

## International Advanced Manufacturing Park Area Action Plan

Schedule of Proposed Modifications

February 2017



## IAMP AAP Publication Draft: Schedule of Proposed Modifications, February 2017

The Councils consider that the IAMP AAP Publication Draft (PSD 01) is sound as it meets the requirements of section 20(5) (a-c) of the 2004 Act, associated regulations and complies with the requirements of the National Planning Policy Framework ('the Framework'). Under section 20(7C) of the 2004 Act, the Council request the appointed Inspector to recommend any main modifications to the plan that are necessary to make it sound and legally compliant.

There are two types of modifications;

- **Main Modifications** - are those that materially affect the submitted Plan, which are required to ensure that the plan is sound and legally compliant.
- **Minor Modifications** - are those where they will not impact upon the intent or interpretation of the Plan, or go to the heart of whether the plan is 'sound' or not. The minor changes outlined are changes such as typographical errors and factual updates.

The Councils are proposing minor modifications to the PSD01 IAMP AAP Publication Draft (August 2016). These proposed minor modifications are contained in this schedule. These do not materially affect the substance of the plan, its overall soundness or the submitted sustainability appraisal. The Councils are proposing a number grammatical and typographical minor modification such as changing upper case to lower case letters. This have not been included in this schedule but are illustrated in PSD7 IAMP AAP Publication Draft incorporating Proposed Modifications.

The modifications are set out in plan order. Where it has not been possible to show information (such as tables, diagrams and maps) within the table, these are provided in Appendix 1

This is a living document that will be update during the examination process.

The following format has been used to denote modifications:

- Underlined text = new text suggested
- Strikethrough text = ~~text proposed for removal~~

<b>Proposed change reference</b>	<b>Stage at which change was proposed</b>	<b>Minor or Major modification</b>	<b>Page or Policy (August 2016 Publication Draft)</b>	<b>Page</b>	<b>Policy or Paragraph</b>	<b>Proposed Changes</b>	<b>Justification for proposed modification</b>
PM 1.	Submission	Minor	Front Cover	Page 0	Font Cover	International Advanced Manufacturing Park Area Action Plan <u>2017 – 2032</u>  <u>(Incorporating Proposed Modifications)</u> <u>February 2017)</u>	Clarify plan period and title of the document
PM 2.	Submission	Minor	Insert Page	Page 0	Insert Page	Public consultation on this publication draft Area Action Plan (AAP) will take place between 1 August and 26 September 2016. Formal representations and comments received will be taken into consideration, prior to the draft AAP being submitted to the Planning Inspectorate for independent examination. If declared 'sound' and fit for purpose, the final IAMP AAP will be adopted by Sunderland City Council and South Tyneside Council as part of their respective Local Plans.	To reflect that consultation on Publication Draft has closed.
PM 3.	Submission	Minor	Insert Page	Page 0	Insert Page	<p><u>Foreword</u>  <u>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.</u></p> <p><u>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.</u></p> <p><u>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 260,000 square metres of floorspace over a 100 hectare site. We anticipate circa 5,200 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.</u></p> <p><u>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 and safeguards 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.</u></p> <p><u>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 <b>opportunity for the region and indeed the whole UK.</b>"</u></p>	To include a foreword to set the context for IAMP
PM 4.	Submission	Minor	Page 2	Page 2	Para 1	It will allow them to innovate and thrive, contributing significantly to the long-term economic success of the North East of England and the national automotive sector.	For clarity
PM 5.	Submission	Minor	Page 2	Page 2	Para 3	(hereby referred to as the City Deal).	For clarity and consistency
PM 6.	Submission	Minor	Page 2	Page 2	Para 4	The IAMP is a plan for the next 15 years (covering the period 2017 to 2032). The AAP sets out planning policies to direct and enable the comprehensive delivery of a high quality employment development which is targeted at automotive and advanced manufacturing end users, and their supporting facilities.	Typographical error and reflect Plan period

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PM 7.	Submission	Minor	Page 2	Page 2	Para 5	<u>State as nationally significant. a Nationally Significant Infrastructure Project (NSIP) in September 2015. That means that the IAMP proposal itself, within the designated boundary for the Nationally Significant Infrastructure Project (NSIP)</u>	For clarity and consistency
PM 8.	Submission	Minor	Page 2	Page 2		<del>The IAMP AAP Publication document is the final draft version of the IAMP AAP. It has been made available for consultation to the Planning Inspectorate. This is a formal opportunity for the local community and other interested stakeholders to consider the IAMP AAP. If the Planning Inspectorate finds the IAMP AAP to be 'sound', it will be adopted by the Councils. Once adopted, the IAMP AAP will form part of the statutory Local Plans for both Sunderland City Council and South Tyneside Council</del>	Superseded by events
PM 9.	Submission	Minor	Page 2	Page 2		<del>The IAMP AAP Publication document have been published alongside the Sustainability Appraisal which has informed the development of the IAMP AAP to ensure it fully considers all opportunities to promote sustainable development.</del>	Superseded by events
PM 10.	Submission	Minor	Page 2	Page 2	Para 7	<u><a href="http://www.sunderland.gov.uk/iamp_development_plan">www.sunderland.gov.uk/iamp_development_plan</a></u> <u><a href="http://www.southtyneside.gov.uk/localplan">www.southtyneside.gov.uk/localplan</a></u>	To clarify correct website
PM 11.	Submission	Minor	Page 3	Page 4	Para 8	This <u>mitigation area</u> would not be developed but remain in the Green Belt.	For clarity and consistency
PM 12.	Submission	Minor	Page 3	Page 4	Para 9	The site is identified by the IAMP AAP site boundary <u>is shown</u> in Figure 1.	For clarity and consistency
PM 13.	Submission	Minor	Page 3	Page 4	Para 10	<ul style="list-style-type: none"> <li>• the development areas to the north and south of the River Don;</li> <li>• the ancillary commercial, leisure and transport <del>local centre</del> <u>area</u> known as 'the Hub' located in the southern part of the site;</li> <li>• the extensive ecological and landscape mitigation zone; <u>and</u></li> <li>• <u>and</u> the road, cycle and public rights of way networks across the AAP area.</li> </ul>	To address comments raised by <b>260916/WGPTDTB/023/G</b> on the local centre. Grammatical changes made
PM 14.	Submission	Minor	Page 4	Page 5	Para 11	The development of the IAMP will underpin the continued success of the automotive and advanced manufacturing sectors in the UK and <u>the North East of England</u> .	For clarity and consistency
PM 15.	Submission	Minor	Page 4	Page 5	Para 12	Nissan is a major employer in the North East <u>of England</u> 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 <u>of England</u> region there are 25 tier one automotive suppliers, with over 7,000 people employed in Sunderland's Nissan plant <u>which in turn</u> underpinsning over 20,000 supplier jobs in the wider North East region.	For clarity and consistency

