

Sunderland City Council and South Tyneside Council

International Advanced Manufacturing Park Area Action Plan

Infrastructure Delivery Plan

February 2017



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1 Introduction

1.1 This Infrastructure Delivery Plan (IDP) has been prepared to support the delivery of the IAMP AAP. The IAMP AAP provides the policies to set the framework for the provision of infrastructure; the IDP describes the infrastructure requirements, setting down what is required, when it is required, the likely cost and how it will be funded. This is a strategic document and therefore does not detail every infrastructure project being planned; it does however set out the main infrastructure projects needed to help deliver the Plan.

1.2 Infrastructure is defined by the Cambridge dictionary¹ as:

“the basic systems and services, such as transport and power supplies, that a country or organisation uses in order to work effectively”

Infrastructure is therefore at the heart of town planning, and is commonly categorised into physical, social and environmental infrastructure. It is commonly understood to include:

- Transport
- Water supply;

- Wastewater;
- Energy;
- Telecommunications;
- Waste;
- Health;
- Social care;
- Education;
- Flood risk; and
- Coastal change management.

1.3 Infrastructure is not limited to the above categories, and other types have been discussed within this document. It should be noted that this document is not a comprehensive commentary of all types of potential infrastructure, and instead focuses on those types that are most closely linked to IAMP’s development.

1.4 Legislation, national planning policy and guidance describe how Local Authorities should plan for infrastructure provision in England. This IDP has been prepared in accordance with national policy and guidance, more details can be found below and within section two of this document.

1.5 Infrastructure requirements will change during the time taken to develop and adopt the emerging Plan, and over

¹ <http://dictionary.cambridge.org/dictionary/english/infrastructure>

the Plan period, in line with changing local and national government priorities, and the impact of planned growth as it is delivered. This IDP is therefore a living document and will be updated when necessary.

- 1.6 The delivery of infrastructure and the new infrastructure requirements will be monitored and updated on a regular basis, in line with the Councils' usual reporting on plan monitoring in their respective Authorities' Monitoring Reports.

2 Context

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and sets out the Government's planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of local and neighbourhood plans, which in terms of infrastructure, requires that Local Plans should:

"[...] plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework" (para 157).

2.2 The NPPF goes on to state that:

"Local planning authorities should work with other authorities and providers to:

- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*

- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas"* (para 162).

2.3 The importance of the preparation of an IDP is also highlighted:

"It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. To facilitate this, it is important that local planning authorities understand district-wide development costs at the time Local Plans are drawn up. For this reason, infrastructure and development policies should be planned at the same time, in the Local Plan. Any affordable housing or local standards requirements that may be applied to development should be assessed at the plan-making stage, where possible, and kept under review" (para 177).

Planning Practice Guidance

2.4 This web-based resource is published by the Department for Communities and Local Government (DCLG) and provides more detail on the policies provided in the NPPF, giving an indication of the Secretary of State's views on how to implement those policies. Paragraph 18 usefully

emphasises the role and importance of infrastructure planning, providing very detailed guidance on the matter:

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

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

The requirements set out in the extract above have been incorporated into the methodology used through the preparation of this document.

3 Infrastructure Requirements and Delivery

Requirements

3.1 Table 1 sets out the infrastructure interventions required to mitigate the impact of development proposals, their estimated costs and the lead delivery organisation. The information has been summarised into several main categories:

Strategic highway network

3.2 This requirement relates to the upgrade programme for the A19 Trunk Road from the Downhill junction sliproads south of the IAMP access point through to the north of the A19 Testos junction. The work includes online widening, remodelling of the Downhill Junction and the grade-separation of the Testos junction. These Highways England schemes are being planned as two inter-linking Nationally Significant Infrastructure Projects (NSIPs) which are proposed to be delivered together and expected to be complete in 2020. They have a combined budget cost of £140m.

IAMP internal spine roads, bridges and NMU provision

3.3 Within the development site itself, there is a requirement to provide a network of spine roads to link the site to the surrounding network and ensure that the development plots are accessed appropriately. This includes a new road bridge across the A19 on the eastern boundary of the site, a new bridge across the River Don to access the northern

part of the development area and the dualling of the A1290. The network also facilitates connectivity to the manufacturing facilities to the south of the site and the adjacent Enterprise Zones. The network will address the issues associated with non-motorised user access across and around the site, enhancing current provision.

