

Sunderland City Council and South Tyneside Council

International Advanced Manufacturing Park Area Action Plan

Statement of Compliance

February 2017



South Tyneside Council



ARUP

Sunderland City Council and South
Tyneside Council

**International Advanced
Manufacturing Park Area Action
Plan**

Statement of Compliance

| February 2017

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.

Job number Job number

Ove Arup & Partners Ltd
Admiral House Rose Wharf
78 East Street
Leeds LS9 8EE
United Kingdom
www.arup.com

ARUP

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1 Introduction

1.1 Purpose of the Compliance Report

1. The International Advanced Manufacturing Park (IAMP) Area Action Plan (AAP), hereafter referred to as the IAMP AAP, is a joint plan between Sunderland City Council (SCC) and South Tyneside Council (STC) ('The Councils'), which once adopted will form part of the Development Plan for both Local Planning Authorities. In order to prepare the IAMP AAP the Councils have adopted the approach set out in the following legislation and guidance:
 - The Planning and Compulsory Purchase Act 2004, the Town and Country Planning (Local Development) (England) Regulations (2004) (as amended) ("2004 Act");
 - The Localism Act 2011 (which amended sections of the above 2004 Act) ("Localism Act 2011");
 - The Town and Country Planning (Local Planning) (England) Regulations 2012 ("2012 Regulations"; and
 - The National Planning Policy Framework ("NPPF") and Planning Policy Guidance (PPG).
2. This Compliance Statement incorporates the Legal Compliance, Consultation Statement, Compliance with the Duty to Cooperate and Soundness Checklist. These, along with the suite of appendices accompanying this document and the Evidence Library provide the evidence to demonstrate the IAMP AAP's compliance with the required Regulations.
3. The IAMP AAP is to be examined by an independent Inspector whose role is to assess whether the plan meets the requirements of Section 20 (5) (a-c) of the 2004 Act and associated regulations, and has been prepared in accordance with the Duty to Cooperate set out within the 2011 Localism Act and all relevant legal and procedural requirements. In accordance with paragraph 182 of the NPPF a Local Planning Authority (LPA) should submit a plan for examination which it considers is "sound" - namely that it is:
 - Positively prepared - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.
 - Justified - the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.
 - Effective - the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.
 - Consistent with national policy - the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

4. The purpose of this Compliance Statement is to demonstrate that the Councils have met these requirements and are submitting an AAP that is considered to be legally compliant and sound. This Compliance Statement is not a policy document. It has been prepared without prejudice solely to inform the Examination of the IAMP AAP in 2017. It will not be a material consideration when considering the application of the policies of the IAMP AAP either by the Secretary of State, Planning Officer or Committee or linked to appeals against the decisions made in light of the AAP.

1.2 Structure of this report

5. This report forms Part One of Compliance Statement (PSD10a) and has five sections:
 - Introduction;
 - Legal and Procedural Compliance;
 - Consultation Statement;
 - Statement of Compliance Duty to Cooperate; and
 - Soundness Checklist.
6. Part Two (PSD10b) of the Compliance Statement provides the appendices referred to within this document.
7. Each document referred to within this document that is provided as evidence has a unique reference number which relates to its document number within the 'Evidence Library'.
 - Proposed Submission Documents are prefixed with PSD.
 - Supporting Documents are prefixed with SD.

1.3 Introduction to the IAMP

8. The International Advanced Manufacturing Park represents a unique opportunity for the automotive sector in the UK. Located next to Nissan UK's Sunderland plant, the UK's largest and most productive car manufacturing plant, the IAMP will provide a bespoke, world class environment for the automotive supply chain and related advanced manufacturers to innovate and thrive, contributing significantly to the long-term economic success of the north-east of England and the automotive sector.
9. The IAMP proposal is for 260,000 m² of floorspace aimed primarily at the automotive, advanced manufacturing and related distribution sectors. The IAMP will be located on land to the north of the existing Nissan car manufacturing plant, to the west of the A19 and to the south of the A184 (Figure 1). This location benefits from its close proximity to Nissan and excellent transport links with opportunities for integrated connectivity provided by the surrounding Strategic Road Network, rail and port infrastructure.

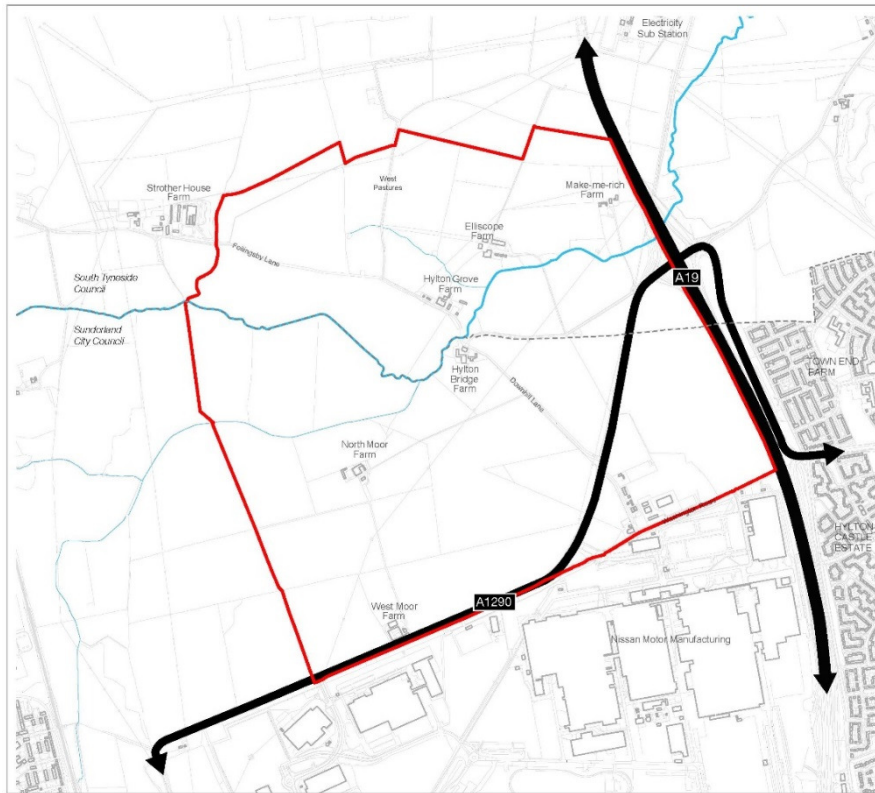


Figure 1: The IAMP site location

1.4 Development Plan

10. As set out previously, the Councils are preparing the IAMP AAP as a joint Development Plan Document.
11. The IAMP AAP provides the Policy Framework for the development of the IAMP as part of a suite of documents which form the Development Plan for South Tyneside and Sunderland respectively. Figure 2 assists in demonstrating how the proposed IAMP AAP is part of the Development Plan.

