td colspan="2">South Tyneside</td><td colspan="2">North East</td><td colspan="2">England</td></tr><tr><td></td><td>2001</td><td>2011</td><td>2001</td><td>2011</td><td>2001</td><td>2011</td><td>2001</td><td>2011</td></tr><tr><td>0 – 15</td><td>20.2%</td><td>17.5%</td><td>20.3%</td><td>17.5%</td><td>19.8%</td><td>17.8%</td><td>20.2%</td><td>18.9%</td></tr><tr><td>16 – 24</td><td>12.1%</td><td>12.5%</td><td>10.2%</td><td>11.5%</td><td>11.1%</td><td>12.4%</td><td>10.9%</td><td>11.9%</td></tr><tr><td>25 – 29</td><td>6.4%</td><td>6.2%</td><td>5.8%</td><td>6.0%</td><td>5.9%</td><td>6.3%</td><td>6.7%</td><td>6.9%</td></tr><tr><td>30 – 44</td><td>22.0%</td><td>19.2%</td><td>22.1%</td><td>18.5%</td><td>22.1%</td><td>18.9%</td><td>22.7%</td><td>20.6%</td></tr><tr><td>45 - 59</td><td>18.8%</td><td>21.2%</td><td>18.5%</td><td>21.9%</td><td>19.3%</td><td>20.7%</td><td>18.9%</td><td>19.4%</td></tr><tr><td>60 - 64</td><td>5.1%</td><td>6.5%</td><td>5.3%</td><td>6.5%</td><td>5.2%</td><td>6.5%</td><td>4.9%</td><td>6.0%</td></tr><tr><td>65 +</td><td>15.6%</td><td>17.0%</td><td>17.8%</td><td>18.1%</td><td>16.7%</td><td>17.3%</td><td>15.3%</td><td>16.4%</td></tr></table>			Sunderland		South Tyneside		North East		England			2001	2011	2001	2011	2001	2011	2001	2011	0 – 15	20.2%	17.5%	20.3%	17.5%	19.8%	17.8%	20.2%	18.9%	16 – 24	12.1%	12.5%	10.2%	11.5%	11.1%	12.4%	10.9%	11.9%	25 – 29	6.4%	6.2%	5.8%	6.0%	5.9%	6.3%	6.7%	6.9%	30 – 44	22.0%	19.2%	22.1%	18.5%	22.1%	18.9%	22.7%	20.6%	45 - 59	18.8%	21.2%	18.5%	21.9%	19.3%	20.7%	18.9%	19.4%	60 - 64	5.1%	6.5%	5.3%	6.5%	5.2%	6.5%	4.9%	6.0%	65 +	15.6%	17.0%	17.8%	18.1%	16.7%	17.3%	15.3%	16.4%	2001 and 2011 Census, ONS	N/A	No issues identified	
	Sunderland		South Tyneside		North East		England																																																																																
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45 - 59	18.8%	21.2%	18.5%	21.9%	19.3%	20.7%	18.9%	19.4%																																																																															
60 - 64	5.1%	6.5%	5.3%	6.5%	5.2%	6.5%	4.9%	6.0%																																																																															
65 +	15.6%	17.0%	17.8%	18.1%	16.7%	17.3%	15.3%	16.4%																																																																															



Indicator	Baseline information				Comparator or target						Source	Overall trend	Data problems or constraints	Implications for AAP
Ethnic diversity – estimate population (2011)		Sunderland	South Tyneside	Fellgate and Hedworth	Washington Nth	Boldon Colliery	Castle	Wardley	North East	England			No issues identified	
	White													
	British	94.8%	95.1%	98.2%	96.2%	96.6%	98.0%	96.8%	93.6%	79.8%				
	Irish	0.2%	0.2%	0.2%	0.2%	0.1%	0.0%	0.2%	0.3%	1.0%				
	Gypsy or Irish Traveller	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%				
	Other	0.9%	0.7%	0.5%	1.1%	0.6%	0.3%	0.5%	1.3%	4.6%				
	Mixed													
	White & Black Caribbean	0.2%	0.2%	0.0%	0.3%	0.1%	0.2%	0.2%	0.2%	0.8%				
	White & Black African	0.1%	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.3%				
	White & Asian	0.2%	0.3%	0.2%	0.3%	0.1%	0.1%	0.1%	0.3%	0.6%				
	Other Mixed	0.1%	0.2%	0.1%	0.2%	0.1%	0.3%	0.1%	0.2%	0.5%				
	Asian / Asian British													
	Indian	0.6%	0.4%	0.3%	0.3%	0.6%	0.2%	0.5%	0.6%	2.6%				
	Pakistani	0.2%	0.3%	0.0%	0.2%	0.3%	0.0%	0.2%	0.8%	2.1%				
	Bangladeshi	0.8%	1.0%	0.0%	0.0%	0.6%	0.1%	0.0%	0.4%	0.8%				
	Chinese	0.6%	0.2%	0.1%	0.1%	0.3%	0.1%	0.2%	0.6%	0.7%				
	Other	0.5%	0.3%	0.1%	0.2%	0.2%	0.2%	0.7%	0.5%	1.5%				
	Black / Black British													
	African	0.4%	0.2%	0.0%	0.4%	0.1%	0.1%	0.1%	0.4%	1.8%				
	Caribbean	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	1.1%				
	Other	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%	0.5%				
	Other													
	Arab	0.1%	0.4%	0.1%	0.0%	0.1%	0.1%	0.1%	0.2%	0.4%				
	Other	0.2%	0.3%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.6%				
	Source: ONS Censure 2011													

Indicator	Baseline information				Comparator or target					Source	Overall trend	Data problems or constraints	Implications for AAP					
General health of population (2011)		Very good health	Good health	Fair health	Bad health	Very bad health					ONS	Generally health in South Tyneside and Sunderland is slightly worse than for the North East as a whole, and significantly worse than across all of England.	No issues identified	As above				
	South Tyneside	43%	33%	16%	6%	2%												
	Sunderland	43%	33%	16%	7%	2%												
	North East	44%	33%	15%	6%	2%												
	England	47%	34%	13%	4%	1%												
Life expectancy		2003-05	2004-06	2005-07	2006-08	2007-09	2008-10	2009-11	2010-12						ONS		No issues identified	As above
	Sunderland																	
	Male	75.2	75.4	75.5	75.3	75.7	76.0	76.7	77.0									
	Female	79.4	79.8	80.2	80.4	80.7	80.6	80.8	80.7									
	South Tyneside																	
	Male	74.7	75.1	75.4	76.0	76.2	76.5	76.6	76.8									
	Female	79.8	80.1	80.4	80.3	80.7	80.7	81.3	81.2									
	North East																	
	Male	75.3	75.7	76.2	76.4	76.7	77.2	77.5	77.8									
	Female	79.8	80.1	80.4	80.5	80.9	81.1	81.5	81.6									
	UK																	
	Male	76.53	76.93	77.23	77.49	77.80	78.14	78.55	78.75									
	Female	80.88	81.27	81.51	81.71	81.97	82.22	82.60	82.70									
	Mortality rate from causes considered preventable (directly standardised rate, per 100,000)	Sunderland										Public Health England	Reiterates general lower health condition of both local authorities against national data and, generally, against the North East as a whole	No issues identified				
		2003-05	2004-06	2005-07	2006-08	2007-09	2008-10	2009-11	2010-12	2011-13								
Males		361.6	352.6	344.8	349.4	350.1	346.9	335.7	309.5	302.8								
Females		215.1	220.3	212.9	206.1	201.9	210.5	204.5	198.5	187.6								
South Tyneside																		
		2003-05	2004-06	2005-07	2006-08	2007-09	2008-10	2009-11	2010-12	2011-13								
Males		403.4	383.0	378.0	352.4	334.1	302.3	302.1	308.0	323.9								
Females		209.1	213.4	200.6	210.1	193.7	203.9	192.7	196.8	177.2								
North East																		

