

Sunderland City Council and South Tyneside Council

International Advanced Manufacturing Park Area Action Plan

Sustainability Appraisal Non-technical Summary

Publication Draft | August 2016



South Tyneside Council



ARUP

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

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

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The ARUP logo consists of the word "ARUP" in a bold, black, serif typeface. The letters are spaced out, with the 'A' and 'R' being significantly larger than the 'U' and 'P'. The 'U' and 'P' are also bold but smaller in scale than the 'A' and 'R'.

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1 Non-technical Summary

1.1 Introduction

1.1.1 This is the summary of the Sustainability Appraisal Report for the Area Action Plan (AAP) for the International Advanced Manufacturing Park (IAMP). It describes the Sustainability Appraisal (SA) process, and how this has been used to understand the social, economic and environmental impacts expected to arise from the plan. This appraisal has then been used to assist in the preparation of the Area Action Plan.

1.1.2 The SA process is governed by European and National legislation, supported by national policy/guidance and required for Area Action Plans.

1.1.3 This SA Report is provided for consultation alongside the AAP consultation. Any changes resulting from the consultation (in either the AAP or the SA Report) will be reflected in the Sustainability Statement, which will be produced when the AAP is adopted. It is expected that Examination in Public will take place in Spring 2017, with the AAP expected to be formally adopted in late Summer 2017.

1.2 Sustainability Appraisal and Integrated Impact Assessment

1.2.1 The purpose of SA is to promote sustainable development through the integration of environmental, social and economic considerations in the preparation of Local Development Plan Documents. SA incorporates the requirements of Strategic Environmental Assessment (SEA), which is a requirement of European and UK Legislation. Government guidance advises a number of stages which the SA process should go through as a Development Plan Document is being prepared:

Stage A: Setting Context & Scope;

Stage B: Developing Options & Assessing Effects;

Stage C: Preparing the SA Report;

Stage D: Consulting on the Plan and the SA; and

Stage E: Monitoring Implementation of the Plan.

1.2.2 This assessment has been carried out in line with stages A-C set out above.

1.2.3 The Planning Advisory Service advocates an integrated approach to undertaking the SA, including incorporating Equality Impact Assessment (EqIA) and Health Impact Assessments (HIA) along with

SEA. This avoids the duplication of work and the need to produce separate assessment documents.

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

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

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

1.2.6 This Integrated Impact Assessment therefore includes:

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

1.3 The Area Action Plan for IAMP

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

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

- Enable the two Councils to jointly prepare a statutory planning document;
- Review and revise the Green Belt boundary; and

- Recognise the strategic importance of IAMP and set site specific policy against which development proposals can be determined.

1.3.3 The proposed location for IAMP is on land lying to the north of the existing Nissan works, comprising an area which spans the boundary between Sunderland City Council and South Tyneside Council.

1.3.4 Development of the IAMP AAP has undergone various issues and options consultation stages including:

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

1.3.5 Development of the AAP builds on two previous consultation processes on the following preparatory documents:

- IAMP for the North East Region (Consultation February to March 2015); and
- IAMP: Green Belt and Site Selection Options Paper (GBSSO, Consultation December 2015 to February 2016).

1.3.6 The AAP builds on these and contains several distinct sections setting out the plan and supporting policies for IAMP, including:

- IAMP Vision and Objectives; and
- A set of policies and supporting policy map.

