



International Advanced Manufacturing Park
Area Action Plan 2017-2032

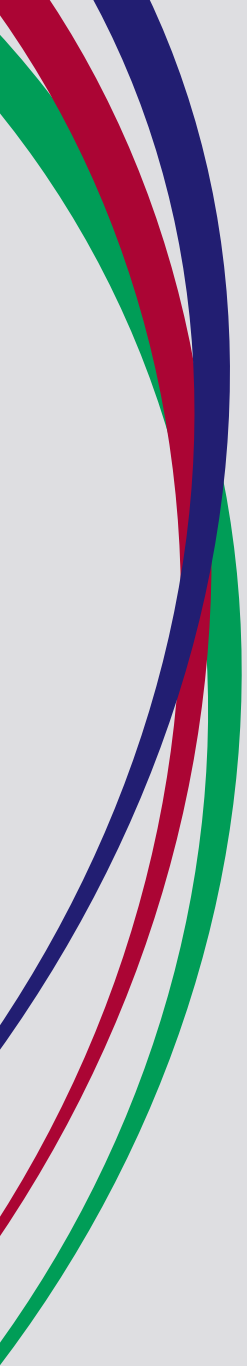
Adopted 30 November 2017



South Tyneside Council



Sunderland
City Council



Foreword

“As neighbouring councils, we recognise the importance of working in partnership to create growth and opportunity in Sunderland and South Tyneside for many generations to come.

Our commitment to the delivery of an International Advanced Manufacturing Park (IAMP) that spans our boundaries is based on the knowledge that this will significantly grow our economies. Through the delivery of the IAMP, on the land north of Nissan, we want to build on our strengths in automotive and advanced manufacturing and increase opportunities for enterprise and employment both here and in the wider region.

In Nissan we have the largest and most productive automotive plant within Europe, producing over 500,000 cars each year, and the IAMP will support this with 392,000 square metres of floorspace over a 150 hectare site. We anticipate circa 7,850 jobs being created across the advanced manufacturing and automotive sectors with companies that will benefit from being close to Nissan and from the infrastructure and skilled workforce that exists here.

This IAMP Area Action Plan has been prepared jointly by our councils to establish the planning policy framework that is needed to successfully deliver the IAMP. It takes into account the development’s surroundings, the infrastructure needed and the sustainability of the IAMP. Aside from being of utmost importance to Sunderland and South Tyneside, the development of the IAMP links to the North East Local Enterprise Partnership’s Strategic Economic Plan and has been designated as a Nationally Significant Infrastructure Project (NSIP) by Government.

Our vision for the IAMP, as described in this Area Action Plan, is one shaped by evidence, ambition and extensive consultation with residents, business and partners. In IAMP we see a hugely significant opportunity for the region and indeed the whole UK.”



South Tyneside Council





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Glossary

CIRIA	Construction Industry Research and Information Association
DCO	Development Consent Order
DPD	Development Plan Document
IAMP	International Advanced Manufacturing Park
GBSSO	Green Belt and Site Selection Options Paper
LDF	Local Development Framework
MoU	Memorandum of Understanding
NELEP	North East Local Enterprise Partnership
NPPF	National Planning Policy Framework
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
PPG	Planning Practice Guidance
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
SEP	Strategic Economic Plan
SCC	Sunderland City Council
STC	South Tyneside Council
SuDS	Sustainable Drainage System
UDP	Unitary Development Plan

1 Introduction

1.1 Overview

1. The International Advanced Manufacturing Park (IAMP) represents a unique opportunity for the automotive and advanced manufacturing sectors in the UK. Located next to the UK's largest and most productive car manufacturing plant at Nissan, the IAMP will provide a bespoke, world class environment for the automotive supply chain and related advanced manufacturers. The IAMP will contribute significantly to the long-term economic success of the North East of England and the national automotive sector.
2. The IAMP is located on land to the north of Nissan's existing car manufacturing plant, located within the administrative areas of Sunderland and South Tyneside.
3. The IAMP Area Action Plan (AAP) is a policy framework to guide the comprehensive development of the IAMP. The AAP sets out planning policies to direct and enable the comprehensive development of a high quality employment site which is targeted at automotive and advanced manufacturing end users, and their supporting facilities. The AAP has been prepared jointly by Sunderland City Council (SCC) and South Tyneside Council (STC) (the Councils) in support of the Sunderland City Deal (in partnership with South Tyneside) (hereby referred to as the City Deal).
4. The IAMP AAP is a plan for the next 15 years (covering the period 2017 to 2032).
5. The IAMP was designated by the Secretary of State as nationally significant. That means that the IAMP proposal, within the designated boundary for the Nationally Significant Infrastructure Project (NSIP), must be implemented by a Development Consent Order (DCO) under the Planning Act 2008. The DCO application is expected to be submitted during 2017.
6. The Government has also announced that 25ha within the early phases of the IAMP will benefit from Enterprise Zone status.

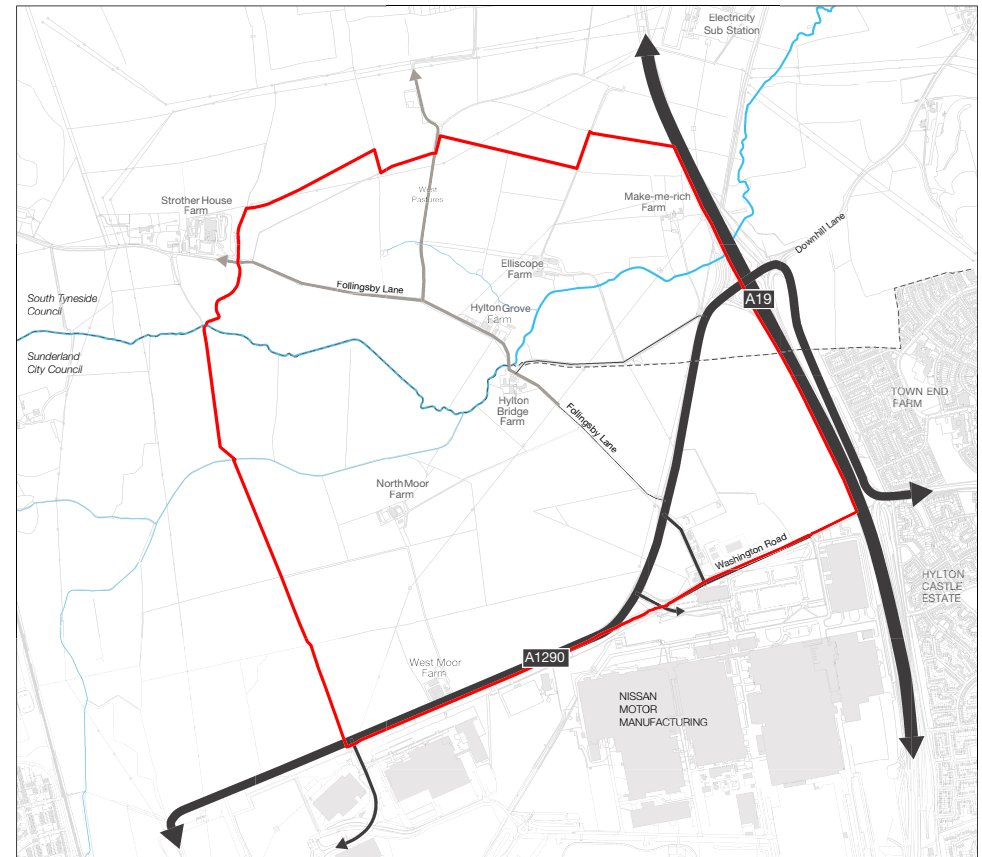


2 The International Advanced Manufacturing Park: Strategic Context, Vision and Objectives

2.1 The IAMP proposal

7. The AAP provides the planning policy framework for the comprehensive development of approximately 392,000sqm of floorspace for principal and related supporting uses. Principal uses are defined as production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors. This would be delivered on a site of 150ha. 110ha of adjacent land would be retained for ecological and landscape mitigation and remain in the Green Belt.
8. The site is identified by the IAMP AAP site boundary and is shown in Figure 1.
9. The Policies Map (Appendix A) illustrates the IAMP policy allocations and designations, including:
 - the development areas to the north and south of the River Don;
 - the ancillary commercial, leisure and transport area known as 'the Hub' located in the southern part of the site;
 - the ecological and landscape mitigation zone; and
 - the road, cycle and public rights of way networks across the AAP area.

Figure 1: IAMP AAP Boundary



2.2 The Importance of the IAMP

10. The development of the IAMP will underpin the continued success of the automotive and advanced manufacturing sectors in the UK and the North East of England. The North East of England is recognised internationally as a centre for the automotive industry due to Nissan's presence in the region since 1985. This has led to the expansion of an 'automotive cluster' centred on the Nissan plant north-west of Sunderland, with the nearby location of manufacturers linked to the Nissan supply chain.
11. Nissan is a major employer in the North East of England and has been the largest car plant in the UK for 14 years and the largest exporter for 12 years. Nissan Manufacturing UK (NMUK) in Sunderland accounts for one third of all UK car production. Production surpassed 500,000 vehicles in 2013 and is set to expand further, with the vast majority of these manufactured for export. Sunderland's current trajectory will take it beyond 600,000 cars a year and is on track to become one of the world's largest car plant complexes. In addition, in the North East of England region there are 25 tier one automotive suppliers, with over 7,000 people employed in Sunderland's Nissan plant which in turn underpins over 20,000 supplier jobs in the wider region.
12. The comprehensive development of the IAMP will contribute to achieving key objectives of the Government's Northern Powerhouse agenda. The Northern Powerhouse seeks to rebalance and grow the UK economy by devolving political power and fostering economic activity in the north of England. The Government is committing to: £13 billion of investment to transport in the north of England; backing major new science technology and culture projects; and agreeing to devolve significant powers. Projects such as the IAMP are critical to the success of the Government's Northern Powerhouse strategy. In particular, innovation clusters such as that proposed for the automotive and advanced manufacturing sectors around the IAMP and Nissan will provide a step-change in creating the Powerhouse.

2.3 Demand for the IAMP

13. Demand for employment land within Sunderland and South Tyneside is consistently strong; demonstrated by the success of strategic sites such as the Low Carbon Vehicle Enterprise Zone. The 'Strategic Employment Study' (2013) assessed future market demand in the automotive and advanced manufacturing sectors. The study identified the requirement for the IAMP (which was confirmed through the City Deal).
14. In order to understand the level and urgency of demand for the scheme, preparatory work for the IAMP AAP has also explored market opportunities, development enquiries and locational criteria to meet the needs of the growth in the automotive and advanced manufacturing sectors.

Market Opportunities

15. The Automotive Strategy (produced by the then Department for Business, Innovation and Skills) estimates that supply chain production worth £3-4bn could be brought within the UK. In October 2016 Nissan announced additional production in Sunderland of the next-generation Qashqai and X-Trail. Given the recent growth and the new models, Nissan's supply chain has seen, and will continue to see, significant growth. Some of this supply chain is in the North East of England but in addition, Nissan currently sources around £0.67 billion worth of components annually from outside the North East of England. It is likely that some of this growth will look to relocate to the North East of England and potentially into the vicinity of the Nissan plant, given the increased demand from Nissan and the need to secure its supply chain.

Locational Criteria

16. The City Deal identifies the following locational criteria to meet the needs of the target sectors for the IAMP:
 - site size: a 'moderate scenario' of 150ha requires accommodation on large floorplates ranging from 9,000sqm to 37,000sqm;

- adjacency to industry: Nissan has a complex supply chain. The move towards 'near shoring' shows there are significant opportunities to attract suppliers from overseas as opposed to displacing existing companies from elsewhere in the region. The majority of Tier 1 suppliers are currently located within five miles of the Nissan plant;
- transport links: the IAMP location has good links to the strategic road network including the A19. The IAMP also has good access to the ports of Tyne and Sunderland and Tees Valley and Newcastle airports, enabling freight movements for imports and exports of goods; and
- site availability: land in the IAMP AAP boundary is owned by a relatively small number of parties, many of whom own large areas. The Councils will negotiate with owners to assemble the IAMP site and as a last resort may seek to include powers of compulsory acquisition in the DCO.