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PM 16.	Submission	Minor	Page 4	Page 5	Para 14	The study identified the requirement for the IAMP (which was confirmed through the Sunderland-City Deal ( <del>in partnership with South Tyneside</del> ) in June 2014) of: <ul style="list-style-type: none"> <li>• Over 260,000 sq m of developable floorspace over a 100ha advanced manufacturing park; and</li> <li>• Creating <del>circa</del> over 5,200 new jobs with the vast majority within the manufacturing sector.</li> </ul>	For clarity and consistency
PM 17.	Submission	Minor	Page 4	Page 5	Para 16	The Department for Business, Innovation and Skills (BIS) <del>The Automotive Strategy (Produced by the then Department for Business, Innovation and Skills)</del> estimates that supply chain production worth £3-4bn could be brought within the UK. <del>In October 2016 Nissan has recently announced additional production in Sunderland of the next-generation Qashqai and X-Trail.</del> 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.	For clarity and consistency. To reflect the merger of the Department for Business, Innovation and Skills (BIS) and the Department of Energy and Climate.  Change (DECC) to form the Department for Business, Energy and Industrial Strategy (BEIS)
PM 18.	Submission	Minor	Page 5	Page 6	Para 20	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.	For clarity and consistency
PM 19.	Submission	Minor	Page 5	Page 6	Para 21	The Sunderland City Deal ( <del>in partnership with South Tyneside</del> )	For clarity and consistency
PM 20.	Submission	Minor	Page 6	Page 7	Para 24	The IAMP <u>site</u> will be located on land to the north of the	For clarity and consistency
PM 21.	Submission	Minor	Page 6	Page 7	Para 26	<del>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 Aircraft Museums is 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.</del>	To reflect the Statement of Common Ground agreed with Historic England 260916/HISENG/029/B and to address the County Archaeologist (Rep: 1901816/CA/013/A) the councils propose to make reference to historical assets.  To address the Statement of Common Ground agreed with Sport England (220916/SE/022) propose to make reference to the playing pitches.
PM 22.	Submission	Minor	Page 8	Page 9	Para 32	The IAMP AAP has taken account of the IAMP's nationally significant status as a NSIP. The IAMP AAP is intended to guide the preparation of the DCO application and <u>other applications that may be required and to inform its a DCO Examination.</u>	For clarity and consistency
PM 23.	Submission	Minor	Page 9	Page 10	Para 43	Sunderland City Council's consultation on the Strategic Growth Options (May 2016)	For clarity and consistency
PM 24.	Submission	Minor	Page 10	Page 11	Para 53	The IAMP AAP is supported by an evidence base consisting of 10 Technical Background Reports that cover the following themes:	For clarity and consistency

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						<ul style="list-style-type: none"> <li>• Commercial and Employment;</li> <li>• Environment and Ecology;</li> <li>• Flood Risk and Water Management;</li> <li>• Geotechnical Assessment;</li> <li>• Exceptional Circumstances for Releasing Land from the Green Belt;</li> <li>• Landscape Character;</li> </ul>	
PM 25.	Submission	Minor	Page 10	Page 12	Para 54	The Technical Background Reports are available on the South Tyneside Council and Sunderland City Council websites: <a href="http://www.sunderland.gov.uk/iamp_development_plan">www.sunderland.gov.uk/iamp development plan</a> <a href="http://www.southtyneside.gov.uk/localplan">www.southtyneside.gov.uk/localplan</a>	To refer to the relevant website
PM 26.	Submission	Minor	Page 11	Page 12	Para 57	<del>It was agreed with Sunderland City Council and South Tyneside Council This process concluded</del> that a Habitat Regulations Assessment was not required.	For clarity and consistency
PM 27.	Submission	Minor	Page 11	Page 12	Para 60	<del>For example; focused around transport, skills and attracting inward investment to support employment.</del>	Grammatical error
PM 28.	Submission	Minor	Page 11	Page 13	Para 62	<del>A The Duty to Co-operate Compliance Statement accompanies the will be provided by the Councils to accompany the IAMP AAP when it is submitted to the Planning Inspectorate. This will and</del> explains how the duty to cooperate has been implemented.	For clarity as the Compliance Statement includes the Consultation Statement
PM 29.	Submission	Minor	Page 11	Page 13	Para 63	<p>Preparation for of the IAMP AAP has undergone various issues and options consultation stages in accordance with under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This is described in the Statement of Consultation, including:</p> <ul style="list-style-type: none"> <li>• The economic scenarios to determine the scale of the proposal;</li> <li>• Alternative locations across the North East region;</li> <li>• Alternative locations within Sunderland and South Tyneside; and</li> <li>• Alternative locations within the broad area of land to the north of Nissan.</li> </ul>	This section has been superseded by the Statement of Consultation contained in the Statement of Compliance (PSD10) which will accompany the AAP.

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PM 30.	Submission	Minor	Page 11	Page 13	Para 64	<p>The previous stages of consultation undertaken to inform the IAMP AAP Publication Draft were:</p> <ul style="list-style-type: none"> <li>• <b>IAMP for the North East Region (Consultation February to March 2015).</b> This sets out a range of initial key issues and options for consideration in relation to the IAMP. It presented evidence regarding the need for an IAMP and consulted on a range of options to take account of the different economic scenarios, and included indicative maps showing alternative potential locations for the IAMP.</li> <li>• <b>IAMP: Green Belt and Site Selection Options Paper (GBSSO, Consultation December 2015 to February 2016).</b> This document built on the 'IAMP for the North East Region Consultation' taking into account comments on this initial consultation paper. The GBSSO presented the demand case for the IAMP in further detail, considering and discounting alternative locations across the region for a large scale employment site to meet the needs of the automotive and advanced manufacturing sectors. The document assessed the Green Belt area to the north of Nissan in order to understand the impact of potential boundary changes on the five purposes of Green Belt as defined in the NPPF. The paper also presented the proposed vision and objectives for the IAMP AAP along with analysis of three potential site options in the broad area to the north of Nissan.</li> </ul>	This section has been superseded by the Statement of Consultation contained in the Statement of Compliance (PSD10) which will accompany the AAP.
PM 31.	Submission	Minor	Page 11	Page 13	Para 65	<p>The outcome of the previous consultations can be summarised as follows:</p> <ul style="list-style-type: none"> <li>• Preference for the 'moderate growth scenario' requiring a development of around 140–150 hectares to accommodate growth in the automotive and advanced manufacturing sectors;</li> <li>• Preference for the location of the IAMP on land to the north of Nissan; and</li> <li>• Preference for the site to be located adjacent to Nissan, broadly in line with Option 1 (as presented in the GBSSO paper).</li> </ul>	Superseded by events.
PM 32.	Submission	Minor	Page 12	Page 14	Para 66	Consultation on the IAMP AAP Publication draft complied with the consultation process set out in the Sunderland City Council and South Tyneside Council Statements of Community Involvement (SCI).	This section has been superseded by the Statement of Consultation contained in the Compliance (PSD10) which will accompany the AAP.
PM 33.	Submission	Minor	Page 12	Page 14	Para 3.6.1	Appraisal of <u>Alternative Options</u>	Grammatical error
PM 34.	Submission	Minor	Page 13	Page 15	Para 76	The NSIP consenting process brings together <u>most of the</u> planning,	For clarity and consistency
PM 35.	Submission	Minor	Page 13	Page 15	Para 77	<u>within the boundary of the designated area</u> , by a DCO made pursuant to the Planning Act 2008.	For clarity and consistency
PM 36.	Submission	Minor	Page 13	Page 15	Para 81	Highways England is consulting on options for the scheme in Autumn/Winter summer 2016 with a preferred option to be announced in 2017 before the end of 2016.	To reflect the latest dates for Highways England consultation period.