Indicator	Baseline information					Comparator or target					Source	Overall trend	Data problems or constraints	Implications for AAP																																	
		2003-05	2004-06	2005-07	2006-08	2007-09	2008-10	2009-11	2010-12	2011-13																																					
	Males	367.3	352.7	337.3	328.4	317.3	305.9	294.2	283.2	277.6																																					
	Females	210.3	204.9	198.2	195.4	189.4	183.8	178.4	175.0	172.8																																					
	England																																														
		2003-05	2004-06	2005-07	2006-08	2007-09	2008-10	2009-11	2010-12	2011-13																																					
	Males	301.1	289.2	279.7	271.8	264.0	256.7	247.0	238.4	233.1																																					
	Females	169.1	164.1	160.1	157.8	153.6	149.9	144.2	140.6	138.0																																					
Local Authority District Rank of Average Rank on Economic Deprivation Index	<table><tr><td></td><td>2000</td><td>2001</td><td>2002</td><td>2003</td><td>2004</td><td>2005</td><td>2006</td><td>2007</td><td>2008</td><td>2009</td></tr><tr><td>Sunderland</td><td>11</td><td>12</td><td>12</td><td>16</td><td>21</td><td>23</td><td>21</td><td>19</td><td>21</td><td>22</td></tr><tr><td>South Tyneside</td><td>9</td><td>8</td><td>9</td><td>9</td><td>11</td><td>11</td><td>14</td><td>16</td><td>15</td><td>14</td></tr></table>											2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Sunderland	11	12	12	16	21	23	21	19	21	22	South Tyneside	9	8	9	9	11	11	14	16	15	14	ONS	Trend is not possible to discern as this is a relative measure – but it is clear that the two boroughs are both highly ranked for EDI	No issues identified	As above
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009																																					
Sunderland	11	12	12	16	21	23	21	19	21	22																																					
South Tyneside	9	8	9	9	11	11	14	16	15	14																																					
Crime – notifiable offences recorded by the Police	<table><tr><td></td><td>2008-09</td><td>2009-10</td><td>2010-11</td><td>2011-12</td><td>2012-13</td></tr><tr><td>South Tyneside</td><td>9,438</td><td>7,900</td><td>6,179</td><td>4,727</td><td>4,555</td></tr><tr><td>Sunderland</td><td>20,024</td><td>17,314</td><td>15,170</td><td>11,143</td><td>9,368</td></tr><tr><td>North East</td><td>171,480</td><td>146,388</td><td>128,436</td><td>99,405</td><td>90,091</td></tr><tr><td>England</td><td>3,713,912</td><td>3,415,560</td><td>3,183,705</td><td>2,474,002</td><td>2,267,696</td></tr></table>											2008-09	2009-10	2010-11	2011-12	2012-13	South Tyneside	9,438	7,900	6,179	4,727	4,555	Sunderland	20,024	17,314	15,170	11,143	9,368	North East	171,480	146,388	128,436	99,405	90,091	England	3,713,912	3,415,560	3,183,705	2,474,002	2,267,696	ONS Neighbourhood statistics						
	2008-09	2009-10	2010-11	2011-12	2012-13																																										
South Tyneside	9,438	7,900	6,179	4,727	4,555																																										
Sunderland	20,024	17,314	15,170	11,143	9,368																																										
North East	171,480	146,388	128,436	99,405	90,091																																										
England	3,713,912	3,415,560	3,183,705	2,474,002	2,267,696																																										
% of 16-18 year olds not in education, employment or training (NEET)	South Tyneside (2014): 6.0% Sunderland (2014): 7.3% England (2014): 7.3%										ONS																																				
Number of apprenticeships starts per annum	<table><tr><td></td><td>2005/06</td><td>2006/07</td><td>2007/08</td><td>2008/09</td><td>2009/10</td><td>2010/11</td><td>2011/12</td><td>2012/13</td><td>2013/14</td></tr><tr><td>Sunderland</td><td>1,720</td><td>1,530</td><td>1,930</td><td>2,160</td><td>2,480</td><td>4,440</td><td>4,420</td><td>4,090</td><td>3,520</td></tr><tr><td>South Tyneside</td><td>1,040</td><td>890</td><td>1,200</td><td>1,110</td><td>1,260</td><td>2,270</td><td>2,450</td><td>2,260</td><td>1,890</td></tr></table>											2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	Sunderland	1,720	1,530	1,930	2,160	2,480	4,440	4,420	4,090	3,520	South Tyneside	1,040	890	1,200	1,110	1,260	2,270	2,450	2,260	1,890	BIS	Generally increased to 2010/11/12 and then have decreased since	No issues identified	As above			
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14																																						
Sunderland	1,720	1,530	1,930	2,160	2,480	4,440	4,420	4,090	3,520																																						
South Tyneside	1,040	890	1,200	1,110	1,260	2,270	2,450	2,260	1,890																																						

## Appendix D

### SEA QA Checklist

D1SEA QA Checklist

**D1.1** The ‘[Practical Guide to the Strategic Environmental Assessment Directive](#)’ (2005) provides a Quality Assurance checklist to ensure that the requirements of the SEA Directive have been met. While not a statutory requirement, this provides a means to check and signpost that the statutory requirements have been completed. The checklist will be updated at each stage of the SA/SEA; not all items in the checklist are relevant to the Scoping stage, and will instead be completed upon production of subsequent reports.

SEA Directive Requirements	How is this Addressed in the Draft Scoping Report
Objectives and Context	
<ul style="list-style-type: none"><li>The plans or programme’s purpose and objectives are made clear.</li></ul>	Section 3
<ul style="list-style-type: none"><li>SEA objectives, where used, are clearly set out and linked to indicators and targets where appropriate.</li></ul>	Section 4 and Appendix A
<ul style="list-style-type: none"><li>Links with other related plans, programmes and policies are identified and explained.</li></ul>	Appendix B
<ul style="list-style-type: none"><li>Environmental issues and constraints, including international and EC environmental protection objectives, are considered in developing objectives and targets.</li></ul>	Appendix C
<ul style="list-style-type: none"><li>Conflicts that exist between SEA objectives, between SEA and plan objectives and between SEA objectives and other plan objectives are identified and described.</li></ul>	Compatibility within the SEA Objectives is set out in the IAMP AAP Scoping Report Section 5.  Compatibility between the SEA Objectives and the AAP Objectives is set out in Appendix F.
Scoping	
<ul style="list-style-type: none"><li>Consultation Bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report.</li></ul>	Consultation on the Scoping Report was carried out between September and November 2015. The Scoping Report was finalised in response to comments received and is available from Sunderland City Council and South Tyneside Council websites.
<ul style="list-style-type: none"><li>The assessment focuses on significant issues.</li></ul>	Section 8
<ul style="list-style-type: none"><li>Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.</li></ul>	Section 3, Appendix C of the IAMP AAP Scoping Report  Considerations around selection of strategic alternatives given in Section 0
<ul style="list-style-type: none"><li>Reasons are given for eliminating issues from further consideration.</li></ul>	Section 8 and Section 4 and Appendix A
Alternatives	
<ul style="list-style-type: none"><li>Realistic alternatives are considered for key issues, and the reasons for choosing them are documented.</li></ul>	Section 8 and Section 4 and Appendix A.
<ul style="list-style-type: none"><li>Alternatives include ‘do minimum’ and/or ‘business as usual’ scenarios wherever relevant.</li></ul>	
<ul style="list-style-type: none"><li>The environmental effects (both adverse and beneficial) of each alternative are identified and compared.</li></ul>	
<ul style="list-style-type: none"><li>Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained.</li></ul>	
<ul style="list-style-type: none"><li>Reasons are given for selection or elimination of alternatives.</li></ul>	
Baseline information	
<ul style="list-style-type: none"><li>Relevant aspects of the current state of the environment and their likely evolution without the plan or programme are described.</li></ul>	Section 4.4
<ul style="list-style-type: none"><li>Environmental characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan.</li></ul>	Sections 3 and 5 of the IAMP AAP Scoping Report
<ul style="list-style-type: none"><li>Difficulties such as deficiencies in information or methods are explained.</li></ul>	Appendix C of the IAMP AAP Scoping Report
Prediction and evolution of likely significant environmental effects	
<ul style="list-style-type: none"><li>Effects identified include the types listed in the Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant; other likely environmental effects are also covered, as appropriate.</li></ul>	Section 6 and Section 7 set out the effects identified during the assessment.  Cumulative effects are assessed in Section 7.3
<ul style="list-style-type: none"><li>Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed.</li></ul>	

SEA Directive Requirements	How is this Addressed in the Draft Scoping Report
<ul style="list-style-type: none"><li>Likely secondary, cumulative and synergistic effects are identified where practicable.</li></ul>	
<ul style="list-style-type: none"><li>Inter-relationships between effects are considered where practicable.</li></ul>	
<ul style="list-style-type: none"><li>The prediction and evaluation of effects makes use of relevant accepted standards, regulations, and thresholds.</li></ul>	
<ul style="list-style-type: none"><li>Methods used to evaluate the effects are described.</li></ul>	
Mitigation measures	
<ul style="list-style-type: none"><li>Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan or programme are indicated.</li></ul>	Section 4 and Appendix A
<ul style="list-style-type: none"><li>Issues to be taken into account in project consents are identified.</li></ul>	
The Environmental Report	
<ul style="list-style-type: none"><li>Is clear and concise in its layout and presentation.</li></ul>	Throughout this report.
<ul style="list-style-type: none"><li>Uses simple, clear language and avoids or explains technical terms.</li></ul>	
<ul style="list-style-type: none"><li>Uses maps and other illustrations where appropriate.</li></ul>	
<ul style="list-style-type: none"><li>Explains the methodology used.</li></ul>	
<ul style="list-style-type: none"><li>Explains who was consulted and what methods of consultation were used.</li></ul>	
<ul style="list-style-type: none"><li>Identifies sources of information, including expert judgement and matters of opinion.</li></ul>	
<ul style="list-style-type: none"><li>Contains a non-technical summary covering the overall approach to the SEA, the objectives of the plan, the main options considered, and any changes to the plan resulting from the SEA.</li></ul>	
Consultation	
<ul style="list-style-type: none"><li>The SEA is consulted on as an integral part of the plan-making process.</li></ul>	Ongoing
<ul style="list-style-type: none"><li>Consultation Bodies and the public likely to be affected by, or having an interest in, the plan or programme are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Environmental Report.</li></ul>	Consultation on the Scoping Report was carried out between September and November 2015
Decision-making and information on the decision	
<ul style="list-style-type: none"><li>The environmental report and the opinions of those consulted are taken into account in finalising and adopting the plan or programme.</li></ul>	Ongoing
<ul style="list-style-type: none"><li>An explanation is given of how they have been taken into account.</li></ul>	
<ul style="list-style-type: none"><li>Reasons are given for choosing the plan or programme as adopted, in the light of other reasonable alternatives considered.</li></ul>	
Monitoring measures	
<ul style="list-style-type: none"><li>Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SEA.</li></ul>	Section 11

## **Appendix E**

### **Sustainability Appraisal of “IAMP for the North East Region”**

E1 Sustainability Appraisal of “IAMP for the North East Region”

Site A: 100-150ha Site East of the Former Wardley Colliery Disposal Point and Spoil Tip