1.3.7 The Site Location and Policy Maps for the AAP is shown in the following figures.

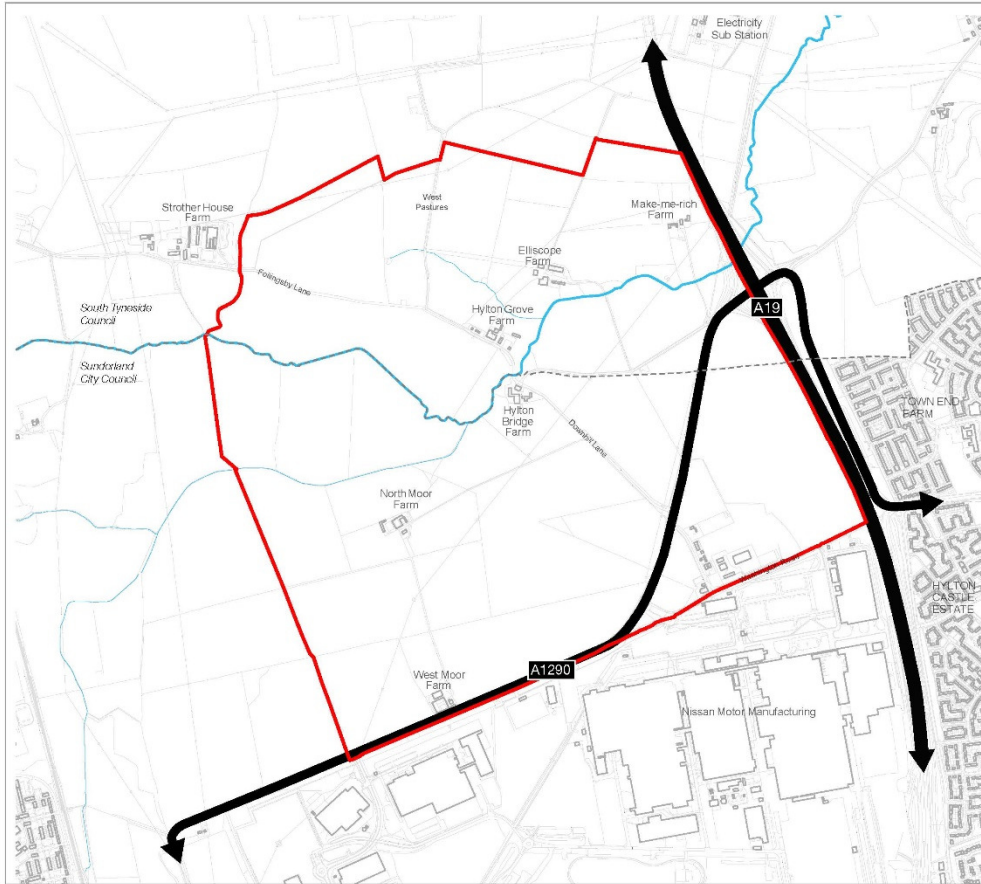


Figure 1 AAP Boundary

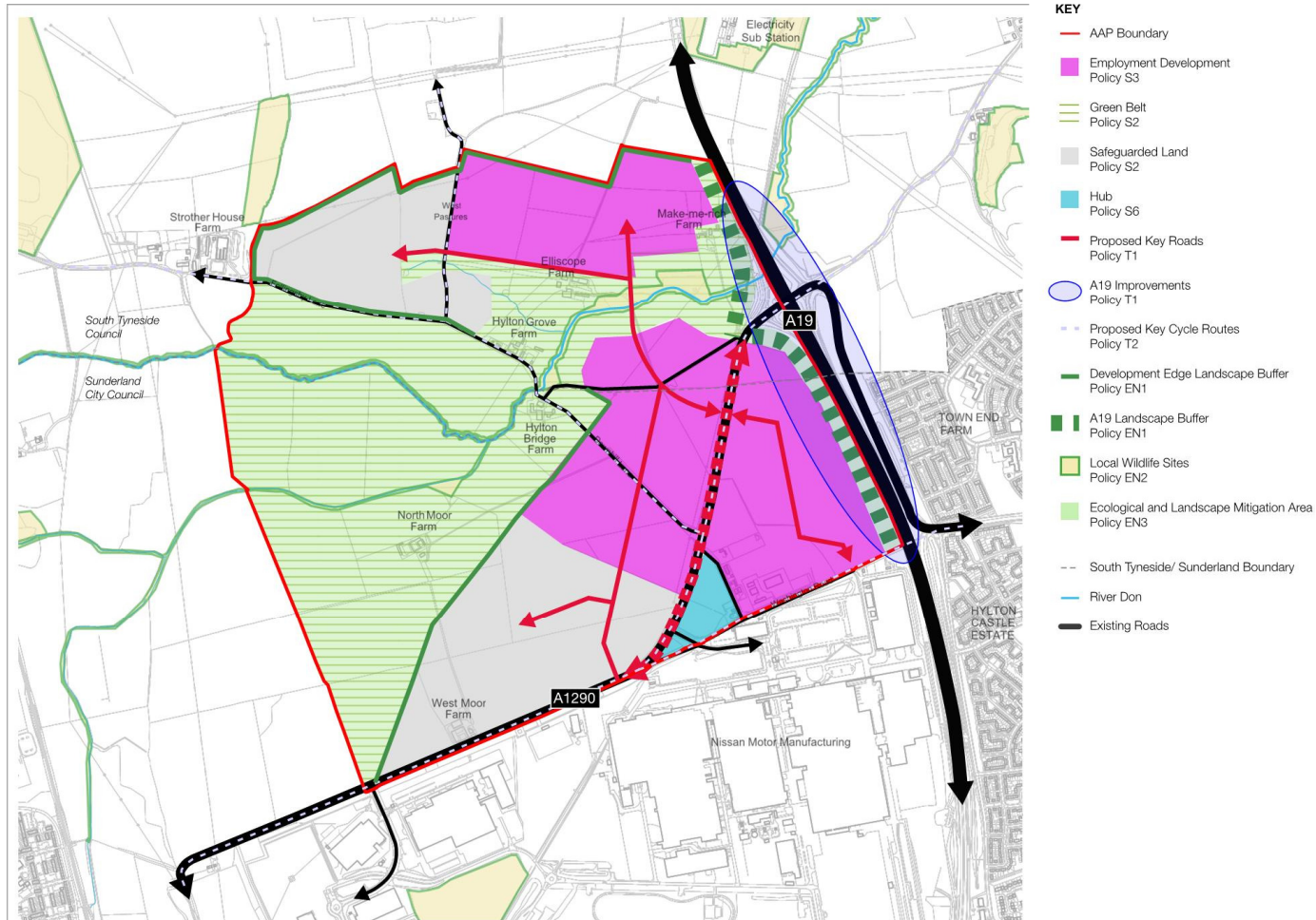


Figure 2 AAP Policies Map

1.4 SA Scoping and Issues for Sustainability

1.4.1 A SA scoping process was held to ensure that the SA covers the key sustainability issues that are relevant to SCC and STC. This included the development of an SA Framework of sustainability objectives to form the basis of the appraisal process. A SA Scoping Report (PSD3) was prepared which summarised this process, and was provided to the following statutory consultees for consultation in November 2015:

- Natural England;
- Environment Agency; and
- Historic England.

1.4.2 Responses were received from these three consultees, who recommended minor changes to the sustainability appraisal framework and monitoring indicators. The recommended changes were made, and the revised appraisal framework and indicators taken forward in the Sustainability Appraisal.

1.4.3 As part of the scoping process relevant plans and programmes were reviewed and information collated to inform the understanding of the social, environmental and economic characteristics of the two local authority areas.

1.5 The SA Framework

1.5.1 The appraisal framework comprised a number of sustainability objectives, supported by a set of clarifying questions. The sustainability objectives are intended to reflect the characteristics of the local authority areas where IAMP will be developed, and the social, economic and environmental challenges faced in the area.

Table 1: Sustainability Objectives

	Sustainability Objective	
Environmental	1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside
	2	Adapt to the impacts of climate change in Sunderland and South Tyneside
	3	Protect our environmental assets and natural resources
	4	Conserve and enhance biodiversity
	5	Protect and enhance our Green Belt and green infrastructure
	6	Support the efficient use of resources and minimise disposal of wastes to landfill
Economic	7	Facilitate economic growth at a local and regional scale
	8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside
	9	Increase opportunities for education and skills for all within Sunderland and South Tyneside
Social	10	Improve health and well-being of people and communities
	11	Promote and enhance Sunderland and South Tyneside's culture and heritage
	12	Create an integrated strategic road and public transport network within Sunderland and South Tyneside and to the wider region
	13	Promote sustainable transport choices for employees, residents and visitors

1.6 The Assessment of the AAP and Preparatory Documents

1.6.1 The SA was carried out on elements from the preparatory documents and from the AAP as follows:

Table 2: Elements of Preparatory Documents and AAP Assessed

Document	Elements assessed
IAMP for the North East Region	Three spatial options were assessed, all located close to the existing Nissan site. The three options were assessed against the sustainability objectives.
Green Belt and Site Selection Options (GBSSO)	The GBSSO contained a draft Vision and Objectives for IAMP. These were assessed against the sustainability objectives. The GBSSO also set out three broad spatial locations for IAMP in the site to the north of the existing Nissan site. The three options were compared against the sustainability objectives to determine any differences between the options (in strategic terms).