2.4 Wider Strategic Context

17. Proposals for the IAMP have been developed by the Councils in partnership with the North East Local Enterprise Partnership (NELEP). The North East Strategic Economic Plan (SEP) sets the strategic context for the IAMP, whilst the City Deal introduced the IAMP proposals to secure funding and a commitment to delivery.
18. The SEP and City Deal demonstrate the support and significance of the IAMP at a national, regional and local level.

2.4.1 Strategic Economic Plan (SEP)

19. The NELEP published the SEP for the North East of England in 2014. The aim of the SEP is to create "more and better jobs" to address the productivity gap between the North East of England and the best performing areas within the UK. The SEP identifies the IAMP as one of the key employment locations to focus investment. The automotive

and advanced manufacturing sectors are also important for the SEP as they offer innovative, productive and world class activities.

2.4.2 City Deal

20. The City Deal was signed between the two Councils and the Government in 2014. The City Deal has five key aims:
 - delivery of the International Advanced Manufacturing Park;
 - commitment to co-designing a local Skills Compact with local businesses;
 - delivery of the New Wear Crossing;
 - infrastructure for Ultra Low Emission Vehicles; and
 - Sunderland and South Tyneside Councils' commitment to supporting the development of the North East Combined Authority.
 21. A key objective of the City Deal is to enable the local economy to build on its strengths in advanced manufacturing, with a focus on the automotive sector but also expanding the opportunities for enterprise and employment in the area.
 22. The City Deal partners have committed funding to support the delivery of the initial planning phases. Sunderland City Council, South Tyneside Council and the NELEP will commit local funding as the project progresses.
- ## 2.5 The IAMP Site
23. The IAMP site will be located on land to the north of the existing Nissan car manufacturing plant, to the west of the A19 and to the south of the A184. This location benefits from its close proximity to Nissan and excellent transport links with opportunities for integrated connectivity provided by the surrounding Strategic Road Network, rail and port infrastructure.

24. The IAMP AAP boundary is located within the administrative areas of both Sunderland City Council and South Tyneside Council and is shown in Figure 1.
25. The site currently mainly comprises of arable farmland. The River Don runs through the centre of the area. The Grade II listed Hylton Grove Bridge runs over the River Don. The site was previously crossed by railway infrastructure which is no longer present on site and existing development is limited to mainly agricultural buildings which are distributed across the site along the A1290, off Downhill Lane and Follingsby Lane. The North East Land Sea and Air Museums are located in the southern part of the site next to the A1290/Washington Road along with some residential properties. There are also approximately 2.5ha of playing fields located adjacent to the museums.

2.6 The IAMP Vision

26. 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.'
27. The type of place which the Councils want to create is:

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

2.7 The IAMP Objectives

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

1. Build on the area's international reputation in the automotive industries and support Nissan in its expansion and investment in the UK.
2. Enable the North East to continue to achieve a positive balance of trade in goods, thereby strongly supporting the growth and resilience of the UK economy.
3. Deliver a key element of the City Deal with Government and to support the NELEP to stimulate local jobs and growth in the local economy.
4. Attract European-scale 'super suppliers', especially linked to automotive industries and encourage investment and expansion by existing businesses.
5. Ensure the North East has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment.
6. Ensure links to sub-regional infrastructure, including ports, roads and airports.
7. Ensure a suitable transport network to realise the vision.
8. Ensure access to a skilled workforce to realise the vision.
9. Protect and enhance biodiversity through on- and off-site mitigation.
10. Encourage design and development based on sound sustainability principles.
11. Create a central hub to provide identity and encourage public transport.
12. Maximise opportunities to bring in public sector and private sector funding.
13. Improve flood alleviation, water quality and habitat connectivity along the River Don.

3 Policy Context and AAP Preparation

- 29. The IAMP AAP is a joint plan for both Sunderland City Council and South Tyneside Council. The IAMP AAP will form part of the statutory development plan for both Councils.
- 30. The IAMP AAP has taken account of the IAMP's nationally significant status. The IAMP AAP is intended to guide the preparation of the DCO application and other applications that may be required and to inform a DCO Examination.
- 31. As the wider site includes other uses (including agricultural and residential) which may remain even once the IAMP is implemented, the determination of any planning applications submitted within the IAMP AAP area that are unrelated to the IAMP itself will be assessed in accordance with the two Councils' wider development plans alongside the IAMP AAP.

3.1 National Policy

- 32. The IAMP AAP has been developed in accordance with the requirements of the National Planning Policy Framework (NPPF).
- 33. The NPPF includes a presumption in favour of sustainable development achieved through sustainable economic growth. It highlights the importance of ensuring the right land is available at the right time to support innovation. It also demands that local planning authorities should "plan positively for the location, promotion and expansion of clusters or networks of... high technology industries" growth (paragraph 21).

3.2 Local Policy

3.2.1 Sunderland City Council

- 34. The Sunderland Unitary Development Plan was adopted in 1998. A number of policies have been saved and still form part of the development plan. This includes saved policy EC1 which states that Sunderland City Council will encourage proposals which "develop the city's role as a major manufacturing centre, especially in relation to advanced or high technology processes".
- 35. Sunderland's new Local Plan will comprise of three parts, the Core Strategy and Development Plan, the Designation and Allocations Plan and the IAMP AAP.
- 36. Sunderland's draft Core Strategy and Development Plan was approved by Cabinet in July 2017 for consultation. The draft Plan identifies the IAMP as a strategic priority, essential in the delivery of the Plan's spatial strategy.

3.2.2 South Tyneside

- 37. The South Tyneside adopted statutory development plan is currently its suite of Local Development Framework (LDF) documents. These are being reviewed through the new Local Plan, alongside the IAMP AAP.
- 38. The South Tyneside LDF Core Strategy Development Plan Document (DPD) was adopted in 2007. The Development Management Policies DPD was adopted in 2011 and the Site-Specific Allocations DPD was adopted in 2012.
- 39. The Core Strategy states that opportunities along the A19 economic growth corridor should be promoted. The IAMP is located in that corridor. Supporting text to Policy SA3 in the Site-Specific Allocations DPD notes that the land north of the Nissan plant is proposed as a strategic employment site in Sunderland's emerging Core Strategy. It notes the potential for it to extend into South Tyneside subject to it

establishing 'exceptional circumstances' for releasing land from the Green Belt.

40. The consultation on South Tyneside's Strategic Land Review (May 2016) recognises that the exceptional circumstances case for the release of the site from the Green Belt will be considered through the IAMP AAP.
41. The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report for the IAMP AAP demonstrates the exceptional circumstances required to amend Green Belt boundaries in both local authority areas.

3.3 The Area Action Plan

3.3.1 Purpose and Function

42. The purpose of the AAP is to guide comprehensive development at the IAMP. The AAP has been prepared in partnership by both Councils. It should be read as a whole alongside policies within the adopted and emerging Sunderland and South Tyneside development plans as these will continue to apply within the IAMP area, except where there is a site-specific policy set out in the IAMP AAP. The AAP Policies Map at Appendix A updates that part of the Proposals Maps of both Sunderland and South Tyneside's currently adopted development plans.

3.3.2 Why an Area Action Plan?

43. The scale of the IAMP proposals, location across two local authority areas and the current designation of the majority of the land as Green Belt justifies the need for a dedicated AAP to:
- enable the joint preparation of a statutory planning document;
 - review and revise the Green Belt boundary; and
 - recognise the strategic importance of the IAMP (including its nationally significant status) and set the site-specific policy

framework and development principles against which proposals could be determined.

44. This approach is supported by the Planning Inspectorate which has advised that the benefits of preparing an AAP for the IAMP are that:
- it allows for full consideration of all issues and options to ensure the selected site is the most suitable;
 - it provides a vehicle to demonstrate that proper co-ordination has taken place with other bodies and councils (under the Duty to co-operate);
 - it involves an NPPF compliant method of securing changes to the Green Belt through the demonstration of 'exceptional circumstances'; and
 - it provides a clear policy context against which to consider future applications for DCOs and planning permission.

3.3.3 Evidence Base

45. The IAMP AAP is supported by an evidence base consisting of 10 Technical Background Reports that cover the following themes:
- Commercial and Employment;
 - Ecology;
 - Flood Risk and Water Management;
 - Geotechnical Assessment;
 - Exceptional Circumstances for Releasing Land from the Green Belt;
 - Landscape;
 - Masterplan Design;
 - Planning Policy;
 - Transport; and
 - Utilities and Infrastructure.

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

www.sunderland.gov.uk/iamp

www.southtyneside.gov.uk/localplan

3.4 Sustainability Appraisal and Habitat Regulations Assessment

47. The IAMP AAP was subject to a Sustainability Appraisal (SA). This comprises the Strategic Environmental Assessment (SEA) and the SA of economic and social effects (including the Equality Impact Assessment and Health Impact Assessment). The role of an SA is to promote sustainable development by assessing potential alternatives to help achieve the necessary environmental, economic and social objectives.
48. The SA is a statutory requirement and is built on the SAs developed for each Council's development plans. It covers the options for the location of the IAMP, issues and options for the main spatial layout of the IAMP AAP and the options within the policies and proposals.
49. Independently to the SA process, a screening exercise was carried out to determine whether there was a need for a Habitat Regulations Assessment. This process concluded that a Habitat Regulations Assessment was not required.

3.5 Duty to Co-operate

50. The legal Duty to Co-operate requires local authorities to 'engage constructively, actively and on an ongoing basis' with neighbouring authorities on strategic 'larger than local' spatial development matters relevant to statutory plans.
51. The seven local authorities of the North East Combined Authority and Local Enterprise Partnership area – namely Durham, Gateshead, Newcastle, North Tyneside, Northumberland (plus the Northumberland National Park Authority), South Tyneside and Sunderland – have

developed a Duty to Co-operate Memorandum of Understanding (MoU) and governance structure, which was agreed in 2012. This was considered to be the best means of establishing a formal commitment to effectively coordinating ongoing dialogue and joint working on key strategic cross-boundary issues.

52. Working closely with the NELEP, this joined-up regional approach is aimed at helping the seven local authorities to deliver economic growth through a more coordinated approach to important issues affecting the whole region. For example, focused around transport, skills and attracting inward investment to support employment.
53. South Tyneside Council and Sunderland City Council have also been working closely together with the NELEP since early 2013 on the City Deal. A core part of the City Deal supports the initial planning, design and land assembly for developing the IAMP.
54. The Duty to Co-operate Compliance Statement accompanies the IAMP AAP and explains how the Duty to Co-operate has been implemented.

3.6 Consultation

55. Preparation of the IAMP AAP has undergone various consultation stages in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012. This is described in the Statement of Consultation.

3.6.1 Appraisal of Alternative Options

56. The options presented in the Green Belt and Site Selection Options Paper were subject to sustainability appraisal to inform the identification of a preferred option for the IAMP AAP.
57. The preferred option is primarily based on Option 1 but positive elements from Options 2 and 3 were incorporated including the location of the 'Hub' so that it could be accessed by employees on existing sites and new employees at the IAMP.

58. The preferred location for the IAMP is on land currently designated as Green Belt in South Tyneside and Sunderland. The appropriateness of the release of land currently in the Green Belt is therefore a key issue to be dealt with through the AAP and consenting process.
59. The NPPF states that: 'Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan'. The IAMP AAP forms part of the Local Plans for Sunderland City Council and South Tyneside Council, and therefore is an appropriate mechanism to amend the Green Belt boundary.
60. The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report provides evidence for the exceptional circumstances case for the release of land at the IAMP from the Green Belt. It sets out the case for release of the Green Belt for the development of the IAMP.
61. The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report details the case for the IAMP, including scale and locational factors. It describes the range of other locations that have been considered as well as options within the land to the north of Nissan. These alternative locations and sites have been consulted on through the IAMP Key Issues and Options Report (February 2015) and the Green Belt Site Selection Options Paper (GBSSO) (November 2015). These locations and sites have also been the subject of a series of technical assessments, as described in the Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report.
62. The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report demonstrates that the significant national and regional economic benefits of the IAMP are considered to outweigh the degree of harm caused by development on land to the north of Nissan, currently designated as Green Belt. It also demonstrates that there are no suitable alternative locations with lower adverse impacts for realising the IAMP vision and objectives.