Sustainability Outcomes		Summary of Expected Impacts	Nature of Impacts	Impact	Mitigation/Enhancement Opportunities
1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside	New development will not necessarily help to deliver either energy efficiency or low carbon development unless specific policies are enacted to encourage this.	Dependent on implementation	?	Potential impacts can be mitigated through design of the facilities on-site, although it may be that this can only be achieved through planning measures or other similar conditions on development.
		Energy consumption will increase as this site provides additional development.	Medium term permanent adverse effect.	!	Encourage use of renewable and other low carbon technologies within the site.
		There is no inevitable increase in renewable energy generation from the site, although there is potential for this to be achieved depending on the energy strategy for the site, and any development requirements put in place for new buildings/facilities.	N/A	-	Consider policy to encourage renewable energy generation on site
		Location of IAMP at Site A is expected to increase greenhouse gas emissions as it will comprise new development.	Increase in greenhouse gases expected to be medium term permanent adverse effect.	!	Encourage use of renewable and other low carbon technologies within the site.
2	Adapt to the impacts of climate change in Sunderland and South Tyneside	Site A lies to the north of the River Don, and flood maps for this area indicate some minor risk of flooding in the areas immediately adjacent to the river. There may also be potential for surface water flooding in the area to the south of the site.	Potential medium/long term permanent negative effect depending on implementation.	?	Appropriate consideration of flood risk to inform policies, design and siting of buildings and other development.
		Inappropriate development of the site may also increase flood risk to other areas if adequate measures are not put in place to avoid this (e.g. avoiding large areas of impermeable surfaces).	Potential medium/long term permanent negative effect depending on implementation.	?	Appropriate consideration of flood risk to inform policies, design and siting of buildings and other development.
		It is not expected to reduce risks of overheating, although it will be necessary to consider this in the design of buildings/facilities located within this option.	N/A	-	Consider policy to encourage broader climate change adaptation
3	Protect our environmental assets and natural resources	The development location is located to the north of River Don, there is potential for impacts on water resources/quality through both management of the construction site (short term) and risk of pollution to the water course (medium term), although both can be mitigated through appropriate design and management.	There is potential for short/medium term temporary and permanent adverse effects on water quality. Dependent on implementation.	?	Ensure effective management of the site during construction stages. Appropriate design of the individual sites to mitigate all environmental impacts.
		Local air quality expected to be negatively impacted due to increase traffic levels in and around the site.	Expected short/medium permanent adverse effect on air quality	!	Appropriate controls on traffic and transport may mitigate against increased in air quality issues.
		The site location is not of high landscape value, although IAMP will change the appearance of large parts of the landscape from open countryside to industrial development.	N/A	-	Opportunities are present to mitigate impacts on landscape, and to enhance landscape value.
		The site is a former colliery and there is potential for contamination to be present. Further investigation into any remediation of contaminated land will need to be investigated further as the extent is unknown however it is necessary for there to be extensive reclamation of the spoil heaps on the site.	Potential permanent positive benefit arising from remediation of previously colliery site.	?	Instigate remediation measures for any identified contamination.
4	Conserve and enhance biodiversity	It is expected that the site will have some biodiversity benefit associated with it, and there is potential for this to be negatively impacted by development in the area.	Potential medium/long term adverse impact. Dependent on implementation.	?	Appropriate assessment of potential impact and site-specific mitigation measures.
		The site avoids any environmentally designated sites.	N/A	-	N/A
5	Protect and enhance our Green Belt and green infrastructure	The site is located within the Green Belt; as such Green Belt land would be lost however the settlement separation function of the Green Belt will be maintained. However this location would result in a large ‘island’ of development largely enclosed by Green Belt.	Short/medium/long term adverse permanent impact.	!	Compare against potential other locations to identify if these might be more suitable.
		Land previously been used as a colliery. Open space and outdoor sports provision would not be affected.	N/A	-	N/A
6	Support the efficient use of resources and minimise disposal of wastes to landfill	The development will not intrinsically increase recycling and reuse although this may be achieved within developments.	N/A	-	Consider policy to encourage sustainable waste management
		The project is unlikely to contribute to reducing waste to landfill.	N/A	-	N/A
7	Facilitate economic growth at a local and regional scale	This is the primary reason for development of IAMP and supporting development at other nearby sites. The site will support existing expertise in the emerging low carbon and new technology markets. The IAMP will also promote economic growth for Sunderland and South Tyneside (albeit Site A is located wholly within South Tyneside) and offer opportunities for new business start-ups. The development will increase the provision of office and employment space within Sunderland and South Tyneside. It may be that location at Site A, being not contiguous with the existing Nissan site, may be less preferential as a location to service/support the Nissan site.	Medium/long term permanent positive impact.	✓	N/A



Sustainability Outcomes		Summary of Expected Impacts	Nature of Impacts	Impact	Mitigation/Enhancement Opportunities
8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside	IAMP will support employment markets in Sunderland and South Tyneside (albeit Site A is located within South Tyneside) and provide a range of employment opportunities that are appropriate for a range of skills.	Medium/long term permanent positive impact.	✓	N/A
9	Increase opportunities for education and skills for all within Sunderland and South Tyneside	The proposal will support both the training and education of people in Sunderland and South Tyneside that come from all communities and it will promote equality of opportunity and access for all by being inclusive and impacting on people who share a protected characteristic.	Medium/long term permanent positive impact.	✓	N/A
10	Improve health and well-being of people and communities	It is expected that generally any impact on local life expectancy and health inequalities will be broadly positive, with the exception of direct impacts from air quality and noise impacts arising from the construction and subsequent operation of new development.	Medium/long term marginal positive and negative permanent impacts.	✓ / !	Appropriate project-specific assessment of health risks arising from air and noise impacts.
		There is scope for the development to include measures to increase access to safe, green spaces for activity in which case a positive effect may be achieved.	Potential medium/short term positive permanent impact	✓	Benefits will only be achieved through inclusion of accessible areas within the development.
		Current proposals do not detail inclusion of additional amenities and so there is unlikely to be a positive impact on serving the needs of a growing population. However, the sites are being developed as employment hubs and will therefore support demand for jobs in the surrounding areas. There is potential for this effect to positively contribute to reducing levels of deprivation through improved employment opportunities.	Medium/short term positive permanent impact.	✓	Expected as a result of the development.
11	Promote and enhance Sunderland and South Tyneside’s culture and heritage	The option is not expected to promote and enhance Sunderland and South Tyneside’s culture and heritage as there are no cultural or heritage features in the option area.	N/A.	-	N/A
12	Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region	The site does create the potential for rail freight and/or Metro connectivity although the plans for the extension of the Metro are uncertain. There is also the potential for a strategic access to the A194(M) However the location of this site would result in significant traffic increase on the A184 and at the A184/A194(M) junction which is not expected to be supported by Highways England.	Medium/long term permanent negative impact from increased traffic and associated congestion.	!	Appropriate planning of surrounding road network and encouragement of public transport opportunities.
13	Promote sustainable transport choices for employees, residents and visitors	This option is not expected to contribute significantly to increases in active travel.  There is potential for this location to result in increased usage of private vehicles rather than lower impact travel modes, although this is partly dependent on future Metro extension, and any other support for public transport services.	Potential positive/negative effect depending on extent of measures introduced.	✓ / !	Impacts will be positive where appropriate public transport support is incorporated into the site development.

Key

- ✓Compatible
- !Direct conflict
- ⚠Potential conflict
- ?Dependent on implementation
- No / insignificant link

Site B: 100-150ha Site on Land to the Immediate North of the Nissan Plant

Sustainability Outcomes		Summary of Expected Impacts	Nature of Impacts	Impact	Mitigation/Enhancement Opportunities
1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside	New development will not necessarily help to deliver either energy efficiency or low carbon development unless specific policies are enacted to encourage this.	Dependent on implementation	?	Potential impacts can be mitigated through design of the facilities on-site, although it may be that this can only be achieved through planning measures or other similar conditions on development.
		Energy consumption will increase as this site provides additional development.	Medium term permanent adverse effect.	!	Encourage use of renewable and other low carbon technologies within the site.
		There is no inevitable increase in renewable energy generation from the site, although there is potential for this to be achieved depending on the energy strategy for the site, and any development requirements put in place for new buildings/facilities.	N/A	-	Consider policy to encourage renewable energy generation on site.
		Location of IAMP at Site B is expected to increase greenhouse gas emissions as it will comprise new development.	Increase in greenhouse gases expected to be medium term permanent adverse effect.	!	Encourage use of renewable and other low carbon technologies within the site.
2	Adapt to the impacts of climate change in Sunderland and South Tyneside	Site B lies to the south of the River Don, and flood maps for this area indicate some risk of flooding in the areas immediately adjacent to the river. There may also be potential for surface water flooding in the various areas across the proposed Site B area.	Potential medium/long term permanent negative effect depending on implementation.	?	Appropriate consideration of flood risk to inform policies, design and siting of buildings and other development.
		Inappropriate development of the site may also increase flood risk to other areas if adequate measures are not put in place to avoid this (e.g. avoiding large areas of impermeable surfaces).	Potential medium/long term permanent negative effect depending on implementation.	?	Appropriate consideration of flood risk to inform policies, design and siting of buildings and other development.
		It is not expected to reduce risks of overheating, although it will be necessary to consider this in the design of buildings/facilities located within this option.	N/A	-	Consider policy to encourage broader climate change adaptation
3	Protect our environmental assets and natural resources	The development location is located to the south of River Don, there is potential for impacts on water resources/quality through both management of the construction site (short term) and risk of pollution to the water course (medium term), although both can be mitigated through appropriate design and management.	There is potential for short/medium term temporary and permanent adverse effects on water quality. Dependent on implementation.	?	Ensure effective management of the site during construction stages. Appropriate design of the individual sites to mitigate all environmental impacts.
		Local air quality expected to be negatively impacted due to increase traffic levels in and around the site.	Expected short/medium permanent adverse effect on air quality	!	Appropriate controls on traffic and transport may mitigate against increased in air quality issues.
		The site location is not of high landscape value although IAMP will change the appearance of large parts of the landscape from open countryside to industrial development.	N/A	-	Opportunities are present to mitigate impacts on landscape, and to enhance landscape value.
		The site is greenfield and is not expected to include areas of contamination although this requires further study in order to confirm this.	N/A	-	N/A
4	Conserve and enhance biodiversity	It is expected that the site will have some biodiversity benefit associated with it, and there is potential for this to be negatively impacted by development in the area.	Potential medium/long term adverse impact. Dependent on implementation.	?	Appropriate assessment of potential impact and site-specific mitigation measures.
		The site avoids any environmentally designated sites.	N/A	-	N/A
5	Protect and enhance our Green Belt and green infrastructure	The site is located within the Green Belt; as such Green Belt land would be lost however the settlement separation function of the Green Belt will be maintained. However this location would result in a large ‘island’ of development largely enclosed by Green Belt.	Short/medium/long term adverse permanent impact.	!	Compare against potential other locations to identify if these might be more suitable.
		The development does not redevelop previously developed land. Open space and outdoor sports provision would not be affected.	N/A	-	N/A
6	Support the efficient use of resources and minimise disposal of wastes to landfill	The development will not intrinsically increase recycling and reuse although this may be achieved within developments.	N/A	-	Consider policy to encourage sustainable waste management
		The project is unlikely to contribute to reducing waste to landfill.	N/A	-	N/A
7	Facilitate economic growth at a local and regional scale	This is the primary reason for development of IAMP and supporting development at other nearby sites. The site will support existing expertise in the emerging low carbon and new technology markets. The IAMP will also promote economic growth for Sunderland and South Tyneside and offer opportunities for new business start-ups. The development will clearly increase the provision of office and employment space within Sunderland and South Tyneside.	Medium/long term permanent positive impact.	✓	N/A
8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside	IAMP will support employment markets in Sunderland and South Tyneside and provide a range of employment opportunities that are appropriate for a range of skills.	Medium/long term permanent positive impact.	✓	N/A
9	Increase opportunities for education and skills for all within Sunderland and South Tyneside	The proposal will support both the training and education of people in Sunderland and South Tyneside that come from all communities and it will promote equality of opportunity and access for all by being inclusive and impacting on people who share a protected characteristic.	Medium/long term permanent positive impact.	✓	N/A