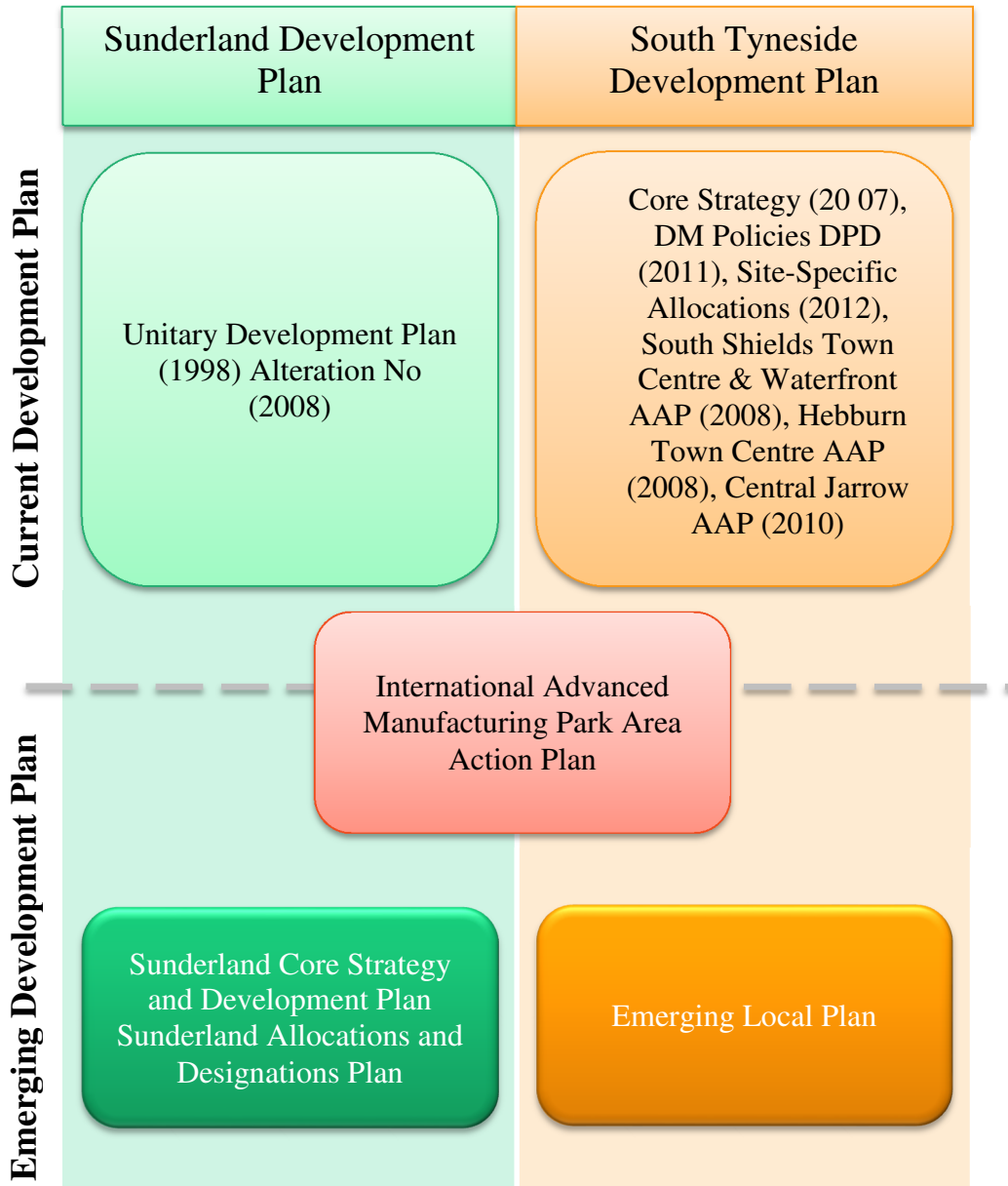


Figure 2: IAMP AAP and Existing and Emerging Development Plans

1.5 Planning for the IAMP

12. The AAP has been prepared in three key stages. The first stage was the preparation of the Issues and Options Paper ‘The IAMP for the North East Region Consultation’ (SD1), which invited views and preferences on a range of key issues, options and alternatives, and was consulted upon from 23rd February to 27th March 2015. The purpose of this document was to consult and assess where the IAMP should be located within the North East and if in the Councils’ areas, to consult on three potential locations. These were east of Wardley Colliery (A), north of Nissan (B) and dispersed locations between sites A and B, see Figure 3.



Figure 3: Sites A and B with option C

13. Furthermore, three alternative growth scenarios were presented (pessimistic, moderate and very optimistic) and views were sought as to how big the IAMP should be. All responses to this stage were analysed and provided within the Issues and Options Consultation Report (SD2).
14. The results were then used to inform the next stage of the AAP process which was the Green Belt and Site Selection Options (GBSSO) Paper (November 2015) (SD4) stage. The options were issued for consultation on 9th December 2015 and comments were invited to be received until 3rd Feb 2016.
15. The Green Belt Site Selection and Options (GBSSO) Paper (SD4) built upon the ‘The IAMP for the North East Region Consultation’ (SD1) to examine the demand for an IAMP, by presenting the Sunderland and South Tyneside Strategic Employment Study (SD28). The Paper also presented the locational criteria to inform selection of an appropriate site for the IAMP and provided an assessment of potential sites. This highlighted that following the SD1 consultation, two sites were identified for further detailed consideration within the GBSSO:
 - Site A: Site to the east of the former Wardley Colliery disposal point; and
 - Site B: Site to the immediate north of Nissan.
16. Both sites are located within in the Tyne and Wear Green Belt. At this time South Tyneside and Sunderland Councils were in the process of setting a methodology for undertaking a review of their respective parts of the Tyne and Wear Green Belt. The GBSSO Paper (SD4) ensured a consistent approach to how the Green Belt was reviewed across these two local authority areas was applied to the land ‘north of Nissan’. The outcome of this process is presented further in the Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report (PSD12).
17. The Sunderland and South Tyneside Strategic Employment Study (August 2013) (SD28), which informed the Sunderland City Deal (March 2014) (SD41) set out a requirement for 100 ha of land providing 5,200 jobs up to 2027, with the possibility of expansion of a further 50 ha of land beyond this period. This meant that to ensure a new Green Belt Boundary could endure beyond the plan period and be considered permanent, it was sensible to consider if safeguarded land would be needed for future development and designated as such in the AAP. In

addition, baseline work informed that the land ‘north of Nissan’ did have nature conservation interest.