63. The land to be released from the Green Belt by the IAMP AAP has been selected to minimise the removal of land from the Green Belt by only revising the boundary to accommodate development required. The IAMP AAP proposals also take account of the Green Belt purposes and functions set out in the NPPF and include the following mitigation measures in the policies:
- The use of existing permanent and recognisable boundaries as far as possible and the creation of new boundaries through development to prevent unrestricted sprawl and future encroachment of development into the Green Belt; and
 - The retention of a strategic Green Belt corridor to the north of the IAMP AAP area to maintain a gap between settlements and prevent neighbouring towns merging into one another.

3.7 Relationship Between IAMP AAP and Development Consent Orders

64. There are currently three NSIPs being progressed on sites to the north of Nissan. One of these is the IAMP and the other two are Highways England's A19 Testos and Downhill Lane Junction Improvements. These NSIPs are being delivered over a similar timeframe through DCOs.
65. DCOs are a form of planning permission that can integrate other types of approval, such as highways/infrastructure works, and compulsory acquisition. The NSIP consenting process brings together most of the planning, land assembly, environmental and access matters for a proposed project within a single consultation, application, public examination and decision making process, determined by the Secretary of State.

3.7.1 IAMP's National Significance

66. The Secretary of State designated the IAMP as nationally significant in September 2015.

3.7.2 A19 Testos and Downhill Lane Junction Improvements

67. Highways England is proposing to make major improvements to the A19's Testos and Downhill Lane junctions located to the east and north east of the proposed IAMP site.
68. The proposal at the Testos junction is for a grade-separated A19(T) which is aimed at helping to relieve congestion and improve road safety at the current roundabout. The Testos DCO was submitted in 2017. Further improvements are also proposed to the Downhill Lane junction which would improve access to the IAMP from the A19.
69. In respect of Downhill Lane, Highways England consulted on options for the scheme in Autumn/Winter 2016 and have selected a preferred route. It is currently anticipated that the DCO application will be submitted in 2018. It will be determined primarily in accordance with the National Networks National Policy Statement although the Councils will expect Highways England to have regard also to the draft IAMP AAP, where appropriate.

3.7.3 AAP Relationship with the DCO Process

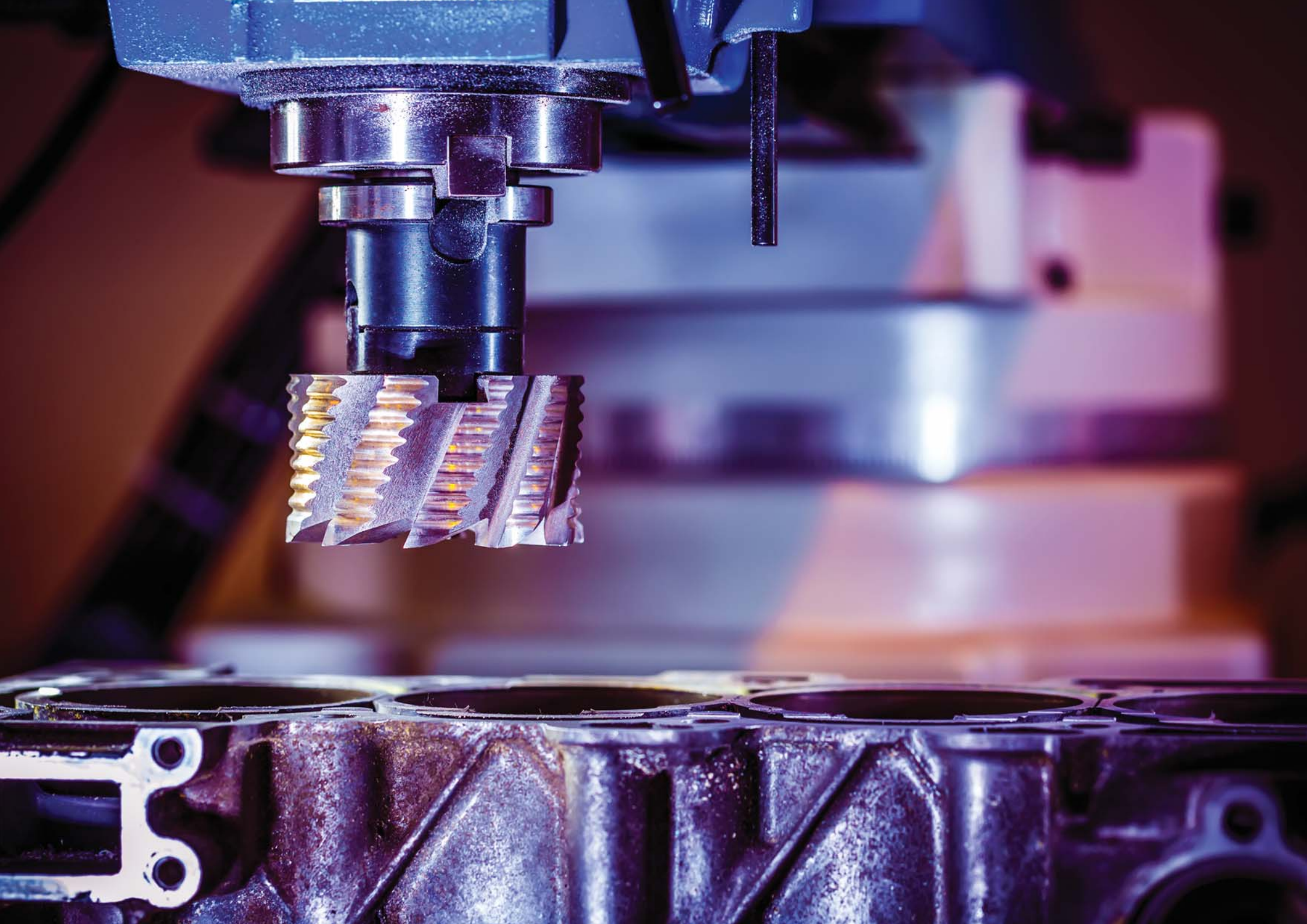
70. The majority of developments that are classed as NSIPs are supported by a specific National Policy Statements (NPS) (for example, Energy, Water, Transport) that provide guidance for determining relevant DCO applications. There is no NPS for Business and Commercial projects. The IAMP AAP therefore provides the planning policy framework for the IAMP to which the Secretary of State will have regard when determining the DCO.
71. The following chapters of this AAP provide guidance as to the nature of requirements that will be sought by the local planning authorities within the IAMP. Those requirements, similar to planning conditions, will then guide the construction and operation of the IAMP.
72. Owing to the designation of the IAMP as a nationally significant project, all proposals for the IAMP or any part of it can only be consented by a

DCO within the designated NSIP boundary. It is envisaged that the DCO for IAMP will possess the flexibility to respond to market needs over the lifetime of the development.

73. If any proposals for the area covered by this AAP come forward that are not covered by the Secretary of State's designation and which require planning permission, these will be determined in accordance with the IAMP AAP, the Councils' other planning policies and the NPPF.

3.7.4 Monitoring the Delivery of the IAMP

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



4 Spatial Strategy and Design

4.1 Overview

75. The spatial strategy for the AAP seeks to deliver a comprehensive development scheme comprising of 150ha of land for automotive and other advanced manufacturing, engineering and related distribution businesses. Approximately 110ha is retained within the IAMP AAP area along the River Don corridor to accommodate some of the environmental mitigation required for biodiversity loss within the site and remains designated as Green Belt.
76. The purpose of the Spatial Strategy and the strategic policies in this section are to guide future development within the IAMP AAP area. This section also specifies the design guidelines and masterplan principles necessary to achieve comprehensive delivery of a high quality, internationally renowned business park.

4.2 Spatial Strategy Policies

77. The spatial strategy and AAP Policies Map set a framework to ensure integration with the Nissan plant and the Enterprise Zone; a high quality environment in a setting along the River Don corridor; and accessibility to the improved A19 with access to labour and export markets.

4.2.1 Development of the IAMP

Policy S1: Spatial Strategy for Comprehensive Development

The comprehensive development of the IAMP for the principal uses associated with the automotive and advanced manufacturing businesses will be delivered by:

- 1) Revising the Green Belt boundary to release 150ha of land from the Green Belt.
- 2) Allocating approximately 150ha of land for the development of principal uses (as defined in Policy S2) in the Employment Areas.
- 3) Designating approximately 110ha of land as an Ecological and Landscape Mitigation Area to provide for mitigation and/or compensation of the ecological and landscape impacts of the IAMP development.
- 4) Requiring Masterplans, Design Codes and Phasing Plans to be submitted which demonstrate how development:
 - i. will meet the objectives of the AAP and will not prejudice comprehensive development of the IAMP;
 - ii. ensures the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure;
 - iii. contributes fully to the delivery of the IAMP as a project of national significance;
 - iv. contributes fully, in a proportionate and timely manner, towards providing the infrastructure identified in the IDP;
 - v. contributes fully, in a proportionate and timely manner, to providing for the mitigation required for the IAMP, including environmental mitigation; and
 - vi. is capable of being implemented without breaching the provisions of the Planning Act 2008.

78. This policy releases 150ha of land to the north of Nissan within the IAMP AAP boundary from the Green Belt for allocation for employment uses. Within the AAP area, the current North East Land Sea and Air Museums are present and are anticipated to remain on the site. There are also approximately 2.5ha of playing fields located adjacent to the museums. These will be retained on the site until deemed surplus to requirement by an up-to-date Playing Pitch needs assessment, in consultation with Sport England. Should the playing fields be required for development prior to being evidenced as surplus to requirements, they should be re-provided in accordance with Sport England's playing field policy exception E4.
79. The strategic context section of this AAP summarises the case and the exceptional circumstances to support a review of Green Belt boundaries within the IAMP AAP area. The scale of Green Belt release is based on the need to support the economic opportunity for the North East of England from the expansion of the UK automotive sector and the requirement for a comprehensive world class scheme to meet proven national and regional need.
80. The scale of release from the Green Belt takes account of existing needs and the forecasted demand from the automotive and advanced manufacturing sectors. The exceptional circumstances and extent of release is evidenced and justified in the 'Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report'.
81. The policy requires the comprehensive delivery of the IAMP. This is essential to achieve:
- delivery of a world class facility on the necessary scale at a pace to meet market demand;
 - end user confidence in deliverability and the potential for future expansion;
 - environmental mitigation measures and key infrastructure which are delivered alongside development proposals; and
 - high standards of design, place making and layout.
82. The scale and national significance of the IAMP mean that it is inappropriate to allow it to come forward on a piecemeal basis, as this would undermine the IAMP AAP objectives and prejudice delivery.
83. The Councils will negotiate with landowners to assemble the site for the IAMP and will seek the powers of compulsory acquisition through the DCO application if necessary.
84. The designation of approximately 110ha of land within the AAP area as an Ecological and Landscape Mitigation Area (ELMA) will provide a focus for implementing any mitigation and/or compensation for the impacts of the IAMP development on the area's habitats, species and landscape. The precise area within the ELMA that will be needed for mitigation and/or compensation will be proportionate and (together with the specific location of that area) will be determined through detailed environmental assessment supporting an application for consent, which will be the subject of consultation with landowners, statutory consultees and the public as part of that application process. The extent of the ELMA:
- allows for flexibility in locating mitigation within it;
 - is likely to allow for future mitigation of development of both the Employment Areas; and
 - therefore demonstrates that there is sufficient land adjacent to the IAMP with the potential to deliver the 'worst case' amount of ecological mitigation necessary for the IAMP, which in turn supports the deliverability of the IAMP AAP.