Sustainability Outcomes		Summary of Expected Impacts	Nature of Impacts	Impact	Mitigation/Enhancement Opportunities
10	Improve health and well-being of people and communities	It is expected that that generally any impact on local life expectancy and health inequalities will be broadly positive, with the exception of direct impacts from air quality and noise impacts arising from the construction and subsequent operation of new development.	Medium/long term marginal positive and negative permanent impacts	✓ / !	Appropriate project-specific assessment of health risks arising from air and noise impacts.
		There is scope for the development to include measures to increase access to safe, green spaces for activity in which case a positive effect may be achieved.	Potential medium/short term positive permanent impact	✓	Benefits will only be achieved through inclusion of accessible areas within the development.
		Current proposals do not detail inclusion of additional amenities and so there is unlikely to be a positive impact on serving the needs of a growing population. However, the sites are being developed as employment hubs and will therefore support demand for jobs in the surrounding areas. There is potential for this effect to positively contribute to reducing levels of deprivation through improved employment opportunities.	Medium/short term positive permanent impact	✓	Expected as a result of the development.
11	Promote and enhance Sunderland and South Tyneside’s culture and heritage	The option is not expected to promote and enhance Sunderland and South Tyneside’s culture and heritage significantly. There is one heritage feature (Grade II Listed Building) in the vicinity of the site.	N/A	-	N/A
12	Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region	The site does create the potential for rail freight and/or Metro connectivity although the plans for the extension of the Metro are uncertain. There is also the potential for a strategic access to the A194(M). However the location of this site would result in significant traffic increase on the A184 and at the A184/A194(M) junction which is not expected to be supported by the Highways Agency.	Medium/long term permanent negative impact from increased traffic and associated congestion	!	Appropriate planning of surrounding road network and encouragement of public transport opportunities.
13	Promote sustainable transport choices for employees, residents and visitors	<p>This option is not expected to contribute significantly to increases in active travel.</p> <p>There is potential for this location to result in increased usage of private vehicles rather than lower impact travel modes, although this is partly dependent on future metro extension, and any other support for public transport services.</p>	Potential positive/negative effect depending on extent of measures introduced	✓ / !	Impacts will be positive where appropriate public transport support is incorporated into the site development.

Key

- ✓Compatible
- !Direct conflict
- ⚠Potential conflict
- ?Dependent on implementation
- No / insignificant link

Site C: Dispersed Allocation across the Two Sites

Sustainability Outcomes		Summary of Expected Impacts	Nature of Impacts	Impact	Mitigation / Enhancement Opportunities
1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside	New development will not necessarily help to deliver either energy efficiency or low carbon development unless specific policies are enacted to encourage this.	Dependent on implementation	?	Potential impacts can be mitigated through design of the facilities on-site, although it may be that this can only be achieved through planning measures or other similar conditions on development.
		Energy consumption will increase as this site provides additional development.	Medium term permanent adverse effect.	!	Encourage use of renewable and other low carbon technologies within the site.
		There is no inevitable increase in renewable energy generation from the site, although there is potential for this to be achieved depending on the energy strategy for the site, and any development requirements put in place for new buildings/facilities.	N/A	-	Consider policy to encourage renewable energy generation on site.
		Location of IAMP distributed across areas within both Site A and Site B is unlikely to directly help to reduce greenhouse gas emissions as it will comprise new development.	Increase in greenhouse gases expected to be medium term permanent adverse effect.	!	Encourage use of renewable and other low carbon technologies within the site.
2	Adapt to the impacts of climate change in Sunderland and South Tyneside	Sites A and B lie to the north and south of the River Don respectively, and flood maps for this area indicate some risk of flooding in the areas immediately adjacent to the river. There may also be potential for surface water flooding in the various areas across the two areas.	Potential medium/long term permanent negative effect depending on implementation.	?	Appropriate consideration of flood risk to inform policies, design and siting of buildings and other development.
		Inappropriate development of the site may also increase flood risk to other areas if adequate measures are not put in place to avoid this (e.g. avoiding large areas of impermeable surfaces).	Potential medium/long term permanent negative effect depending on implementation.	?	Appropriate consideration of flood risk to inform policies, design and siting of buildings and other development.
		It is not expected to reduce risks of overheating, although it will be necessary to consider this in the design of buildings/facilities located within this option.	N/A	-	Consider policy to encourage broader climate change adaptation.
3	Protect our environmental assets and natural resources	The development location is distributed to both the north and south of the River Don, and as such there is potential for impacts on water resources/quality through both management of the construction site (short term) and risk of pollution to the water course (medium term), although both can be mitigated through appropriate design and management.	There is potential for short/medium term temporary and permanent adverse effects on water quality. Dependent on implementation.	?	Ensure effective management of the site during construction stages. Appropriate design of the individual sites to mitigate all environmental impacts.
		Local air quality expected to be negatively impacted due to increase traffic levels in and around the site.	Expected short/medium permanent adverse effect on air quality	!	Appropriate controls on traffic and transport may mitigate against increased in air quality issues.
		The site location is not of high landscape value although IAMP will change the appearance of large parts of the landscape from open countryside to industrial development.	N/A	-	Opportunities are present to mitigate impacts on landscape, and to enhance landscape value.
		As this option comprises distribution across both Site A and Site B there is some scope for it to support the remediation of the former colliery site at Site A (depending on emerging proposals).	N/A	?	N/A
4	Conserve and enhance biodiversity	It is expected that the site will have some biodiversity benefit associated with it, and there is potential for this to be negatively impacted by development in the area.	Potential medium/long term adverse impact. Dependent on implementation.	?	Appropriate assessment of potential impact and site-specific mitigation measures.
		The site avoids any environmentally designated sites.	N/A	-	N/A
5	Protect and enhance our Green Belt and green infrastructure	The site is located within the Green Belt; as such Green Belt land would be lost however the settlement separation function of the Green Belt will be maintained. However this location would result in a large ‘island’ of development largely enclosed by Green Belt.	Short/medium/long term adverse permanent impact.	!	Compare against potential other locations to identify if these might be more suitable.
		The development does not redevelop previously developed land but the land had previously been used as a colliery. Open space and outdoor sports provision would not be affected.	N/A	-	N/A
6	Support the efficient use of resources and minimise disposal of wastes to landfill	The development will not intrinsically increase recycling and reuse although this may be achieved within developments.	N/A	-	Consider policy to encourage sustainable waste management
		The project is unlikely to contribute to reducing waste to landfill.	N/A	-	N/A
7	Facilitate economic growth at a local and regional scale	This is the primary reason for development of IAMP and supporting development at other nearby sites. The site will support existing expertise in the emerging low carbon and new technology markets. The IAMP will also promote economic growth for Sunderland and South Tyneside and offer opportunities for new business start-ups. The development will clearly increase the provision of office and employment space within Sunderland and South Tyneside.	Medium/long term permanent positive impact.	✓	N/A
8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside	IAMP will support employment markets in Sunderland and South Tyneside and provide a range of employment opportunities that are appropriate for a range of skills.	Medium/long term permanent positive impact.	✓	N/A
9	Increase opportunities for education and skills for all within Sunderland and South Tyneside	The proposal will support both the training and education of people in Sunderland and South Tyneside that come from all communities and it will promote equality of opportunity and access for all by being inclusive and impacting on people who share a protected characteristic.	Medium/long term permanent positive impact.	✓	N/A