18. The scale of ‘commercial demand’, the requirements for safeguarded land and the need to allow for ecological mitigation, led to the development of three spatially different options. The spatial nature of these options was also informed by on site constraints such as flood risk, the River Don, existing ecology (which would need to remain) and existing utilities.
19. These three options, whilst spatially different, presented a developable area of 100ha and 70ha of safeguarded land and were consulted upon between 9th December 2015 and 3rd February 2016. These options were:

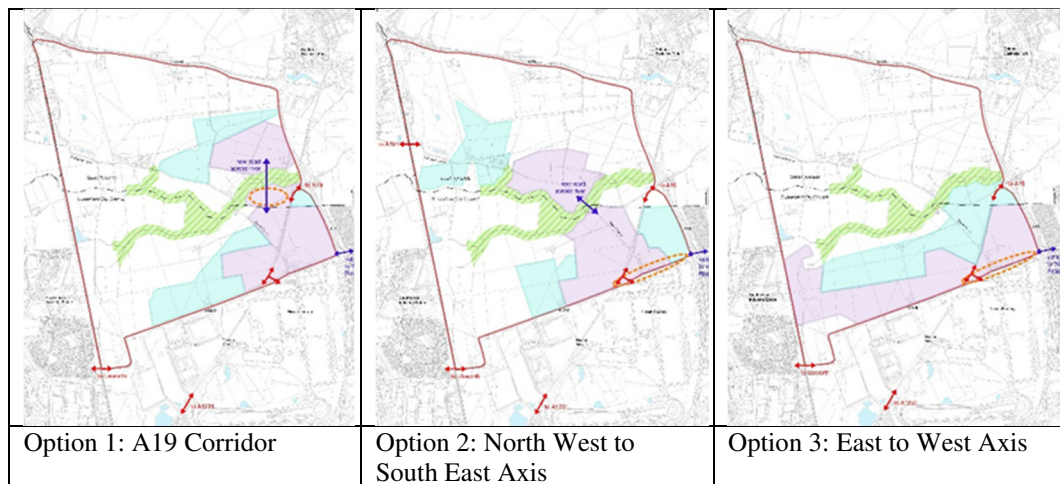


Figure 4: Options 1, 2 and 3

20. The outcome of the consultation on the GBSSO Paper (November 2015) (SD4) and concluded that Option 1 was preferred (GBSSO Summary Consultation Report (March 2016) SD5). It was recognised that there were some elements of Options 2 and 3 which, if incorporated into Option 1, provided an improved ‘Preferred Option’
21. These were:
 - to relocate the Hub to the southern part of the site to ensure that it would be of benefit to existing employees at Nissan and the businesses located in and around the plant and within the low carbon Enterprise Zone. This would foster integration between existing and new business locations and create critical mass at an early stage to support investment in the Hub by the private sector.
 - to re-consider the spatial location of the safeguarded land associated with the Northern Employment Area, to provide a more contained release of land from the Green Belt and to ensure that the integrity of the east –west and north-south strategic gap preventing settlements from merging was retained.
22. Policies were also drafted in order to guide development within the IAMP area. These were made publicly available and consulted upon at the Publication Draft consultation stage running from 8th August to 26th September 2016 and subsequently extended to the 10th October 2016. In light of the comments received a number of minor modifications are proposed to the policies and supporting text

included within the AAP. These can be viewed in the Schedule of Proposed Modifications (PSD6).

23. The proposed modifications to the AAP were initially considered by the Cabinets of both Councils in November 2016 (Appendix A). Following this the Full Councils of both SCC and STC approved the AAP and Proposed Modifications in January 2017 (Appendix A), to be submitted to the Secretary of State for Communities and Local Government (SoS) for independent examination. The submission documents for the IAMP AAP are available to view on both SCC and STC's Council websites and were submitted to the SoS on 6th February 2017.

1.6 Why an Area Action Plan

24. The area which has been identified for the IAMP is located in the Tyne and Wear Green Belt and is not allocated in the Councils' current Development Plans for employment and supporting uses. The purpose of the IAMP AAP is therefore to formally release the land proposed for the IAMP development from the Green Belt, having justified the exceptional circumstances for doing so. The AAP should provide planning policies to direct and enable the comprehensive delivery of the infrastructure, necessary development and mitigation for the IAMP, including establishing key development principles.
25. The National Planning Policy Framework (NPPF) states that 'each local planning authority should produce a Local Plan for its areas... any additional Development Plan documents should only be used where clearly justified' (Paragraph 153). Furthermore it goes on to advise that LPAs 'should consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans' (Paragraph 179). An AAP is a Development Plan Document (DPD) that can be prepared to establish a set of proposals for a specific development site or area. The scale of the IAMP proposals, location across two local authority areas and the current designation of the land as Green Belt justifies the need for a dedicated AAP to:
 - enable the better strategic coordination of planning policy for the IAMP area;
 - review and revise the Green Belt boundary; and
 - recognise the strategic importance of the IAMP (including its status as a project of national significance) and set the site specific policy framework and development principles against which proposals can be determined, while enabling it to progress without potentially being delayed by the wider local plans of the respective LPAs.
26. The decision to develop the IAMP AAP was supported by the Planning Inspectorate who advised in 2014 that Sunderland City Council and South Tyneside Council should follow a 'combined route' of an AAP in parallel with a planning application (as was proposed at that time, now replaced by the Development Consent Order (DCO)) for the IAMP. The Planning Inspectorate emphasised the importance of following the statutory processes in AAP preparation, including compliance with the Town and Country Planning (Local Planning) (England) Regulations 2012.

27. The Planning Inspectorate advised that the benefits of preparing an AAP for the IAMP are:
- It allows for full consideration of all issues and options to ensure the selected site is the most suitable;
 - It provides a vehicle to demonstrate that proper co-ordination has taken place with other bodies and Councils (through the Duty to Co-operate);
 - It involves an NPPF-compliant method of securing changes to the Green Belt through the demonstration of 'exceptional circumstances'; and
 - It provides a clear path for considering future planning applications (which could include either a DCO and/or a traditional planning application).

2 Legal and Procedural Compliance

2.1 National and European Legal and Procedural Requirements

28. The key elements of this Legal Compliance Statement address the work completed to ensure full compliance with the relevant Acts, Legislation and policy in terms of consultation with stakeholders and engagement with local residents, the Duty to Cooperate and how the Sustainability Appraisal has informed policies and as a result the IAMP AAP.
29. The IAMP AAP has been prepared in compliance with the Planning and Compulsory Purchase Act 2004 (2004 Act), the Town and Country Planning (Local Development) (England) Regulations (2004) (as amended), the Localism Act 2011 (which amended sections of the above 2004 Act), the Town and Country Planning (Local Planning) (England) Regulations 2012 and the National Planning Policy Framework.