4.3 Land Uses

4.3.1 Land Uses

Policy S2: Land Uses

- A. Development of the Employment Areas must be for the Principal Uses of production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors, as defined in paragraphs 86-87, and related Supporting Uses.
- B. To ensure premises are retained for their original permitted use in the long term, the DCO must contain requirements to that effect, or otherwise the Councils may consider making a direction under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 to that effect.
- C. The North East Land Sea and Air Museums (NELSAM), as shown on the Policies Map, will be retained as a visitor attraction, with proposals to enhance the attractions being encouraged.
- D. Proposals for residential development will not be permitted.
- E. Proposals for retail and leisure uses outside of the Hub, as shown on the Policies Map, will not be permitted, with the exception of the modest scale ancillary uses in the Northern Employment Area (denoted by an 'N' on the Policies Map).
- F. The Ecological and Landscape Mitigation Area (as shown on the Policies Map) is designated to provide a focus for mitigating and/or compensating for any adverse impacts of the IAMP development on the area's ecology and landscape.
85. This policy supports the IAMP AAP objectives to: build on the area's international reputation in the automotive industry; support Nissan in its investment in the UK; and attract European-scale 'super suppliers' linked to the automotive industry. The policy also seeks to maintain a degree of flexibility in the consenting of future uses for the IAMP, where it can be demonstrated these uses do not impact the overall vision for the IAMP and the objective to meet the needs of advanced manufacturing and automotive sectors.
86. Advanced Manufacturing involves a change in the manufacturing process from a traditional linear model, based on design and materials conversion to fabrication, to one based on greater flexibility of the range of materials that can be used which can change the method of production.
87. Advanced Manufacturing is also associated with the deployment of a range of technologies including:
- nano-engineering;
 - additive/precision manufacturing;
 - design/management of supply chains;
 - green manufacturing;
 - next generation electronics; and
 - continuous manufacture of pharmaceuticals/bio manufacturing.
88. This policy seeks to satisfy demand from the automotive and advanced manufacturing sectors and protect the IAMP AAP area from other uses such as general employment development, residential development and large scale retail or leisure uses.
89. The long term use and sustainability of the strategic employment location for the automotive and advanced manufacturing sectors will be secured through a requirement in the DCO and/or a Town and Country Planning (General Permitted Development) Order Article 4 Direction, which can remove specific development rights related to change of use or permitted development or operational development. This ensures that the uses which are at the core of the IAMP Vision are protected against any future changes to permitted development rights through changes to the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

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

4.3.2 Mix of Uses

Policy S3: Scale and Quantum of Principal and Supporting Employment Uses

Within the IAMP Employment Areas shown on the Policies Map, consent will be granted for up to 392,000 sqm of space for the Principal and Supporting Employment Uses as follows:

- i. up to 356,000sqm of employment space for the Principal B1(c), B2 and B8 class uses; and
 - ii. up to 36,000sqm of employment space for Supporting B1(a) and B1(b) class uses, only where this is related to the Principal Uses defined in Policy S2.
91. The focus for the IAMP is for the provision of employment development, in use classes B1(c), B2 and B8, to meet the needs of the automotive and advanced manufacturing sectors. The IAMP AAP will facilitate provision for a range of unit sizes to encourage companies of varying scales to locate on the site. This approach offers the opportunity for business growth within the development to encourage future sustainability.
92. It is recognised that an element of B1(a) office space for business services and B1(b) research and development space will be required as ancillary space to support the Principal Uses.
93. The policy approach supports the IAMP AAP objectives to ensure the North East of England region has sufficient land to meet the demand of growth employment sectors in the most appropriate locations to attract private sector investment, and encourage investment and expansion by existing businesses.

4.3.3 The Hub and Ancillary Uses

Policy S4: The Hub and Ancillary Uses

- A. To support the delivery of the IAMP the following ancillary uses will be permitted to form 'The Hub', in the location shown on the Policies Map, as part of the comprehensive development of the IAMP:
- i. a hotel (Use Class C1) (up to 150 beds) with associated leisure and conference facilities;
 - ii. a small gym (D2) up to 1,000sqm gross floorspace;
 - iii. education and training facilities (Use Class D2 (c)) to support the Principal Uses;
 - iv. managed workspace for micro and start-up businesses (Use Class B1a) up to a cumulative total of 3,000sqm gross floorspace, which is in addition to the total floorspace allowance set out for Supporting Uses provided for in Policy S2;
 - v. nursery and child-care facilities (up to a cumulative total of 1,000sqm gross floorspace);
 - vi. a range of small scale retail units (Use Classes A1 and A3) up to a cumulative total of 1,500sqm gross floorspace, with no single unit being greater in size than 250sqm gross; and
 - vii. a multi-modal transport interchange accommodating public transport, cycling and pedestrian access.
- B. The Hub should provide for higher density development compared to the surrounding employment uses in IAMP, to enable a concentration of permitted uses.
- C. To support the Northern Employment Area a range of retail units (Use Classes A1 and A3) will be permitted in that area up to a cumulative total of 300sqm gross floorspace, with no single unit being greater in size than 100sqm gross.

- D. Other uses will only be permitted where it can be demonstrated that they would be genuinely ancillary to the Principal Uses of the IAMP and would not harm the vitality and viability of other designated retail centres.
94. The vision for the IAMP is for 'a planned and sustainable employment location'. For this vision to be realised, the IAMP should include ancillary uses to provide an attractive working environment and meet the needs of a skilled workforce. Ancillary uses associated with retail, leisure and hotel facilities and space for education and training provision will be necessary to meet the vision and objectives for the IAMP.
95. Complementary ancillary uses are required within the IAMP AAP area to allow existing and new employees the opportunity to access facilities and services locally, making the development more sustainable. These facilities may also be accessible and beneficial to employees in the adjacent Nissan complex and the residents of surrounding residential areas, but are primarily to serve the employment uses.
96. The Hub is located in the south of the AAP area, bordering the A1290 in order for existing employees at Nissan and related current supply chain to access the facilities and transport interchange easily and to also integrate an existing business, the Three Horseshoes Public House, into the Hub offer.
97. This approach is in accordance with the NPPF, which emphasises the importance of sustainable development through the creation of "a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being". Therefore, it is important for the IAMP AAP to include provision to meet the needs of the business community at the IAMP and "secure a good standard of amenity for all existing and future occupants of land and buildings".

4.4 Design

4.4.1 Masterplan Objectives

98. As part of the consenting process detailed masterplans will be required to demonstrate the comprehensive delivery of the IAMP and achieve the objectives summarised below:
99. **Interface with Nissan:** Adjacency to the Nissan car manufacturing plant will be key to establishing the IAMP in the early phases. Consultation with Nissan has been undertaken to determine the most beneficial highways layout for existing and new businesses in the local area. This objective also steers the location of the Hub and seeks to increase access from the Nissan plant to encourage employees to use the facilities here.
100. **Creating an 'Innovation District':** Alongside the provision of employment floorspace, this principle seeks to provide a mix of ancillary uses such as managed workspace, conference facilities, a hotel, retail and leisure. These facilities will be located in the Hub and will be used to attract future occupiers by offering these additional services for employees and opportunities for future business development. This will provide spaces for employees to socialise, network and share knowledge.
101. **A bespoke layout:** This objective demands a bespoke layout to meet the needs of the automotive sector and associated supply chain by creating a permeable grid layout which can accommodate a variety of plot sizes, dependent on the requirements of each occupier. This will allow for a range of different sizes of occupier to locate at the IAMP.
102. **Improving access and connectivity:** This objective seeks to:
- optimise vehicular access into the site from the existing road network, in particular the A19, as well as promoting new highways connections to optimise access to the wider area;
 - increase access to the site through sustainable transport networks; and

- optimise access and permeability for cyclists and pedestrians within the developed areas of the IAMP to encourage people to walk and cycle to work.
103. **Movement logistics:** The layout of the masterplan needs to respond to the nature of business to be carried out in the IAMP. This includes ensuring the road network is designed to allow the efficient movement of vehicles around the site, as well as from suppliers to the Nissan plant, alongside employees who will be commuting in and out of the IAMP on varying shift patterns. This objective also seeks to address the impacts of future technologies such as autonomous vehicles and how the road network can be designed to accommodate these.
104. **Preserving and enhancing heritage assets:** This objective seeks to preserve and enhance the Grade II listed Hylton Grove Bridge and its setting within the River Don corridor, together with the setting of other heritage assets in the vicinity of the IAMP AAP boundary. Any areas of archaeological significance should also be identified through a desk based assessment and programme of archaeological fieldwork, with any significant remains protected, in accordance with the historic environment policies in the adopted development plans of both Councils.
105. **Landscape connectivity and settlement break:** The Landscape 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 Downhill.
106. **Protecting the River Don corridor:** This objective seeks to protect the River Don corridor from development. The IAMP AAP presents an opportunity to further safeguard and enhance the corridor for the benefit of the local environment and ecological features. This objective also seeks to steer development away from any areas which are at risk of flooding.
107. **Protect and improve Biodiversity:** This objective seeks to protect important wildlife and habitats through creating no-development buffers and steering development to less ecologically sensitive areas. It also seeks to address the subsequent loss of important habitats through mitigation and enhancement in areas of low ecological value.
108. **A surface level strategy for drainage:** This objective seeks to incorporate a surface drainage conveyance system into the masterplan grid network. This includes a series of dykes and wet and dry swales which will manage water movement around the site at street level as well as introduce planting and landscaping which can improve the street environment.
109. **Providing opportunities for recreation:** This objective seeks to maintain and enhance connections into the Great North Forest Trail which passes through the IAMP AAP area. This will increase access to the countryside, particularly from neighbouring areas, and will increase opportunities for recreation, which can benefit the user's health and well-being.
110. **Avoidance of utility constraints:** The site is constrained by a number of utility networks which include electricity pylons and intermediate pressure gas pipelines. The masterplan will seek to accommodate these constraints through design and layout considerations, without compromising the permeability of the scheme.

4.4.2 Masterplan Design

Policy D1: Masterplan Design

- A. Proposals for the IAMP must demonstrate how 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 Employment Area with service networks to encourage efficient movement;
 - iv. drainage infrastructure to be accommodated within the street network with Sustainable Drainage Systems (SuDS) placed to enable effective water quality 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 facing towards the river and landscaping uses where possible;
 - vi. have special regard to preserving and enhancing the significance, including any contribution made by their setting, of heritage assets within and in proximity to the site, including Scots House (Grade II*) on the south side of the A184, Hylton Grove Bridge (Grade II) on Follingsby Lane and views from elevated locations such as Boldon Downhill and the Penshaw Monument;
 - 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; and
 - viii. have regard to the presence of the North East Land, Sea and Air Museums (as designated on the Policies Map) as a visitor attraction.
- B. Proposals must be accompanied by a Design Code for approval by the Councils.
111. This policy formalises the design concept and masterplan objectives for the IAMP, to encourage a compact, permeable development, which is attractive to future occupiers and flexible enough to accommodate a range of businesses.
112. The policy requires the preparation of an 'IAMP Design Code', which will need to be complied with in the delivery of the development. This will set design parameters applicable to the IAMP AAP area

including massing, siting and scale to ensure delivery of a comprehensive development.

4.4.3 Public Realm

Policy D2: Public Realm

A public realm strategy for the IAMP is required to accompany development proposals, 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, including within the Hub;
 - iv. consistent use of road and pavement materials to reinforce a clear street hierarchy;
 - v. provision of green and blue infrastructure at street level; and
 - vi. use of low-level lighting within and closer to sensitive ecological areas.
113. This policy sets out the over-arching principles for addressing the key public realm elements of the masterplan, in order to deliver a scheme with a sense of place and which creates its own unique identity.
114. The policy requires the preparation of a public realm strategy in accordance with recommendations arising from the Environmental Impact Assessment accompanying the proposed development applications. The strategy is required to set out materials and finishes, landscaping works, street furniture, lighting and gateway and boundary treatments.



5 Infrastructure, Transport and Access

5.1 Highway Infrastructure

Policy T1: Highway Infrastructure

A public realm strategy for the IAMP is required to accompany development proposals, based on the following key principles:

- A. The comprehensive development of the IAMP requires the following highway improvements to be delivered:
 - 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 Employment Area; and
 - iv. new distributor roads within the IAMP to accommodate the movement of all users.
- B. Development proposals must be accompanied by a Transport Assessment to:
 - i. assess which specific highways improvements are necessary to ensure the acceptability of the proposals in planning terms and to ensure comprehensive development of the IAMP; and
 - ii. demonstrate how, within the area shown on the Policies Map as “A19 and Local Road Improvements”, the development will provide suitable and safe connection to, and integration with, Highways England’s proposed improvements to the Downhill Lane and Testos junctions on the A19.

- C. Development proposals must:
 - i. be supported by the submission of a Travel Plan designed to ensure that the development is acceptable in transport sustainability and accessibility terms; and
 - ii. be implemented in accordance with the Travel Plan as approved.
- D. Consent shall not be granted for development that:
 - i. adversely affects the safe and efficient operation of the local or strategic highway networks; or
 - ii. compromises the delivery of the highway improvements set out in criterion A; or
 - iii. prejudices the comprehensive development and delivery of the IAMP as a whole.