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PM 37.	Submission	Minor	Page 14	Page 16	Para 82	The IAMP AAP therefore provides planning policy <u>framework support</u> for the IAMP to which the Secretary of State will have regard when determining the DCO.	For clarity and consistency
PM 38.	Submission	Minor	Page 14	Page 16	Para 86	Owing to the designation of the IAMP as a nationally significant project, all proposals for the IAMP or any part of it can only be consented by DCO <u>within the designated NSIP boundary</u>	For clarity and consistency
PM 39.	Submission	Minor	Page 15	Page 17	Para 87	In addition, 135ha is retained within the IAMP AAP area along the River Don corridor to <u>accommodate some of the</u> <del>for</del> environmental mitigation <u>required for biodiversity loss within the site</u> and remains designated as Green Belt.	To address representations made by Durham Bird Club (180916/DBCLUB/030) , Gateshead Council (260916/GC/01) Environment Agency (071016/EA/042 )
PM 40.	Submission	Minor	Page 15	Page 17	Policy S1	<p>Policy S1: Comprehensive Development</p> <p>A. Comprehensive development of the IAMP for automotive and advanced manufacturing businesses shall be enabled by releasing 100 ha of land from the Green Belt and safeguarding a further 50ha for potential longer term development, as shown on the policies map.</p> <p>B. Only the delivery of a <u>single unified</u> comprehensive scheme which meets the objectives of the IAMP AAP, will be supported. To demonstrate comprehensive development, the scheme promoter in submitting a DCO application shall:</p> <ul style="list-style-type: none"> <li>i. ensure the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure;</li> <li>ii. include a detailed masterplan incorporating a unifying design code; and</li> <li>iii. include a phasing plan for 15 years for the delivery of the IAMP AAP area. This shall exclude the safeguarded land; and</li> <li>iv. <del>show how the application complies with policy Del2.</del></li> </ul> <p>C. <u>Any other application for planning permission or other order or consent within the area allocated for IAMP will be validated, processed and determined on its merits but any such application must demonstrate that it does not prejudice the objectives or comprehensive development of the IAMP and:</u></p> <ul style="list-style-type: none"> <li>i. contributes fully to the realisation of the IAMP as a project of national significance;</li> <li>ii. <u>delivers the same standard of supporting infrastructure and connectivity as the IAMP masterplan;</u></li> <li>iii. <u>contributes fully, in a proportionate and timely manner, to the mitigation required for the IAMP;</u></li> </ul>	<p>To address representations submitted by Town End Farm Partnership (051016/TEFP/039/A) and Nissan Motor Manufacturing (UK) 210912/NISSAN/032/E. The Councils propose to amend the policy to enable other planning applications or DCOs to be assessed providing that they do not prejudice the objective or the comprehensive development of the IAMP.</p>

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						iv. achieves the same quality of design as established in the IAMP design code; and is capable of being implemented without breaching the provisions of the Planning Act 2008.	
PM 41.	Submission	Minor	Page 15	Page 18	Para 91	This policy releases 100ha of land to the north of Nissan within the IAMP AAP boundary from the Green Belt for allocation for employment uses. Within the AAP area, the current North East Land Sea and Aircraft Sea Museums is under review. This site will be appropriate for development if the museum is not required in this location, 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.	Proposed modification to reflect that it is anticipated that the Museum will remain on site and reflects representations received from David Robinson (100816/ROBINSON/037) North East Land Sea and Air Museum (260916/NELSAM/026) and Save the Trident (220616/STT/024)  To reflect Sport England (220916/SE/022) representation and Statement of Common Ground that the playing pitches will remain on site until it can be justified that they are surplus to requirements.
PM 42.	Submission	Minor	Page 16	Page 19	Policy S2	Policy S2: Green Belt and Safeguarded Land A. The IAMP AAP policies map shows areas designated as Green Belt or safeguarded land. B. With the exception of required highway and utilities infrastructure improvements to deliver the proposed development, the areas of safeguarded land shall only be released for development, through a review of the AAP, where it can be demonstrated that there is insufficient land remaining within the allocated employment areas, as shown on the Policies Map, to accommodate development needs. C. Development in the employment areas as shown on the Policies Map, adjacent to land designated as Green Belt shall ensure boundaries are recognisable and permanent through the use of built form or established landscaping buffers defensible boundaries, or, where required, establishing new defensible boundaries. The location of where new boundaries are required is shown on the Policies Map.	To address representations made by IAMP LLP (260916/IAMPLLP/035) to a policy framework to enable highways and utilities infrastructure in safeguarded land to deliver the IAMP  To strengthen the policy to ensure that the IAMP development delivers strong and defensible boundaries as defined by NPPF paragraph 85.
PM 43.	Submission	Minor	Page 17	Page 19	Policy S3	A. Through the DCO application, eConsent shall be granted for employment development, in the allocated employment areas on the policies map production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors. These are the Principal Uses for IAMP, where the intended uses directly relate to the automotive and advanced manufacturing sectors for production, supply chain and distribution activities. B. To ensure premises are retained for their original permitted use in the long term, the DCO shall contain requirements to that effect or 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. Employment development proposals from other sectors for B2 uses and B8 uses shall only be acceptable where: i. demand for this other type of use to be located within the IAMP can be clearly demonstrated through market demand analysis; and ii. it can be demonstrated that this type of use is not detrimental to the operation or known needs of the principal uses and the objectives of the IAMP AAP or to the comprehensive development of the IAMP; and	To provide further clarity for the types of activities and sectors to be located on IAMP. To re-enforce the presence of the Principal Uses within IAMP and ensure that retail and leisure uses are only located on the Hub. This addresses the representations raised by, Nissan MMUK (210916/NISSAN/032/C), W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (260916/WGPTPTDTBB/023/D), and the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017/B), and Newcastle City Council (260916/NCC/034/A).

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						<p>D. it can be demonstrated there are no alternative, suitable locations</p> <p>E. Development consent for B2 and B8 uses should be granted subject to DCO requirements to ensure premises are retained for the original permitted use in the long term.</p> <p>F. C. Proposals for residential development and development outside of the parameters as set out within Policy S5, shall not be permitted.</p> <p>G. D. Proposals for retail and leisure uses outside of the Hub as shown on the Policies Map shall 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).</p>	
PM 44.	Submission	Minor	Page 18	Page 20	Para 104	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 <u>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.</u>	For clarity to reflect proposed modifications to policy S3 (PM3)
PM 45.	Submission	Minor	Page 18	Page 21	Para 105	The designation of the IAMP as a commercial and business NSIP by the Secretary of State precludes the provision for residential uses as part of IAMP.	For clarity and consistency
PM 46.	Submission	Minor	Page 18	Page 21	Policy S4	<p>Policy S4: Mix of uses Scale and Quantum of Principal and Supporting Employment Uses</p> <p>A. Within the allocated employment areas shown on the IAMP AAP policies map, planning permission shall be granted for up to 260,000 sq m of employment space <u>for the Principal Uses as follows: where the mix of uses is:</u></p> <ul style="list-style-type: none"> <li>i. up to 24,000 sq m of employment space for B1(a) and B1(b) <u>class uses only</u> where this is <u>related to</u> in support of the Principal Uses, as set out in Policy S3; and</li> <li>ii. up to 236,000 sq m of employment space for B1(c), B2 and B8 <u>class uses</u>.</li> </ul>	To clarify the scale and quantum of the principal and supporting uses that will be allowed. This reflects representations from W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (260916/WGPTPTDTB/023), and the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017/C), and Newcastle City Council (260916/NCC/034/B).
PM 47.	Submission	Minor	Page 18	Page 21	Para 108	The primary <u>scale and quantum of mix of uses</u> set out in the policy originates from the 'Strategic Employment Study' (2013) and the schedule of employment and floorspace (2014) submitted as part of the City Deal. The scale and mix of uses is evidenced and justified within the Commercial and Employment Background Report.	For clarity and to reflect proposed change reference PM46 and in response to Statement of Common Ground as agreed with Gateshead Council (260916/GC/017/C), and Newcastle City Council (260916/NCC/034/B).