2.1.1 Localism Act 2011

30. The Localism Act received Royal Assent on the 15th November 2011. The Localism Act 2011 includes a number of reforms that were intended to make the planning system clearer, more democratic and more effective and introduced the 'Duty to Cooperate'. The Act places a duty on Local Planning Authorities (LPAs), County Councils (where a two-tier planning system exists) and other bodies with statutory functions to 'cooperate' with each other. Those other bodies are defined in the Town and Country Planning (Local Planning) (England) Regulations 2012.

2.1.2 National Planning Policy Framework (NPPF)

31. The NPPF sets out the Government's planning policies for England and aims to promote sustainable development and growth, while making the planning system less complex and more accessible. The government launched its Planning Practice Guidance (PPG) in March 2014. The website brings together many areas of English planning guidance into a new format, linked to the NPPF.

2.2 Legal Requirements for Consultation and engagement

32. A Consultation Statement (Section 3) has been prepared. This outlines how the Councils have met with the following legislation and guidance:
 - The Planning and Compulsory Purchase Act 2004, the Town and Country Planning (Local Development) (England) Regulations (2004) (as amended);
 - The Localism Act 2011;
 - The Town and Country Planning (Local Planning) (England) Regulations 2012; and

- National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG).
33. The Consultation Statement describes how representations were invited, and how representations that were made have been taken into account in the development of the AAP. It considers all responses received during the consultation periods pursuant to Regulation 20 of the 2012 regulations.
34. The statement meets the requirements of Regulation 22 (1) (c) of The Town and Country Planning (Local Planning) (England) Regulations 2012 (SI. 2012 No.767) (2012 Regulations) by addressing the requirement to submit a statement setting out-
- (i) Which bodies and persons the local planning authority invited to make representations under regulation 18;
 - (ii) how those bodies and persons were invited to make representations under regulation 18;
 - (iii) a summary of the main issues raised by the representations made pursuant to regulation 18;
 - (iv) how if any representations made pursuant to regulation 18 have been taken into account;
 - (v) 20, the number of representations made and a summary of the main issues raised in those representations; and
 - (vi) If no representations were made in regulation 20, that no such representations were made.
35. Pursuant to the above requirements and as set out in Section 3 of this statement the AAP preparation process has involved a number of stages of consultation (Table 1: Stages of Consultation). At each stage the Councils have actively sought input from consultees to help shape the policies within the Plan. Section 3 of this statement demonstrates how the Councils have met the legal and regulatory requirements required as part of the plan making process.

Early Engagement Regulation 18	Issues and Options	23 rd Feb to 27 th March 2015
	Green Belt Assessment	9 th Dec 2015 to 3 rd Feb 2016
	Sustainability Appraisal Scoping Report	28 th Sep 2015 to 2 nd Nov 2015
Regulation 19 and 20	Publication Draft	8 th Aug to 26 th Sep 2016 (extended to 10 th October)

Table 1: Stages of Consultation

2.2.1 Statements of Community Involvement

36. Furthermore, under section 18 of the 2004 Act (as amended), LPAs are required to produce a Statement of Community Involvement (SCI). The SCI is a statutory

document that identifies the process of community involvement and engagement a Council will follow for each type of Development Plan document and development management decision, enabling the community to know how and when they will be involved in the planning process. Both Councils' SCIs can be found in the evidence library (SD15) and (SD19). The following paragraphs set out details of both Councils SCIs and the requirements of these documents.

Sunderland City Council (SCC)

37. SCC adopted a Statement of Community Involvement (SCI) in February 2015, which is an amendment to the first SCI adopted in November 2006.
38. The SCI sets out the specific consultation bodies and general consultation bodies to be consulted. SCC also maintains a list of individuals, groups and organisations to be notified during the various stages of the plan making process.
39. Based on the minimum requirements in the 2012 Local Regulation 22 (c) (i) the Local Planning Authority must notify either by letter or email the specific and general consultation bodies at preparation, publication and submission stages of the plan.
40. The SCI states that Sunderland City Council:

“may carry out additional consultation exercises as appropriate....This may include staffed public exhibitions, public meetings, press releases, and publicity on the Councils website and social media pages...Further, there may be occasions whereby specific proposals may directly affect a specific geographical area, community or group and therefore requires more intensely focused publicity. This could, for instance, involve notifying individual households by letter, concentrating publicity material within the locality and embarking upon a more localised programme of public engagement events.”
41. The SCI encourages responses to be submitted via Sunderland City Council's website, however response forms can also be returned by email, post or in person.
42. Full compliance with SCC's SCI has been achieved through the consultation completed during the preparation of the AAP. The AAP's compliance with the 2004 Act (as amended) and 2012 Regulations is demonstrated in Section 3 Consultation Statement.

South Tyneside Council (STC)

43. STC's SCI was adopted in January 2013. The 'Influencing the Local Plan' leaflet (no. 2) discusses relevant planning documents such as the South Tyneside Local Plan. This stage also sets out the following key stages in preparing Development Plan Documents:
 - Public consultation on key Issues and Options.
 - Publication of draft DPD for public consultation.

- Public consultation on any major changes to draft DPD or on revised draft DPD.
 - Submission of draft DPD to SoS and PINS.
 - Independent public Examination of draft DPD.
 - Adoption of DPD by full Council.
44. The methods of consultation include letters and emails; press notices and statutory notices; South Tyneside Council website; questionnaires; discussion groups and meetings; workshops; and public exhibitions where this is appropriate and helpful to the planning process.
45. The SCI leaflet (no.1) discusses the proposed approach to Community Involvement. This leaflet also states that information will be shared on STC's website, in libraries and at the Town Hall and Civic Offices where this is appropriate and effective. Consultation draft documents will also be made available free of charge to residents, community groups and businesses within the authority area.
46. Further details on the requirements of Regulation 18 and Regulation 19 of the 2012 Regulations are provided within Sections 2 and 3 of this statement.
47. Full compliance with STC's SCI has been achieved through the consultation completed during the preparation of the AAP. The AAP's compliance with the 2004 Act (as amended) and 2012 Regulations is demonstrated in Section 3 Consultation Statement.