Document	Elements assessed
AAP	<p>An addition to the set of IAMP Objectives (relating to flood risk and habitat continuity) was assessed.</p> <p>The AAP contains a set of policies which were assessed against the sustainability objectives.</p> <p>Also assessed was the set of masterplan design objectives contained in the AAP.</p>

1.6.2 These elements were assessed to see where they either contributed to achieving a sustainability objective, or were in conflict, where there was no impact, or where the impact would depend on the actual implementation.

1.7 Consideration of Alternatives

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

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

- The ‘IAMP for the North East’ consultation (SD1) and
- The spatial options considered in the Green Belt and Site Selection Options consultation. (SD4)

1.7.3 The preparatory documents considered whether there was an appropriate, and deliverable, alternative location to IAMP than the broad area to the north of Nissan. A review of other potential sites across the North East concluded that there were no realistic alternatives which met the locational criteria for IAMP.

1.7.4 In light of this, consideration of alternatives was limited to the spatial options set out in the two preparatory documents. Assessment across these options generally showed only minor differentiation between the likely impacts arising from IAMP.

1.7.5 Assessment of the AAP then focused on the single option selected following consultation on the preparatory documents (referred to as ‘Option 1’), and the policies developed to support the selected site option.

1.8 Significant Effects Identified

1.8.1 Likely significant negative impacts of the IAMP AAP identified during the assessment comprise:

1. Creation of new development will generate greenhouse gases within both local authority areas;

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

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

1.9 Cumulative impacts

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

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

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

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

1.9.4 A specific policy reference to help reduce impacts from increased energy consumption through low and zero carbon energy systems will help to reduce this impact.

1.9.5 Consideration has also been given to the nearby proposed improvements to the A19. The improvements proposed for the A19

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

1.10 Mitigation of Identified Effects

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

1.10.2 Mitigation included within the AAP is summarised below:

Table 3: Mitigation of Significant Effects

Impact Identified	Mitigation in Place	Further Potential Mitigation
Increase in energy consumption and associated Green House Gas (GHG) emissions arising from new development	Policy D1 encourages building orientation to maximise use of solar power	Since earlier iterations of the Sustainability Appraisal an additional requirement to consider low carbon and renewable energy systems has been included in Policy IN1. If implemented these will mitigate (to some extent) this impact.
Increase in road traffic associated with IAMP, and resulting increase in GHG emissions	<p>Policies T2 and T3 support walking/cycling/pedestrian transport, and support the development of integrated and enhanced public transport systems.</p> <p>Policy T4 encourages effective management of parking, with allowances for car-sharing only spaces, and provision of electric charging points.</p>	No further recommendations.
Potential health impacts from increased traffic arising from IAMP	Policy EN4 considers the impact on neighbouring occupiers and residents and seeks to minimise disturbances from noise, odours, etc. The policy indicates that proposals will be supported where measures to take account of amenity considerations are demonstrated.	No further recommendations
Flood risks around the River Don	<p>The introduction of Objective 13 specifically gives consideration to flood risk alleviation.</p> <p>Policy IN2 specifically addresses Flood Risk and Drainage, requiring a detailed Flood Risk Assessment to accompany the Development Consent Order (DCO), and requiring a surface drainage strategy to be prepared. This policy also requires that sufficient capacity in the receiving network be demonstrated.</p>	No further recommendations
Impacts on biodiversity and habitat, particularly in the vicinity of the River Don	<p>The introduction of Objective 13 specifically gives consideration to water quality and habitat connectivity along the River Don.</p> <p>The AAP policy map delineates an area as the Ecological and Landscape Mitigation Area to reduce this impact.</p>	No further recommendations
Temporary environmental impacts arising from construction processes	Policy EN4 includes a requirement for a Construction Environmental Management Plan covering matters including noise, traffic and dust during construction.	No further recommendations

Impact Identified	Mitigation in Place	Further Potential Mitigation
Removal of Green Belt	<p>The IAMP AAP includes the following mitigation:</p> <ul style="list-style-type: none"> • The use of existing permanent and recognisable boundaries and the creation of new boundaries through development to prevent unrestricted sprawl and future encroachment of development into the Green Belt; • The retention of Green Belt to the north of the IAMP AAP area to maintain a gap between settlements and prevent neighbouring towns merging into one another; and • The inclusion of areas of safeguarded land to ensure revised Green Belt boundaries are capable of enduring beyond the IAMP AAP period. 	No further recommendations

1.11 Monitoring Arrangements

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

1.11.2 The final set of monitoring indicators are set out below. These will be monitored as part of the IAMP AAP monitoring arrangements, to be carried out jointly by SCC and STC.

