

## Appendix – Recommended Main Modifications

MM Ref	Page (August 2016 Publication Draft)	Policy or Paragraph (August 2016 Publication Draft)	Policy or Paragraph (August 2017 Version)	Proposed Changes (to the August 2016 Publication Draft)
MM1.	Front Cover		Front Cover	<p><b>International Advanced Manufacturing Park Area Action Plan 2017-2032</b>  <i>Cover image to be updated.</i>  <del>Publication Draft August 2016</del>  <b>MMM YYYY</b></p>
MM2.	(Inner front page)		Inner front page	<p><del>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.</del>  <u>Local Plan Development Plan Document adopted by Sunderland City Council and South Tyneside Council on DD MMM YYYY</u></p> <p><b><u>Foreword</u></b></p> <p><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</u></p>

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				<p><del>260</del>392,000 square metres of floorspace over a <del>100</del> 150 hectare site. We anticipate circa <del>5,200</del>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.</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 opportunity for the region and indeed the whole UK.”</u></p>
MM3.	Headers		Headers	<del>Publication Draft</del>
MM4.	Contents		Contents	<i>Update as necessary</i>
MM5.			Glossary	<del>Department of Business, Innovation and Skills</del> <del>Department for Business, Energy &amp; Industrial Strategy</del> <del>Durham Biodiversity Action Plan</del> <del>Department of Environment, Food and Rural Affairs</del> <del>Enterprise Zone</del> <del>European Union</del> <del>Flood Risk Assessment</del> <del>Northumbrian Water Ltd</del>

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				<p><del>Price Waterhouse Coopers</del></p> <p><del>Statement of Community Involvement</del></p> <p><del>Local Highways Authority</del></p> <p><del>Local Planning Authority</del></p> <p><del>Landscape and Visual Impact Assessment</del></p> <p><del>Local Wildlife Site</del></p>
MM6.	2	1.1 Para.1	1	<p><del>...related advanced manufacturers to innovate and thrive,</del> <u>The IAMP will contribute</u> significantly to the long-term economic success of the North East of England and the national automotive sector.</p>
MM7.	2	1.1 Para.2	2	<p><del>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.</del></p>
MM8.	2	1.1 Para.2	3	<p><del>The IAMP Area Action Plan (AAP) Publication document has been prepared is a policy framework to guide the comprehensive delivery development of the IAMP, through development of the land to the north of Nissan’s existing car manufacturing plant, located within the administrative areas of Sunderland and South Tyneside. The AAP sets out planning policies to direct and enable the comprehensive development delivery of a high quality, employment development site which is targeted at automotive and advanced manufacturing end users, and their supporting facilities.</del></p>
MM9.	2	1.1 Para.3	3	<p><del>...The IAMP AAP has been prepared... Sunderland City Deal (in partnership with South Tyneside) (hereby referred to as the City Deal).</del></p>
MM10.	2	1.1 Para.4	4	<p><del>The IAMP AAP 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.</del></p>
MM11.	2	1.1 Para.5	5	<p><del>The IAMP was designated by the Secretary of State as nationally significant. a Nationally Significant Infrastructure Project (NSIP) in September 2015. That means</del></p>

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				that the IAMP proposal itself, <u>within the designated boundary for the Nationally Significant Infrastructure Project (NSIP), must be implemented authorised</u> by a Development Consent Order (DCO) under the Planning Act 2008. <del>The Councils intend to submit their application for a DCO</del> <u>application is expected to be submitted</u> during 2017.
MM12.	2	1.1 Para.7		<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>
MM13.	2	1.1 Para.8		<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>
MM14.	2	1.1 Para.9		<del>The IAMP AAP is also accompanied by a series of Technical Background Reports and other technical evidence base documents which have informed the preparation of the IAMP AAP. The supporting evidence documents for the IAMP AAP can be found at: <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></del>
MM15.	3	2.1 Para.1	7	<del>The IAMP AAP provides the planning policy <u>framework context</u> for the <u>comprehensive development delivery</u> of a development comprising of approximately 260392,000sqm of floorspace for <u>principal and related supporting uses</u>. Principal uses are defined as <u>production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors</u>. <del>automotive and other advanced manufacturing, engineering and related distribution businesses.</del> This would be delivered on a site of <u>100150ha</u>. In addition, 50ha of land is safeguarded for possible future developments of these uses and <u>135110ha</u> of <u>adjacent</u> land would be retained for ecological and landscape mitigation. <del>This Mitigation Area would not be developed but</del> <u>and</u> remain in</del>

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				the Green Belt.
MM16.	3	2.1 Para.2	8	The site is identified by the IAMP AAP site boundary <u>and is shown</u> in Figure 1.
MM17.	3	2.1 Para.3	9	The <del>Policies Map</del> (Appendix A) <del>presents the sub-areas for the</del> <u>illustrates the IAMP policy allocations and designations, including:</u> IAMP AAP including:
MM18.	3	2.1 Para.3	9	<ul style="list-style-type: none"> <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 <u>extensive</u> ecological and landscape mitigation zone; <u>and</u></li> <li><del>and</del> the road, cycle and public rights of way networks across the AAP area.</li> </ul>
MM19.	4	2.2 Para.1	10	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> .
MM20.	4	2.2	11	Nissan is a major employer in the North East <u>of England</u> and ..... 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> <del>underpins</del> <u>underpinning</u> over 20,000 supplier jobs in the wider <del>North East</del> region.
MM21.	4	2.2	12	... Projects such as <u>the IAMP</u> are...
MM22.	4	2.3 Para.1	13	The study identified the requirement for the IAMP (which was confirmed through the <u>Sunderland City Deal</u> ). <del>(in partnership with South Tyneside) in June 2014) of:</del> <ul style="list-style-type: none"> <li><del>Over 260,000 sq m of developable floorspace over a 100ha advanced manufacturing park; and</del></li> <li><del>Creating circa over 5,200 new jobs with the vast majority within the manufacturing sector.</del></li> </ul>
MM23.	4	2.3 Para.3	15	<del>The Department for Business, Innovation and Skills (BIS)</del> <u>The Automotive Strategy (produced by the then Department for Business, Innovation and Skills)</u> estimates that supply chain production worth £3-4bn could be brought within the UK. <u>In October 2016</u> Nissan <del>has recently</del> announced additional production in Sunderland <u>of the next-generation Qashqai and X-Trail</u> . Given the recent growth and the new models, Nissan's supply chain has seen, and will continue to see, significant growth. Some of

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				this supply chain is in the North East <u>of England</u> but in addition, Nissan currently sources around £0.67 billion worth of components annually from outside the North East <u>of England</u> . It is likely that some of this growth will look to relocate to the North East <u>of England</u> and potentially into the vicinity of the Nissan plant, given the increased demand from Nissan and the need to secure its supply chain.
MM24.	4	2.3 Para.3	16	<ul style="list-style-type: none"> <li>• <i>Ssite size</i>: ...ranging from 9,000<u>sqm</u> to 37,000-sqm;</li> <li>• <i>Aadjacency to industry</i>:</li> <li>• <i>Ttransport links</i>: <del>the</del>The...</li> <li>• <i>Ssite availability</i>: <del>Land</del>land...</li> </ul>
MM25.	4	2.4.1	19	The NELEP published the SEP for the North East <u>of England</u> in 2014. The aim of the SEP is to create “more and better jobs” to address the productivity gap between the North East <u>of England</u> and the best performing areas within the UK.
MM26.	5	2.4.2 Para.1	20	The <del>Sunderland</del> City Deal ( <del>in partnership with South Tyneside</del> ) was signed between the two Councils and the Government in 2014. The City Deal has five key aims: <ul style="list-style-type: none"> <li>• <del>Ø</del>delivery of the International Advanced Manufacturing Park;</li> <li>• <del>€</del>commitment to co-designing a local Skills Compact with local businesses;</li> <li>• <del>Ø</del>delivery of the New Wear Crossing;</li> <li>• <del>£</del>infrastructure for Ultra Low Emission Vehicles; and</li> <li>• Sunderland and South Tyneside Councils’ <u>commitment</u> to supporting the development of the North East Combined Authority.</li> </ul>
MM27.	6	2.5	22	...Sunderland <u>City Council</u> , ....
MM28.	6	2.5 Para.1	23	The IAMP <u>site</u> will be located .....
MM29.	6	2.5 Para.3	25	The site currently mainly comprises of arable farmland. The River Don runs through the centre of the area. <u>The Grade II listed Hylton Grove Bridge runs over the River Don</u> . The site was previously crossed by railway infrastructure which is no longer

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				<u>present on site and</u> 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 <u>Land Sea and Aircraft</u> Museums <del>is</del> <u>are</u> located in the southern part of the site next to the A1290 / Washington Road along with some residential properties. <u>There are also approximately 2.5ha of playing fields located adjacent to the museums.</u>
MM30.	8	3 Para.1	29	<del>... Once adopted,</del> <u>The IAMP AAP will form part of the statutory development plan for both Councils.</u>
MM31.	8	3 Para.2	30	The IAMP AAP has taken account of the IAMP's <u>nationally significant</u> status <del>as a NSIP</del> . 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>
MM32.	8	3 Para.3	31	<del>As the wider site includes other uses (including agricultural and residential) which may remain even once the IAMP is implemented, The IAMP AAP is also a development plan along with the two Councils' respective Local Plans for the determination of any planning applications submitted within the IAMP AAP area that are unrelated to the IAMP proposal itself will be assessed in accordance with the two Councils' wider development plans alongside the IAMP AAP, given that the wider site includes various uses (including agricultural and residential) that will remain even once the IAMP project is implemented.</del>
MM33.	8	3 Para.6	34	<b>Adopted Plan</b> <del>...A number of policies have been saved and still form part of the development plan. This includes saved policy EC1 which states that the</del> <u>Sunderland</u> City Council will encourage proposals which " <i>develop the city's role as a major manufacturing centre, especially in relation to advanced or high technology processes</i> ".
MM34.	8	3 Para.3		<del>Sunderland's Local Plan will comprise of three parts, the Core Strategy and Development Plan, the Designation and Allocations Plan and the IAMP AAP.</del>
MM35.	8	3 Para.4		<del>It also provides the policy context for the areas of safeguarded land should there</del>