2.2.2 Local Development Scheme

48. Paragraph 15 of the 2004 Act (as amended) requires all LPAs to prepare a Local Development Scheme (LDS). LDSs set out the purpose and coverage of Development Plan documents and the approximate timescales for their delivery.
49. Paragraph 19 (1) states '*Local development documents must be prepared in accordance with the local development scheme*'. The submission of the IAMP AAP is in accordance with STC's Local Development Scheme (LDS) which outlines the submission of a draft AAP to the Secretary of State circa early 2017 with an independent examination of draft AAP circa Summer 2017. The IAMP AAP is expected to be adopted in line with the LDS target date of Winter 2017/2018.
50. Furthermore, the submission is in accordance with SCC's LDS which identifies the publication of the IAMP AAP in August 2016, submission in early 2017 with an examination in April 2017 and adoption in September 2017.
51. As a result the AAP's preparation is in accordance with Paragraphs 15 and 19 of the 2004 Act (as amended).

2.3 Legal Requirements of the Duty to Cooperate

52. The Duty to Cooperate was introduced through the Localism Act 2011. This places a duty on Local Planning Authorities (LPAs), County Councils (where a

two-tier planning system exists) and other bodies with statutory functions to 'cooperate' with each other. Those other bodies are defined in the Regulations and details of which can be found in Section 4, Duty to Cooperate Statement.

53. The duty is a vital part of plan making and must be complied with at submission of the Plan. LPAs must demonstrate how they have complied with the duty at the Independent Examination of their Local Plans. If an LPA cannot demonstrate that it has complied with the duty then the examination will not be able to proceed and the Plan will not be able to progress.
54. The Duty to Cooperate Statement (Section 4) provides the necessary evidence to meet this requirement and is supported by Appendix B (DtC log).

2.4 Legal Requirements for the Sustainability Appraisal

55. Under Section 19(5) of the 2004 Act where an LPA is preparing a DPD it is mandatory for the Plan to be subject to a Sustainability Appraisal (SA) throughout its production, to ensure that it is fully consistent with, and helps to implement the principles of sustainable development. European Directive 2001/42/EC ("on the assessment of the effects of certain plans and programmes on the environment") (the Strategic Environmental Assessment or 'SEA Directive'), is transposed into United Kingdom law by the Environmental Assessment of Plans and Programmes Regulations 2004 (the 'SEA Regulations'), and requires an environmental assessment of the AAP to be undertaken.
56. Whilst SA and SEA are distinct processes, the SEA is incorporated within the SA process. Government guidance (The Environmental Assessment of Plans and Programmes Regulations, 2004) advises that an integrated approach to SA and SEA should be pursued, to ensure that the SA process also meets the requirements of the SEA Directive and SEA Regulations.
57. In accordance with best practice the SA incorporates the Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA) requirements alongside the SEA requirements. Therefore the Councils have fulfilled their public sector equality duty requirement under the Equality Act 2010, by undertaking an Equality Impact Assessment.
58. As required by the relevant regulatory requirements, the process commenced with the production of an SA Scoping Report. The Scoping Report¹ was prepared with input from a SA steering group which included officers responsible for a range of functions from both South Tyneside and Sunderland City Councils. The report sets out the methodology that was to be followed for the SA. In accordance with the SEA Regulations, the reports also outlined the contents and main objectives of relevant plans and programmes and summarised available baseline information and the characteristics of the area. The Scoping Report also presented the proposed framework for the appraisal and the objectives contained within this framework covered each of the issues that the SEA Regulations state must be addressed by an Environmental Report.

¹ SA Scoping Report (PSD2)

59. The Sustainability Appraisal (SA) consultation applies only to the relevant stakeholders.
60. The purpose of the SA is to promote sustainable development through better integration of social, environmental and economic considerations into the preparation of planning documents. SAs incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 and European Directive 2001/42/EC (the Strategic Environmental Assessment Directive) through assessing the effects of plans and policies on the environment, in addition to the social and economic effects.
61. The key stages in the overall SA process are shown in the following figure.

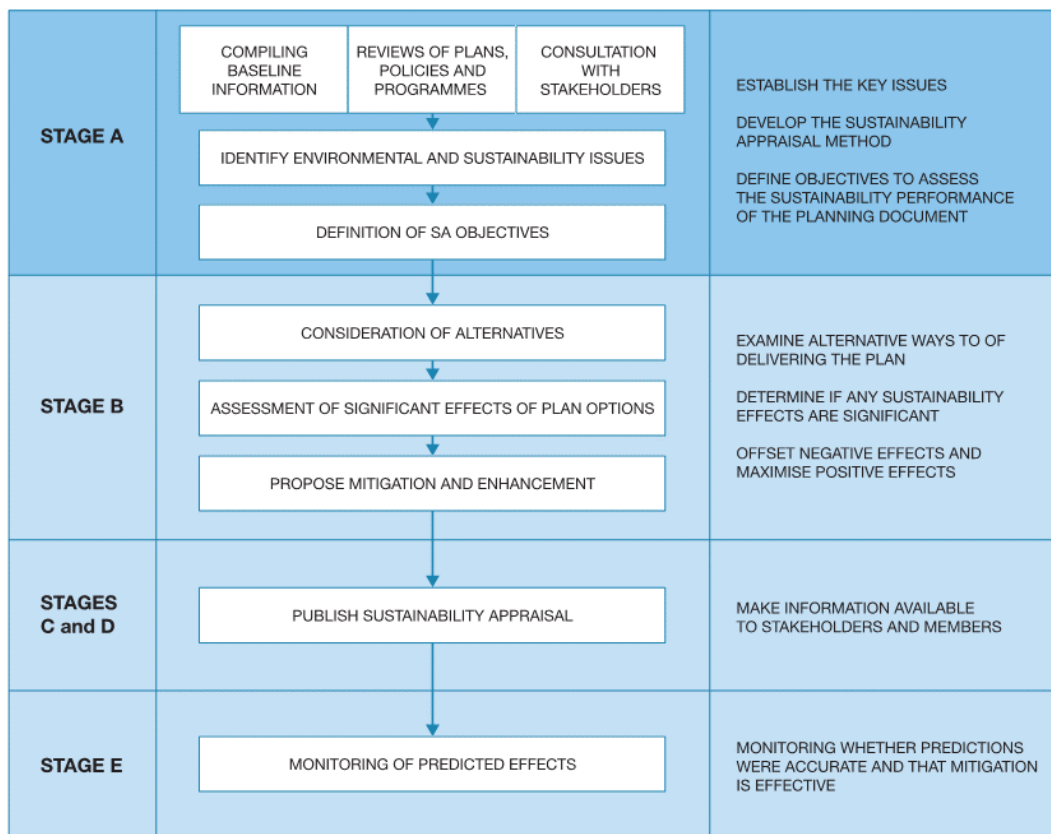


Figure 5- Key Stages in the SA process.