Sustainability Outcomes		Summary of Expected Impacts	Nature of Impacts	Impact	Mitigation / Enhancement Opportunities
10	Improve health and well-being of people and communities	It is expected that that generally any impact on local life expectancy and health inequalities will be broadly positive, with the exception of direct impacts from air quality and noise impacts arising from the construction and subsequent operation of new development.	Medium/long term marginal positive and negative permanent impacts	✓ / !	Appropriate project-specific assessment of health risks arising from air and noise impacts.
		There is scope for the development to include measures to increase access to safe, green spaces for activity in which case a positive effect may be achieved.	Potential medium/short term positive permanent impact	✓	Benefits will only be achieved through inclusion of accessible areas within the development.
		Current proposals do not detail inclusion of additional amenities and so there is unlikely to be a positive impact on serving the needs of a growing population. However, the sites are being developed as employment hubs and will therefore support demand for jobs in the surrounding areas. There is potential for this effect to positively contribute to reducing levels of deprivation through improved employment opportunities.	Medium/short term positive permanent impact	✓	Expected as a result of the development.
11	Promote and enhance Sunderland and South Tyneside’s culture and heritage	The option is not expected to promote and enhance Sunderland and South Tyneside’s culture and heritage significantly. There is one heritage feature (Grade II Listed Building) in the vicinity of the site.	N/A	-	N/A
12	Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region	Both Sites A and B have potential good connectivity to the road network, although funding for required upgrade is understood to be available more readily for the area within Site B, connecting to the A19 via the A1290.	Medium/long term permanent negative impact from increased traffic and associated congestion	!	Appropriate planning of surrounding road network and encouragement of public transport opportunities.
13	Promote sustainable transport choices for employees, residents and visitors	<p>This option is not expected to contribute significantly to increases in active travel.</p> <p>There is potential for this location to result in increased usage of private vehicles rather than lower impact travel modes, although this is partly dependent on future metro extension, and any other support for public transport services.</p>	Potential positive/negative effect depending on extent of measures introduced	✓ / !	Impacts will be positive where appropriate public transport support is incorporated into the site development.

Key

- ✓ Compatible
- ! Direct conflict
- ⚖ Potential conflict
- ? Dependent on implementation
- No / insignificant link

## **Appendix F**

### **Sustainability Appraisal of Vision and Objectives**

## F1 Sustainability Appraisal of Vision and Objectives

**F1.1** The following table assesses the Vision and Outcomes which were provided in the GBSSO paper, and then subsequently revised in light of consultation feedback. The assessment below has been applied to the revised Vision and Objectives.

			1	2	3	4	5	6	7	8	9	10	11	12	13
		Vision	Build on the area's international reputation in the automotive industries and support Nissan in its expansion and investment in the UK.	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.	Deliver a key element of the City Deal with Government and to support the NELEP to stimulate local jobs and growth in the local economy.	Attract European-scale 'super suppliers', especially linked to automotive industries and encourage investment and expansion by existing businesses.	Ensure the North East has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment.	Ensure links to sub-regional infrastructure, including ports, roads and airports.	Ensure a suitable transport network to realise the vision.	Ensure access to a skilled workforce to realise the vision.	Protect and enhance the biodiversity through on and off site mitigation.	Encourage design and development based on sound sustainability principles.	Create a central hub to provide identity and encourage public transport.	Maximise opportunities to bring in public sector and private sector funding.	Improve flood alleviation, water quality and habitat connectivity along the River Don.*
1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside	?	-	-	-	-	-	-	✓	-	-	?	✓	-	-
2	Adapt to the impacts of climate change in Sunderland and South Tyneside	?	-	-	-	-	-	-	-	-	-	?	-	-	✓
3	Protect our environmental assets and natural resources	?	-	-	-	-	-	-	-	-	✓	?	-	-	✓
4	Conserve and enhance biodiversity	?	-	-	-	-	-	-	-	-	✓	?	-	-	✓
5	Protect and enhance our Green Belt and green infrastructure	?	-	-	-	-	-	-	-	-	-	?	-	-	✓
6	Support the efficient use of resources and minimise disposal of wastes to landfill	?	-	-	-	-	-	-	-	-	-	?	-	-	-
7	Facilitate economic growth at a local and regional scale	?	✓	✓	✓	✓	✓	✓	✓	-	-	?	-	✓	-
8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside	?	✓	✓	✓	✓	✓	-	-	✓	-	?	-	✓	-
9	Increase opportunities for education and skills for all within Sunderland and South Tyneside	?	✓	✓	✓	✓	✓	-	-	✓	-	?	-	✓	-

			1	2	3	4	5	6	7	8	9	10	11	12	13
		Vision	Build on the area’s international reputation in the automotive industries and support Nissan in its expansion and investment in the UK.	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.	Deliver a key element of the City Deal with Government and to support the NELEP to stimulate local jobs and growth in the local economy.	Attract European-scale ‘super suppliers’, especially linked to automotive industries and encourage investment and expansion by existing businesses.	Ensure the North East has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment.	Ensure links to sub-regional infrastructure, including ports, roads and airports.	Ensure a suitable transport network to realise the vision.	Ensure access to a skilled workforce to realise the vision.	Protect and enhance the biodiversity through on and off site mitigation.	Encourage design and development based on sound sustainability principles.	Create a central hub to provide identity and encourage public transport.	Maximise opportunities to bring in public sector and private sector funding.	Improve flood alleviation, water quality and habitat connectivity along the River Don.*
10	Improve health and well-being of people and communities	?	-	-	-	-	-	-	-	✓	-	?	-	-	-
11	Promote and enhance Sunderland and South Tyneside’s culture and heritage	?	-	-	-	-	-	-	-	-	-	?	-	-	-
12	Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region	?	-	-	-	-	-	✓	✓	-	-	?	-	-	-
13	Promote sustainable transport choices for employees, residents and visitors	?	-	-	-	-	-	✓	✓	-	-	?	-	-	-

Key	
✓	Compatible
!	Direct conflict
⚠	Potential conflict
?	Dependent on implementation
-	No / insignificant link

\* This objective was added between the GBSSO consultation and the production of the IAMP AAP. It has been included in this table to avoid over-duplication.



## Appendix G

### Sustainability Appraisal of GBSSO Options 1, 2 and 3

## G1 Sustainability Appraisal of GBSSO Options 1, 2 and 3

Sustainability Outcomes		Option 1	Option 2	Option 3
1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside	Expected negative impacts from additional traffic and new development is expected.	Expected negative impacts from additional traffic and new development is expected.	Expected negative impacts from additional traffic and new development is expected.
2	Adapt to the impacts of climate change in Sunderland and South Tyneside	Potential impacts on flood risk dependent on implementation; outline proposals are outside flood zones and are not considered at risk of fluvial flooding; implementation will affect the degree to which the new development affects flood risk in other locations.	Potential impacts on flood risk dependent on implementation; outline proposal are outside flood zones and are not considered at risk of fluvial flooding; implementation will affect the degree to which the new development affects flood risk in other locations.	Potential impacts on flood risk dependent on implementation; outline proposals are outside flood zones and are not considered at risk of fluvial flooding; implementation will affect the degree to which the new development affects flood risk in other locations.
3	Protect our environmental assets and natural resources	Impacts on air, noise and water are expected to be the same across all three potential layouts, being potentially negative medium/long term impacts.  <b>Option 1</b> will incorporate a new crossing of the River Don which is expected to have a negative permanent impact on the habitat and ecology of the surrounding area.	Impacts on air, noise and water are expected to be the same across all three potential layouts, being potentially negative medium/long term impacts.  <b>Option 2</b> will incorporate a new crossing of the River Don which is expected to have a negative permanent impact on the habitat and ecology of the surrounding area.	Impacts on air, noise and water are expected to be the same across all three potential layouts, being potentially negative medium/long term impacts.
4	Conserve and enhance biodiversity	All proposals include the inclusion of a 'Landscape and ecological mitigation zone' which offers the opportunity to improve the local ecology.  None of the layouts extend to the area of former colliery in the north west, removing potential for improvement of this area.  Landscape impacts will be significant due to the change of open land to industrial development. Landscape constraints have largely been avoided across the three options, although all are expected to have negative impact associated with the removal of hedgerows and arable fields/farm buildings.	All proposals include the inclusion of a 'Landscape and ecological mitigation zone' which offers the opportunity to improve the local ecology.  None of the layouts extend to the area of former colliery in the north west, removing potential for improvement of this area.  Landscape impacts will be significant due to the change of open land to industrial development. Landscape constraints have largely been avoided across the three options, although all are expected to have negative impact associated with the removal of hedgerows and arable fields/farm buildings. <b>Option 2</b> includes land around Strother House Farm which is classed as Grade 2 agricultural land ('Best and Most Versatile').	All proposals include the inclusion of a 'Landscape and ecological mitigation zone' which offers the opportunity to improve the local ecology.  None of the layouts extend to the area of former colliery in the north west, removing potential for improvement of this area.  Landscape impacts will be significant due to the change of open land to industrial development. Landscape constraints have largely been avoided across the three options, although all are expected to have negative impact associated with the removal of hedgerows and arable fields/farm buildings.
5	Protect and enhance our Green Belt and green infrastructure	All options include the loss of Green Belt. The GBSSO includes an evaluation of the impact on Green Belt land which concludes that none of the options would have a major overall adverse impact.  <b>Option 1</b> as a whole would have an adverse impact in terms of Green Belt purposes given the level of encroachment of predominantly open countryside which is detached from the settlement, resulting in the merging of Sunderland and West Boldon.	All options include the loss of Green Belt. The GBSSO includes an evaluation of the impact on Green Belt land which concludes that none of the options would have a major overall adverse impact.  <b>Option 2</b> would also have adverse impacts because it results in merging of Sunderland and Gateshead and consists of predominantly open countryside which is detached from the settlement	All options include the loss of Green Belt. The GBSSO includes an evaluation of the impact on Green Belt land which concludes that none of the options would have a major overall adverse impact.  <b>Option 3</b> would also have an adverse impact as it would result in the merging of Sunderland Washington. This option results in slightly less encroachment into the open countryside given that a large proportion of the area adjoins the Nissan Plant
6	Support the efficient use of resources and minimise disposal of wastes to landfill	None of the options are expected to intrinsically increase recycling and reuse, although this depends on implementation and policies. The different options are unlikely to significantly contribute to a reduction in landfilling.	None of the options are expected to intrinsically increase recycling and reuse, although this depends on implementation and policies. The different options are unlikely to significantly contribute to a reduction in landfilling.	None of the options are expected to intrinsically increase recycling and reuse, although this depends on implementation and policies. The different options are unlikely to significantly contribute to a reduction in landfilling.
7	Facilitate economic growth at a local and regional scale	All locations are expected to contribute to economic growth.	All locations are expected to contribute to economic growth.	All locations are expected to contribute to economic growth.
8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside	All locations are expected to contribute to employment opportunities.	All locations are expected to contribute to employment opportunities.	All locations are expected to contribute to employment opportunities.