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				become a need to release further land for expansion of the IAMP in the longer term
MM36.	8	3.2.1 Para.2	35	<del><b>Emerging Local Plan</b></del> The emerging Sunderland's new Local Plan will comprise of three parts, the a Core Strategy and Allocations Development Plan, the Designation and Allocations Plan and along with the IAMP AAP. The policies in the Revised Preferred Options draft Core Strategy (2013) have been taken into consideration in preparing the IAMP AAP.
MM37.	8	3.2.1 New para.3	36	<u>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.</u>
MM38.	8	3.2.1 Para.3		The draft Core Strategy Policy CS3.2 identifies land to the North of Nissan as one of two strategic sites. The Vaux site is the other strategic site and will compromise a mixture of business and residential uses. Policy CS3.2 explains that development on the north of the Nissan site will comprise land uses in use classes B1(b) (research and development), B1(c) (light industry), B2 (general industrial) and B8 (storage and distribution). Emphasis will be given to particular developments which support low carbon technologies. Offices (B1(a)) will only be acceptable when ancillary to the wider development and should not be of a scale where they impact upon the deliverability of office sites in Sunderland City Centre. <i>It also states "the site will be developed to accommodate major employers and should be in accordance with an agreed masterplan. Piecemeal development will not be acceptable. Due to its location, a high standard of design and landscaping will be sought to minimise its impact on the landscape".</i> The IAMP AAP sets out the framework for this masterplan and the policy framework to ensure comprehensive and not piecemeal development.
MM39.	9	3.2.1 Para.5		<del>Draft Policy CS3.4 states that subject to sufficient evidence to demonstrate demand for employment land which cannot be met within the existing employment land area, Sunderland City Council will work with South Tyneside Council to deliver this through the production of a development plan document at the earliest opportunity. The IAMP AAP is that development plan document, with the Commercial and Employment</del>



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				Technical Background Report providing the relevant evidence. The draft Core Strategy recognises that the strategic site to the north of Nissan will involve development of land within the Green Belt.
MM40.	9	3.2.1 Para.7		<del>Sunderland City Council's consultation on the Strategic Growth Options (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. The 'Exceptional Circumstances for releasing land from the Green Belt Technical Background Report' demonstrates the exceptional circumstances required to amend the Green Belt boundary.</del>
MM41.	9	3.2.2 Para.2	38	The South Tyneside LDF Core Strategy Development Plan Document (DPD) was adopted in 2007. <del>The</del> Development Management <u>Policies</u> DPD was adopted .....
MM42.	9	3.2.2 Para.5	41	The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report, <u>for the IAMP AAP</u> demonstrates the exceptional circumstances required to amend <del>the</del> Green Belt boundaries <u>in both local authority areas</u> .
MM43.	9	3.3.1	42	The purpose of the <del>IAMP</del> AAP is to guide <del>the delivery of future</del> comprehensive development at the IAMP. The <del>IAMP</del> 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 <del>Local development pPlans</del> 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 <del>Policies Map</del> at Appendix A updates that part of the <del>proposals maps</del> <u>Proposals Maps</u> of both Sunderland and South Tyneside's <del>Local currently adopted development pPlans</del> .
MM44.	10	3.3.2 Para.1	43	<ul style="list-style-type: none"> <li><del>• Enable...</del></li> <li><del>• Review...</del></li> <li><del>• Recognise the strategic importance of the IAMP (including its</del> <u>NSIP nationally significant status)</u></li> </ul>
MM45.	10	3.3.2 Para.2	44	This approach is supported by the Planning Inspectorate <del>who have</del> <u>which has</u> advised that the benefits of preparing an AAP for the IAMP are that:

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				<ul style="list-style-type: none"> <li>• It allows for full consideration of all issues and options to ensure the selected site is the most suitable;</li> <li>• It provides a vehicle to demonstrate that proper co-ordination has taken place with other bodies and councils (under the Duty to Co-operate);</li> <li>• It involves an NPPF compliant method of securing changes to the Green Belt through the demonstration of 'exceptional circumstances'; and</li> <li>• It provides a clear policy context against which to consider future applications for DCOs and planning permission.</li> </ul>
MM46.	10	3.3.3 Para.1	45	<ul style="list-style-type: none"> <li>• <del>Environment and Ecology;</del></li> <li>• Landscape Character;</li> <li>• Transport; <u>and</u></li> </ul>
MM47.	10	3.3.3 Para.2	46	The Technical Background Reports are available on the <del>South Tyneside Council and Sunderland City Council and South Tyneside Council</del> websites: <a href="http://www.sunderland.gov.uk/iamp_development_plan">www.sunderland.gov.uk/iamp_development_plan</a>
MM48.	10	3.4 Para.1	47	<b>Sustainability Appraisal and Habitats Regulations Assessment</b> The IAMP AAP <del>is</del> <u>was</u> subject to .....
MM49.	10	3.4 Para.2	48	The SA is a statutory requirement and is built on the SAs developed for each <del>Council's' Local development p</del> Plans. It covers the options for the location of <u>the</u> IAMP, ...
MM50.	11	3.4 Para.3	49	<del>It was agreed with Sunderland City Council and South Tyneside Council</del> <u>This process concluded</u> that a Habitat Regulations Assessment was not required.
MM51.	11	3.5 Para.3	52	<del>...this joined-up city regional-up regional</del> approach.... ...affecting the whole region. <u>For example</u> , focused around transport, ...
MM52.	11	3.5 Para.4	53	...on the <del>Sunderland City Deal</del> .
MM53.	11	3.5 Para.5	54	A The Duty to Co-operate Compliance Statement <u>accompanies the</u> <del>will be provided by the Councils to accompany the IAMP AAP when it is submitted to the Planning Inspectorate. This will</del> <u>and</u> explains how the <del>d</del> <u>Duty to e</u> Co-operate has been

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				implemented.
MM54.	11	3.6 Para.1	55	<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 <u>Statement of Consultation</u>, 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>
MM55.	11	3.6 Para.2		<p>The previous stages of consultation undertaken to inform the IAMP AAP Publication Draft were:</p> <ul style="list-style-type: none"> <li>• <del><b>IAMP for the North East Region (Consultation February to March 2015).</b></del> 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> </ul>
MM56.	11-12	3.6 Para.2		<ul style="list-style-type: none"> <li>• <del><b>IAMP: Green Belt and Site Selection Options Paper (GBSSO, Consultation December 2015 to February 2016).</b></del> 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>
MM57.	12	3.6 Para.3		<p>The outcome of the previous consultations can be summarised as follows:</p>

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				<ul style="list-style-type: none"> <li><del>Preference for the 'moderate growth scenario' requiring a development of around 140–150 hectares to accommodate growth in the automotive and advanced manufacturing sectors;</del></li> <li><del>Preference for the location of the IAMP on land to the north of Nissan; and</del></li> <li><del>Preference for the site to be located adjacent to Nissan, broadly in line with Option 1 (as presented in the GBSSO paper).</del></li> </ul> <p><del>Consultation on the IAMP AAP Publication draft complies with the consultation process set out in the Sunderland City Council and South Tyneside Council Statements of Community Involvement (SCI).</del></p>
MM58.	12	3.6.1	56	<b>Appraisal of <u>Alternative Options</u></b>
MM59.	12	3.6.1 Para.2	57	<del>... and new employees at <u>the IAMP</u>, and the location of the safeguarded land was moved to the west to maintain a larger expanse of Green Belt land north-south.</del>
MM60.	12	3.6.1 Para.5	60	<del>...development of the IAMP, as well as the potential release of additional expansion land for the long term development of the IAMP beyond 15 years; this is known as 'safeguarded land'.</del>
MM61.	13	3.6.1 Para.8	63	<ul style="list-style-type: none"> <li><del><u>The</u> use of ...into the Green Belt; <u>and</u></del></li> <li><del><u>The</u> 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; <u>and</u></del></li> <li><del>The inclusion of areas of safeguarded land to ensure revised Green Belt boundaries are capable of enduring beyond the IAMP AAP period.</del></li> </ul>
MM62.	13	3.7 Para.1	64	There are currently <del>two</del> <u>three</u> NSIPs being progressed on sites to the north of Nissan. One of these is <u>the IAMP</u> and the other <del>is</del> <u>two are</u> Highways England's... are being delivered over a similar time-frame through DCOs.
MM63.	13	3.7.1 Para.1-2	66	The Secretary of State designated the IAMP as nationally significant in September 2015. <del>As a result, the IAMP can only be authorised by a DCO made pursuant to the Planning Act 2008.</del>
MM64.	13	3.7.2	68	The proposal at the Testos junction is for a grade-separated A19(T) which is aimed at

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		Para.2		helping to relieve congestion and improve road safety at the current roundabout. <u>The Testos DCO was submitted in 2017. Further...</u>
MM65.	13	3.7.2 Para.3	69	<u>In respect of Downhill Lane,</u> Highways England is consulting on options for the scheme in <u>Autumn/Winter</u> summer 2016 <u>and have selected</u> with a preferred route <del>to be announced before the end of 2016.</del> It is currently anticipated that the DCO application will be submitted in <del>late 2017</del> <u>2018.</u>
MM66.	14	3.7.3 Para.1	70	...The IAMP AAP therefore provides <u>the</u> planning policy <u>framework support</u> for the IAMP to which the Secretary of State will have regard when determining the DCO.
MM67.	14	3.7.3 Para.2	71	<del>...within the IAMP DCO, for example in relation to a design code. Those...</del>
MM68.	14	3.7.3 Para.3	72	<del>...consented by a DCO within the designated NSIP boundary. It is...</del>
MM69.	15	4.1 Para.1-3	75	<p>The spatial strategy for the IAMP AAP seeks to deliver a <u>comprehensive development</u> scheme comprising <del>of 260,000 sq m floorspace</del><u>150ha of land</u> for automotive and other advanced manufacturing, engineering and related distribution businesses. <u>Approximately 110</u><del>135</del>ha is retained within the IAMP AAP area along the River Don corridor <u>to accommodate some of the for</u> environmental mitigation <u>required for biodiversity loss within the site</u> and remains designated as Green Belt.</p> <p><del>The IAMP AAP comprises a core developable area of 100ha with a further 50ha of land safeguarded for possible future development in the longer term. In addition, 135ha is retained within the IAMP AAP area along the River Don corridor to accommodate some of the for environmental mitigation required for biodiversity loss within the site and remains designated as Green Belt.</del></p> <p><del>The IAMP will create a world class facility fit for the demands of the automotive and advanced manufacturing sectors in the 21<sup>st</sup> century. The policies map at Appendix A establishes the spatial strategy for the IAMP.</del></p>