62. Stage A and B of the SA process set the context and objectives for the SA and establishes the baseline information on which social, economic and environmental impacts can be assessed and monitored. The output from this stage is the production of a Scoping Report which is then consulted upon.
63. The draft SA Scoping Report for the IAMP APP was circulated to the three statutory consultation bodies as set out in regulation 12(5) and 12(6) of the Environmental Assessment of Plans and Programmes Regulations 2004:
- Environment Agency;
 - Historic England; and
 - Natural England.

2.4.1 Evidence of Compliance

64. The above bodies were consulted on the draft SA Scoping Report between 28th September 2015 and 2nd November 2015. A copy of the consultation invitation is provided in Appendix C). A response was received from each of the consultation bodies (Appendix A, PSD5), and each recommended some minor amendments to the methodology set out in the draft Scoping Report. As required by the SEA Regulations, statutory consultees were consulted on the scope and content of the Scoping Report for a period of five weeks. The recommended changes, and action taken in response, are set out below.

Environment Agency – comment	Action taken
Section 3.3.3 Data Gaps - Flood mapping studies have been carried out on the local watercourse, although the site itself has not been impacted upon by fluvial flooding the attenuation surface water discharges into the local watercourse could help reduce flood risk to communities downstream.	Section 3.3.3 updated to reflect the comment.
Section 4.3 Natural assets – air, water, soil, landscape We welcome the key sustainability issues raised in this section we would also recommend that Water Framework Directive (WFD) status could be added to the natural assets section.	Section 4.3 has been revised to include an overall aim to achieve ‘good’ Water Framework Directive status.
Sustainability objective 2 We would recommend that the sustainability question be changed to ‘Will it reduce the risk of flooding and overheating?’	Wording of the supporting sustainability question in section 5.3 has been revised to reflect the comment.
Sustainability objective 3 We would recommend that the sustainability question be changed to ‘Will it contribute to protecting water resources and improve water quality?’	Wording of the supporting sustainability question in section 5.3 has been revised to reflect the comment.
6.2 Monitoring Sustainability objective 2 proposed indicator – The Environment Agency is not a statutory consultee for all planning applications, therefore we feel that that the use of Sustainable Urban Drainage Systems (SUDS) in developments would be a better indicator to show climate change adaptation.	Monitoring indicator has been revised to include a measure of inclusion of SUDS within the development
6.2 Monitoring A better indicator for Objective 3 ‘River Don water quality’ would be ‘The WFD status of the River Don’	Monitoring indicator has been revised to include WFD status of the River Don.
Appendix B Review of Policies, Plans and Programs – Page B5 We would recommend the inclusion of the Sunderland Green Infrastructure Strategy 2011 and the South Tyneside Green Infrastructure Strategy 2013 documents.	These two reports have been added to the review section.
Environment Agency – comment	Action taken
Appendix B Review of Policies, Plans and Programs – Page B16 We welcome the inclusion of ‘Creating a Better Place 2010-2015’ strategic document as well as the inclusion of the ‘Northumbria River Basin Management Plan’. Further to these documents we would also recommend the Catchment Data Explorer which is currently in Beta and can be found using the following link: http://environment.data.gov.uk/catchment-planning/ This holds the current WFD cycle study data sets	The Northumbria River Basin Management Plan has been included in the review section. The presence of WFD datasets for the Northumbria River Basin District are noted.

Appendix B Review of Policies, Plans and Programs – Page B19 South Tyneside Strategic Flood Risk Assessment (2011) - There are no current specific targets or indicators to reduce flood risk to communities downstream. Our flood records suggest that Reay Crescent flooded in 2000, mainly due to surface water however the river did exceed channel capacity. Flood risk modelling for the River Don suggests that a proportion of properties at Reay Crescent have 1% annual risk. There is potential here to provide onsite surface water storage and management to help reduce the amount of water entering the River Don, reducing the flood risk downstream.	The additional information provided has been included in the appendix reviewing Policies, Plans and Programmes.
Appendix C Baseline Review - C1.2 Natural Assets – Water, Air, Soil & Landscape We would advise that the baseline information is updated to reflect the current flood risk to properties downstream, in particular Reay Crescent in South Tyneside.	The flood risk for downstream properties has been included in the baseline review section.
Natural England - comment	Action taken
Suggest an additional indicator to be added to Objective 4 to include areas of undesignated Biodiversity Action Plan (BAP) habitat	Indicators for Objective 4 extended to include: “Areas of undesignated Biodiversity Action Plan (BAP) priority habitat”
Historic England - comment	Action taken
Suggested extending proposed indicator for Objective 11 to include all heritage assets, and proposed wording for a more positive indicator.	Indicator for Objective 11 changed to: “Number of heritage assets whose significance has been harmed, preserved or enhanced.”

Table 2: Summary of responses to draft SA Scoping Report

65. SA Report (Updated) (August 2016) (PSD2) was subject to public consultation alongside the Publication Draft IAMP AAP (PSD1) and therefore this requirement within stages C and D of the process as shown in Figure 4, is discharged. It has since been updated through the SA Addendum February 2017 (PSD5) to reflect the proposed modifications (PSD6). In accordance with relevant guidance on SA, the appraisal considered the effects of the policies in the emerging plan against the SA Framework set out in the Scoping Report. The assessment was designed to primarily meet the requirements of the SEA Regulations and included considering the effects of the policies in the plan in terms of the scale of the effect and the sensitivity of the resource that would be affected, whether the effects are temporary or permanent, positive or negative, direct or indirect and whether there is potential for secondary, synergistic or cumulative effects to accrue. As required by the SEA Regulations, the SA also suggested mitigation measures to prevent, reduce and, as fully as possible, offset any significant adverse effects of implementing the Plan.
66. A monitoring framework is provided within the SA Report (Updated) (August 2016) therefore meeting Stage E of the process.

2.5 Legal Requirement for the Habitats Regulation Assessment

67. Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna – (“the Habitats Directive”), which is binding in English law and was transposed by the provisions of the Conservation of Habitats and Species Regulations 2010 ("Habitats Regulations") provides legal protection for habitats and species of European importance. Article 6 of this Directive introduced the requirement to undertake an assessment (a Habitats Regulations Assessment (HRA) of the implications of proposed land use plans on the integrity of nature conservation sites of European importance. Such sites are known as Natura 2000 sites, and include Special Areas of Conservation (SACs), candidate Special Areas of Conservation (cSACs), Special Areas of Protection (SPAs) as classified under the EC Birds Directive (2009/147/EC), potential Special Areas of Protection (pSPAs), Ramsar sites and Offshore Marine Sites (OMSs).
68. Regulation 102 of the Habitats Regulations specifies that an assessment needs to be carried out by the plan making authority, before the AAP is given effect, to determine whether the AAP is likely to have a significant effect on any European site. In making such an assessment the plan making authority must consult the appropriate nature conservation body and have regard to any such representations made by the body within such reasonable time as the authority specifies. The authority must also, if they consider it appropriate, take the opinion of the general public, and if they do so, take such steps for that purpose as they consider necessary. If the conclusion is reached that it will have a significant effect or such effects are likely, on a European site then an appropriate assessment must be carried out to assess the implications for any such site and its conservation objectives.
69. The purpose of a HRA is to determine whether or not significant effects on European sites are likely and to suggest ways in which they could be avoided. Under the provisions of the Habitats Directive, consent can only be granted for such a plan if, as a result of the HRA, it can be demonstrated that the integrity of the sites will not be adversely affected or, where adverse impacts are anticipated, there is shown to be no alternative solutions and imperative reasons of overriding public interest for the plan to go ahead.