Sustainability Outcomes		Option 1	Option 2	Option 3
9	Increase opportunities for education and skills for all within Sunderland and South Tyneside	All locations are expected to contribute to opportunities for education and skills.	All locations are expected to contribute to opportunities for education and skills.	All locations are expected to contribute to opportunities for education and skills.
10	Improve health and well-being of people and communities	All locations are expected to broadly provide some benefit to health and well-being through improved economic opportunities. Increased traffic, noise and pollution in the area may cause adverse health effects.	All locations are expected to broadly provide some benefit to health and well-being through improved economic opportunities. Increased traffic, noise and pollution in the area may cause adverse health effects.	All locations are expected to broadly provide some benefit to health and well-being through improved economic opportunities. Increased traffic, noise and pollution in the area may cause adverse health effects.
11	Promote and enhance Sunderland and South Tyneside’s culture and heritage	None of the options is expected to significantly contribute to this objective.	None of the options is expected to significantly contribute to this objective.	None of the options is expected to significantly contribute to this objective.
12	Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region	All options are expected to contribute to increased traffic loads on the surrounding road network. The presence of the site may contribute to encouraging extension of the public transport network in the area.	All options are expected to contribute to increased traffic loads on the surrounding road network. The presence of the site may contribute to encouraging extension of the public transport network in the area.	All options are expected to contribute to increased traffic loads on the surrounding road network. The presence of the site may contribute to encouraging extension of the public transport network in the area.
13	Promote sustainable transport choices for employees, residents and visitors	All options may lead to improved sustainable transport choices dependent on the implementation, and on resulting extensions to local public transport networks.	All options may lead to improved sustainable transport choices dependent on the implementation, and on resulting extensions to local public transport networks.	All options may lead to improved sustainable transport choices dependent on the implementation, and on resulting extensions to local public transport networks.

## Appendix H

### Sustainability Appraisal of IAMP AAP Policies

# H1 Sustainability Appraisal of AAP Policies

<div><div><h2>IAMP AAP</h2><p><b>Policy S1: Comprehensive Development</b></p><p>A. Comprehensive development of the IAMP for automotive and advanced manufacturing businesses shall be enabled by releasing 100 ha of land from the Green Belt and safeguarding a further 50ha for potential longer term development, as shown on the policies map.</p><p>B. Only the delivery of a single comprehensive scheme which meets the objectives of the IAMP AAP will be supported. To demonstrate comprehensive development the scheme promoter in submitting a DCO application shall:</p><ul style="list-style-type: none"><li>i. ensure the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure;</li><li>ii. include a detailed masterplan incorporating a unifying design code;</li><li>iii. include a phasing plan for 15 years for the delivery of the IAMP AAP area. This shall exclude the safeguarded land; and</li><li>iv. show how the application complies with policy Del2.</li></ul><p><b>Policy S2: Green Belt and Safeguarded Land</b></p><p>A. The IAMP AAP policies map shows areas designated as Green Belt or safeguarded land.</p><p>B. Areas of safeguarded land shall only be released for development, through a review of the AAP, where it can be demonstrated that there is insufficient land within the allocated employment areas to accommodate development needs.</p><p>C. Development adjacent to land designated as Green Belt shall ensure boundaries are recognisable and permanent through the use of built form or established landscaping buffers.</p><p><b>Policy S3: Principal Uses</b></p><p>A. Through the DCO application, consent shall be granted for employment development, in the allocated employment areas on the policies map, where the intended uses directly relate to the automotive and advanced manufacturing sectors for production, supply chain and distribution activities.</p><p>B. Employment development proposals from other sectors for B2 uses and B8 uses shall be acceptable where:</p><ul style="list-style-type: none"><li>i. demand for this type of use to be located within the IAMP can be demonstrated through market demand analysis; and</li><li>ii. it can be demonstrated that this type of use is not detrimental to the operation or known needs of the principal uses and the objectives of the IAMP AAP or to the comprehensive development of the IAMP; and</li><li>iii. it can be demonstrated there are no alternative, suitable locations.</li></ul><p>C. Development consent for B2 and B8 uses should be granted subject to DCO requirements to ensure premises are retained for the original permitted use in the long term.</p><p>D. Proposals for residential development and development outside of the parameters as set out within Policy S5, shall not be permitted.</p><p><b>Policy S4: Mix of uses</b></p><p>Within the allocated employment areas shown on the IAMP AAP policies map, planning permission shall be granted for up to 260,000 sq m of employment space where the mix of uses is:</p><ul style="list-style-type: none"><li>i. up to 24,000 sq m of employment space for B1(a) and B1(b) where this is in support of the Principal Uses, as set out in Policy S3; and</li><li>ii. up to 236,000 sq m of employment space for B1(c), B2 and B8 uses.</li></ul><p><b>Policy S5: Ancillary uses</b></p><p>A. To support the delivery of a sustainable scheme the following ancillary uses shall be permitted within the IAMP as part of the comprehensive scheme comprised in the IAMP DCO application:</p><ul style="list-style-type: none"><li>i. education and training facilities;</li><li>ii. managed workspace (up to a total of 3,000 sq m gross floorspace);</li><li>iii. a range of local scale retail and leisure uses (up to a total of 1,500 sq m gross floorspace);</li><li>iv. nursery and child care facilities (up to a total of 1,000 sq m gross floorspace); and</li><li>v. a hotel with associated leisure and conference facilities.</li></ul><p>B. Ancillary uses associated with education, training, leisure and hotel uses shall be located within or next to ‘the Hub’ unless an alternative appropriate location within the IAMP development area can be demonstrated to be necessary, which does not undermine proposals for the principal uses.</p><p>C. Ancillary uses shall not prejudice the operation of Use Class B uses, including the expansion of operations.</p></div></div>
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D. In addition to the Hub location, small scale retail and leisure provision of up to 1,500 sq m gross floorspace shall be supported to service the northern extent of the IAMP, north of the River Don.

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

**Policy S6: The Hub**

- A. Permitted uses for the Hub are specified in AAP Policy S5.
- B. Proposals for the Hub, as shown on the IAMP AAP policies map, shall provide for:
- i. A multimodal transport interchange accommodating public transport, cycling and pedestrian access; and
  - ii. A higher density design compared to surrounding B2 and B8 uses to enable a concentration of required uses.
- C. Proposals for the Hub shall be guided by parameters specified in the IAMP Design Code, which shall be submitted as part of the DCO.

Environmental						Economic			Social				Commentary
1	2	3	4	5	6	7	8	9	10	11	12	13	
-	?	?	?	!	-	✓	✓	✓	-	-	-	-	<b>Policy S1 Comprehensive Development</b> Removal of Green Belt has permanent negative impact on Sustainability Objective 5. Impacts on objectives 2, 3, 4 will be dependent on implementation. Landscape impacts will be negative from the change of open land to industrial development. The retention of land along River Don within Green Belt, and subject to Green Belt policies, will provide opportunities for positively contributing to these objectives. Economic benefits expected to arise from the development of IAMP. Policy contributes to the economic objectives through encouraging development in line with the principles established for IAMP. Impacts are expected to be permanent and positive. There is potential for a minor impact upon cultural heritage due to the Listed Building located within the site but this is not considered a strategically significant impact.
-	?	?	?	!	-	✓	✓	✓	-	-	-	-	<b>Policy S2: Green Belt and Safeguarded Land</b> Removal of Green Belt has permanent negative impact on Sustainability Objective 5. Impacts on objectives 2, 3, 4 will be dependent on implementation. Landscape impacts will be negative from the change of open land to industrial development. The retention of land along River Don within Green Belt, and subject to Green Belt policies, will provide opportunities for positively contributing to these objectives. Economic benefits expected to arise from the development of IAMP. Safeguarding of land will provide a temporary positive impact on objectives 2-5 as development will be avoided. However long term impact is dependent on whether safeguarded land is brought forward for development. There is potential for a minor impact upon cultural heritage due to the Listed Building located within the site but this is not considered a strategically significant impact.
-	-	-	-	-	-	✓	✓	✓	-	-	-	-	<b>Policy S3: Principal Uses</b> Policy contributes to the economic objectives through encouraging development in line with the principles established for IAMP. Impacts are expected to be permanent and positive.
-	-	-	-	-	-	✓	✓	✓	-	-	-	-	<b>Policy S4: Mix of uses</b> Policy contributes to the economic objectives through encouraging development in line with the principles established for IAMP. Impacts are expected to be permanent and positive.
-	-	-	-	-	-	✓	✓	✓	✓	-	-	-	<b>Policy S5: Ancillary uses</b> Supports provision of ancillary uses which contribute to larger economic success of IAMP. Inclusion of education/training facilities likely to positively contribute to Objective 9. Some improvement in health and well-being associated with inclusion of education/retail/leisure ancillary uses. Impacts are expected to be permanent and positive.
-	-	-	-	-	-	-	-	-	✓	-	✓	✓	<b>Policy S6: The Hub</b> Overlap with ancillary uses likely to provide benefits for education and health/well-being. Inclusion of multimodal transport exchange will support sustainable transport and public transport objectives. Impacts are expected to be permanent and positive.