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				<del>The strategic policies 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.</del>
MM70.	15	4.1 Para.4	76	The purpose of the <u>Spatial Strategy</u> and the strategic policies...
MM71.	15	4.2	77	<p><b><u>Spatial Strategy Policies</u></b></p> <p><u>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.</u></p> <p><b>4.2.1 Development of the IAMP</b></p>
MM72.	15	Policy S1	Policy S1	<p><b>Policy S1: <u>Spatial Strategy for Comprehensive Development</u></b></p> <p><del>A</del><del>The c</del><u>Comprehensive development of the IAMP for the principal uses associated with the automotive and advanced manufacturing businesses will be delivered by: 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</u></p> <ol style="list-style-type: none"> <li>1) <u>Revising the Green Belt boundary to release 150ha of land from the Green Belt.</u></li> <li>2) <u>Allocating approximately 150ha of land for the development of principal uses (as defined in Policy S2) in the Employment Areas.</u></li> <li>3) <u>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.</u></li> <li>4) <u>Requiring Masterplans, Design Codes and Phasing Plans to be submitted which demonstrate how development:</u> <ol style="list-style-type: none"> <li>i. <u>will meet the objectives of the AAP and will not prejudice comprehensive development of the IAMP;</u></li> </ol> </li> </ol>

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				<ul style="list-style-type: none"> <li>ii. <u>ensures the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure;</u></li> <li>iii. <u>contributes fully to the delivery of the IAMP as a project of national significance;</u></li> <li>iv. <u>contributes fully, in a proportionate and timely manner, towards providing the infrastructure identified in the IDP;</u></li> <li>v. <u>contributes fully, in a proportionate and timely manner, to providing for the mitigation required for the IAMP, including environmental mitigation; and</u></li> <li>vi. <u>is capable of being implemented without breaching the provisions of the Planning Act 2008.</u></li> </ul> <p><del>B. Only the delivery of a single comprehensive scheme which meets the objectives of the IAMP AAP will be supported. To demonstrate comprehensive development the scheme promoter in submitting a DCO application shall:</del></p> <ul style="list-style-type: none"> <li><del>i. ensure the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure;</del></li> <li><del>ii. include a detailed masterplan incorporating a unifying design code;</del></li> <li><del>iii. include a phasing plan for 15 years for the delivery of the IAMP AAP area. This shall exclude the safeguarded land; and</del></li> <li><del>iv. show how the application complies with policy Del2.</del></li> </ul>
MM73.	15	4.2.1 Para.1	78	<p>This policy releases <del>100ha</del> <u>150ha</u> 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 <u>Land Sea and Aircraft Sea Museums</u> <del>is under review</del>. <del>This site will be appropriate for development if the museum is not required in this location;</del> <u>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</u></p>

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				<u>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.</u>
MM74.	16	4.2.1 Para.4		<del>In order to accommodate future demand for employment related development and growth of established businesses, sufficient land should be made available to ensure the long term sustainability of the IAMP. The Spatial Strategy allocates 150ha of land for development of principal uses for development. The designation of 50ha of safeguarded land will ensure Green Belt boundaries endure beyond the end of the IAMP AAP period and support the future sustainability of the IAMP.</del>
MM75.	16	4.2.1 Para.5		<del>The amount of safeguarded land identified in this policy is determined using evidence from the Strategic Employment Review (PWC, 2013) and is justified in the Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report. This land has therefore been released from the Green Belt but safeguarded for possible development beyond the plan period, and will only be brought forward for development allocation through a future review of this AAP or the wider Local Plans of the two Councils.</del>
MM76.	16	4.2.1 Para.6	81	<ul style="list-style-type: none"> <li>• dDelivery of a world class facility on the necessary scale at a pace to meet market demand;</li> <li>• eEnd user confidence in deliverability and the potential for future expansion;</li> <li>• eEnvironmental mitigation measures and key infrastructure which are delivered alongside development proposals; and</li> <li>• hHigh standards of design, place making and estate layout.</li> </ul>
MM77.	16	4.2.1 Para.7	82	<del>...on a piecemeal basis, whichas this would undermine...</del>
MM78.	16	4.2.1 Para.8	83	<del>...to assemble the site for the IAMP and...</del>
MM79.	16		84	<u>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</u>



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				<p><u>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:</u></p> <ul style="list-style-type: none"> <li>• <u>allows for flexibility in locating mitigation within it;</u></li> <li>• <u>is likely to allow for future mitigation of development of both the Employment Areas; and</u></li> <li>• <u>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.</u></li> </ul>
MM80.	16	Policy S2		<p><b><del>Policy S2: Green Belt and Safeguarded Land</del></b></p> <p><del>A. The IAMP AAP policies map shows areas designated as Green Belt or safeguarded land.</del></p> <p><del>B. Areas of safeguarded land shall only be released for development, through a review of the AAP, where it can be demonstrated that there is insufficient land within the allocated employment areas to accommodate development needs.</del></p> <p><del>C. Development adjacent to land designated as Green Belt shall ensure boundaries are recognisable and permanent through the use of built form or established landscaping buffers.</del></p>
MM81.	16	4.2.2 Para.1		<p><del>IAMP is a strategic site of national and regional significance. Removing 150 ha from the Greenbelt and allocating 100 ha for employment development in this Plan period and safeguarding 50 ha enables longer term development needs to be met without revisiting the Green Belt Boundary. This aligns with the NPPF which advises that Green Belt boundaries should not need to be altered at the end of the development plan period. It and recommends identifying areas of 'safeguarded land' between the urban area and the Green Belt in order to meet longer term development needs</del></p>

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				beyond the plan period. The IAMP AAP policies map updates the Council's existing adopted Local Plan key diagrams and proposals maps in respect of the new Green Belt boundary.
MM82.	17	Policy S3	Policy S2	<p><b>4.3.1 <del>Principal Land Uses</del> Policy S32: <u>Principal Land Uses</u></b></p> <p>A. Through the DCO application, consent shall be granted for employment development, in the allocated employment areas on the policies map, where the intended uses directly relate to the automotive and advanced manufacturing sectors for <u>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.</u></p> <p>B. <u>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.</u></p> <p><del>B. Employment development proposals from other sectors for B2 uses and B8 uses shall be acceptable where:</del></p> <ul style="list-style-type: none"> <li><del>i. demand for this other type of use to be located within the IAMP can be demonstrated through market demand analysis; and</del></li> <li><del>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</del></li> <li><del>iii. it can be demonstrated there are no alternative, suitable locations.</del></li> </ul> <p>C. <del>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.</del></p> <p><u>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</u></p>

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				<p><u>being encouraged.</u></p> <p><del>D. Proposals for residential development and development outside of the parameters as set out within Policy S5, shall</del><u>will</u> not be permitted.</p> <p><u>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).</u></p> <p><u>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.</u></p>
MM83.	17	4.3.1 Para.1	85	This policy supports the IAMP AAP objectives to: build on...
MM84.	17	4.3.1 Para.2	86	...from a traditional linear model, based on design, <u>and</u> materials conversion to fabrication, to one based on greater flexibility <del>concerning</del> <u>of</u> the range of materials...
MM85.	17	4.3.1 Para.3	87	<ul style="list-style-type: none"> <li>• <del>n</del><u>n</u> Nano-engineering;</li> <li>• <del>a</del><u>a</u> Additive/precision manufacturing;</li> <li>• <del>d</del><u>d</u> Design/management of supply chains;</li> <li>• <del>g</del><u>g</u> Green manufacturing;</li> <li>• <del>n</del><u>n</u> Next generation electronics; and</li> <li>• <del>c</del><u>c</u> Continuous manufacture of pharmaceuticals / bio manufacturing.</li> </ul>
MM86.	17-18	4.3.1 Para.4	88	<del>The IAMP's principal use is further justified in the Commercial and Employment Background Report.</del> This policy seeks to satisfy demand from the automotive and advanced manufacturing sectors <u>and</u> ; <del>protecting</del> the IAMP AAP area from other uses such as general employment development, residential development and large scale retail or leisure uses, <u>above 1,500 sq m gross floorspace.</u>
MM87.	18	4.3.1 Para.5	89	...in the DCO <u>and/</u> or a Town and Country Planning (General Permitted Development) Order Article 4 Direction, <u>which can remove specific development rights related to change of use or permitted development or operational development.</u>
MM88.	18	4.3.1 Para.6	90	The designation of the IAMP as a commercial and business NSIP by the Secretary of State precludes <del>the provision for</del> residential uses <u>as part of the IAMP.</u>

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MM89.	18	Policy S4	Policy S3	<p><b>Policy S43: <del>Mix of uses</del> Scale and Quantum of Principal and Supporting Employment Uses</b></p> <p>Within the IAMP Employment Areas <del>allocated employment areas shown on the IAMP AAP policies Map, planning permission shall consent will</del> be granted for up to <del>260</del><u>392</u>,000 sqm of employment space <u>for the Principal and Supporting Employment Uses as follows: where the mix of uses is:</u></p> <ul style="list-style-type: none"> <li><del>i. up to 24,000 sq m of employment space for B1(a) and B1(b) where this is in support of the Principal Uses, as set out in Policy S3; and</del></li> <li><u>i. up to 356,000sqm of employment space for the Principal B1(c), B2 and B8 class uses; and</u></li> <li><u>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.</u></li> <li><del>ii. up to 236,000 sq m of employment space for B1(c), B2 and B8 uses.</del></li> </ul>
MM90.	18	4.3.2 Para.2	92	<p>It is recognised that an element of B1(a) office space <u>for business services is required either as and B1(b) research and development space will be required;</u> as ancillary space to support <del>offices for B2 and B8</del><u>the Principal Uses or for supporting business services.</u></p>
MM91.	18	4.3.2 Para.3		<p><del>The primary scale and quantum of mix of uses 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.</del></p>
MM92.	18	4.3.2	93	<p><del>...growth employment sectors, in the most appropriate locations to attract private sector investment; and encourage...</del></p>
MM93.	18-19	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> </ul>