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PM 48.	Submission	Minor	Page 18	Page 21	Policy S5	<p><del>Policy S5: Ancillary uses</del></p> <p><del>A. To support the delivery of a sustainable scheme the following ancillary uses shall be permitted within the IAMP as part of the comprehensive scheme comprised in the IAMP DCO application:</del></p> <ul style="list-style-type: none"> <li><del>i. education and training facilities;</del></li> <li><del>ii. managed workspace (up to a total of 3,000 sq m gross floorspace);</del></li> <li><del>iii. a range of local scale retail and leisure uses (up to a total of 1,500 sq m gross floorspace);</del></li> <li><del>iv. nursery and child care facilities (up to a total of 1,000 sq m gross floorspace); and</del></li> <li><del>v. a hotel with associated leisure and conference facilities.</del></li> </ul> <p><del>B. Ancillary uses associated with education, training, leisure and hotel uses shall be located within or next to 'the Hub' unless an alternative appropriate location within the IAMP development area can be demonstrated to be necessary, which does not undermine proposals for the principal uses.</del></p> <p><del>C. Ancillary uses shall not prejudice the operation of Use Class B uses, including the expansion of operations.</del></p> <p><del>D. In addition to the Hub location, small scale retail and leisure provision of up to 1,000 sq m gross floorspace shall be supported to service the northern extent of the IAMP, north of the River Don.</del></p> <p><del>Ancillary uses will be primarily to serve the existing and new businesses in the locality, but available for all to use.</del></p>	Policy has been deleted and merged with Policy S6 to create a new Policy S5. This is for clarity and to reflect the representations raised by, IAMP LLP (260916/IAMPLLP/035) W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (260916/WGPTPTDTBB/023), and the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017/D), and Newcastle City Council (260916/NCC/034).
PM 49.	Submission	Minor	Page 19	Page 21		<p><del>The vision for the IAMP is for '<i>a planned and sustainable employment location</i>'. 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.</del></p>	Supporting text deleted for clarity
PM 50.	Submission	Minor	Page 19	Page 22		<p><del>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.</del></p>	Supporting text deleted for clarity
PM 51.	Submission	Minor	Page 19	Page 22		<p><del>This approach is in accordance with the NPPF which emphasises the importance of sustainable development through the creation of '<i>a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being</i>'.</del> Therefore, it is important for the IAMP AAP to include provision to meet the needs of the business community at the IAMP and '<i>secure a good standard of amenity for all existing and future occupants of land and buildings</i>'.</p>	Supporting text deleted for clarity
PM 52.	Submission	Minor	Page 19	Page 22	Policy S5	<p><del>Policy S6: The Hub</del></p> <p><del>A. Permitted uses for the Hub are specified in AAP Policy S5.</del></p> <p><del>B. Proposals for the Hub, as shown on the IAMP AAP policies map, shall provide for:</del></p>	Policy has been deleted and merged with Policy S6 to create a new Policy S5. This is for clarity and to reflect the representations raised by, IAMP LLP

Proposed change reference	Stage at which change was proposed	Minor or Major modification	Page or Policy (August 2016 Publication Draft)	Page	Policy or Paragraph	Proposed Changes	Justification for proposed modification
						<p>i. A multimodal transport interchange accommodating public transport, cycling and pedestrian access; and</p> <p>ii. A higher density design compared to surrounding B2 and B8 uses to enable a concentration of required uses.</p> <p>C. Proposals for the Hub shall be guided by parameters specified in the IAMP Design Code, which shall be submitted as part of the DCO.</p>	(260916/IAMPLP/035) W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (260916/WGPTPTDTBB/023), and the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017D), and Newcastle City Council (260916/NCC/034C).
PM 53.	Submission	Minor	Page 19	Page 22		<p>This policy sets out the principles for the layout and design of the IAMP Hub, which performs the role of a local centre within the IAMP AAP. This will aid the delivery of the aspiration to create an 'innovation district'. It will help create an identity for the IAMP, by providing a focal point including a range of supporting facilities such as retail uses, restaurants, cafes, a hotel and leisure facilities. It will also encourage public transport provision and use, as well as cycling and walking by creating an identifiable node. It will also ensure adequate support infrastructure is available in an accessible and therefore sustainable location for workers in the IAMP. This will also ensure the IAMP is an attractive place where workers want to be and therefore a place where investors and businesses want to invest and locate.</p>	Supporting text deleted for clarity
PM 54.	Submission	Minor	Page 18/19	Page 23	Policy S5 New	<p><u>Policy S5: The Hub and Ancillary Uses</u></p> <p>A. <u>To support the delivery of a sustainable scheme the following ancillary uses shall be permitted to form 'The Hub', in the location shown on the Policies Map as part of the comprehensive development of IAMP:</u></p> <ul style="list-style-type: none"> <li>i. <u>a hotel (Use Class C1) (up to 150 beds) with associated leisure and conference facilities;</u></li> <li>ii. <u>education and training facilities (Use Class D2 (c)) to support the Principal Uses;</u></li> <li>iii. <u>managed workspace for micro and start-up business (Use Class B1a) up to cumulative total of 3,000sq m gross floorspace), which is in addition to the total floorspace allowance set out for Principal Uses set out in Policy S4;</u></li> <li>iv. <u>nursery and child-care facilities (up to cumulative total of 1,000sq m gross floorspace);</u></li> <li>v. <u>a range of small scale retail units (Use Classes A1 and A3) up to a cumulative total of 1,500sq m gross floorspace, with no single unit being greater in size than 250 sq m gross; and</u></li> </ul>	<p>A new policy S5 is proposed to reflect the representations raised by, IAMP LLP (260916/IAMPLP/035) W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (260916/WGPTPTDTBB/023), Town End Farm Partnership (051016/TEFP/039/A) and the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017D), and Newcastle City Council (260916/NCC/034C)</p>

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						<p>vi. <u>a multi-modal transport interchange accommodating public transport, cycling and pedestrian access.</u></p> <p>B. <u>The Hub should provide for higher density development compared to the surrounding employment uses in IAMP, to enable a concentration of permitted uses.</u></p> <p>C. <u>The Hub shall be the primary location for ancillary uses. Provision for small scale retail provision (A1) up to a cumulative total of 1,000 sq m gross floorspace will be permitted within the Northern Employment Area, to support the Principal Uses, with no single unit being greater in size than 250 sq m gross</u></p>	
PM 55.	Submission	Minor	Page 18/19	Page 23	Para 110	<p><u>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.</u></p>	<p>To reflect PM54 and to reflect the representations raised by, IAMP LLP (<b>260916/IAMPLLP/035</b>) W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (<b>260916/WGPTPTDTBB/023</b>), Town End Farm Partnership (<b>051016/TEFP/039/A</b>) and the Statement of Common Ground as agreed with Gateshead Council (<b>260916/GC/017D</b>), and Newcastle City Council (<b>260916/NCC/034C</b>)</p>
PM 56.	Submission	Minor	Page 18/19	Page 23	Para 111	<p><u>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.</u></p>	<p>To reflect PM54 and to reflect the representations raised by, IAMP LLP (<b>260916/IAMPLLP/035</b>) W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (<b>260916/WGPTPTDTBB/023</b>), Town End Farm Partnership (<b>051016/TEFP/039/A</b>) and the Statement of Common Ground as agreed with Gateshead Council (<b>260916/GC/017D</b>), and Newcastle City Council (<b>260916/NCC/034C</b>)</p>
PM 57.	Submission	Minor	Page 18/19	Page 23	Para 112	<p><u>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 Horseshoe Public House into the Hub offer.</u></p>	<p>To reflect PM54 and to reflect the representations raised by, IAMP LLP (<b>260916/IAMPLLP/035</b>) W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (<b>260916/WGPTPTDTBB/023</b>), Town End Farm Partnership (<b>051016/TEFP/039/A</b>) and the Statement of Common Ground as agreed with Gateshead Council (<b>260916/GC/017/D</b>), and Newcastle City Council (<b>260916/NCC/034C</b>)</p>