Key	
✓	Compatible
!	Direct conflict
⚠	Potential conflict
?	Dependent on implementation
-	No / insignificant link

IAMP AAP:

Policy D1 – Masterplan Design

- A. Proposals for the IAMP shall be supported where they reflect the following key design principles:
- i. Maximise the interface with Nissan and ensure effective movement between the existing site and the IAMP AAP area;
  - ii. Development plots using an ‘open grid’ to create a variety of plot sizes;
  - iii. A hierarchical street network connected to existing roads and key transport corridors featuring a central boulevard and primary routes to prioritise access from the A19 and integrate the northern part of the IAMP north of the River Don with service networks to encourage efficient movement;
  - iv. Drainage infrastructure to be accommodated within the street network with sustainable urban drainage systems (SuDS) placed to enable effective water management;
  - v. Orientation of buildings along the boulevard and primary routes to follow a common building line fronting on to the road, with buildings along the River Don corridor fronting onto the river and landscaping uses where possible; and
  - vi. Give consideration to the setting of listed buildings such as Scot’s House (Grade II\*) on the south side of the A184, Hylton Grove Bridge (Grade II) on Follingsby Lane and views from elevated locations such as Boldon Downhill and the Penshaw Monument.
  - vii. Where feasible, orientation of buildings to make use of solar gain, with due consideration for overheating risks, and to optimise opportunity for solar panel use on buildings.
- B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code as part of the DCO application.

Policy D2: Public Realm and landscape

- A. A public realm and landscape strategy for the IAMP shall be submitted as part of the IAMP DCO application based on the following key principles:
- i. Marking key gateways into the site;
  - ii. A comprehensive, wayfinding strategy for cyclists and pedestrians;
  - iii. Use of street furniture and landmarks to reinforce the identity of the IAMP;
  - iv. Consistent use of road and pavement materials to reinforce a clear street hierarchy;
  - v. Provision of green and blue infrastructure at street level; and
  - vi. Use of low-level lighting within and closer to sensitive ecological areas.
- B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code as part of the IAMP DCO application.

Environmental						Economic			Social				Commentary
1	2	3	4	5	6	7	8	9	10	11	12	13	
!	✓	-	-	-	-	✓	✓	✓	-	✓	✓	✓	<b>Policy D1: Masterplan Design</b> Policy on drainage should include a wider range of sustainable drainage techniques than solely ponds. Expected some minor contribution to objective on reducing greenhouse gases (through inclusion of renewables) but overall emissions will increase as a result of development. Expected minor positive contribution from explicit consideration of listed buildings and visual impact.
✓	✓	✓	?	?	-	-	-	-	?	-	✓	✓	<b>Policy D2: Public Realm and landscape</b> Inclusion of policies on wayfinding and appropriate lighting likely to contribute positively to GHG objective. Ecological benefits potentially arise from effective blue-green infrastructure. Impact on health objective will be minimal, but can be maximised through consideration of pedestrian and cycle routes. Transport objectives well supported.

Key	
✓	Compatible
!	Direct conflict
⚠	Potential conflict
?	Dependent on implementation
-	No / insignificant link



IAMP AAP:

Policy T1: Highway Infrastructure

- A. The DCO application for the IAMP shall demonstrate how the provision of the following package of highways improvements will be secured:
- i. Upgrading of the A1290 to increase capacity;
  - ii. A new vehicular bridge over the A19 to connect the IAMP with the local road network to the east;
  - iii. A new bridge over the River Don to allow access to the northern part of the IAMP; and
  - iv. New distributor roads within the IAMP to accommodate the movement of all users.
- B. The Phasing Strategy and transport assessment submitted as part of the IAMP DCO application shall demonstrate how the IAMP will connect to and integrate with Highways England’s improvements to the Downhill Lane and Testos Junctions on the A19 within and in the vicinity of the ‘[Potential Area for] A19 Access Improvements’ area shown on the policies map.
- C. Consent shall not be granted for development that adversely impacts the safe and efficient operation of the local and strategic highway networks or that compromises the delivery of these highway improvements.

Policy T2: Walking, cycling and horse riding

- A. Walking and cycling in and around the IAMP shall be encouraged by:
- i. Ensuring that any junction / highway measures and any new roads are designed to be mindful of potential pedestrian and cycle movements. New routes should seek to ensure that they reflect pedestrian / cycle desire lines and are of a high quality;
  - ii. Ensuring that roads and spaces are designed so that conflict between road users and vulnerable users is minimised;
  - iii. Requiring appropriate cycling facilities, such as parking, showers and storage, as part of new developments;
  - iv. Ensuring opportunities for new cycle routes and signage are identified;
  - v. Building a pedestrian / cycle link over the A19 to connect the IAMP with the local network; and
  - vi. Provision of improved connections along Follingsby Lane which will be restricted to use for local access and public transport only.
- B. Safe access to the open space within the IAMP will be ensured for recreational horse riding through the provision of bridleways linked to the wider bridleway network.
- C. Consent shall only be granted for the IAMP where the application for a DCO addresses the matters in paragraphs A and B above in the IAMP Design Code.

Policy T3: Public transport

- A. The IAMP shall promote and facilitate public transport measures including:
- i. Provision of enhanced bus services into the IAMP from the surrounding residential areas;
  - ii. Integration with and linkages to, the Tyne & Wear Metro network;
  - iii. Bus priority measures on the key nodes entering the IAMP;
  - iv. Adequate provision for buses on the proposed new bridge over the A19 and over the River Don;
  - v. New bus stops and improved waiting facilities within the IAMP AAP area; and
  - vi. New traffic signal installations incorporating facilities to enable priority for buses.

Policy T4: Parking

- A. The IAMP Design Code, as part of the Development Consent Order, shall establish the parking standards to be applied to development. The key principles underpinning the standards are as follows and should be included in a Travel Plan as part of the DCO:
- i. Applications for consent within the IAMP must include a car parking management plan;
  - ii. Appropriate provision to Council standards of disabled badge parking spaces;
  - iii. Developments will provide 25% of their total car parking provision for the use of car-sharing only;
  - iv. Car parking spaces will be provided across the IAMP through a combination of in-curtilage provision and communal parking areas;
  - v. Sufficient provision should be made for lorry parking to take account of highway safety and avoidance of congestion on the road network;
  - vi. On-street parking may be permitted in certain locations; and
  - vii. Provision should be made for electric charging points within parking areas across the site.
- B. The scheme should consider the introduction of a car club facility for the IAMP site.

Environmental						Economic			Social				Commentary
1	2	3	4	5	6	7	8	9	10	11	12	13	

!	-	-	-	-	-	✓	-	-	?	-	✓	?	<b>Policy T1: Highway Infrastructure</b> Development will inevitably lead to increased traffic in the two local authorities, although mitigation is in place through other policies. Highway measures will contribute to economic growth at the local scale. Expected to be some negative health impacts attributable to increased traffic levels from the site. Strategic road network will be improved. Public transport benefits will depend on implementation.
✓	-	-	-	-	-	✓	-	-	✓	-	✓	✓	<b>Policy T2: Walking, cycling and horse riding</b> Policies to support walking, cycling and horse riding will deliver benefits across several sustainability outcomes.
✓	-	-	-	-	-	✓	-	-	✓	-	✓	✓	<b>Policy T3: Public transport</b> Policies to support public transport will deliver benefits across several sustainability outcomes.
?	-	-	-	-	-	✓	-	-	-	-	-	?	<b>Policy T4: Parking</b> Provision of parking will encourage car usage, although mitigation measures proposed to reduce this impact. Provision may also dissuade some employees/visitors from alternative travel modes, although again this can be mitigated through appropriate implementation.

Key	
✓	Compatible
!	Direct conflict
⚠	Potential conflict
?	Dependent on implementation
-	No / insignificant link

IAMP AAP:

Policy IN1: Infrastructure provision

- A. A new electricity sub-station is required as part of the DCO to ensure sufficient energy to meet the demands of businesses locating at the IAMP.
- B. New water, gas and electric utility services shall be made available to the IAMP development site from the existing utilities infrastructure in the local vicinity to enable occupiers to apply for, and obtain, utility connections to their premises.
- C. New telecommunications and broadband services networks shall be provided to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required.
- D. The provision of low carbon and renewable energy systems should be explored within the Design Code for the DCO.
- E. In demonstrating comprehensive development under policies S1 and Del2, it must be shown how the infrastructure in paragraphs A to D above will be secured.

Policy IN2: Flood risk and drainage

- A. Development proposals for new bridge works over the River Don or other watercourses must demonstrate that there shall be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of the proposed works.
- B. A detailed Flood Risk Assessment (FRA) and Water Framework Directive Assessment are required alongside the DCO application or subsequent applications.
- C. A surface water drainage strategy shall be prepared which complies with national design standards and local policy. The scheme promoter shall be required to provide Sustainable Drainage Systems (SuDs) capable of ensuring that run-off from the site (post-development) does not exceed corresponding greenfield rates, minimises pollution and is effectively managed with clear ownership in place.
- D. The scheme promoter shall demonstrate sufficient capacity both on and off-site in the foul sewer network to support development. Where insufficient capacity exists, plans for sewer upgrades should be delivered prior to occupation of development within the IAMP AAP area.