- 115. The IAMP will generate significant levels of traffic and may require improvements to the highway network. Subsequent work has confirmed that the improvements are necessary, as identified in this policy.
- 116. The location of the IAMP benefits from its close proximity to Nissan and excellent transport links with opportunities for integrated connectivity provided by the surrounding Strategic Road Network and port infrastructure. The redundant ‘Leamside Line’ runs within close proximity of the site and, if this re-opens, it would present an opportunity to improve rail connectivity to the site.
- 117. The local and strategic road network, including the A1290 and A19, experiences congestion and delay at peak periods and is close to capacity. This is influenced in part by the shift patterns of local businesses in the area and the limitations of the existing highway infrastructure. This policy seeks to address the issue of congestion and ensure effective provision of highway improvements to facilitate delivery of the IAMP, working in partnership with Highways England in particular.

118. Congestion and delay currently occurs within the area covered by this AAP, extending along the A1290, up to and including the A19 Downhill Lane junction. Queuing on the A19 northbound and southbound slip roads also occurs. Highways England is planning to address these traffic issues through the Testos/Downhill NSIPs.
119. Development of the IAMP site provides an opportunity for highway improvements to the road network to be implemented through the creation of new links and junctions. There are also further requirements to ensure appropriate access to the IAMP and ensure sufficient capacity on the strategic highway network. A package of highway improvements has been identified both to mitigate the impact of the IAMP and to address some of the existing issues in the area. Detailed design work (including further modelling) and the relevant consultation and approvals will be required to finalise the design of these measures. Further details on the highway infrastructure interventions are set out in the Delivery section of the IAMP AAP.
120. Travel Plans will be prepared to demonstrate how the integration and promotion of sustainable travel and transport methods, including Walking, Cycling and Horse Riding (Policy T2), Public Transport (Policy T3) and Parking (Policy T4), will be delivered during the construction and operation of the IAMP.

5.2 Walking, Cycling and Horse Riding

Policy T2: Walking, Cycling and Horse Riding

- A. To promote walking and cycling, development must:
- i. ensure that any junction/highway measures and any new roads are designed to safely integrate 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. ensure that roads and spaces are designed to consider the needs of all types of users so that conflict between road users and vulnerable users is minimised;

- iii. include appropriate cycling facilities, such as parking, showers and storage, as part of new developments;
 - iv. include opportunities for new cycle routes and signage; and
 - v. provide for improved connections along Follingsby Lane, which will be restricted to use for local access.
- B. Safe access to the open space within the IAMP will be ensured for horse riding through the provision of bridleways linked to the wider bridleway network.
- C. Where new routes abut agricultural land, appropriate measures to deter public access to agricultural land must be incorporated.
121. The aspiration is for the IAMP to be an attractive sustainable multi-modal environment. For this to be realised it is important that development includes the delivery of a permeable pedestrian and cycle network within the IAMP AAP area.
122. The creation of good quality pedestrian and cycle links through the site which are connected with the surrounding area is an important element of the overall strategy for the site.
123. To encourage pedestrian movement and interaction between developments within the IAMP, a safe network of footways and links will play an important role.
124. Bridleways will be provided to enhance access to the open space within the IAMP for recreational horse riders.

5.3 Public Transport

Policy T3: Public Transport

To promote sustainable transport, development must include:

- i. provision of enhanced bus services between the IAMP and:
 - a) surrounding residential areas;
 - b) Heworth and Sunderland multi-modal transport interchanges; and
 - c) Hebburn, Jarrow, South Shields and Washington centres;
- ii. bus priority measures on the key routes entering the IAMP;
- iii. adequate provision for buses on the proposed new bridges over the A19 and over the River Don;
- iv. new bus stops and improved waiting facilities within the IAMP AAP area; and
- v. new traffic signal installations incorporating facilities to enable priority for buses.

125. The IAMP will be a significant employment destination with public transport playing an important part in providing access to the site. Infrastructure for bus services will be required, with safe and attractive routes to and from bus stops.
126. A study of public transport provision for the IAMP is being led by Nexus. Any application for the IAMP must have regard to this strategy.
127. The IAMP offers the opportunity for developments to be located within close proximity of bus services and will assist in encouraging travel to/from the site by public transport, which in turn will contribute towards alleviating traffic congestion along the A1290 and A19.
128. A new vehicular crossing will also be required to provide access to the northern part of the IAMP. The existing Grade II listed Hylton Grove Bridge over the River Don is not of a sufficient standard to accommodate the IAMP traffic. Therefore a new bridge over the River Don is required, which should be designed to accommodate buses as

well as other vehicles, whilst also minimising adverse impacts on this wildlife habitat corridor.

5.4 Parking

Policy T4: Parking

- A. Development must ensure that appropriate provision for car parking is provided in accordance with the Councils' standards. Development proposals must:
 - i. incorporate a car parking management plan;
 - ii. make provision for disabled badge parking spaces;
 - iii. ensure that 25% of the total car parking provision is for the use of car-sharing only;
 - iv. make provision for off-street parking through a combination of in-curtilage provision and communal parking areas. On-street parking may be permitted in certain locations;
 - v. ensure that sufficient provision is made for lorry parking to take account of highway safety and avoidance of congestion on the road network; and
 - vi. make provision for car and bicycle 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.

129. Ensuring appropriate levels of parking is vital if operational and market needs are to be met and the impacts of the development are to be alleviated. However, a pragmatic approach is required as it is acknowledged that too much parking provision encourages greater reliance on the car, reduces potential for sustainable modes of travel to the site and results in the streetscape becoming dominated by vehicles. Notwithstanding this, too little parking provision results in indiscriminate parking throughout the development potentially reducing pedestrian and cycle amenity or spreading parking pressures onto the external highway network.

5.5 Utilities Infrastructure Provision

Policy IN1: Infrastructure Provision

In demonstrating comprehensive development under policies S1 and Del2, development proposals must show how the following infrastructure will be delivered:

- i. a new electricity sub-station may be required as part of the comprehensive development of the IAMP to ensure there is sufficient energy to meet the demands of businesses locating at the IAMP.
- ii. new water, gas and electric utility services must 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. This may require connections to be made with utilities infrastructure outside of the AAP boundary.
- iii. new telecommunications and broadband services networks must be provided to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required.
- iv. the provision of low carbon and renewable energy systems should be explored.

- 130. A primary electricity sub-station may be required to meet the energy needs of new businesses locating at the IAMP. If required, the location will broadly be adjacent to the A19 north of the River Don. If feasible and viable, the primary electricity sub-station could have the potential to link to renewable energy sources.
- 131. Utilities and telecommunications services to the IAMP site will be made available from suppliers as required. Further information on this is set out in the Delivery section of this IAMP AAP.
- 132. An overview of potential low carbon and renewable energy systems that could be considered for the IAMP is included within the Utilities Technical Background Report.

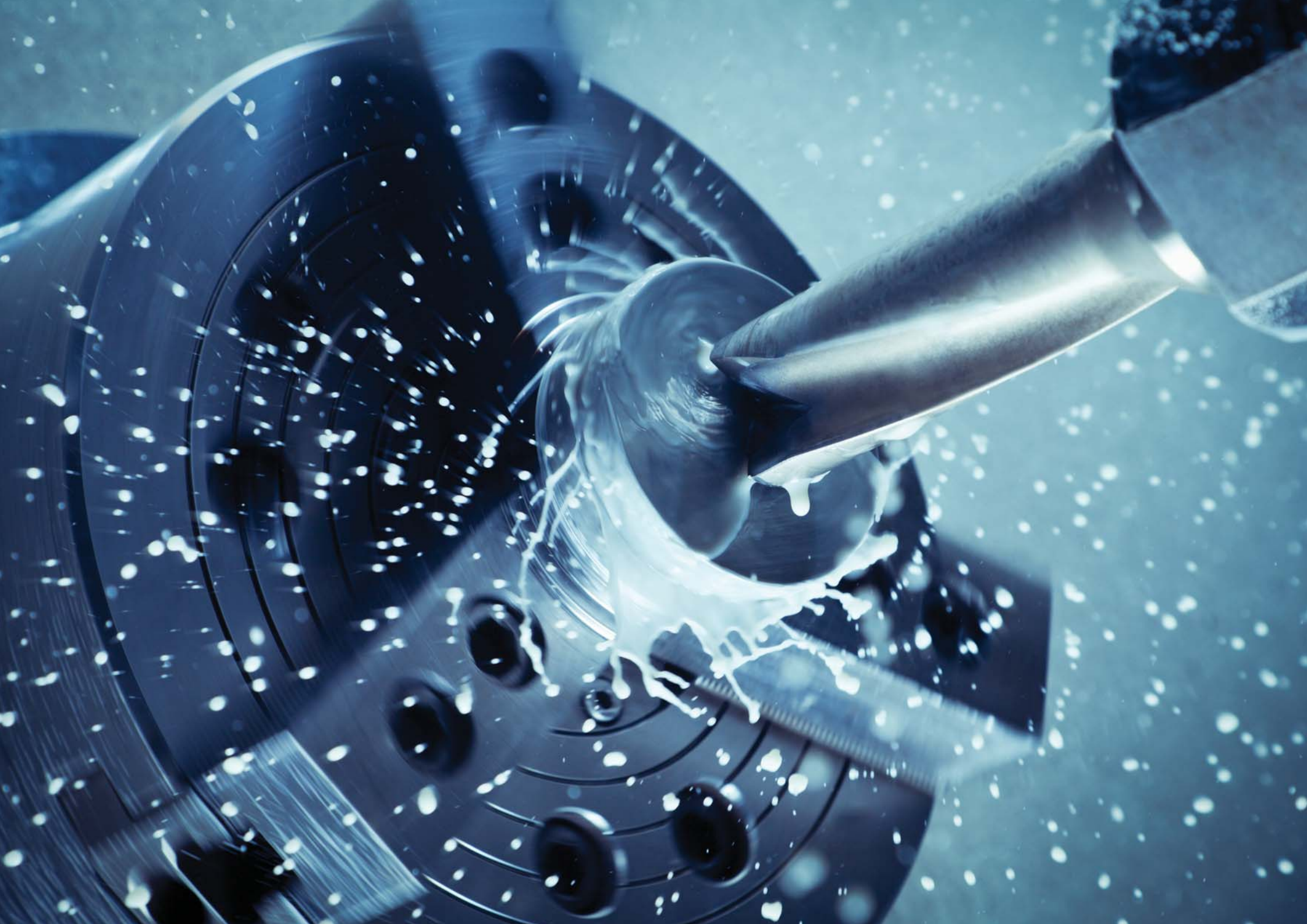
5.6 Flood Risk and Drainage

Policy IN2: Flood Risk and Drainage

- A. A new bridge will be required over the River Don, the design of which must demonstrate that there will be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of the proposed works.
- B. Opportunities offered by new development to reduce the causes and impacts of flooding will be encouraged. To address drainage and flood risk, development proposals must therefore be accompanied by:
 - i. a detailed Flood Risk Assessment (FRA) and Water Framework Directive Assessment.
 - ii. a surface water drainage strategy which complies with national design standards and local policy. The scheme promoter will 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, provides multifunctional benefits to wildlife, landscape and water quality and is effectively managed with clear ownership in place.
 - iii. evidence that sufficient capacity, both on and off-site, in the foul sewer network to support development exists. Where there is insufficient capacity, plans for the sewer upgrades must be delivered prior to the occupation of development within the IAMP.

- 133. The River Don corridor runs through the centre of the IAMP area and therefore represents a key constraint to development. The IAMP AAP needs to take account of flood risk and drainage issues to mitigate the risks of fluvial and surface water flooding and maintain effective operation of the site.
- 134. Development proposals should be accompanied by a detailed Flood Risk Assessment (FRA) prepared in accordance with the requirements and guidance set out in the NPPF and PPG. The main uses of the development are categorised as less vulnerable under the PPG, though

- the FRA should consider the impact of flood interruption to the wider area and whether a higher category is appropriate.
135. Sustainable Drainage Systems (SuDS) will be required to be integrated across the area to allow for a comprehensive Drainage Strategy to be delivered. This will involve measures designed into streets based on the road hierarchy.
 136. The structure which carries the new access road across the River Don will aim to minimise impacts upon the corresponding flood behaviours and to cross by means of clear spans wherever possible. Development proposals must demonstrate that there will be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of the proposed works.
 137. Surface drainage for the development should comply with Government Sustainable Drainage Systems design standards.
 138. The Drainage Strategy should include details of how proposed drainage systems will manage the risk of pollution in surface run-off, with particular reference to the pollution rating approach set out in the CIRIA SuDS Manual (2015). This is to be recorded in the Drainage Strategy, which should also identify future ownership and maintenance responsibilities for the new drainage systems and distinguish where different ownerships might apply to different parts of the drainage network, for example highway drainage.
 139. It will also be necessary to demonstrate whether there is sufficient capacity both on and off-site in the foul sewer network to support development. Where insufficient capacity exists the scheme promoter or applicants will be required to identify how any necessary upgrades will be delivered ahead of the occupation of development and record this assessment in the Drainage Strategy which accompanies the FRA.
 140. A Water Framework Directive assessment will be required in accordance with guidance published by the Environment Agency to demonstrate that the scheme complies with the Directive's objectives or does not compromise the existing water environment qualities.