2.5.1 Evidence of Compliance

70. In accordance with the requirements of the Habitats Directive and the Habitats Regulations, a HRA Stage 1 Screening Report (PSD4) for the Plan was undertaken. This process concluded that a Habitat Regulations Assessment was not required.
71. The HRA Screening Report was published for consultation alongside the Publication Draft IAMP AAP between 8th August and 26th September 2016. In response to this consultation Natural England concurred with the Councils’ conclusion (consultation reference 290916/NATENG/038).

3 Consultation Statement

3.1 Introduction

72. Consultation and engagement has been a key element to the preparation of the Plan. NPPF para 155 states *“Early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made.”*
73. At each stage of Plan preparation, the Councils have followed the following legislation and guidance:
- The Planning and Compulsory Purchase Act 2004, the Town and Country Planning (Local Development) (England) Regulations (2004) (as amended)
 - The Localism Act (which amended sections of the above 2004 Act).
 - The Town and Country Planning (Local Planning) (England) Regulations 2012 and the National Planning Policy Framework (NPPF) and Planning Policy Guidance (PPG).

3.1.1 Purpose of this Section

74. This section demonstrates how the Councils have satisfied the requirement of their SCIs and met the requirements of Regulation 22 (1) (c) of The Town and Country Planning (Local Planning) (England) Regulations 2012 (SI. 2012 No.767) (2012 Regulations) by demonstrating;
- *Which bodies and persons the local planning authority invited to make representations under regulation 18,*
 - *How those bodies and persons were invited to make representations made under regulation 18,*
 - *A summary of the main issues raised by the representations made pursuant to regulation 18,*
 - *How any representations made pursuant to regulation 18 have been taken into account;*
 - *If representations were made pursuant to regulation 18 and regulation 20, the number of representations made and a summary of the main issues raised in those representations; and*
 - *If no representations were made in regulation 20, that no such representations were made.*
75. In meeting this requirement, the plan making process must also meet the requirements of regulations 18, 19, 20 and 22 of the 2012 Regulations as set out below;

18. (1) *A local planning authority must-*

- (a) Notify each of the bodies or persons specified in paragraph (2) of the subject of a local plan which the local planning authority propose to prepare, and*
- (b) Invite each of them to make representations to the local planning authority about what a local plan with that subject ought to contain.*

(2) *The bodies or persons referred to in paragraph (1) are—*

- (a) Such of the specific consultation bodies as the local planning authority consider may have an interest in the subject of the proposed local plan;*
- (b) Such of the general consultation bodies as the local planning authority consider appropriate; and*
- (c) Such residents or other persons carrying on business in the local planning authority's area from which the local planning authority consider it appropriate to invite representations.*

(3) *In preparing the local plan, the local planning authority must take into account any representation made to them in response to invitations under paragraph (1).*

19. *Before submitting a local plan to the Secretary of State under section 20 of the Act, the local planning authority must -*

- (a) make a copy of each of the proposed submission documents and a statement of the representations procedure available in accordance with regulation 35, and*
- (b) ensure that a statement of the representations procedure and a statement of the fact that the proposed submission documents are available for inspection and of the places and times at which they can be inspected, is sent to each of the general consultation bodies and each of the specific consultation bodies invited to make representations under regulation 18(1).*

20. (1) *Any person may make representations to a local planning authority about a local plan which the local planning authority propose to submit to the Secretary of State.*

- (2) Any such representations must be received by the local planning authority by the date specified in the statement of the representations procedure.*
- (3) Nothing in this regulation applies to representations taken to have been made as mentioned in section 24 (7) of the act.*

76. This statement demonstrates how these requirements have been satisfied.

3.2 IAMP AAP Consultation Stages

77. The AAP has been informed by three stages of consultation where representations were invited:

- Issues and Options (Regulation 18). This ran from the 23rd February to 27th March 2015.
- Green Belt and Site Selection Options (Regulation 18). This ran from the 9th December 2015 to 3rd February 2016.
- Publication Draft (Regulation 19). This ran from the 8th of August to 26th September 2016 and subsequently extended to the 10th October.

3.2.1 Issues and Options - Regulation 18

78. This phase of the plan making process meets regulation 18(1)(b) of the 2012 Regulations. Public consultation on a range of initial key issues, options and alternatives (SD1) for the proposed IAMP took place between 23rd February and 27th March 2015.
79. The purpose of this consultation was to invite consultees to give their views on a range of key issues, options and alternatives. An independent market demand assessment of the scope of growth of different key employment sectors in the North East over the next 20-25 years, determined that there was significant growth potential within the automotive and advanced manufacturing sectors. The research produced three growth scenarios, (pessimistic, moderate and very optimistic) and views were sought to how big the IAMP should be, and whether respondents support the business case for the IAMP.
80. Views were also sought on where the IAMP should be located. This took into account research completed on the capacity and suitability of major employment sites and Enterprise Zones across the North East region (Figure 6), which assisted in refining that the Sunderland-South Tyneside area could be the most appropriate for the requirements of the IAMP.