Environmental						Economic			Social				Commentary
1	2	3	4	5	6	7	8	9	10	11	12	13	
?	-	-	-	-	-	✓	-	-	-	-	-	-	<b>Policy IN1: Infrastructure provision</b> The specific reference to exploration of low carbon and renewable energy systems within the Design Code for DCO will mitigate some impact from increased development, although benefit will be dependent on implementation. The new crossing of the River Don will contribute to integrated road network.
-	✓	-	-	-	-	-	-	-	-	-	-	-	<b>Policy IN2: Flood risk and drainage</b> Effective flood risk mitigation will contribute to the climate change adaptation objective.

Key	
✓	Compatible
!	Direct conflict
⚖	Potential conflict
?	Dependent on implementation
-	No / insignificant link

IAMP AAP:

Policy EN1: Landscape Design

- A. To minimise the impact on landscape character and visual amenity, seek landscape enhancements, as well as to integrate buildings into the surrounding landscape setting, the DCO application shall:
- i. Minimise the visibility of the development from the A19 and maintain a landscape buffer (minimum 50m wide) along the A19;
  - ii. Use design and landscaping measures to reduce the impact of development along public rights of way;
  - iii. Incorporate a landscape buffer (minimum 20m wide) around the development edges to integrate the development with the surrounding countryside and provide defensible boundaries for the Green Belt; and
  - iv. Incorporate green and brown roofs and green walls into the design of the development.
- B. As part of the DCO application a landscape and visual impact assessment shall be prepared to gain an understanding of the likely significant effects of the proposed development. Findings during the assessment shall influence the design of the proposals to ensure potential effects are prevented or minimised.

Policy EN2: Ecology

- A. To maintain biodiversity and protect wildlife habitats, the scheme promoter for the IAMP will:
- i. Avoid direct and minimise any indirect impacts on designated Local Wildlife Sites (LWS) (as shown on the policies map) where possible;
  - ii. Maintain the River Don as a functional ecological corridor through the implementation of an ecological buffer along the River Don corridor and around Local Wildlife Sites; with the exception of the bridge crossing;
  - iii. Minimise loss of semi-natural habitats. Lost or degraded habitats should be replaced with habitats of equivalent or greater quantity and quality to ensure net gains for nature and accommodate protected species located within the AAP area;
  - iv. Minimise loss of existing mature trees, woodland blocks and hedgerows. Around the edges of the development, trees and hedgerows should be retained and enhanced;
  - v. Design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits;
  - vi. Restrict or minimise public access to areas of ecological sensitivity; and
  - vii. Create links between retained and new habitat areas within and beyond the IAMP AAP area.
- B. As part of the DCO application an Ecological Impact Assessment should be included in the Environmental Impact Assessment.
- This shall be undertaken to influence development proposals and ensure potential impacts are prevented or mitigated. Ecological proposals should be designed in conjunction with landscape and drainage specialists, to maximise the ecological value of landscape planting and drainage features. Proposals should include an appropriate long term Management Plan that will ensure long-term ecological value is maintained.

Policy EN3: Green Infrastructure

- A. To provide green and open spaces for recreational use, the DCO application for IAMP and any other applications will:
- i. Incorporate a minimum 50m wide buffer along the River Don, linking with the wider Green Infrastructure Corridor to the east and west and allow recreational access within this buffer where there is low risk of harm to ecological receptors;
  - ii. Retain and enhance existing mature trees, woodland and hedgerows around the edges of the development, along the River Don, and east of Elliscope Farm;
  - iii. Create green linkages along main roads through the provision of tree lined streets and landscaped areas for public rights of way; and
- B. Incorporate informal open spaces within the IAMP AAP boundary to provide recreational and wildlife benefits and green links between habitats.

Policy EN4: Amenity

- A. Proposals should not adversely impact the amenity of neighbouring occupiers and residents. The IAMP DCO application shall be supported where the proposal:
- i. Takes account of the amenity of surrounding uses during the construction phase and business operations;
  - ii. Seeks to minimise disturbances caused by noise, odours or visual intrusion; and
  - iii. Seeks to minimise the impact of noise and air pollution in line with national guidelines.
- B. Proposals shall be supported where suitable mitigation measures to take account of amenity considerations are demonstrated and will be required to support the discharge of requirements for the DCO and conditions for future applications.
- C. A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required to support the discharge of requirements attached to the DCO.

Environmental						Economic			Social				Commentary
1	2	3	4	5	6	7	8	9	10	11	12	13	
-	-	✓	✓	✓	-	-	-	-	-	-	-	-	<b>Policy EN1: Landscape Design</b> Acts to minimise the visual impact arising from IAMP. Reduced impact on public rights of way and the landscape buffer also support protection of environmental assets, and biodiversity benefits. Protection of green infrastructure will also result.

-	-	✓	✓	✓	-	-	-	-	-	-	-	-	<b>Policy EN2: Ecology</b> The policy will bring a number of environmental and ecological benefits.
-	-	✓	✓	✓	-	-	-	-	✓	-	-	-	<b>Policy EN3: Green Infrastructure</b> The policy will bring a number of environmental and ecological benefits. Creation of green linkages should provide a small positive contribution to human health.
-	-	✓	-	-	-	-	-	-	✓	-	-	-	<b>Policy EN4: Amenity</b> Expected positive human health benefits due to consideration of surrounding amenity uses, disturbances and pollution impacts.

Key	
✓	Compatible
!	Direct conflict
⚠	Potential conflict
?	Dependent on implementation
-	No / insignificant link

<b>IAMP AAP:</b>													
<b>Policy Del1: Phasing and Implementation</b>													
The phasing of the IAMP must have regard to the aim of enabling the comprehensive delivery of a sustainable employment-led development from the outset and as the development progresses. Accordingly, a Phasing Strategy must be submitted with the IAMP DCO application.													
The Phasing Strategy shall demonstrate how the comprehensive and integrated infrastructure, services and facilities that will make the scheme acceptable in planning terms will be delivered.													
A Mitigation Strategy and Management Strategy must be submitted with the IAMP DCO application and both should include the following key elements: Landscape and Open Space; Ecology; Drainage and Sustainable Transport.													
The approved Phasing Strategy, Mitigation Strategy and Management Strategy shall be secured by DCO requirement.													
<b>Policy Del2: Securing Mitigation</b>													
A. Mitigation required as a result of the IAMP will be secured through articles and requirements within the IAMP DCO and/or by planning obligation as appropriate.													
B. The Phasing Strategy submitted as part of the IAMP DCO application shall demonstrate how the strategic infrastructure for the IAMP will be delivered.													
C. Where necessary, to make development of the IAMP acceptable in planning terms, developer contributions will be sought to mitigate the impact of the IAMP. In seeking any such contributions, regard shall be had to scheme viability and other material considerations.													
Environmental						Economic			Social				Commentary
1	2	3	4	5	6	7	8	9	10	11	12	13	
-	-	✓	✓	✓	-	-	-	-	-	-	✓	✓	<b>Policy Del1: Phasing and Implementation</b> Landscape and Open Space, Ecology, Drainage and Sustainable Transport will all benefit. Broader sustainability impacts cannot be appraised as it is dependent on the phasing strategy and development priorities developed.
?	?	?	?	?	?	?	?	?	?	?	?	?	<b>Policy Del2: Securing Mitigation</b> The impact arising from securing Development Contributions will likely provide wider benefits but the nature and scale cannot be determined.

Key	
✓	Compatible
!	Direct conflict
⚠	Potential conflict
?	Dependent on implementation
-	No / insignificant link

## Appendix I

### Cumulative impacts of AAP Policies

I1 Cumulative impacts of AAP Policies

Policy	Environmental						Economic			Social			
	1	2	3	4	5	6	7	8	9	10	11	12	13
Policy S1: Comprehensive Development	-	?	?	?	!	-	✓	✓	✓	-	-	-	-
Policy S2: Green Belt and Safeguarded Land	-	?	?	?	!	-	✓	✓	✓	-	-	-	-
Policy S3: Principal Uses	-	-	-	-	-	-	✓	✓	✓	-	-	-	-
Policy S4: Mix of uses	-	-	-	-	-	-	✓	✓	✓	-	-	-	-
Policy S5: Ancillary uses	-	-	-	-	-	-	✓	✓	✓	✓	-	-	-
Policy S6: The Hub	-	-	-	-	-	-	-	-	-	✓	-	✓	✓
Policy D1: Masterplan Design	!	✓	-	-	-	-	✓	✓	✓	-	✓	✓	✓
Policy D2: Public Realm and landscape	✓	✓	✓	?	?	-	-	-	-	?	-	✓	✓
Policy T1: Highway Infrastructure	!	-	-	-	-	-	✓	-	-	?	-	✓	?
Policy T2: Walking, cycling and horse riding	✓	-	-	-	-	-	✓	-	-	✓	-	✓	✓
Policy T3: Public transport	✓	-	-	-	-	-	✓	-	-	✓	-	✓	✓
Policy T4: Parking	?	-	-	-	-	-	✓	-	-	-	-	-	?
Policy IN1: Infrastructure provision	?	-	-	-	-	-	✓	-	-	-	-	-	-
Policy IN2: Flood risk and drainage	-	✓	-	-	-	-	-	-	-	-	-	-	-
Policy EN1: Landscape Design	-	-	✓	✓	✓	-	-	-	-	-	-	-	-
Policy EN2: Ecology	-	-	✓	✓	✓	-	-	-	-	-	-	-	-
Policy EN3: Green Infrastructure	-	-	✓	✓	✓	-	-	-	-	✓	-	-	-
Policy EN4: Amenity	-	-	✓	-	-	-	-	-	-	✓	-	-	-
Policy Del1: Phasing and Implementation	-	-	✓	✓	✓	-	-	-	-	-	-	✓	✓
Policy Del2: Comprehensive Development	-	-	-	-	-	-	-	-	-	-	-	✓	✓
Policy Del3: Developer Contributions	?	?	?	?	?	?	?	?	?	?	?	?	?
Policy Del4: Infrastructure Delivery	-	-	-	-	-	-	-	-	-	-	-	-	-