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PM 58.	Submission	Minor	Page 19	Page 23	Para 113	<u>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'.</u>	To reflect PM54 and to reflect the representations raised by, IAMP LLP (260916/IAMPLLP/035) W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (260916/WGPTPTDTBB/023), Town End Farm Partnership (051016/TEFP/039/A) and the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017/D), and Newcastle City Council (260916/NCC/034C).
PM 59.	Submission	Minor	Page 20	Page 25	Para 121	<b>Preserving and enhancing heritage assets:</b> 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.	To reflect the Statement of Common Ground agreed with Historic England 260916/HISENG/029D and to address the County Archaeologist (Rep: 1901816/CA/013A).
PM 60.	Submission	Minor	Page 21	Page 26	Policy D1	Policy D1 – Masterplan Design A. Proposals for the IAMP <u>should demonstrate how they shall be supported where they reflect the following key design principles:</u> i. <u>M</u> aximise the interface with Nissan and ensure effective movement between the existing site and the IAMP AAP area; ii. <u>D</u> evelopment plots using an 'open grid' to create a variety of plot sizes;	To reflect the Policies Map To reflect the Statement of Common Ground agreed with Historic England 260916/HISENG/029/B and to address the County Archaeologist (Rep: 1901816/CA/013) and Environment Agency (071016/EA/042/E).

<b>Proposed change reference</b>	<b>Stage at which change was proposed</b>	<b>Minor or Major modification</b>	<b>Page or Policy (August 2016 Publication Draft)</b>	<b>Page</b>	<b>Policy or Paragraph</b>	<b>Proposed Changes</b>	<b>Justification for proposed modification</b>
						<p>iii. <del>Aa</del> 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 <del>northern part of the IAMP north of the River Don Northern Employment Area</del> with service networks to encourage efficient movement;</p> <p>iv. <del>D</del>rainage infrastructure to be accommodated within the street network with sustainable urban drainage systems (SuDS) placed to enable effective water <u>quality</u> management;</p> <p>v. <del>O</del>rientation 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 <del>fronting onto facing towards</del> the river and landscaping uses where possible; and <del>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 Give consideration to the setting of listed buildings such as Scot's House (Grade II*) on the south side of the A184, Hylton Grove Bridge (Grade II) on Follingsby Lane and views from elevated locations such as Boldon Downhill and the Penshaw Monument; and</del></p> <p>vi. <del>W</del>here 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.</p> <p>B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code <u>as part of the DCO application</u>.</p>	
PM 61.	Submission	Minor	Page 22	Page 26	Policy D2	<p>Policy D2: Public Realm and landscape</p> <p>A. A public realm and landscape strategy for the IAMP shall be submitted as part of the IAMP DCO application <u>is required to accompany development proposals</u>, based on the following key principles:</p> <ul style="list-style-type: none"> <li>i. <del>M</del>arking key gateways into the site;</li> <li>ii. <del>A</del>a comprehensive , wayfinding strategy for cyclists and pedestrians;</li> <li>iii. <del>U</del>se of street furniture and landmarks to reinforce the identity of the IAMP, <u>including within the Hub</u>;</li> <li>iv. <del>C</del>onsistent use of road and pavement materials to reinforce a clear street hierarchy;</li> <li>v. <del>P</del>rovision of green and blue infrastructure at street level; and</li> <li>vi. <del>U</del>se of low-level lighting within and closer to sensitive ecological areas.</li> </ul> <p>B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code. <u>as part of the IAMP DCO application</u>.</p>	For clarity and consistency
PM 62.	Submission	Minor	Page 22	Page 27	Para 130	This policy sets out the over-arching principles for addressing the key public realm and landscape elements of the masterplan, in order to deliver a scheme with a sense of place and which creates its own, unique identity.	For clarity and consistency

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PM 63.	Submission	Minor	Page 22	Page 27	Para 131	The policy requires the preparation of a public realm and landscape strategy in accordance with the recommendations from the Environmental Impact Assessment <u>accompanying proposed development applications</u> . The strategy is required to set out materials and finishes, landscaping works, street furniture, lighting and gateway and boundary treatments.	For clarity and consistency
PM 64.	Submission	Minor	Page 23	Page 28	Policy T1	<p>Policy T1: Highway Infrastructure</p> <p><b>A.</b> <u>The comprehensive development of IAMP requires the following package of highway improvements to be secured:</u> The DCO application for the IAMP Proposed development shall demonstrate how the provision of the following package of highways improvements will be secured:</p> <ul style="list-style-type: none"> <li>i. Upgrading of the A1290 to increase capacity;</li> <li>ii. A new vehicular bridge over the A19 to connect the IAMP with the local road network to the east;</li> <li>iii. A new bridge over the River Don to allow access to the <u>Northern Employment Area; northern part of the IAMP</u>; and</li> <li>iv. New distributor roads within the IAMP to accommodate the movement of all users.</li> </ul> <p><b>B.</b> The Phasing Strategy and Transport Assessment submitted <u>to accompany development proposals as part of the IAMP DCO application</u> shall demonstrate how the IAMP will provide suitable and safe connection to and integrateion with Highways England's improvements to the Downhill Lane and Testos Junctions on the A19 within and in the vicinity of the A19 Improvements (<u>in the area shown as 'A19 and Local Road Improvements' on the Policies Map</u>), area shown on the policies map.</p> <p><b>C.</b> Consent shall not be granted for development that adversely impacts the safe and efficient operation of the local and strategic highway networks or that compromises the delivery of these highway improvements.</p>	To clarify that IAMP must have highway infrastructure. To clarify that a Phasing Plan must be submitted and to address representations made by IAMP LLP (260916/IAMPLLP/035/E) to identify area shown as A19 and the Local Road Improvements.
PM 65.	Submission	Minor	Page 23	Page 28	Para 132	The emerging Sunderland Local Plan Core Strategy and Development Plan highlights the Strategic Employment Site as a development which will generate significant levels of traffic and may require improvements to the highway network. Subsequent work has confirmed the improvements necessary, as identified in this policy.	Typographical error
PM 66.	Submission	Minor	Page 24	Page 29	Policy T2	<p>Policy T2: Walking, <u>Cycling and Horse Riding</u></p> <p>A. Walking and cycling in and around the IAMP shall be encouraged <u>required by:</u></p>	To reflect the Statement of Common Ground as agreed with Gateshead