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				<p>ii. <del>managed workspace (up to a total of 3,000 sq m gross floorspace);</del></p> <p>iii. <del>a range of local scale retail and leisure uses (up to a total of 1,500 sq m gross floorspace);</del></p> <p>iv. <del>nursery and child care facilities (up to a total of 1,000 sq m gross floorspace); and</del></p> <p>v. <del>a hotel with associated leisure and conference facilities.</del></p> <p>B. <del>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>C. <del>Ancillary uses shall not prejudice the operation of Use Class B uses, including the expansion of operations.</del></p> <p>D. <del>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>
MM94.	19	4.3.3 Para.1		<p><del>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.</del></p>
MM95.	19	4.3.3 Para.2		<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>
MM96.	19	4.3.3 Para.3		<p><del>This approach is in accordance with the NPPF which emphasises the importance of sustainable development through the creation of 'a high quality built environment,</del></p>

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				<del>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'.</del>
MM97.	19	Policy S6		<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> <p style="padding-left: 20px;"><del>i. A multimodal transport interchange accommodating public transport, cycling and pedestrian access; and</del></p> <p style="padding-left: 20px;"><del>ii. A higher density design compared to surrounding B2 and B8 uses to enable a concentration of required uses.</del></p> <p><del>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.</del></p>
MM98.	19	4.3.4		<del>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.</del>
MM99.	19	New Policy S5	Policy S4	<p><b><u>Policy S4: The Hub and Ancillary Uses</u></b></p> <p>A. <u>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:</u></p> <p style="padding-left: 20px;">i. <u>a hotel (Use Class C1) (up to 150 beds) with associated leisure and</u></p>

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				<p><u>conference facilities;</u></p> <p>ii. <u>a small gym (D2) up to 1,000sqm gross floorspace;</u></p> <p>iii. <u>education and training facilities (Use Class D2 (c)) to support the Principal Uses;</u></p> <p>iv. <u>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;</u></p> <p>v. <u>nursery and child-care facilities (up to a cumulative total of 1,000sqm gross floorspace);</u></p> <p>vi. <u>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</u></p> <p>vii. <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>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.</u></p> <p>D. <u>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.</u></p>
MM100.	19	4.3.4	94	<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>

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MM101.	19	4.3.4	95	<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>
MM102.	19	4.3.4	96	<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 Three Horseshoes Public House, into the Hub offer.</u>
MM103.	19	4.3.4	97	<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>
MM104.	20	4.4.1 Para.4		<del><b>Opportunity for future expansion:</b> In addition to delivering the scheme of 100ha, a further 50ha of land has been safeguarded for potential future expansion of the IAMP</del>
MM105.	20	4.4.1 Para.6	102	<b>Improving access and connectivity:</b> This objective seeks to: <ul style="list-style-type: none"> <li>• <del>Opt</del>imise vehicular access into the site from the existing road network, in particular the A19, as well as promoting new highways connections to optimise access to the wider area;</li> <li>• <del>I</del>ncrease access to the site through sustainable transport networks; and</li> <li>• <del>Opt</del>imise access and permeability for cyclists and pedestrians within the developed areas of the IAMP, to encourage people to walk and cycle to work.</li> </ul>
MM106.	20	4.4.1 New Para.8	104	<b>Preserving and enhancing heritage assets:</b> <u>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</u>



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				<u>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.</u>
MM107.	20	4.4.1 Para.8	105	<b>Landscape connectivity and settlement break:</b> The 'Landscape Character Technical Background Report' has ..... such as the Penshaw Monument and Boldon Downhill.
MM108.	21-22	Policy D1	Policy D1	<p><b>Policy D1 – Masterplan Design</b></p> <p>A. Proposals for the IAMP <u>must demonstrate how they shall be supported where they reflect the following key design principles:</u></p> <ol style="list-style-type: none"> <li>i. <u>M</u>aximise the interface with Nissan and ensure effective movement between the existing site and the IAMP AAP area;</li> <li>ii. <u>D</u>evelopment plots using an 'open grid' to create a variety of plot sizes;</li> <li>iii. <u>A</u> 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</del> <u>Northern Employment Area</u> with service networks to encourage efficient movement;</li> <li>iv. <u>D</u>rainage infrastructure to be accommodated within the street network with <del>S</del>ustainable <del>urban</del> <u>D</u>rainage <u>S</u>ystems (SuDS) placed to enable effective water <u>quality</u> management;</li> <li>v. <u>O</u>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</del> <u>facing towards</u> the river and landscaping uses where possible; <del>and</del></li> <li>vi. <u>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,</u> including <del>Give consideration to the setting of listed buildings such as Scot's House (Grade II*) on the south side of the A184, Hylton Grove</del></li> </ol>

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				<p>Bridge (Grade II) on Follingsby Lane and views from elevated locations such as Boldon Downhill and the Penshaw Monument;</p> <p>vii. <del>Where</del> <u>where</u> 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; <u>and</u></p> <p>viii. <u>have regard to the presence of the North East Land, Sea and Air Museums (as designated on the Policies Map) as a visitor attraction.</u></p> <p><del>B. Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code as part of the DCO application.</del></p> <p><u>B. Proposals must be accompanied by a Design Code for approval by the Councils.</u></p>
MM109.	22	4.4.2 Para.1	112	<p><del>...IAMP Design Code' which will form part of the DCO application, which will...</del></p>
MM110.	22	Policy D2	Policy D2	<p><del><b>4.4.3 Public Realm and Landscape</b></del></p> <p><del><b>Policy D2: Public Realm and landscape</b></del></p> <p>A. A public realm and landscape strategy for the IAMP <del>shall be submitted as part of the IAMP DCO application</del> <u>is required to accompany development proposals</u>, based on the following key principles:</p> <ol style="list-style-type: none"> <li><del>M</del><u>a</u>rking key gateways into the site;</li> <li><del>A</del><u>a</u> comprehensive , wayfinding strategy for cyclists and pedestrians;</li> <li><del>U</del><u>u</u>se of street furniture and landmarks to reinforce the identity of the IAMP, <u>including within the Hub</u>;</li> <li><del>E</del><u>c</u>onsistent use of road and pavement materials to reinforce a clear street hierarchy;</li> <li><del>P</del><u>p</u>rovision of green and blue infrastructure at street level; and</li> <li><del>U</del><u>u</u>se of low-level lighting within and closer to sensitive ecological areas.</li> </ol> <p><del>Compliance with the IAMP AAP design objectives shall be demonstrated by the scheme promoter through the submission of a Design Code as part of the IAMP DCO application.</del></p>

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MM111.	22	4.4.3 Para.1	113	This policy sets out the over-arching principles for addressing the key public realm <del>and landscape</del> elements of the masterplan, in order to deliver a scheme with a sense of place and which creates its own; unique identity.
MM112.	22	4.4.3 Para.2	114	The policy requires the preparation of a public realm <del>and landscape</del> strategy in accordance with <del>the</del> recommendations <u>arising</u> from the Environmental Impact Assessment <u>accompanying the proposed development applications</u> . The strategy...
MM113.	23	Policy T1	Policy T1	<p><b>Policy T1: Highway Infrastructure</b></p> <p><b>A.</b> <del>The comprehensive development of the IAMP requires the following package of highway improvements to be secured to be delivered: The DCO application for the IAMP shall demonstrate how the provision of the following package of highways improvements will be secured:</del></p> <ul style="list-style-type: none"> <li>i. <del>U</del>-upgrading of the A1290 to increase capacity;</li> <li>ii. <del>A</del><u>a</u> new vehicular bridge over the A19 to connect the IAMP with the local road network to the east;</li> <li>iii. <del>A</del><u>a</u> new bridge over the River Don to allow access to the <u>Northern Employment Area</u>; <del>northern part of the IAMP</del>; and</li> <li>iv. <del>N</del><u>n</u>ew distributor roads within the IAMP to accommodate the movement of all users.</li> </ul> <p><b>B.</b> <del>The Phasing Strategy and Development proposals must be accompanied by a</del> <del>Transport a</del> <del>Assessment submitted as part of the IAMP DCO application shall demonstrate how the IAMP will to:</del></p> <ul style="list-style-type: none"> <li>i. <u>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</u></li> <li>ii. <u>the IAMP will 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 integrateion with, Highways England's proposed improvements to the Downhill Lane and Testos Jjunctions on the</u></li> </ul>

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				<p>A19 within and in the vicinity of the 'A19 Improvements' area shown on the policies map.</p> <p>C. <u>Development proposals must:</u></p> <p>i. <u>be supported by the submission of a Travel Plan designed to ensure that the development is acceptable in transport sustainability and accessibility terms; and</u></p> <p>ii. <u>be implemented in accordance with the Travel Plan as approved.</u></p> <p>C.D. <u>Consent shall not be granted for development that:</u></p> <p>i. <u>adversely impactsaffects the safe and efficient operation of the local or strategic highway networks; or</u></p> <p>ii. <u>that compromises the delivery of these highway improvements; set out in criterion A; or</u></p> <p>iii. <u>prejudices the comprehensive development and delivery of the IAMP as a whole.</u></p>
MM114.	23	5.1 Para.1	115	<p><del>The emerging Sunderland Local Plan Core Strategy and Development Plan highlights the Strategic Employment Site as a development which</del>The IAMP will generate significant levels of traffic and may require improvements to the highway network. Subsequent work has confirmed <u>that</u> the improvements <u>are</u> necessary, as identified in this policy.</p>
MM115.	23	5.1 Para.3	116	<p>The location of <u>the</u> IAMP benefits from...</p> <p>...The redundant 'Leamside Line' runs within close proximity of the site and, <u>if this re-opens,</u> <del>then</del> it would present an opportunity to improve rail connectivity to the site.</p>
MM116.	23	5.1 Para.3	117	<p>The local and strategic road network, including the A1290 and A19, <u>experiences</u> congestion and delay at peak periods and is close to capacity<sup>7</sup>. <u>This is</u> influenced in part by the shift <del>operations</del><u>patterns</u> of local businesses.....</p>
MM117.	23	5.1 Para.4	118	<p>Congestion and delay currently occurs <u>within</u> the area...</p> <p>...Highways England <del>are</del><u>is</u> planning to .....</p>
MM118.	23	5.1 Para.5	119	<p>...Detailed design work (including further modelling) and the relevant consultation and approvals will be required <del>in finalising</del><u>to finalise</u> the design of these measures. ...</p>