6 Environment

6.1 Landscape

Policy EN1: Landscape

- A. To minimise the impact on landscape character and visual amenity, seek landscape enhancements, as well as to integrate buildings into the surrounding landscape setting, development proposals must:
- i. minimise the visibility of the development from the A19 and maintain an appropriate landscape buffer;
 - ii. use design and landscaping measures to reduce the impact of development along public rights of way;
 - iii. incorporate a landscape buffer around the development edges to integrate the development with the surrounding countryside and provide defensible boundaries for the Green Belt; and
 - iv. consider the incorporation of green and brown roofs and green walls into the design of the development.
- B. Development proposals must include a landscape and visual impact assessment which demonstrates an understanding of the likely significant effects of the proposed development. The assessment will influence the design of the proposals to ensure potential adverse effects are prevented or minimised.
- C. The designated Ecological and Landscape Mitigation Area, as shown on the Policies Map, will provide the focus for necessary landscape impact mitigation, in addition to landscaping within the allocated employment areas.
141. This policy sets out principles for the protection and enhancement of landscape character and visual amenity.
142. The policy approach seeks to minimise the impact of the IAMP on the surrounding landscape, take opportunities to enhance the landscape and provide defensible boundaries for the Green Belt to prevent development sprawl. Proposed measures to reduce the visibility of the new development and mitigate the impacts of the development could include the use of building materials, green roofs and walls, planting with large trees and use of buffers along development edges to 'soften development' and better integrate the development with the surroundings.
143. New planting, in particular along the edges of the development should comprise native, fruiting and flowering species to create habitats and food sources for wildlife. Inclusion of green and brown roofs will help to mitigate the impact of the development by creating habitats.
144. The landscape policy approach focuses on the protection and enhancement of the natural and built environment, including preservation and strengthening of the special character of the environment, the separation of settlements, enhancement of the landscape experience along urban fringes, the protection of important public views such as towards Boldon Downhill and Penshaw Monument, and important panoramic views such as those from Penshaw Monument. This approach is explained in the Landscape Technical Background Report.

6.2 Ecology

Policy EN2: Ecology

- A. To protect and enhance biodiversity, development must:
- i. avoid, minimise and mitigate or compensate any adverse impacts on biodiversity and provide net gains where possible;
 - ii. maintain and enhance the River Don as a functional wildlife corridor, through improvements to its water quality and geomorphology, and through the implementation of an ecological buffer along the River Don corridor and around Local Wildlife Sites (with the exception of the new bridge crossing);
 - iii. design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits;
 - iv. restrict or minimise public access to areas of ecological sensitivity;
 - v. create ecological links between retained and new habitat areas within and beyond the IAMP AAP area; and
 - vi. secure through requirements in a DCO or planning conditions and/or planning obligations, provision for the maintenance and monitoring of appropriate mitigation and or compensation measures.
- B. To support proposed development an Ecological Impact Assessment must be included as part of the Environmental Impact Assessment. This is required to ensure potential impacts are prevented or mitigated and/or compensated where mitigation is not feasible. Ecological mitigation measures must be designed in conjunction with landscape and drainage specialists (where applicable), to maximise the ecological value of landscape planting and drainage features. Proposals must include an appropriate long-term Management and Maintenance Plan that will ensure long-term ecological value is maintained.
- C. The designated Ecological and Landscape Mitigation Area, as shown on the Policies Map, will provide the focus for necessary ecological mitigation and compensation measures.
145. This policy sets out principles to protect and enhance the ecological value of the IAMP and to encourage development based on sound sustainability principles.
146. The policy seeks to limit the impact on the ecological features within the IAMP AAP area through the implementation of wildlife buffers and restricted areas of public access for the most ecologically sensitive areas, in order to minimise disturbance. The approach seeks to achieve an ecologically sensitive design that is integrated with green infrastructure, landscape character and SuDS; and offers ecological enhancement to achieve a net gain for nature.
147. For the purposes of this policy the term biodiversity includes all statutory and non-statutory designated sites, protected species, priority habitats and species, wildlife corridors, and habitats and species outside designated sites and not identified as a conservation priority but which are considered locally important.
148. The Local Wildlife Sites within the IAMP AAP area which this policy applies to include Elliscrope Farm East/Hylton Bridge and River Don East House, Usworth Burn and the River Don corridor.
149. A sequential process should be adopted to avoid, minimise, mitigate and compensate ecological impacts. This is often referred to as the 'mitigation hierarchy'. For most projects, avoidance, mitigation, compensation and enhancement measures should be identified as part of the Ecological Impact Assessment process.
150. Ecological mitigation measures will both maintain and enhance the River Don as a functional ecological corridor. This will enable ecological connectivity throughout the development site between existing and new ecological features. The policy also seeks to ensure the creation of networks linking areas of retained and created habitat.
151. The policy aligns with the aims of the NPPF to achieve net gains for nature and maximise the ecological value of the area. This includes conserving and enhancing the natural environment and reducing pollution of the River Don. Habitat creation will recognise the protected species on site, including the wintering and breeding bird assemblage,

and will accommodate these species within the IAMP AAP area and surrounding area. Priority will be given to mitigating effects within the IAMP AAP boundary; however in certain cases it may be necessary to provide off-site mitigation. Any mitigation will also have to satisfy the requirements associated with the protected species on site that could be impacted by the development.

152. The policy specifies the requirement for an Ecological Impact Assessment as part of the Environmental Impact Assessment accompanying development proposals.
153. The outcomes of the assessment will influence the design of development proposals to ensure no net loss to biodiversity.

6.3 Green Infrastructure

Policy EN3: Green Infrastructure

- A. To provide green and open spaces for recreational use, development must:
 - i. incorporate a minimum 50m wide buffer from the riverbanks on both sides along the River Don (to maintain a total minimum 100m wide corridor), linking with the wider Green Infrastructure corridor to the east and west beyond the Plan boundary, and allow recreational access within this buffer where there is low risk of harm to ecological 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.

154. This policy sets out the principles for the creation of Green Infrastructure. It takes account of the multiple benefits of Green Infrastructure for habitat creation, recreation, visual amenity, health and wellbeing.
155. For the main Green Infrastructure corridor along the River Don, the buffer should comprise marshy areas and ponds, riparian meadows, shrubs and trees to enhance the area for wildlife and to protect the river habitat. Recreational access can be provided by paths set back from the water edge to take account of health and safety and protect ecologically sensitive habitats.
156. Within the IAMP, green links should be created through the development by incorporating avenues of trees along the main roads, informal open spaces and landscaped areas linking the swales and SuDS. Public rights of way can be routed along landscape areas to create an attractive setting and promote walking and cycling for local residents and employees.

6.4 Amenity

Policy EN4: Amenity

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

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

7 Implementation and Delivery

7.1 Delivery Partners

158. Sunderland City Council and South Tyneside Council will lead the delivery of the IAMP with both Councils committed to delivering the vision set out in the IAMP AAP. The scheme is currently being progressed on the basis that the scheme promoter delivery vehicle, "IAMP LLP", will prepare and submit the IAMP DCO application, secure the necessary funding and deliver the land acquisition, infrastructure works and create development plots on the IAMP site.
159. The delivery vehicle is in joint 50:50 ownership of both Sunderland City Council and South Tyneside Council.
160. Other public bodies and in particular Government agencies such as Highways England, the Environment Agency and Natural England, in addition to key stakeholders such as Nissan, also have important roles in influencing and informing the detailed design of the development. As part of the Duty to Co-operate many of these bodies have been engaged with throughout the preparation of the IAMP AAP and this dialogue will continue to ensure that appropriate solutions are found to facilitate development.
161. Discussions have been held between the key stakeholders and landowners in the area and the Councils to ensure key parties are aware of the plans and proposals. This stakeholder involvement has been crucial in developing the IAMP AAP. The Councils will continue this process by further involving and consulting on future aspects of the IAMP project. It is important that the community (including residents, employees and employers) continue to have a say in the plans for the future of the area.

7.2 Phasing, Implementation and Infrastructure Delivery

Policy Del1: Phasing and Implementation

- A. A Phasing Strategy must be submitted with any application for proposed development.
- B. The Phasing Strategy must demonstrate how the comprehensive and integrated infrastructure, services and facilities that will make the scheme acceptable in planning terms will be delivered.
- C. A Mitigation Strategy and a Management Strategy must be submitted with any application and each should address the following key topics: Landscape and Open Space; Ecology; Drainage; and Sustainable Transport.
- D. The Phasing Strategy must demonstrate how the strategic infrastructure required for the IAMP, as identified in the Infrastructure Delivery Plan, will be delivered.
- E. The approved Phasing Strategy, Mitigation Strategy and Management Strategy must be secured by DCO requirement or planning obligations.

162. As is typical with sites of the scale of the IAMP, it is anticipated that development will take place over a number of years in phases. A Phasing Strategy will be required as part of any application, with the phasing of development expected to reflect the aims of the IAMP AAP.
163. The key principle underpinning the delivery strategy for the IAMP is that infrastructure is put in place at the earliest possible opportunity with key mitigation measures prioritised. The project is to be led by investment in and provision of infrastructure for the whole site. This will then ensure that the scheme is able to respond flexibly to the development requirements of potential occupiers.

- 164. Agreed mitigation measures must be implemented in accordance with the approved phasing plan, with full implementation prior to the occupation of the final development phase.
- 165. Delivery of measures to increase highways capacity and to encourage sustainable choices such as pedestrian and cycle improvements, an energy centre and ecological mitigation will be prioritised.
- 166. It is important that the delivery of the project on the ground is achieved in a coordinated and timely manner. The scheme promoter should manage the delivery process to seek to ensure that unnecessary delays are avoided and disruption to the area is minimised.