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						<p>i. Ensuring that any junction / highway measures and any new roads are designed to <u>safely integrate</u> be <u>mindful</u> of potential pedestrian and cycle movements. New routes should seek to ensure that they reflect pedestrian / cycle desire lines and are of a high quality;</p> <p>ii. Ensuring that roads and spaces are designed <u>to consider the needs of all types of users</u> so that conflict between road users and vulnerable users is minimised;</p> <p>iii. Requiring appropriate cycling facilities, such as parking, showers and storage, as part of new developments;</p> <p>iv. Ensuring opportunities for new cycle routes and signage are identified;</p> <p>v. Building a pedestrian / cycle link over the A19 to connect the IAMP with the local network; and</p> <p>vi. Provision of improved connections along Follingsby Lane which will be restricted to use for local access and public transport only.</p> <p>B. Safe access to the open space within the IAMP will be ensured for recreational horse riding through the provision of bridleways linked to the wider bridleway network.</p> <p>C. Consent shall only be granted for the IAMP where the application for a DCO addresses the matters in paragraphs A and B above in the IAMP Design Code.</p> <p>D. <u>Where new routes abut agricultural land, appropriate measures to deter public access to agricultural land shall be incorporated.</u></p>	Council (260916/GC/017/G), The Tyne and Wear Local Access Forum (260916/TWJLAF/019A) and National Farmers Union (260916/NFU/028/D).
PM 67.	Submission	Minor	Page 25	Page 30	Policy T4	<p>Policy T4: Parking</p> <p>A. <u>Development of the IAMP Design Code, as part of the Development Consent Order, shall</u> establish the parking standards to be applied to development. The key principles underpinning the standards are as follows and should be included in a Travel Plan as part of the DCO:</p> <p>i. Applications for consent within the IAMP must include a car parking management plan;</p> <p>ii. Appropriate provision to Councils' standards of disabled badge parking spaces;</p> <p>iii. Developments will provide 25% of their total car parking provision for the use of car-sharing only;</p> <p>iv. Car parking spaces will be provided across the IAMP through a combination of in-curtilage provision and communal parking areas;</p> <p>v. Sufficient provision should be made for lorry parking to take account of highway safety and avoidance of congestion on the road network;</p> <p>vi. On-street parking may be permitted in certain locations; and</p> <p>vii. Provision should be made for <u>car and bicycle</u> electric charging points within parking areas across the site.</p> <p>B. The scheme should consider the introduction of a car club facility for the IAMP site.</p>	To address representations made by IAMP LLP (260916/IAMPLLP/035) Cycling UK (210916/EVANS/003)

<b>Proposed change reference</b>	<b>Stage at which change was proposed</b>	<b>Minor or Major modification</b>	<b>Page or Policy (August 2016 Publication Draft)</b>	<b>Page</b>	<b>Policy or Paragraph</b>	<b>Proposed Changes</b>	<b>Justification for proposed modification</b>
PM 68.	Submission	Minor	Page 26	Page 31	Policy IN1	<p>Policy IN1: Infrastructure provision</p> <p>A. <u>In demonstrating comprehensive development under policies S1 and Del2, it must be shown how the infrastructure set out below will be secured.</u></p> <p>B. A new electricity sub-station is <u>may be required as part of the comprehensive development of the IAMP site DCO</u> to ensure sufficient energy to meet the demands of businesses locating at the IAMP.</p> <p>C. New water, gas and electric utility services shall be made available to the IAMP development site from the existing utilities infrastructure in the local vicinity to enable occupiers to apply for, and obtain, utility connections to their premises. It is recognised <u>this may require connections to be made with utilities infrastructure outside of the AAP boundary.</u></p> <p>D. New telecommunications and broadband services networks shall be provided to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required.</p> <p>E. The provision of low carbon and renewable energy systems should be explored. <del>within the Design Code for the DCO.</del></p> <p>F. <u>In demonstrating comprehensive development under policies S1 and Del2, it must be shown how the infrastructure in paragraphs A to D above will be secured.</u></p>	To address representations made by IAMP LLP ( <b>260916/IAMPLLP/035/H</b> ) and to ensure that infrastructure required is delivered.
PM 69.	Submission	Minor	Page 26	Page 31	Para 146	<p>An <u>primary</u> electricity sub-station <u>may be</u> is 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 <u>primary</u> electricity sub-station could have the potential to link to renewable energy sources.</p>	For clarity and to reflect proposed change reference PM68.
PM 70.	Submission	Minor	Page 26	Page 32	Policy IN2	<p>Policy IN2: Flood Risk and Drainage</p> <p>A. Development proposals for new bridge works over the River Don or other watercourses must demonstrate that there shall be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of the proposed works.</p> <p>B. A detailed Flood Risk Assessment (FRA) and Water Framework Directive Assessment are required <u>to accompany development proposals</u>, alongside the DCO application or subsequent applications.</p> <p>C. A surface water drainage strategy shall be prepared which complies with national design standards and local policy. The scheme promoter shall be required to provide Sustainable Drainage Systems (SuDs) capable of ensuring that run-off from the site (post-development) does not exceed corresponding greenfield rates, minimises pollution, <u>provides multifunctional benefits to wildlife, landscape and water quality</u> and is effectively managed with clear ownership in place.</p> <p>D. The scheme promoter for the comprehensive development of IAMP and applicants shall demonstrate sufficient capacity both on and off-site in the foul sewer network to support development <u>should be demonstrated</u>. Where insufficient capacity exists, plans for the sewer upgrades should be delivered prior to the occupation of developments within the IAMP AAP area.</p>	To reflect the Statement of Common Ground as agreed with Gateshead Council ( <b>260916/GC/017/I</b> ) and representation made by the Environment Agency ( <b>071016/EA/042/D</b> ).
PM 71.	Submission	Minor	Page 27	Page 22	Para 150	<p>As part of the DCO application a <u>Development proposals should be accompanied by a</u> detailed Flood Risk Assessment (FRA) <u>will be prepared in accordance with the requirements and guidance set out in NPPF and PPG</u>. The main uses of the development are categorised as <u>less vulnerable</u> under the PPG, though the FRA should consider the impact of flood interruption to the wider area and whether a higher category is appropriate.</p>	For Clarity

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PM 72.	Submission	Minor	Page 27	Page 22	Para 151	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. <del>The Drainage Strategy should be submitted with the DCO application.</del>	Clarity and consistency
PM 73.	Submission	Minor	Page 28	Page 34	Chapter 6	<b>Environment and Ecology</b>	Typographical error
PM 74.	Submission	Minor	Page 28	Page 34	Para 6.1	<b>Landscape Design</b>	Typographical error
PM 75.	Submission	Minor	Page 28	Page 34	Policy EN1	<p>Policy EN1: Landscape Design</p> <p>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, <u>comprehensive development of the IAMP should the DCO application shall:</u></p> <ul style="list-style-type: none"> <li>i. <del>M</del>inimise the visibility of the development from the A19 and maintain a landscape buffer (minimum 50m wide) along the A19;</li> <li>ii. <del>U</del>se design and landscaping measures to reduce the impact of development along public rights of way;</li> <li>iii. <del>I</del>ncorporate a landscape buffer (minimum 20m wide) around the development edges to integrate the development with the surrounding countryside and provide defensible boundaries for the Green Belt; and</li> <li>iv. <del>C</del>onsider the incorporation of green and brown roofs and green walls into the design of the development.</li> </ul> <p>B. <del>As part of the DCO application To support proposed development</del> a landscape and visual impact assessment shall be prepared to gain an understanding of the likely significant effects of the proposed development. Findings during the assessment shall influence the design of the proposals to ensure potential effects are prevented or minimised.</p>	Clarity and consistency