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MM119.	24	5.1 New para.6	120	Travel Plans will be prepared to demonstrate how the integration and promotion of <u>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.</u>
MM120.	24	Policy T2	Policy T2	<p><b>Policy T2: Walking, <del>C</del>ycling and <del>H</del>orse <del>R</del>iding</b></p> <p>A. <del>To promote walking and cycling in and around the IAMP, development must shall</del> be encouraged by:</p> <ul style="list-style-type: none"> <li>i. <del>Ensuring ensure</del> that any junction / highway measures and any new roads are designed to <u>safely integrate</u> <del>be mindful</del> 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;</li> <li>ii. <del>Ensuring ensure</del> 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;</li> <li>iii. <del>Requiring include</del> appropriate cycling facilities, such as parking, showers and storage, as part of new developments;</li> <li>iv. <del>Ensuring include</del> opportunities for new cycle routes and signage <del>are identified;</del> <u>and</u></li> <li>v. <del>Building a pedestrian / cycle link over the A19 to connect the IAMP with the local network;</del> <u>and</u></li> <li>vi. <del>Provision of provide for</del> improved connections along Follingsby Lane which <u>will be restricted to use for local access and public transport only.</u></li> </ul> <p>B. Safe access to the open space within the IAMP will be ensured for <del>recreational</del> horse riding through the provision of bridleways linked to the wider bridleway network.</p> <p><del>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.</del></p> <p>C. <u>Where new routes abut agricultural land, appropriate measures to deter public</u></p>

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				<u>access to agricultural land must be incorporated.</u>
MM121.	24	5.2 Para.1	121	The aspiration is for the IAMP to be an attractive sustainable multi-modal environment. <del>and f</del> For this to be realised...
MM122.	24	5.2 Para.2	122	The creation of good quality pedestrian and cycle links through the site <del>and</del> <u>which are</u> connected with .....
MM123.	24-25	Policy T3	Policy T3	<p><b>Policy T3: Public Transport</b></p> <p><del>A</del><u>To promote sustainable transport, development</u> <del>The IAMP shall promote and facilitate public transport measures including must include:</del></p> <ul style="list-style-type: none"> <li>i. <del>P</del><u>rovision of enhanced bus services <u>between</u> into the IAMP and:</u> <ul style="list-style-type: none"> <li>a) <del>from</del> the surrounding residential areas;</li> <li>b) <del>Integration with and linkages to, the Tyne &amp; Wear Metro network</del> <u>Heworth and Sunderland multi-modal transport interchanges; and</u></li> <li>c) <u>Hebburn, Jarrow, South Shields and Washington centres;</u></li> </ul> </li> <li>ii. <del>B</del><u>bus</u> priority measures on the key <del>nodes</del><u>routes</u> entering the IAMP;</li> <li>iii. <del>A</del><u>adequate</u> provision for buses on the proposed new bridge over the A19 and over the River Don;</li> <li>iv. <del>N</del><u>ew</u> bus stops and improved waiting facilities within the IAMP AAP area; and</li> <li>v. <del>N</del><u>ew</u> traffic signal installations incorporating facilities to enable priority for buses.</li> </ul>
MM124.	25	5.3 Para.2	126	A study of public transport provision for the IAMP is being led by Nexus. <del>The DCO</del> <u>Any</u> application for the IAMP <del>shall</del> <u>must</u> have regard to this strategy.
MM125.	25	5.3 Para.4	128	<del>...There is an existing Grade II listed</del> <u>Hylton Grove B</u> bridge over the River Don, but <del>it</del> is not of a sufficient standard to accommodate the IAMP traffic. <del>I</del> <u>therefore,</u> a new bridge over...
MM126.	25	Policy T4	Policy T4	<p><b>Policy T4: Parking</b></p> <p><del>A. The IAMP Design Code, as part of the Development Consent Order, shall establish the parking standards to be applied to development. The key principles underpinning the standards are as follows and should be included in a Travel Plan</del></p>

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				<p>as part of the DCO:</p> <p>A. <u>Development must ensure that appropriate provision for car parking is provided in accordance with the Councils' standards. Development proposals must:</u></p> <ul style="list-style-type: none"> <li>i. <del>Applications for consent within the IAMP must include</del> <u>incorporate</u> a car parking management plan;</li> <li>ii. <del>Appropriate provision to Council standards of</del> make provision for <u>disabled badge parking spaces</u>;</li> <li>iii. <del>Developments will provide</del> <u>ensure that 25% of the total car parking provision is</u> for the use of car-sharing only;</li> <li>iv. <del>Car parking spaces will be provided across the IAMP</del> <u>make provision for off-street parking</u> through a combination of in-curtilage provision and communal parking areas. <u>On-street parking may be permitted in certain locations</u>;</li> <li>v. <u>ensure that S</u>sufficient provision is <del>should be</del> made for lorry parking to take account of highway safety and avoidance of congestion on the road network; <u>and</u></li> <li>vi. <del>On-street parking may be permitted in certain locations;</del> <u>and</u></li> <li>vii. <u>make P</u>rovision <del>should be</del> made for <u>car and bicycle</u> electric charging points within parking areas across the site.</li> </ul> <p>B. The scheme should consider the introduction of a car club facility for the IAMP site.</p>
MM127.	25	5.4 Para.1	129	<p>Ensuring appropriate levels of parking is vital if operational and market needs are to be met and the impacts of <u>the</u> development are to be alleviated. However, a pragmatic approach is required <del>whereby</del> <u>as</u> it is acknowledged that</p>
MM128.	26	Policy IN1	Policy IN1	<p><b>Policy IN1: Infrastructure p</b>rovision</p> <p><del>A.</del> <u>In demonstrating comprehensive development under policies S1 and Del2, development proposals must show how the following infrastructure will be delivered:</u></p> <ul style="list-style-type: none"> <li><u>i.</u> Aa new electricity sub-station is <u>may be</u> required as part of the <u>comprehensive development of the IAMP DCO</u> to ensure <u>there is</u> sufficient energy to meet the demands of businesses locating at the IAMP.</li> </ul>

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				<p><b>ii.</b> <del>B. New water, gas and electric utility services shall</del><u>must</u> 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. <u>This may require connections to be made with utilities infrastructure outside of the AAP boundary.</u></p> <p><b>iii.</b> <del>C. New telecommunications and broadband services networks shall</del><u>must</u> be provided to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required.</p> <p><b>iv.</b> <del>D. The provision of low carbon and renewable energy systems should be explored. within the Design Code for the DCO.</del></p> <p><del>E. In demonstrating comprehensive development under policies S1 and Del2, it must be shown how the infrastructure in paragraphs A to D above will be secured.</del></p>
MM129.	26	5.5 Para.1	130	<p><del>A</del><u>A</u> <u>primary</u> electricity sub-station <u>may be</u> <del>is</del>-required to meet the energy needs of new businesses locating at the IAMP. <u>If required</u>, <del>t</del>he 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>
MM130.	26	5.5 Para.3	132	<p>... considered for <u>the</u> IAMP is included ...</p>
MM131.	26-27	Policy IN2	Policy IN2	<p><b>Policy IN2: Flood <del>r</del>Risk and <del>d</del>Drainage</b></p> <p><del>A. Development proposals for</del> <u>A new bridge works will be required over the River Don or other watercourses, the design of which must demonstrate that there shall</u><u>will</u> 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><del>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:</del></p> <p><del>i. A</del><u>a</u> detailed Flood Risk Assessment (FRA) and Water Framework Directive Assessment <del>are required alongside the DCO application or subsequent applications.</del></p>



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				<p>ii. <del>C. A</del> surface water drainage strategy shall be prepared which complies with national design standards and local policy. The scheme promoter <del>shall</del> 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, <u>provides multifunctional benefits to wildlife, landscape and water quality</u> and is effectively managed with clear ownership in place.</p> <p>iii. <del>D. The scheme promoter shall demonstrate evidence that s</del>Sufficient capacity both on and off-site in the foul sewer network to support development <del>should be demonstrated exists</del>. Where <u>there is</u> insufficient capacity <del>exists</del>, plans for <u>the sewer upgrades</u> <del>should</del> <u>must</u> be delivered prior to <u>the</u> occupation of development within the IAMP <del>AAP</del> area.</p>
MM132.	27	5.6 Para.2	134	<del>As part of the DCO application a</del> Development proposals should be accompanied by a detailed Flood Risk Assessment (FRA) <del>will be prepared in accordance with the requirements and guidance set out in the NPPF and PPG. ...</del>
MM133.	27	5.6 Para.3	135	<del>The Drainage Strategy should be submitted with the DCO application.</del>
MM134.	27	5.6 Para.4	136	<del>The structure which carries the new access road crossing of</del> across the River Don...
MM135.	27	5.6 Para.6	138	<del>... the CIRIA SuDS Manual ... to different parts of the drainage network, (for example highway drainage).</del>
MM136.	28	Policy EN1	Policy EN1	<p><b>6 Environment and Ecology</b></p> <p><b>6.1 Landscape Design</b></p> <p><b>Policy EN1: Landscape Design</b></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, <del>the DCO application shall</del> <u>development proposals must:</u></p> <p>i. <del>M</del>inimise the visibility of the development from the A19 and maintain an</p>

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				<p><del>appropriate</del> landscape buffer (<del>minimum 50m wide</del>) along the A19;</p> <p>ii. <del>Use</del> design and landscaping measures to reduce the impact of development along public rights of way;</p> <p>iii. <del>In</del>corporate a landscape buffer (<del>minimum 20m wide</del>) around the development edges to integrate the development with the surrounding countryside and provide defensible boundaries for the Green Belt; and</p> <p>iv. <del>C</del>onsider the incorporation of green and brown roofs and green walls into the design of the development.</p> <p>B. <del>As part of the DCO application</del> <u>Development proposals must include a landscape and visual impact assessment shall be prepared to gain which demonstrates an understanding of the likely significant effects of the proposed development. Findings during the</u>The assessment <del>shall</del><u>will</u> influence the design of the proposals to ensure potential <u>adverse</u> effects are prevented or minimised.</p> <p>C. <u>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.</u></p>
MM137.	28	6.1 Para.2	142	The policy approach seeks to minimise the impact of the IAMP on the surrounding landscape, take opportunities to enhance <u>the</u> 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 <u>the impacts of the</u> development could...
MM138.	28	6.1 Para.3	143	New planting, in particular along the edges of the development <del>shall</del> <u>should</u> comprise...
MM139.	28	6.1 Para.4	144	...public views such as <del>views</del> towards Boldon Downhill and <del>the</del> Penshaw Monument, and important panoramic views such as those from <del>the</del> Penshaw Monument. This approach is explained in the Landscape Character-Technical Background Report.
MM140.	29	Policy EN2	Policy EN2	<b>Policy EN2: Ecology</b>