7.3 Securing Mitigation

Policy Del2: Securing Mitigation

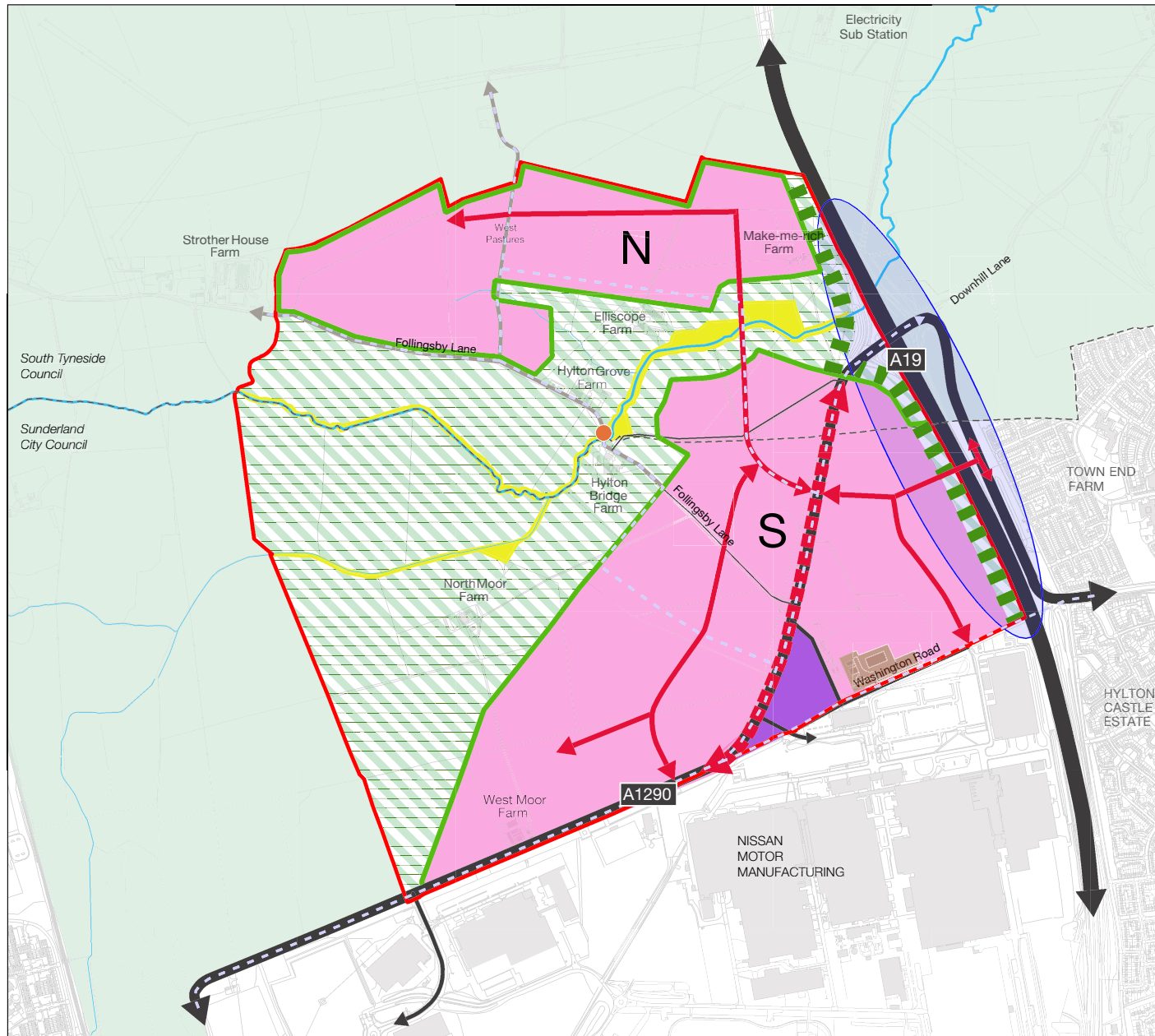
- A. Mitigation required as a result of the IAMP will be secured through articles and requirements within a DCO and/or by planning obligations as appropriate.
 - B. Mitigation required as a result of other proposals will be secured through articles and requirements within a DCO, planning conditions or planning obligations as appropriate.
 - C. Where necessary, to make development of the IAMP acceptable in planning terms, developer contributions (in the form of planning obligations) will be sought to mitigate the impact of the IAMP. In seeking any such contributions, regard will be had to scheme viability and other material considerations.
167. The need for any mitigation of the impacts of the IAMP will be identified during the preparation, submission and examination of the IAMP DCO or other planning application. Mitigation will be secured within the articles and requirements of the DCO, or by planning obligation, as appropriate. Mitigation for any other proposals within the IAMP AAP area will be secured by articles and requirements within a DCO, planning condition or planning obligation. The PPG recognises the role

of planning obligations to assist in mitigating the impact of development. Planning obligations should only be sought where: they are necessary to make the development acceptable in planning terms; directly relate to the development; and are fairly and reasonably related in scale and kind.

- 168. Development of the IAMP requires significant early investment in infrastructure. The timing of provision of that infrastructure will be secured through the Phasing Strategy.
- 169. Developer contributions may be appropriate to fund measures to mitigate the impact of development on the environment and to deliver key infrastructure to support the implementation of the scheme. However, it is expected that the majority of strategic infrastructure will be built or procured directly by the promoter of the IAMP DCO. Similarly, it is possible that a proportion of environmental mitigation could be delivered directly by the promoter within the IAMP AAP area.
- 170. This is described in the separate Infrastructure Delivery Plan which accompanies this Area Action Plan.

Appendix A

Policies Map



IAMP AAP Policies Map

KEY

Policies

- AAP Boundary
- N Northern Employment Area
- S Southern Employment Area
- Green Belt
- Policy S1
- Green Belt Boundary
- Policy S1
- Hub
- Policy S2
- Proposed Key Roads
- Policy T1
- A19 and Local Road Improvements
- Policy T1
- Proposed Key Cycle Routes
- Policy T2
- Proposed Minor Roads
- Policy T2
- A19 Landscape Buffer
- Policy EN1
- Local Wildlife Sites
- Policy EN2
- Ecological and Landscape Mitigation Area (indicative)
- Listed Buildings
- Policy D1
- North East Land Sea & Air Museums

Context

- South Tyneside/ Sunderland Boundary
- River Don
- Existing Roads
- Tyne and Wear Green Belt



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Appendix B

IAMP AAP Monitoring Framework

- B1.1 Sunderland City Council and South Tyneside Council will be jointly responsible for the monitoring of the implementation of the IAMP AAP, and performance against the Plan's objectives. They will also be responsible for monitoring against Sustainability Appraisal indicators.
- B1.2 The Monitoring Framework below sets out a series of indicators and targets against which progress will be monitored in relation to the success of the policies themselves. These are linked (where possible) to the indicators used by South Tyneside Council and Sunderland City Councils' Authorities' Monitoring Reports.
- B1.3 Some of the indicators will be relatively easy to monitor over time, for example the take up of employment land. Other indicators, such as amenity levels, will be less easy to objectively monitor.

B2 Objectives

- B2.1 Whilst the policies directly inform the decision making process, their strength and successful application will ultimately determine whether or not the overall AAP objectives are achieved. Some objectives will be addressed through the Councils' Local Plan policies that are applicable to the AAP area and the following table sets out the objectives and which AAP policies will contribute towards their achievement:

AAP Objectives and Policies

AAP Objective	AAP Policies
1. Build on the area's international reputation in the automotive industries and support Nissan in its expansion and investment in the UK.	S1, S3
2. Enable the North East to continue to achieve a positive balance of trade in goods, thereby strongly supporting the growth and resilience of the UK economy.	S1, S3
3. Deliver a key element of the City Deal with Government and to support the North East LEP to stimulate local jobs and growth in the local economy.	S1, S3, S4, Del1
4. Attract European-scale 'super suppliers', especially linked to automotive industries and encourage investment and expansion by existing businesses.	S1, S3, S4
5. Ensure the North East has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment.	S1, S2, S3, S4
6. Ensure links to sub-regional infrastructure, including ports, roads and airports.	S1
7. Ensure a suitable transport network to realise the vision.	D1, D2, T1, T2
8. Ensure access to a skilled workforce to realise the vision.	S5, T1, T2, T3
9. Protect and enhance the biodiversity offering of the location including through mitigation.	EN1, EN2, EN3
10. Encourage design and development based on sound sustainability principles.	S5, D1, D2, IT2, T3, T4, N1, IN2, EN1, EN2, EN3
11. Create a central hub to provide identity and encourage public transport.	S6, D1, T2, T3, T4
12. Maximise opportunities to bring in public sector and private sector funding.	Del2
13. Improve flood alleviation, water quality and habitat connectivity along the River Don.	D1, IN2

AAP Sustainability Objectives and Policies

AAP Objective	AAP Policies
1. Reduce the emissions of greenhouse gases within Sunderland and South Tyneside.	D2, T2, T3
2. Adapt to and mitigate the impacts of climate change in Sunderland and South Tyneside.	D1, D2, IN2
3. Protect our environmental assets and natural resources.	D2, EN1, EN2, EN3, EN4, Del1
4. Conserve and enhance biodiversity.	EN1, EN2, EN3, Del1
5. Protect and enhance our Green Belt and green infrastructure.	EN1, EN2, EN3, Del1
6. Support the efficient use of resources and minimise disposal of wastes to landfill.	
7. Facilitate economic growth at a local and regional scale.	S1, S2, S3, S4, S5, D1, T1, T2, T3, T4, IN1
8. Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside.	S1, S2, S3, S4, S5, D1
9. Increase opportunities for education and skills for Sunderland and South Tyneside.	S1, S2, S3, S4, S5, D1
10. Improve health and well-being of people and communities.	S5, T2, T3, EN3, EN4
11. Promote and enhance Sunderland and South Tyneside's culture and heritage.	D1
12. Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region.	S5, D1, D2, T1, T2, T3, Del1
13. Promote sustainable transport choices for employees, residents and visitors.	S5, D1, D2, T2, T3, Del1

Monitoring Framework

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
S1: Comprehensive Development	<p>Successful release of 150 hectares of land from the Green Belt for comprehensive development</p> <p>Submission of DCO application to Planning Inspectorate</p> <p>Determination of DCO application by Secretary of State</p> <p>Submission and/or determination of planning application (including local development orders) under TCPA which contributes positively towards comprehensive development.</p>	<p>Submission of DCO to PINs by Spring 2017 which includes masterplan, unifying design code and phasing plan.</p> <p>Determination of DCO by the Secretary of State by Autumn 2018.</p> <p>Submission and/or determination of any planning applications (including LDOs) under the provisions of the Town and Country Planning Act, which are in accordance with IAMP masterplan, contributes proportionately to mitigation and achieves same design quality as IAMP design code.</p>	<p>If the DCO is not submitted and subsequently determined by 2020, both authorities will seek to prepare a joint Supplementary Planning Document (SPD) which will establish the overall masterplan and design code for the site.</p>	<p>Council Adoption Statement</p> <p>DCO Application</p> <p>Planning Applications or LDOs within AAP area submitted under Town and Country Planning Act</p>
S2: Land Uses	<p>Development of Principal Uses on the IAMP site</p>	<p>Amount of B1, B2 and B8 floorspace completed (m2)</p> <p>Proportion of this floorspace which is for Principal Uses (as defined by the glossary)(%).</p>	<p>The Council should seek to ensure through the DCO or by imposing an Article 4 Direction that no more than 10% of B-Class floorspace is taken up by non-principal uses</p>	<p>Council's Local Plan Monitoring Database</p> <p>DCO Application</p> <p>Annual Data provided by IAMP LLP</p> <p>Planning Applications within AAP area submitted under Town and Country Planning Act</p>

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
S3: Mix of Uses	Amount of floorspace developed for Principal and Supporting employment uses	<p>Amount of floorspace completed for supporting uses (B1(a) and B1(b)) (m²)</p> <p>Amount of floorspace developed for Principal Uses (B1(c), B2 and B8) (m²)</p>	<p>Annual review of the proportion of take up of employment land for Principal and Supporting Uses.</p> <p>Where the amount of floorspace for Supporting Uses exceeds 20,000m² or 20% of floorspace developed, an early review of the plan should be undertaken.</p>	<p>Council's Local Plan Monitoring Database</p> <p>DCO Application</p> <p>Annual Data provided by IAMP LLP</p> <p>Planning Applications within AAP area submitted under Town and Country Planning Act</p>
S4: The Hub and Ancillary Uses	Amount of floorspace developed for appropriate uses on the Hub and ancillary uses within the Northern Employment Area	<p>Cumulative amount of floorspace developed for Use Classes C1, D2, B1(a), A1 and A3 within the Hub.</p> <p>Amount of floorspace developed for A1 and A3 Uses by single unit within the Hub and the Northern Employment Area.</p> <p>Number of bedspaces developed for C1 Use within the Hub.</p> <p>Amount of floorspace developed for nursery and child-care facilities.</p> <p>Completion of a multi-model transport interchange.</p> <p>Density of development on the Hub (proportion of site area developed by hectare).</p> <p>Cumulative amount of A1 and A3 Use Classes developed in the Northern Employment Area.</p>	<p>Where the cumulative amount of development exceeds the thresholds set out within Policy S5, consider whether necessary to introduce appropriate restrictions or whether an early review of the plan should be undertaken.</p> <p>Should any individual A1 or A3 Use units exceed 250m², consider whether necessary to introduce appropriate restrictions or whether an early review of the plan should be undertaken.</p>	<p>Council's Local Plan Monitoring Database</p> <p>DCO Application</p> <p>Annual Data provided by IAMP LLP</p> <p>Planning Applications within AAP area submitted under Town and Country Planning Act</p>