Site drainage

3.4 A storm water drainage system is required to ensure that the run-off from the highways and the development areas is controlled and managed to avoid localised flooding and network overload. The site has a varied topography and natural basins and the design of the infrastructure will manage flows from the development areas to both the north and south of the site into existing drainage systems. The storm water drainage system will also support the ecology strategy for the site, enabling areas of wetland to be created and maintained. Foul drainage will be maintained via connection to existing services in the local area without the need for significant upgrade works.

Landscape works and ecological mitigation

3.5 The green infrastructure strategy for the site includes the provision of strategic landscaping alongside the A19, along the River Don wildlife habitats corridor and at several key locations within the IAMP. This will mitigate against local views into the site but also provides important habitat for a number of species. The ecological mitigation area lies at the heart of the site and will provide a significant area of mitigation land. This will be managed to ensure that the ecological impact of the site is limited and the ecological enhancement opportunities are realised. The mitigation

land will include areas for the bird assemblage on the site and also species associated with the River Don.

Utility provision

3.6 The provision of electricity to the site is the main utility infrastructure requirement. This will be delivered either via a new primary sub-station or through the enhancement of the existing High Voltage network, the latter requiring a network of smaller sub-stations around the site. Other utilities – gas, water and telecommunications - are readily available in the local area and networks can be extended to include provision to the IAMP site. Subject to the final form of the masterplan, service diversions will be required. A key design and layout principle for the masterplan is to avoid the need to divert the significant overhead cables and gas mains that traverse the site.

Development plot infrastructure

3.7 The infrastructure described above will provide the strategic network across the site, to the boundary of the individual development areas. Within the individual development areas, the developer will provide the internal estate roads, the on-site landscaping, a controlled drainage solution and construct the buildings, in accordance with the design principles set out within the AAP and approved within the consenting mechanisms.

Funding Mechanism

3.8 Delivery of the IAMP AAP aims and policies requires organisation of various implementation and delivery mechanisms. The Councils will continue to seek funding

from a wide range of sources to help deliver the necessary infrastructure to deliver the IAMP AAP's vision.

- 3.9 Where appropriate, planning obligations will be sought to secure developer contribution monies to help fund necessary infrastructure and environmental mitigation works, or by carrying out works. S106 planning obligations can be required of development to make it acceptable in planning and sustainable development terms when granting planning permission, and thus help mitigate the adverse impacts of development.
- 3.10 Table 1 sets out the anticipated infrastructure costs and funding sources.

Delivery and Phasing

3.11 The IAMP project is proposed to be delivered primarily by IAMP LLP, a joint venture of Sunderland City Council and South Tyneside Council. The LLP proposes to apply for the necessary implementation consent through the Planning Act 2008 Development Consent Order process and other approval processes as required, and is likely to engage a development partner to deliver the infrastructure and construct buildings for end-user requirements. The consenting process will establish the phasing of the development.

Table 1: Infrastructure Delivery Schedule

Ref	Infrastructure	Indicative Cost	Funding Mechanism	Delivery Body	Delivery Phasing
1	Strategic highway network – improvements to the A19 at the Testos junction and at the Downhill junction.	£140m	Central Government	Highways England	Start on site early 2019, construction complete early 2020
2	IAMP internal spine roads, bridges, NMU provision and public transport – including dualling of the A1290, bridge and associated access roads over the A19, bridge and associated roads to the northern area of IAMP, the strategic public rights of way network and provision of public transport.	£30-35m	Central Government via Local Growth Fund; Sunderland City Council and South Tyneside Council	IAMP LLP	Start on site 2018, implementation over a two year period
3	Site drainage – foul and surface water attenuation measures, upgraded land drains and river channel works.	£15-20m	Central Government via Local Growth Fund; Sunderland City Council and South Tyneside Council	IAMP LLP	Start on site 2018, implementation over a two year period
4	Landscape works and ecological mitigation –	£3-5m	Central Government via Local Growth	IAMP LLP	Start on site 2018,

	landscape buffer alongside the A19; ecological/environmental zone; Protected species mitigation.		Fund; Sunderland City Council and South Tyneside Council		implementation over a two year period
5	Utility provision – upgrade to HV network/new primary substation; gas supply, water provision, telecommunications.	£15-20m	Central Government via Local Growth Fund; Sunderland City Council and South Tyneside Council	IAMP LLP	Start on site 2018, implementation over a two year period
6	Development plot infrastructure – associated with the construction of floorspace and internal site roads within the development plots, such as plot drainage, landscaping, estate roads and the buildings.	£300-400m	IAMP LLP and Developer Partner	Developer Partner	Start on site 2018, implementation over a ten – fifteen year period