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				<p>A. To <u>protect maintain and enhance</u> biodiversity and <u>protect wildlife habitats</u>, the <u>development must</u>: <u>scheme promoter for the IAMP will</u>:</p> <ul style="list-style-type: none"> <li>i. <u>Avoid, minimise and mitigate or, compensate any adverse impacts on biodiversity and provide net gains where possible</u>; <u>direct and minimise any indirect impacts on designated Local Wildlife Sites (LWS) where possible</u>;</li> <li>ii. <u>Maintain and enhance</u> the River Don as a functional ecological <u>wildlife corridor</u>, <u>through improvements to its water quality and geomorphology</u>, and through the implementation of an ecological buffer along the River Don corridor and around Local Wildlife Sites; <u>(with the exception of the new bridge crossing)</u>;</li> <li>iii. <u>Minimise loss of semi-natural habitats</u>. <u>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</u>;</li> <li>iv. <u>Minimise loss of existing mature trees, woodland blocks and hedgerows</u>. <u>Around the edges of the development, trees and hedgerows should be retained and enhanced</u>;</li> <li>iii. <u>Design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits</u>;</li> <li>iv. <u>Restrict or minimise public access to areas of ecological sensitivity</u>; <u>and</u></li> <li>v. <u>Create ecological links between retained and new habitat areas within and beyond the IAMP AAP area</u>; <u>and</u></li> <li>vi. <u>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</u>.</li> </ul> <p>B. <u>To support proposed development</u> <del>As part of the DCO application an Ecological Impact Assessment should</del> <u>must be included in as part of the Environmental Impact Assessment</u>. <u>This shall is required be undertaken to influence development proposals and ensure potential impacts are prevented or mitigated and/or</u></p>

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				<p><u>compensated where mitigation is not feasible. Ecological proposals</u><del>mitigation</del> <u>measures must should</u> be designed in conjunction with landscape and drainage specialists (where applicable), to maximise the ecological value of landscape planting and drainage features. Proposals <del>should</del><u>must</u> include an appropriate long-term Management and Maintenance Plan that will ensure long-term ecological value is maintained.</p> <p>C. <u>The designated Ecological and Landscape Mitigation Area, as shown on the Policies Map, will provide the focus for necessary ecological mitigation and compensation measures.</u></p>
MM141.	29	6.2 Para.2	146	... ecological features within the IAMP AAP <u>area</u> through the implementation ...
MM142.	29	6.2 New para.3	147	<u>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.</u>
MM143.	29	6.2 Para.3	148	... include Elliscope Farm, East / Hylton Bridge and River Don East House, Usworth Burn and the River Don corridor.
MM144.	29	6.2 New para.4	149	<u>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.</u>
MM145.	29	6.2 Para.4	150	<u>Ecological mitigation measures will both maintain and enhance</u> <del>By maintaining</del> the River Don as a functional ecological corridor. <u>This will enable ecological connectivity throughout the development site between existing and new ecological features.</u> <del>across the scheme.</del> The policy also seeks to ensure the creation of networks linking areas of retained and created habitat.
MM146.	29	6.2 Para.5	151	...to provide off-site mitigation. Any mitigation will also have to satisfy the requirements <del>of</del> <u>associated with</u> the protected species on site that could be impacted by the development.

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MM147.	30	6.2 Para.6	152	<p>The policy specifies the requirement for an Ecological Impact Assessment as part of the Environmental Impact Assessment <u>accompanying development proposals</u>. <del>for the DCO Proposals for mitigation and habitat creation will be informed by the following guidance and information:</del></p> <ul style="list-style-type: none"> <li>• <del>Department for Environment Food &amp; Rural Affairs (Defra) (2012) Biodiversity Offsetting Pilots: Technical Paper – The metric for the biodiversity offsetting pilot in England;</del></li> <li>• <del>Defra (2012) Biodiversity Offsetting Pilots: Guidance for Developers;</del></li> <li>• <del>Natural England (2010) Higher Level Stewardship: Farm Environment Plan (FEP) Manual;</del></li> <li>• <del>Technical guidance on the completion of the FEP and identification, condition assessment and recording of HLS FEP features. Natural England;</del></li> <li>• <del>Joint Nature Conservation Committee (JNCC) (2010) UK Biodiversity Action Plan Priority Habitat Descriptions; and</del></li> <li>• <del>Descriptions of ‘Habitats of Principal Importance’ (HoPI).</del></li> </ul>
MM148.	30	Policy EN3	Policy EN3	<p><b>Policy EN3: Green Infrastructure</b></p> <p>A. To provide green and open spaces for recreational use, <del>the DCO application for IAMP and any other applications</del> <u>development must will:</u></p> <ol style="list-style-type: none"> <li>i. <del>I</del>ncorporate a minimum 50m wide buffer <u>from the riverbanks on both sides</u> along the River Don <u>(to maintain a total minimum 100m wide corridor)</u>, linking with the wider Green Infrastructure <del>€</del>corridor to the east and west <u>beyond the Plan boundary</u>, and allow recreational access within this buffer where there is low risk of harm to ecological receptors;</li> <li>ii. <del>R</del>etain...</li> <li>iii. <del>€</del>create... ..through the provision of tree-lined streets...</li> <li>iv. <del>I</del>ncorporate...</li> </ol>
MM149.	31	6.3 Para.3	156	<p>Within the IAMP, green links <del>can</del><u>should</u> be created...</p>
MM150.	31	Policy EN4	Policy EN4	<p><b>Policy EN4: Amenity</b></p>

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				<p>A. Proposals should not adversely impact the amenity of neighbouring occupiers and residents. <del>The IAMP DCO application shall be supported where the proposal</del> <u>Development must:</u></p> <ol style="list-style-type: none"> <li>i. <del>T</del><u>t</u>akes account of the amenity of surrounding uses during the construction phase and business operations;</li> <li>ii. <del>S</del><u>s</u>eeks to minimise disturbances caused by noise, odours or visual intrusion; and</li> <li>iii. <del>S</del><u>s</u>eeks to minimise the impact of noise and air pollution in line with national guidelines.</li> </ol> <p><del>B. Where Proposals shall be supported where suitable mitigation measures to take account of amenity considerations are demonstrated are identified, they will be secured by planning obligations, requirements in a DCO or planning conditions. and will be required to support the discharge of requirements for the DCO and conditions for future applications.</del></p> <p>C. A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required <del>to support the discharge of requirements attached to the DCO.</del></p>
MM151.	31	6.4 Para.1	157	... The policy seeks to ensure development does not result in <del>the any</del> harmful or cumulative impact on air quality, noise, odours and dust.
MM152.	32	7.1 Para.1	158	...The scheme is currently being progressed on the basis that the scheme promoter <del>delivery vehicle, "IAMP LLP", (comprising both South Tyneside Council and Sunderland City Council) will establish as a joint-venture delivery vehicle, to</del> <u>will</u> prepare and submit the IAMP DCO application, ....
MM153.	32	7.1 Para.2	159	The delivery vehicle <del>will be</del> <u>is</u> in .....
MM154.	32	7.1 Para.3	160	Other public bodies and in particular <del>G</del> <u>g</u> overnment agencies such as Highways England, <del>the</del> <u>the</u> Environment Agency..... As part of the <del>D</del> <u>d</u> uty to <del>C</del> <u>c</u> eo-operate...

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MM Ref	Page (August 2016 Publication Draft)	Policy or Paragraph (August 2016 Publication Draft)	Policy or Paragraph (August 2017 Version)	Proposed Changes (to the August 2016 Publication Draft)
MM155.	32	Policy Del1	Policy Del1	<p><b>Policy Del1: Phasing and Implementation</b></p> <p>A. <del>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</del> <u>A Phasing Strategy must be submitted with the IAMP DCO any application for proposed development.</u></p> <p>B. The Phasing Strategy <del>shall</del><u>must</u> demonstrate how the comprehensive and integrated infrastructure, services and facilities that will make the scheme acceptable in planning terms will be delivered.</p> <p>C. A Mitigation Strategy and a Management Strategy must be submitted with <del>the IAMP DCO any application and both each</del> <u>should include address</u> the following key elements <u>topics</u>: Landscape and Open Space; Ecology; Drainage; and Sustainable Transport.</p> <p>D. <u>The Phasing Strategy must demonstrate how the strategic infrastructure required for the IAMP, as identified in the Infrastructure Delivery Plan, will be delivered.</u></p> <p>E. The approved Phasing Strategy, Mitigation Strategy and Management Strategy <del>shall</del><u>must</u> be secured by DCO requirement <u>or planning obligations.</u></p>
MM156.	32	7.2 Para.1	162	<p>...A <del>P</del><u>h</u>asing <del>S</del><u>tr</u>ategy will be required as part of <del>any</del><u>the</u> DCO application with the phasing of development expected to reflect the aims of the IAMP AAP.; <del>helping to deliver the employment focus of the site.</del></p>
MM157.	32	7.2 Para.2	163	<p>...The project is to be led by investment in and provision of infrastructure for the whole site;. <del>T</del><u>h</u>is will then ensure .....</p>
MM158.	33	7.2 Para.3	164	<p><del>The DCO application including the Environmental Impact Assessment will be required to ensure that</del> <u>Agreed</u> mitigation measures must be implemented in accordance with <del>an</del> <u>the approved agreed</u> phasing plan, with full implementation prior to the occupation of the final development phase.</p>
MM159.	33	7.2 Para.5	166	<p>... The scheme promoter <del>shall</del><u>should</u> manage the delivery process...</p>
MM160.	33	Policy Del2	Policy Del2	<p><b>Policy Del2: Securing Mitigation</b></p> <p>A. Mitigation required as a result of the IAMP will be secured through articles and</p>