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
D1: Masterplan Design	Submission of a Design Code which addresses all of the design principles set out within Policy D1.	Submission of a Design Code alongside the DCO or any relevant planning applications made under the Town and Country Planning Act which addresses each of the design principles set out within the Policy.	If the DCO is not determined by 2020, both authorities will seek to prepare a joint Supplementary Planning Document (SPD) which will establish the overall masterplan and design code for the site.	DCO Application Planning Applications within AAP area submitted under Town and Country Planning Act
D2: Public Realm	Submission of a Public Realm Strategy which addresses all of the key principles set out within Policy D2.	Submission of a Public Realm Strategy alongside the DCO or any subsequent planning applications made under the Town and Country Planning Act which addresses each of the key principles set out within the Policy.	If the DCO is not determined by 2020, both authorities will seek to prepare a joint Supplementary Planning Document (SPD) which will establish the overall masterplan and design code for the site.	DCO Application Planning Applications within AAP area submitted under Town and Country Planning Act
T1: Highway Infrastructure	Completion of necessary transport improvements as set out within Policy T1. Submission of a Phasing and Transport Assessment which demonstrates how the proposals will provide suitable and safe connection and integration with Highways England's junction improvements to the Downhill and Testos junctions on the A19.	Monitoring the delivery of the necessary transport improvements in line with the timescales in the Infrastructure Delivery Plan (IDP).	Review the IDP and the delivery mechanism if any of the transport schemes are delayed.	Infrastructure Delivery Plan Highways England Annual Data provided by IAMP LLP

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
T2: Walking, Cycling and Horse Riding	Submission of a Design Code which addresses all of the walking, cycling and horse riding design principles set out within Policy T2.	Submission of a Design Code alongside the DCO or any subsequent planning applications made under the Town and Country Planning Act which addresses each of the design principles set out within the Policy.	If the DCO is not determined by 2020, both authorities will seek to prepare a joint Supplementary Planning Document (SPD) which will establish the overall masterplan and design code for the site.	DCO Application Planning Applications within AAP area submitted under Town and Country Planning Act
T3: Public Transport	Submission of details alongside the DCO and/or any planning application that all of the requirements within the policy have been met.	Submission of documentation alongside the DCO or any subsequent planning applications made under the Town and Country Planning Act which addresses each of the requirements set out within the Policy.	If the DCO is not determined by 2020, both authorities will seek to prepare a joint Supplementary Planning Document (SPD) which will establish the overall masterplan and design code for the site.	Nexus DCO Application Planning Applications within AAP area submitted under Town and Country Planning Act
T4: Parking	Identification of parking standards as part of IAMP Design Code. Submission of Travel Plan alongside the DCO and/or any planning application that all of the requirements within the policy have been met.	Submission of Car Park Management Plan Provision of disabled badge parking spaces (no. provided and % of all spaces provided which are for use by disabled badge holders only). Proportion of off-street parking spaces provided for the use of car-sharing only (%). Total number of parking spaces provided. Number of spaces provided for lorry parking provision. Number of on-street parking bays provided. Number of charging points provided for electric cars and bicycles.	If the DCO is not determined by 2020, both authorities will seek to prepare a Supplementary Planning Document (SPD) which will establish the overall masterplan and design code for the site, including the parking standards.	DCO Application Planning Applications within AAP area submitted under Town and Country Planning Act Annual Data provided by IAMP LLP

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
IN1: Infrastructure Provision	Delivery of necessary infrastructure to support the delivery of the IAMP.	Monitoring of the delivery of the projects identified within the Infrastructure Delivery Plan.	Review the IDP and the delivery mechanism if any of the transport schemes are delayed.	Infrastructure Delivery Plan Annual Data provided by IAMP LLP
IN2: Flood Risk and Drainage	<p>Demonstration that there would be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of development.</p> <p>That run-off from the site (post-development) does not exceed corresponding greenfield rates, minimises pollution and provides multifunctional benefits to wildlife, landscape and water quality.</p> <p>That there is sufficient foul sewer network capacity, or the necessary upgrades are provided if insufficient capacity exists.</p>	<p>Submission of Flood Risk Assessment and Water Framework Directive Assessment as part of DCO or planning application.</p> <p>Submission of Surface Water Drainage Strategy as part of DCO or planning application.</p> <p>Water Quality Indicators for River Don.</p> <p>Delivery of any necessary foul sewer upgrades, as necessary.</p>	<p>If levels of flood risk on the site (as shown on Environment Agency's flood maps) increase as a result of the development, this will trigger an update to the SFRA to identify necessary mitigation to return flood levels to greenfield rates.</p> <p>If water quality along the section of the River Don through the IAMP and immediately downstream of the IAMP declines below current levels, the Councils will work with the Environment Agency to address the issues.</p> <p>If insufficient levels of sewer capacity are identified, the Councils will work with Northumbrian Water to rectify any deficiencies.</p>	Environment Agency Flood Risk Assessment

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
EN1: Landscape Design	<p>Establish landscape screening around development consisting of native broadleaf and evergreens</p> <p>Submission of landscape and visual impact assessment which influences the design of the proposals to ensure that potential effects are avoided, minimised or mitigated.</p>	<p>Landscape planting to be undertaken in accordance with agreed design principles for the site</p> <p>Submission of a landscape and visual impact assessment as part of the DCO or planning application, which addresses all of the criteria set out within the policy.</p> <p>Depth of landscape buffer provided alongside A19 (m).</p> <p>Depth of landscape buffer long provided along development edges (m).</p> <p>Number of buildings developed incorporating green and brown roofs and integrated green infrastructure and treatment.</p>	<p>Review of landscape plan and contract annually for the first three years and then every 3 years until planted stock suitably established.</p> <p>Stock to be replaced or changed if unable to establish. Tree thinning to take place every 10 -15 years for the life time of the development in accordance accepted good practice</p> <p>If the DCO is not determined by 2020, both authorities will seek to prepare a joint Supplementary Planning Document (SPD) which will establish the overall masterplan and design code for the site, including landscape design.</p>	<p>Council's Local Plan Monitoring Database</p> <p>DCO Application</p> <p>Planning Applications within AAP area submitted under Town and Country Planning Act</p> <p>Annual Data provided by IAMP LLP</p>

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
<p>EN2: Ecology</p>	<p>Protect and enhance biodiversity</p> <p>Avoid/mitigate and compensate adverse impacts and provide net gains</p> <p>Submission of Ecological Impact Assessment which ensures that the development maintains and enhances biodiversity and wildlife habitats.</p> <p>Ensure that all Local Wildlife Sites (inclusive of proposed) are in favourable condition</p> <p>Retain Barn Owl population on site</p> <p>Increase the area of local priority habitats in accordance with the agreed management plan for the site</p> <p>Swales and Sustainable Drainage Systems (SuDS) to provide and take account of additional wildlife benefits</p>	<p>Submission of an Ecological Impact Assessment as part of the DCO or planning application, which addresses all of the criteria set out within the policy.</p> <p>Preparation and implementation of an appropriate long term management plan.</p> <p>Condition of Local Wildlife Sites within and immediately adjacent to the AAP boundary – undertake condition assessments of all Local Wildlife Sites directly and indirectly affected by IAMP</p> <p>Undertake breeding bird surveys in accordance with best practice guidelines</p> <p>Undertake annual surveys for barn owl and inspections of nesting and roosting units</p> <p>All planning applications to provide details to the Local Authority of habitat type and total area created</p> <p>Undertake native planting to complement the SuDS feature(s) and measure size of areas.</p>	<p>Undertake assessments 5 years after construction works commence on site then every 5 years. Should the sites be in unfavourable condition, habitat management works will be undertaken to help meet the favourable objectives for the sites</p> <p>Undertake annual surveys once mitigation measures are complete and then every 5 years. Revise management regime as required</p> <p>Undertake annual breeding surveys once mitigation measures are complete and then every 5 years. Annual inspection of nesting and roosting units. Revise management regime as required</p> <p>To provide bi- annual reports for the first 6 years once mitigation measures are complete and then every 5 years. Check habitats have been created and managed in accordance with planning permission and the agreed management plan for the site</p> <p>To provide bi- annual reports in the first 6 years of the mitigation measures being complete and then every 5 years. Should the species richness of the features be poor or decline over time amend maintenance plan</p>	<p>DCO Application</p> <p>Planning Applications within AAP area submitted under Town and Country Planning Act</p> <p>Local Authority Countryside and Wildlife Officers/Ecologists</p> <p>Local Nature Partnership and Durham Wildlife Trust</p>

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
			If the DCO is not determined by 2020, both authorities will seek to prepare a joint Supplementary Planning Document (SPD) which will establish the overall masterplan and design code for the site, including the ecological mitigation and a long term management plan.	
EN3: Green Infrastructure	Provision of green and open spaces for recreational use within the development.	Depth of landscape buffer provided alongside A19 (m). Delivery of new ecological mitigation area alongside River Don. Amount of open space provided (ha)	If the DCO is not determined by 2020, both authorities will seek to prepare a Supplementary Planning Document (SPD) which will establish the overall masterplan and design code for the site, including the green infrastructure requirements.	DCO Application Planning Applications within AAP area submitted under Town and Country Planning Act Local Authority Countryside and Wildlife Officers/Ecologists Local Nature Partnership and Durham Wildlife Trust
EN4: Amenity	Submission of Construction Environmental Management Plan to demonstrate that appropriate mitigation measures are implemented to protect amenity.	No. of complaints to local authorities Environmental Protection Officers as a result of amenity impact resulting from proposed development. Submission of a Construction Environmental Management Plan as part of the DCO or planning application, which identifies and implements appropriate mitigation measures relating to amenity.	If more than 10 justified complaints are received by the Councils' Environmental Health Officers from different individuals within a given year, the Councils will seek to take necessary measures to resolve conflicts through mediation with developers and complainants.	Planning application/ Consultation on the DCO Local Authority Environmental Health Officers

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
Del1: Phasing and Implementation	Submission of Phasing Strategy, Mitigation Strategy and Management Strategy to ensure comprehensive development.	Delivery of the development in accordance with the Phasing Strategy, Mitigation Strategy and Management Strategy.	If the development is not brought forward in accordance with the Phasing Strategy, Mitigation Strategy or Management Strategy, a review of the AAP will be undertaken.	DCO Application Planning Applications within AAP area submitted under Town and Country Planning Act IAMP LLP
Del2: Securing Mitigation	Levels of mitigation achieved through articles, protective provisions and requirements of the DCO or other planning obligations.	Number of planning conditions and obligations linked to environmental mitigation. Amount of money agreed/received through planning contributions towards environmental mitigation. Delivery against the Infrastructure Delivery Plan	Review the IDP and the delivery mechanism if any of the mitigation schemes are delayed.	DCO Application Planning Applications within AAP area submitted under Town and Country Planning Act
Other 1: Migration and Housing	Levels of additional in-migration and housing needs generated by the IAMP	Numbers and proportions of IAMP employees moving into the North East of England from elsewhere to take up jobs within the IAMP: i) within B-Class uses; ii) within the Hub's uses. iii) where they moved to the NE region from; iv) which NE districts they have moved to live in.	If in-migration levels significantly differ (>10% higher or lower overall and in terms of the distribution between districts) from the levels predicted in the IAMP Impact Study, then review the study's recommended growth scenarios and/or review the Impact Study itself.	IAMP LLP and NELEP SHMAs

Policy	Target/Outcome	Indicator	Trigger and Contingency	Source
Other 2: Employment	Employment land needs – levels of displacement and multiplier effects generated by the IAMP	Where IAMP occupier businesses have moved from to relocate within the IAMP.	If displacement levels significantly differ (>10% higher or lower) from the overall levels predicted in the IAMP Impact Study then review the study's recommended growth scenarios and/or review the Impact Study itself.	IAMP LLP and NELEP Employment Land Reviews

Appendix C

Superseded Policies

Sunderland Unitary Development Plan – Superseded Policies ('saved' UDP policies)		
UDP Saved Policy	Replacement Policy from IAMP AAP	Superseded (Part/Full)
WA19 Green Belt	Policy S2: Green Belt and Part Safeguarded Land	Part
CN23 Wildlife Corridor	Policy EN2: Ecology	Part
WA26 Multi-user route along the River Don	Policy T2: Walking and Cycling	Part

South Tyneside Local Development Framework – Superseded Policies (Core Strategy, Development Management and Site-Specific Allocations policies)		
Core Strategy	Replacement Policy from IAMP AAP	Superseded (Part/Full)
EA1: Local Character and Distinctiveness	Policy S2: Green Belt and Safeguarded Land	Part (related to Core Strategy Key Diagram and LDF Site-Specific Allocations Proposals Map)