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PM 76.	Submission	Minor	Page 29	Page 34	Policy EN2	<p>Policy EN2: Ecology</p> <p>A. To maintain <u>and enhance</u> biodiversity and protect wildlife habitats, the <u>development of IAMP should:</u> scheme promoter for the IAMP will:</p> <ul style="list-style-type: none"> <li>i. Avoid direct and minimise any indirect impacts on designated Local Wildlife Sites (LWS) (as shown on the policies map) where possible;</li> <li>ii. <del>M</del>aintain <u>and enhance</u> the River Don as a functional ecological corridor through the implementation of an ecological buffer along the River Don corridor and around Local Wildlife Sites; with the exception of the bridge crossing;</li> <li>iii. <del>M</del>inimise loss of semi-natural habitats. Lost or degraded habitats should be replaced with habitats of equivalent or greater quantity and quality to ensure net gains for nature and accommodate protected species located within the AAP area;</li> <li>iv. <del>M</del>inimise loss of existing mature trees, woodland blocks and hedgerows. Around the edges of the development, trees and hedgerows should be retained and enhanced;</li> <li>v. Design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits;</li> <li>vi. <del>R</del>estrict or minimise public access to areas of ecological sensitivity; and</li> <li>vii. <del>C</del>reate links between retained and new habitat areas within and beyond the IAMP AAP area.</li> </ul> <p>B. <u>To support proposed development</u> As part of the DCO application an Ecological Impact Assessment should be included in the Environmental Impact Assessment. This shall be undertaken to influence development proposals and ensure potential impacts are prevented or mitigated. Ecological proposals should be designed in conjunction with landscape and drainage specialists, to maximise the ecological value of landscape planting and drainage features. Proposals should include an appropriate long term Management Plan that will ensure long-term ecological value is maintained.</p>	To reflect the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017/J) and representation by Natural England (290916/NATENG/038/A) and Agency Environment Agency (071016/EA/042D).
PM 77.	Submission	Minor	Page 29	Page 35	Para 164	<u>Ecological mitigation measures will both maintain and enhance</u> By maintaining the River Don as a functional ecological corridor. <u>This will enable ecological connectivity throughout the development site between existing and new ecological features. across the scheme.</u> The policy also seeks to ensure the creation of networks linking areas of retained and created habitat.	
PM 78.	Submission	Minor	Page 30	Page 36	Para 166	<p>The policy specifies the requirement for an Ecological Impact Assessment as part of the Environmental Impact Assessment accompanying <u>development proposals</u>, for the DCO. <del>Proposals for mitigation and habitat creation will be informed by the following guidance and information:</del></p> <ul style="list-style-type: none"> <li>• Department for Environment Food &amp; Rural Affairs (Defra) (2012) Biodiversity Offsetting Pilots: Technical Paper - The metric for the biodiversity offsetting pilot in England;</li> <li>• Defra (2012) Biodiversity Offsetting Pilots: Guidance for Developers;</li> <li>• Natural England (2010) Higher Level Stewardship: Farm Environment Plan (FEP) Manual;</li> <li>• Technical guidance on the completion of the FEP and identification, condition assessment and recording of HLS FEP features. Natural England;</li> <li>• Joint Nature Conservation Committee (JNCC) (2010) UK Biodiversity Action Plan Priority Habitat Descriptions; and</li> </ul>	To reflect the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017) and representation by Natural England (290916/NATENG/038/B) and Agency Environment Agency (071016/EA/042D).

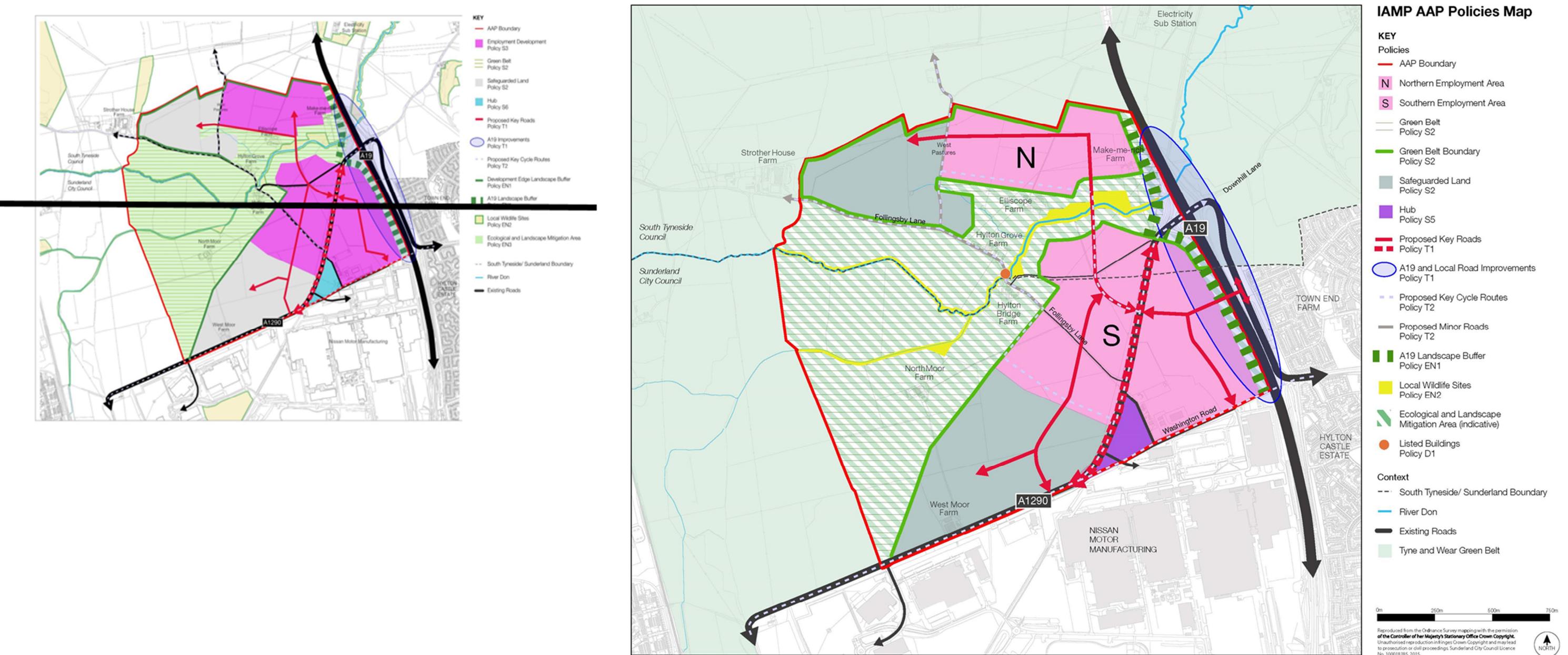
<b>Proposed change reference</b>	<b>Stage at which change was proposed</b>	<b>Minor or Major modification</b>	<b>Page or Policy (August 2016 Publication Draft)</b>	<b>Page</b>	<b>Policy or Paragraph</b>	<b>Proposed Changes</b>	<b>Justification for proposed modification</b>
						• Descriptions of 'Habitats of Principal Importance' (HoPI).	
PM 79.	Submission	Minor	Page 30	Page 36	Policy EN3	<p>Policy EN3: Green Infrastructure</p> <p>A. To provide green and open spaces for recreational use, <del>the DCO application for IAMP and any other subsequent applications proposed development will:</del></p> <ul style="list-style-type: none"> <li>i. <del>Incorporate a minimum 50m wide buffer either side along the River Don, linking with the wider Green Infrastructure Corridor to the east and west and allow recreational access within this buffer where there is low risk of harm to ecological receptors;</del></li> <li>ii. <del>Pretain and enhance existing mature trees, woodland and hedgerows around the edges of the development, along the River Don, and east of Elliscop Farm;</del></li> <li>iii. <del>Create green linkages along main roads through the provision of tree lined streets and landscaped areas for public rights of way; and</del></li> <li>iv. <del>Incorporate informal open spaces within the IAMP AAP boundary to provide recreational and wildlife benefits and green links between habitats.</del></li> </ul>	To reflect the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017) and representation by Natural England (290916/NATENG/038/B) and Agency Environment Agency (071016/EA/042/C).
PM 80.	Submission	Minor	Page 31	Page 37	Policy EN4	<p>Policy EN4: Amenity</p> <p>A. Proposals should not adversely impact the amenity of neighbouring occupiers and residents. <del>The IAMP DCO application Proposed development shall be supported where the proposal:</del></p> <ul style="list-style-type: none"> <li>i. <del>Takes account of the amenity of surrounding uses during the construction phase and business operations;</del></li> <li>ii. <del>Seeks to minimise disturbances caused by noise, odours or visual intrusion; and</del></li> <li>iii. <del>Seeks to minimise the impact of noise and air pollution in line with national guidelines.</del></li> </ul> <p>B. Proposals shall be supported where suitable mitigation measures to take account of amenity considerations are demonstrated and will be required to support the discharge of requirements for the DCO and conditions for future applications.</p> <p>C. A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required to support the discharge of requirements attached to the DCO <del>and conditions for other proposed development.</del></p>	For clarity
PM 81.	Submission	Minor	Page 32	Page 38	Para 172	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 IAMP LLP (comprising both South Tyneside Council and Sunderland City Council) will establish <del>as</del> a joint venture delivery vehicle, <del>to</del> <del>will</del> 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.	For clarity