## Appendix – Recommended Main Modifications

MM Ref	Page (August 2016 Publication Draft)	Policy or Paragraph (August 2016 Publication Draft)	Policy or Paragraph (August 2017 Version)	Proposed Changes (to the August 2016 Publication Draft)
				<p>requirements within the IAMP a DCO and/or by planning obligations as appropriate.</p> <p>B. <del>The Phasing Strategy submitted as part of the IAMP DCO application shall demonstrate how the strategic infrastructure for the IAMP will be delivered.</del> <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></p> <p>C. 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 <del>shall</del><u>will</u> be had to scheme viability and other material considerations.</p>
MM161.	33	7.3 Para.1	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 <u>or other planning application</u> . 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 ..... Planning obligations should only be sought where <del>;</del> they...
MM162.	33	7.3 Para.2	168	...through the Phasing Strategy <del>forming part of the IAMP DCO application.</del>
MM163.	33	7.3 Para.4	170	<del>Table 1 The Infrastructure Delivery Plan sets out the infrastructure interventions required to mitigate the impact of development proposals. This is described in the separate Infrastructure Delivery Plan which accompanies this Area Action Plan.</del>
MM164.	34-39	Table 1		<i>Delete Table 1: Infrastructure Delivery Schedule – to be replaced by separate Infrastructure Delivery Plan document.</i>
MM165.	B1	Appendix B B1.1.1	Appendix B B2.1	<p><b><del>Draft</del> IAMP AAP Monitoring Framework</b></p> <p>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. <u>Some objectives will be addressed through the Councils'</u></p>



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MM Ref	Page (August 2016 Publication Draft)	Policy or Paragraph (August 2016 Publication Draft)	Policy or Paragraph (August 2017 Version)	Proposed Changes (to the August 2016 Publication Draft)
				Local Plan policies that are applicable to the AAP area and the following table therefore sets out the objectives and which AAP policies will contribute towards their achievement:
MM166.	B2	Appendix B Table 2	Appendix B	<b><u>AAP Monitoring Framework Objectives and Policies</u></b> <i>Insert AAP Objective 12. Maximise opportunities to bring in public sector and private sector funding. AAP Policies: Del2</i>
MM167.	B2	Appendix B	Appendix B	<b><u>AAP Sustainability Objectives and Policies</u></b> <i>Insert additional Sustainability Objective cross-reference table (as appended)</i>
MM168.	B3-8	Appendix B	Appendix B	<b><u>Monitoring Framework</u></b> <i>Delete Monitoring Framework table and replace with new table (as appended)</i>
MM169.		New Appendix C	Appendix C	<b><u>Superseded Policies</u></b> <i>Insert new Appendix C with Superseded Policies tables (as appended)</i>

# Appendix – Recommended Main Modifications

## Appendix B

### AAP Monitoring Framework

*Insert additional Sustainability Objectives table as follows:*

#### **AAP Sustainability Objectives and Policies**

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

## Appendix – Recommended Main Modifications

<u>Sustainability Objective</u>	<u>AAP Policies</u>

*Insert replacement Monitoring Framework table as follows:*

### Monitoring Framework

<u>Policy</u>	<u>Target/Outcome</u>	<u>Indicator</u>	<u>Trigger and Contingency</u>	<u>Source</u>
<p>S1: <u>Comprehensive Development</u></p>	<p><u>Successful release of 150 hectares of land from the Green Belt for comprehensive development</u></p> <p><u>Submission of DCO application to Planning Inspectorate</u></p> <p><u>Determination of DCO application by Secretary of State</u></p> <p><u>Submission and/or determination of planning application (including local</u></p>	<p><u>Submission of DCO to PINs by Spring 2017 which includes masterplan, unifying design code and phasing plan.</u></p> <p><u>Determination of DCO by the Secretary of State by Autumn 2018.</u></p> <p><u>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.</u></p>	<p><u>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.</u></p>	<p><u>Council Adoption Statement</u></p> <p><u>DCO Application</u></p> <p><u>Planning Applications or LDOs within AAP area submitted under Town and Country Planning Act</u></p>

## Appendix – Recommended Main Modifications

<u>Policy</u>	<u>Target/Outcome</u>	<u>Indicator</u>	<u>Trigger and Contingency</u>	<u>Source</u>
	<u>development orders) under TCPA which contributes positively towards comprehensive development.</u>			
<u>S2: Green Belt and Safeguarded Land</u>	<u>When and if it is necessary to release safeguarded land for development.</u>	<u>Take-up of employment land (ha):</u>  <u>Proportion of overall allocated land which has been developed (%).</u>	<u>Once 50% of the allocated development land has been developed, a review of the AAP will be undertaken to consider if it is necessary to release safeguarded land for development.</u>	<u>Council's Local Plan Monitoring Database</u>  <u>DCO Application</u>  <u>Annual Data provided by IAMP LLP</u>  <u>Updates to Sunderland and South Tyneside Employment Land Reviews</u>
<u>S2: Principal Uses</u>	<u>Development of Principal Uses on the IAMP site</u>	<u>Amount of B1, B2 and B8 floorspace completed (m<sup>2</sup>)</u>  <u>Proportion of this floorspace which is for Principal Uses (as defined by the glossary)(%).</u>	<u>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</u>	<u>Council's Local Plan Monitoring Database</u>  <u>DCO Application</u>  <u>Annual Data provided by IAMP LLP</u>  <u>Planning Applications within AAP area submitted under Town and Country Planning Act</u>
<u>S3: Mix of Uses</u>	<u>Amount of floorspace developed for Principal and Supporting employment uses</u>	<u>Amount of floorspace completed for supporting uses (B1(a) and B1(b)) (m<sup>2</sup>)</u>  <u>Amount of floorspace developed for Principal Uses</u>	<u>Annual review of the proportion of take up of employment land for Principal and Supporting Uses.</u>  <u>Where the amount of floorspace for Supporting Uses exceeds 20,000m<sup>2</sup> or 20% of floorspace developed, an early</u>	<u>Council's Local Plan Monitoring Database</u>  <u>DCO Application</u>  <u>Annual Data provided by IAMP LLP</u>

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<b>Policy</b>	<b>Target/Outcome</b>	<b>Indicator</b>	<b>Trigger and Contingency</b>	<b>Source</b>
		(B1(c), B2 and B8) (m <sup>2</sup> )	review of the plan should be undertaken.	Planning Applications within AAP area submitted under Town and Country Planning Act
<u>S4: The Hub and Ancillary Uses</u>	<u>Amount of floorspace developed for appropriate uses on the Hub and ancillary uses within the Northern Employment Area</u>	<p><u>Cumulative amount of floorspace developed for Use Classes C1, D2, B1(a), A1 and A3 within the Hub.</u></p> <p><u>Amount of floorspace developed for A1 and A3 Uses by single unit within the Hub and the Northern Employment Area.</u></p> <p><u>Number of bedspaces developed for C1 Use within the Hub.</u></p> <p><u>Amount of floorspace developed for nursery and child-care facilities.</u></p> <p><u>Completion of a multi-modal transport interchange.</u></p> <p><u>Density of development on the Hub (proportion of site area developed by hectare).</u></p> <p><u>Cumulative amount of A1 and A3 Use Classes developed in the Northern Employment Area.</u></p>	<p><u>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.</u></p> <p><u>Should any individual A1 or A3 Use units exceed 250m<sup>2</sup>, consider whether necessary to introduce appropriate restrictions or whether an early review of the plan should be undertaken.</u></p>	<p><u>Council's Local Plan Monitoring Database</u></p> <p><u>DCO Application</u></p> <p><u>Annual Data provided by IAMP LLP</u></p> <p><u>Planning Applications within AAP area submitted under Town and Country Planning Act</u></p>

## Appendix – Recommended Main Modifications

<b><u>Policy</u></b>	<b><u>Target/Outcome</u></b>	<b><u>Indicator</u></b>	<b><u>Trigger and Contingency</u></b>	<b><u>Source</u></b>
<u>D1: Masterplan Design</u>	<u>Submission of a Design Code which addresses all of the design principles set out within Policy D1.</u>	<u>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.</u>	<u>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.</u>	<u>DCO Application</u>  <u>Planning Applications within AAP area submitted under Town and Country Planning Act</u>
<u>D2: Public Realm</u>	<u>Submission of a Public Realm Strategy which addresses all of the key principles set out within Policy D2.</u>	<u>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.</u>	<u>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.</u>	<u>DCO Application</u>  <u>Planning Applications within AAP area submitted under Town and Country Planning Act</u>
<u>T1: Highway Infrastructure</u>	<u>Completion of necessary transport improvements as set out within Policy T1.</u>  <u>Submission of a Phasing and Transport Assessment which demonstrates how the proposals will provide suitable and safe</u>	<u>Monitoring the delivery of the necessary transport improvements in line with the timescales in the Infrastructure Delivery Plan (IDP).</u>	<u>Review the IDP and the delivery mechanism if any of the transport schemes are delayed.</u>	<u>Infrastructure Delivery Plan</u>  <u>Highways England</u>  <u>Annual Data provided by IAMP LLP</u>

## Appendix – Recommended Main Modifications

<b><u>Policy</u></b>	<b><u>Target/Outcome</u></b>	<b><u>Indicator</u></b>	<b><u>Trigger and Contingency</u></b>	<b><u>Source</u></b>
	<u>connection and integration with Highways England’s junction improvements to the Downhill and Testos junctions on the A19.</u>			
<u>T2: Walking, Cycling and Horse Riding</u>	<u>Submission of a Design Code which addresses all of the walking, cycling and horse riding design principles set out within Policy T2.</u>	<u>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.</u>	<u>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.</u>	<u>DCO Application</u> <u>Planning Applications within AAP area submitted under Town and Country Planning Act</u>
<u>T3: Public Transport</u>	<u>Submission of details alongside the DCO and/or any planning application that all of the requirements within the policy have been met.</u>	<u>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.</u>	<u>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.</u>	<u>Nexus</u> <u>DCO Application</u> <u>Planning Applications within AAP area submitted under Town and Country Planning Act</u>
<u>T4: Parking</u>	<u>Identification of parking standards as part of IAMP Design Code.</u> <u>Submission of Travel Plan</u>	<u>Submission of Car Park Management Plan</u> <u>Provision of disabled badge parking spaces (no. provided and % of all spaces provided which are</u>	<u>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.</u>	<u>DCO Application</u> <u>Planning Applications within AAP area submitted under Town and Country Planning Act</u> <u>Annual Data provided by IAMP LLP</u>