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

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

Table 4: Monitoring Indicators

Sustainability Objective		Sustainability Questions	Indicators
1	Reduce the emissions of greenhouse gases within Sunderland and South Tyneside	<ul style="list-style-type: none"> • Will it help to deliver energy efficient and low carbon development? • Will it reduce energy consumption? • Will it increase renewable energy generation? • Will it help to reduce greenhouse gas emissions? 	<ul style="list-style-type: none"> • Energy consumption for heat and power • BREEAM ratings for new non-residential buildings • Greenhouse gas emissions

Sustainability Objective		Sustainability Questions	Indicators
2	Adapt to and mitigate the impacts of climate change in Sunderland and South Tyneside	<ul style="list-style-type: none"> • Will it reduce the risk of flooding and overheating? 	<ul style="list-style-type: none"> • Number of Sustainable Drainage Systems (SuDS) proposed with the development • Number of reported flooding incidents
3	Protect our environmental assets and natural resources	<ul style="list-style-type: none"> • Will it contribute to protecting water resources and improve water quality? • Will it positively contribute to air quality? • Will it protect areas of high landscape value? • Will it contribute to remediation of contaminated land? 	<ul style="list-style-type: none"> • The Water Framework Directive status of the River Don • Number of permissions granted contrary to Environment Agency advice on water quality • Local air quality against national targets • Amount of contaminated land remediated
4	Conserve and enhance biodiversity	<ul style="list-style-type: none"> • Will it protect and/or improve biodiversity? • Will it protect environmentally designated sites? 	<ul style="list-style-type: none"> • Area and condition of SSSIs • Area of Local Wildlife Sites • Area of Geodiversity sites • Areas of undesignated Biodiversity Action Plan (BAP) priority habitat

Sustainability Objective		Sustainability Questions	Indicators
5	Protect and enhance our Green Belt and green infrastructure	<ul style="list-style-type: none"> • Will it protect the openness and purposes of the Green Belt? • Does it contribute to the redevelopment of previously developed land? • Will it protect and/or enhance open space and outdoor sports provision? 	<ul style="list-style-type: none"> • Area of Green Belt • Number and scale of developments in Green Belt • Economic development completions on Green Belt land
6	Support the efficient use of resources and minimise disposal of wastes to landfill	<ul style="list-style-type: none"> • Will it increase recycling and reuse? • Will it reduce the quantity of wastes being sent to landfill? 	<ul style="list-style-type: none"> • Amount of waste generated, and proportion recycled
7	Facilitate economic growth at a local and regional scale	<ul style="list-style-type: none"> • Will it support existing expertise in emerging low carbon and new technology markets? • Will it promote economic growth for Sunderland and South Tyneside? • Will it offer opportunities for new business start-ups? • Will it increase provision of office and employment space within Sunderland and South Tyneside? 	<ul style="list-style-type: none"> • Employment land/floorspace developed • Number of enterprise births/deaths and survivals • Number of business start ups
8	Increase the provision of diverse employment opportunities for all across Sunderland and South Tyneside	<ul style="list-style-type: none"> • Will it support employment markets in Sunderland and South Tyneside? • Will it provide a range of employment opportunities appropriate for a wide range of skills? 	<ul style="list-style-type: none"> • Average weekly wage • Unemployment claimant rates • Demographic of employed and unemployed

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

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

2 Conclusion and Next Steps

- 2.1.1** The sustainability appraisal has identified a range of significant effects which are considered likely to arise from the IAMP AAP. In most cases these have been effectively mitigated through the drafting of the AAP policies.
- 2.1.2** In a small number of cases (around greenhouse gas emissions and climate change adaptation) early iterations of the Sustainability Appraisal concluded that there was potential to do more to deliver sustainability objectives. The policies included within the AAP have been revised to address these as set out in the mitigation section above.
- 2.1.3** The AAP will be consulted upon, and this Sustainability Appraisal report will also be provided alongside for consultation. Based on feedback from the public consultation process both the AAP and this SA report will be updated prior to submission of the AAP.