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PM 82.	Submission	Minor	Page 32	Page 38	Policy Del 1	<p>Policy Del1: Phasing and Implementation</p> <p>The phasing of the IAMP must have regard to the aim of enabling the comprehensive delivery of a sustainable employment-led development from the outset and as the development progresses. Accordingly, a Phasing Strategy must be submitted with the IAMP DCO <u>any application for proposed development or accompany other proposed development applications.</u></p> <p>The Phasing Strategy shall demonstrate how the comprehensive and integrated infrastructure, services and facilities that will make the scheme acceptable in planning terms will be delivered.</p> <p>A Mitigation Strategy and a Management Strategy must be submitted with the IAMP DCO <u>any application or other proposed development applications and both each should include address the following key elements topics:</u> Landscape and Open Space; Ecology; Drainage and Sustainable Transport.</p> <p>The approved Phasing Strategy, Mitigation Strategy and Management Strategy shall be secured by DCO requirement <u>or planning obligations.</u></p>	For clarity and to ensure that IAMP is phased.
PM 83.	Submission	Minor	Page 32	Page 38	Para 176	<p>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 <u>part of the DCO application with the phasing of development expected to reflect the aims of the IAMP AAP.; helping to deliver the employment focus of the site.</u></p>	For clarity
PM 84.	Submission	Minor	Page 33	Page 39	Para 178	<p><u>The DCO application including the Environmental Impact Assessment will be required to ensure that Agreed mitigation measures must be implemented in accordance with an the approved agreed phasing plan, with full implementation prior to the occupation of the final development phase.</u></p>	For clarity
PM 85.	Submission	Minor	Page 33	Page 39	Policy Del 2	<p>Policy Del2: Securing Mitigation</p> <ul style="list-style-type: none"> <li>A. Mitigation required as a result of the IAMP will be secured through articles and requirements within the IAMP DCO and/or by planning obligation as appropriate.</li> <li>B. <u>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.</u></li> <li>C. The Phasing Strategy submitted as part of the IAMP DCO application shall demonstrate how the strategic infrastructure for the IAMP <u>as identified in the Infrastructure Delivery Plan</u> will be delivered.</li> <li>D. Where necessary, to make development of the IAMP acceptable in planning terms, developer contributions <u>(in the form of planning obligations)</u> will be sought to mitigate the impact of the IAMP. In seeking any such contributions, regard shall be had to scheme viability and other material considerations.</li> </ul>	To reflect that the IAMP could be delivered by the DCO or planning applications and to ensure that whichever mechanism is used mitigations and the IDP can be delivered. To reflect National Farmers Union representation that contributions should be sought (260916/NFU/028/H).
PM 86.	Submission	Minor	Page 33	Page 39	Para 181	<p>The need for any mitigation of the impacts of the IAMP will be identified during the preparation, submission and examination of the IAMP DCO application. Mitigation will be secured within the articles and requirements of the DCO, or by planning obligation, as appropriate. <u>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.</u> The PPG recognises the role of planning obligations to assist in mitigating the impact of development.</p>	For clarity and to reflect proposed change reference PM85

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						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.	
PM 87.	Submission	Minor	Page 33	Page 39	Para 182	Development of the IAMP requires significant early investment in infrastructure. The timing of provision of that infrastructure will be secured through the Phasing Strategy forming part of the IAMP DCO application.	For clarify
PM 88.	Submission	Minor	Page 33	Page 39	Para 184	<u>This is described in the separate Infrastructure Delivery Plan which accompanies this Area Action Plan.</u> <u>Table 1 The Infrastructure Delivery Plan sets out the infrastructure interventions required to mitigate the impact of development proposals.</u>	To reflect that the Infrastructure Delivery Plan will be a standalone document to the AAP.
PM 89.	Submission	Minor	34	Page 4	Para Table 1	<u>Deleted Infrastructure Delivery Schedule and replaced with a Stand Alone Infrastructure Delivery Plan (PSD21)</u>	To provide a stand alone document that can be kept live.
PM 90.	Submission	Minor	A1	Page A2	Para	<u>Deleted and superseded by new policies map see Appendix 1-</u>	In response to Historic England's SOCG <b>260916/HISENG/029/B/C/D</b>
PM 91.	Submission	Minor	B1	Page B1	Para B1	<u>Some objectives will be addressed though the Council's Local Plan policies that are applicable to the AAP area and</u>	For clarity
PM 92.	Submission	Minor	B1	Page	Para B2	<u>AAP objective added.</u>	To ensure consistency with section 2.7 'The IAMP Objectives'
PM 93.	Submission	Minor		Page B2	Para B2	<u>Sustainability Objectives added to the Plan</u>	For clarity and consistency
PM 94.	Submission	Minor	B4	Page B9	Para B2	<u>Updated Monitoring Framework</u>	In response to the Environment Agency's representation <b>071016/EA/042/K</b> and SOCG reached with Gateshead Council <b>260916/GC/017/B</b> .

# 1 Appendix 1:

PM 90. Replace the Policies Map as follows:



Changes include:

- Inclusion of wider Tyne and Wear Green Belt
- Addition of the inner Green Belt Boundary
- Inclusion of Listed Building
- Re-alignment of some of the proposed key internal roads
- Annotation of Northern and Southern Employment Areas
- Separation of policies and context in the key
- Re-alignment of inner Green Belt Boundary
- Annotation of key to include the word indicative after Ecological and Landscape Mitigation Area