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<u>Policy</u>	<u>Target/Outcome</u>	<u>Indicator</u>	<u>Trigger and Contingency</u>	<u>Source</u>
	<p><u>alongside the DCO and/or any planning application that all of the requirements within the policy have been met.</u></p>	<p><u>for use by disabled badge holders only).</u></p> <p><u>Proportion of off-street parking spaces provided for the use of car-sharing only (%).</u></p> <p><u>Total number of parking spaces provided.</u></p> <p><u>Number of spaces provided for lorry parking provision.</u></p> <p><u>Number of on-street parking bays provided.</u></p> <p><u>Number of charging points provided for electric cars and bicycles.</u></p>		
<u>IN1: Infrastructure Provision</u>	<u>Delivery of necessary infrastructure to support the delivery of the IAMP.</u>	<u>Monitoring of the delivery of the projects identified within the Infrastructure Delivery Plan.</u>	<u>Review the IDP and the delivery mechanism if any of the transport schemes are delayed.</u>	<p><u>Infrastructure Delivery Plan</u></p> <p><u>Annual Data provided by IAMP LLP</u></p>
<u>IN2: Flood Risk and Drainage</u>	<u>Demonstration that there would be no net loss in floodplain storage capacity nor an increase in maximum flood</u>	<p><u>Submission of Flood Risk Assessment and Water Framework Directive Assessment as part of DCO or planning application.</u></p> <p><u>Submission of Surface</u></p>	<u>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.</u>	<p><u>Environment Agency</u></p> <p><u>Flood Risk Assessment</u></p>



## Appendix – Recommended Main Modifications

<b><u>Policy</u></b>	<b><u>Target/Outcome</u></b>	<b><u>Indicator</u></b>	<b><u>Trigger and Contingency</u></b>	<b><u>Source</u></b>
	<p><u>levels within adjoining properties as a consequence of development.</u></p> <p><u>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.</u></p> <p><u>That there is sufficient foul sewer network capacity, or the necessary upgrades are provided if insufficient capacity exists.</u></p>	<p><u>Water Drainage Strategy as part of DCO or planning application.</u></p> <p><u>Water Quality Indicators for River Don.</u></p> <p><u>Delivery of any necessary foul sewer upgrades, as necessary.</u></p>	<p><u>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.</u></p> <p><u>If insufficient levels of sewer capacity are identified, the Councils will work with Northumbrian Water to rectify any deficiencies.</u></p>	
<u>EN1: Landscape Design</u>	<u>Establish landscape screening around development</u>	<u>Landscape planting to be undertaken in accordance with agreed design principles for the site</u>	<u>Review of landscape plan and contract annually for the first three years and then every 3 years until planted stock suitably established.</u>	<u>Council's Local Plan Monitoring Database</u>  <u>DCO Application</u>

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<u>Policy</u>	<u>Target/Outcome</u>	<u>Indicator</u>	<u>Trigger and Contingency</u>	<u>Source</u>
	<p><u>consisting of native broadleaf and evergreens</u></p> <p><u>Submission of landscape and visual impact assessment which influences the design of the proposals to ensure that potential effects are avoided, minimised or mitigated.</u></p>	<p><u>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.</u></p> <p><u>Depth of landscape buffer provided alongside A19 (m).</u></p> <p><u>Depth of landscape buffer long provided along development edges (m).</u></p> <p><u>Number of buildings developed incorporating green and brown roofs and integrated green infrastructure and treatment.</u></p>	<p><u>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</u></p> <p><u>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.</u></p>	<p><u>Planning Applications within AAP area submitted under Town and Country Planning Act</u></p> <p><u>Annual Data provided by IAMP LLP</u></p>
<u>EN2: Ecology</u>	<p><u>Protect and enhance biodiversity</u></p> <p><u>Avoid/mitigate and compensate adverse impacts and provide net gains</u></p> <p><u>Submission of</u></p>	<p><u>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.</u></p> <p><u>Preparation and implementation of an appropriate long term management plan.</u></p>	<p><u>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</u></p> <p><u>Undertake annual surveys once mitigation measures are complete and then every 5 years. Revise</u></p>	<p><u>DCO Application</u></p> <p><u>Planning Applications within AAP area submitted under Town and Country Planning Act</u></p> <p><u>Local Authority Countryside and Wildlife Officers/Ecologists</u></p> <p><u>Local Nature Partnership and Durham Wildlife Trust</u></p>

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<u>Policy</u>	<u>Target/Outcome</u>	<u>Indicator</u>	<u>Trigger and Contingency</u>	<u>Source</u>
	<p><u>Ecological Impact Assessment which ensures that the development maintains and enhances biodiversity and wildlife habitats.</u></p> <p><u>Ensure that all Local Wildlife Sites (inclusive of proposed) are in favourable condition</u></p> <p><u>Retain Barn Owl population on site</u></p> <p><u>Increase the area of local priority habitats in accordance with the agreed management plan for the site</u></p> <p><u>Swales and Sustainable Drainage Systems (SuDS) to provide and take account of additional wildlife benefits</u></p>	<p><u>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</u></p> <p><u>Undertake breeding bird surveys in accordance with best practice guidelines</u></p> <p><u>Undertake annual surveys for barn owl and inspections of nesting and roosting units</u></p> <p><u>All planning applications to provide details to the Local Authority of habitat type and total area created</u></p> <p><u>Undertake native planting to complement the SuDS feature(s) and measure size of areas.</u></p>	<p><u>management regime as required</u></p> <p><u>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</u></p> <p><u>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</u></p> <p><u>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</u></p> <p><u>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.</u></p>	

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<b><u>Policy</u></b>	<b><u>Target/Outcome</u></b>	<b><u>Indicator</u></b>	<b><u>Trigger and Contingency</u></b>	<b><u>Source</u></b>
EN3: Green Infrastructure	Provision of green and open spaces for recreational use within the development.	<p>Depth of landscape buffer provided alongside A19 (m).</p> <p>Delivery of new ecological mitigation area alongside River Don.</p> <p>Amount of open space provided (ha)</p>	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.	<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>
EN4: Amenity	Submission of Construction Environmental Management Plan to demonstrate that appropriate mitigation measures are implemented to protect amenity.	<p>No. of complaints to local authorities Environmental Protection Officers as a result of amenity impact resulting from proposed development.</p> <p>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.</p>	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.	<p>Planning application/ Consultation on the DCO</p> <p>Local Authority Environmental Health Officers</p>
Del1: Phasing and Implementation	Submission of Phasing Strategy, Mitigation Strategy and Management Strategy to	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.	<p>DCO Application</p> <p>Planning Applications within AAP area submitted under Town and Country Planning Act</p>

## Appendix – Recommended Main Modifications

<u>Policy</u>	<u>Target/Outcome</u>	<u>Indicator</u>	<u>Trigger and Contingency</u>	<u>Source</u>
	<u>ensure comprehensive development.</u>			<u>IAMP LLP</u>
<u>Del2: Securing Mitigation</u>	<u>Levels of mitigation achieved through articles, protective provisions and requirements of the DCO or other planning obligations.</u>	<u>Number of planning conditions and obligations linked to environmental mitigation.</u>  <u>Amount of money agreed/received through planning contributions towards environmental mitigation.</u>  <u>Delivery against the Infrastructure Delivery Plan</u>	<u>Review the IDP and the delivery mechanism if any of the mitigation schemes are delayed.</u>	<u>DCO Application</u>  <u>Planning Applications within AAP area submitted under Town and Country Planning Act</u>
<u>Other 1: Migration and Housing</u>	<u>Levels of additional in-migration and housing needs generated by the IAMP</u>	<u>Numbers and proportions of IAMP employees moving into the North East of England from elsewhere to take up jobs within the IAMP:</u> i) <u>within B-Class uses;</u> ii) <u>within the Hub’s uses.</u> iii) <u>where they moved to the NE region from;</u> iv) <u>which NE districts they have moved to live in.</u>	<u>If in-migration levels significantly differ (&gt;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.</u>	<u>IAMP LLP and NELEP</u>  <u>SHMAs</u>
<u>Other 2: Employment</u>	<u>Employment land needs – levels of displacement and</u>	<u>Where IAMP occupier businesses have moved from to relocate within the</u>	<u>If displacement levels significantly differ (&gt;10% higher or lower) from the overall levels predicted in the IAMP</u>	<u>IAMP LLP and NELEP</u>  <u>Employment Land Reviews</u>

## Appendix – Recommended Main Modifications

<b><u>Policy</u></b>	<b><u>Target/Outcome</u></b>	<b><u>Indicator</u></b>	<b><u>Trigger and Contingency</u></b>	<b><u>Source</u></b>
	<u>multiplier effects generated by the IAMP</u>	<u>IAMP.</u>	<u>Impact Study then review the study's recommended growth scenarios and/or review the Impact Study itself.</u>	

## Appendix – Recommended Main Modifications

### Appendix C

#### Superseded Policies

##### Sunderland Unitary Development Plan – Superseded Policies ('saved' UDP policies)

<b><u>UDP Saved Policy</u></b>	<b><u>Replacement Policy from IAMP AAP</u></b>	<b><u>Superseded (Part / Full)</u></b>
<u>WA19 Green Belt</u>	<u>Policy S2: Green Belt and Safeguarded Land</u>	<u>Part</u>
<u>CN23 Wildlife Corridor</u>	<u>Policy EN2: Ecology</u>	<u>Part</u>
<u>WA26 Multi-user route along the River Don</u>	<u>Policy T2: Walking and Cycling</u>	<u>Part</u>

##### South Tyneside Local Development Framework – Superseded Policies (Core Strategy, Development Management and Site-Specific Allocations policies)

<b><u>Core Strategy</u></b>	<b><u>Replacement Policy from IAMP AAP</u></b>	<b><u>Superseded (Part / Full)</u></b>
<u>EA1: Local Character and Distinctiveness</u>	<u>Policy S2: Green Belt and Safeguarded Land</u>	<u>Part (related to Core Strategy Key Diagram and LDF Site-Specific Allocations Proposals Map)</u>