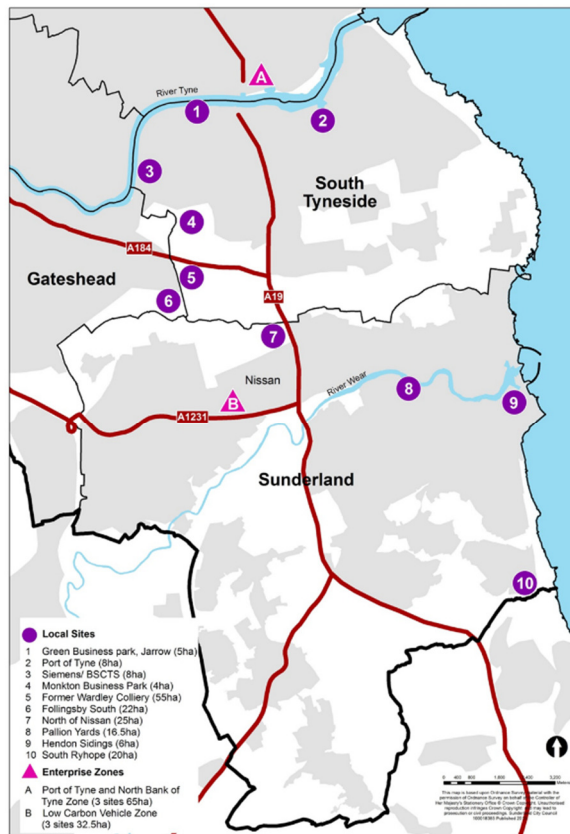


Figure 6: Major Employment Sites in the North East

81. In order to refine the location further for taking the IAMP forward, the Issues and Options paper presented three options between two locations in Sunderland and South Tyneside. The sites were east of the former Wardley Colliery and north of Nissan and the third option presented a dispersed allocation between the two sites. Consultees were asked which option they felt was most appropriate for the IAMP, along with reasons for their choice these options are provided in Figure 4 of this document.
82. The responses received would inform the ongoing preparation of the IAMP AAP.

The Bodies and Persons Who Were Invited to Make Representations

83. When consulting on the (SD1) Issues and Options, the Council invited consultees, statutory bodies including all landowners and more than 5,000 residents on the viability of the site location. Appendix D provides a list of the Statutory Consultees invited to respond to the consultation.

How these Bodies and Persons were Invited to Make Representations

84. The Councils invited representations by an explanatory “Let us have your views” consultation questionnaire made available in Council offices and libraries across Sunderland and South Tyneside, with a press release article published in local newspapers (Newcastle Chronicle and Sunderland Echo (Appendix E) and in the two Councils’ respective residents’ newsletters and joint letter (Appendix F).

85. All consultation information, together with an electronic version of the questionnaire, was also published on Sunderland and South Tyneside Councils' respective websites www.sunderland.gov.uk/iamp, www.makeitsunderland.com and www.southtyneside.info/iamp.
86. Public consultation drop-in events were held at the following dates, times and locations:
- Tuesday 10 March 2015, 10am-3.30pm at Washington Library, Independence Square, Washington.
 - Tuesday 10 March 2015, 4.30pm – 6.00pm at Washington Business Centre, Turbine Way, Sunderland.
 - Thursday, 19 March 2015, 10.00am – 3.30pm at Bunny Hill Centre, Hylton Lane, Sunderland.
 - Monday 23 March 2015, 1pm – 4.30pm at Jarrow Library, Cambrian Street, Jarrow.
 - Thursday 26 March 2015, 1pm - 4.30pm at Boldon Village Hall, Boldon Colliery.
 - Thursday 26 March 2015, 6pm – 6pm at Quadrus Centre, Boldon Business Park, Boldon Colliery
87. In total 35 people attended the events.

The Number of Representations Made and a Summary of the Main Issues Raised

88. In total, 81 responses were received, from land owners, local residents, business owners, developers and agents. Responses were received via questionnaire returns, letters and written submissions and directly to attendants from the drop-in events.
89. The Councils published a Consultation Results report (SD2) (April 2015).
90. The following key themes can be identified from the responses received to the questionnaire.

Q1- How big should the IAMP be?

- It was concluded that the medium growth scenario would be most likely and that a 100 hectare site would be most appropriate to address this level of growth, with scope to increase the site by a further 50 hectares in the future.
- Without additional land being provided then new investment and job growth would be lost from the region.
- Comments of support suggested the need for investment to boost the economy.

Q1a- Do you support the business case for the IAMP in terms of the need for jobs and in particular the potential for growth in the automotive and advanced manufacturing sectors in the region?

- 77% replied yes (62 people)
- 21% replied no (17 people)

Q1b- Which of the following three economic growth options should be provided for by the IAMP?

- 26% replied very optimistic (21 people). This option included 300 ha of automotive focused industry, other advanced manufacturing, renewable and offshore energy technologies, with related logistics and distribution.
- 58% replied moderate (47 people). This option included 100-150ha supporting automotive and other advanced manufacturing sectors, renewable and offshore energy industries, plus logistics and distribution to the automotive sector.
- 15% replied pessimistic (12 people). This option includes additional large-scale employment land required to support economic growth but within an on-going recession for the North East and structural changes in the international automotive industry.

Q2- Where should the IAMP be located?

- 77% of respondents agreed that the Sunderland-South Tyneside area is the most appropriate location identified for employment.
- Comments of support in creating an industry automotive hub.
- Concerns over use of the Green Belt land for all options and also congestion.

Q3- Where should the IAMP be sited in Sunderland- South Tyneside Area?

- It was decided that site B (100-150ha immediately north of the Nissan Site) would provide the most appropriate location, with 79% (54 people) voting 'yes', for this option.
- This is compared to 45% of those responding to option A (site east of former Wardley Colliery Disposal Point and Spoil Tip) and 20% of those responding to option C (dispersed allocation across two sites).
- Comments in support for option B include good access to transport links.
- Comments of concern in relation to release of Green Belt land for all options.

3.2.2 How the Representations Made Were Taken Into Account

91. Three different site options were presented to consultees. These are as follows:

- Site A east of Wardley Colliery;
- Site B the site north of Nissan;

- And Option C a combination of both sites.
92. Site B, north of Nissan, gained most support by those responding to the options, with 79% of those responding to this site agreeing it was appropriate to be taken forward.
93. The response form also allowed for further comment. These responses identified matters which needed further consideration and examination by the Councils, with respect to the preferred location to the north of Nissan. One of the most frequent issues raised was land take from the Green Belt, which all three site options required.
94. As a result of this consultation, The Councils then prepared the Green Belt Site Selection Options Paper (GBSSO SD4) and this was issued for consultation to Statutory Consultees, local residents and businesses between 9th December 2015 and 3rd February 2016. The methodology and outcomes of the GBSSO are presented in section 3.4 of this statement. Comments received also indicated employment land reviews, cross boundary issues including labour supply and transport, would also require further consideration.

3.2.3 Sustainability Appraisal Scoping Report

95. As set out in Section 2 the consultation for the draft Sustainability Appraisal (SA) Scoping Report took place between 28th September 2015 and 2nd November 2015 and applied only to the relevant stakeholders (SD3). The Sustainability Appraisal (PSD2, PSD3 and PSD5) is submitted as evidence to the IAMP AAP.

3.2.4 IAMP Green Belt and Site Selection Options Consultation

96. This 'Green Belt and Site Selection Options Paper' (SD4) consultation assessed the impact of the development and identified a number of options for the preferred site location:

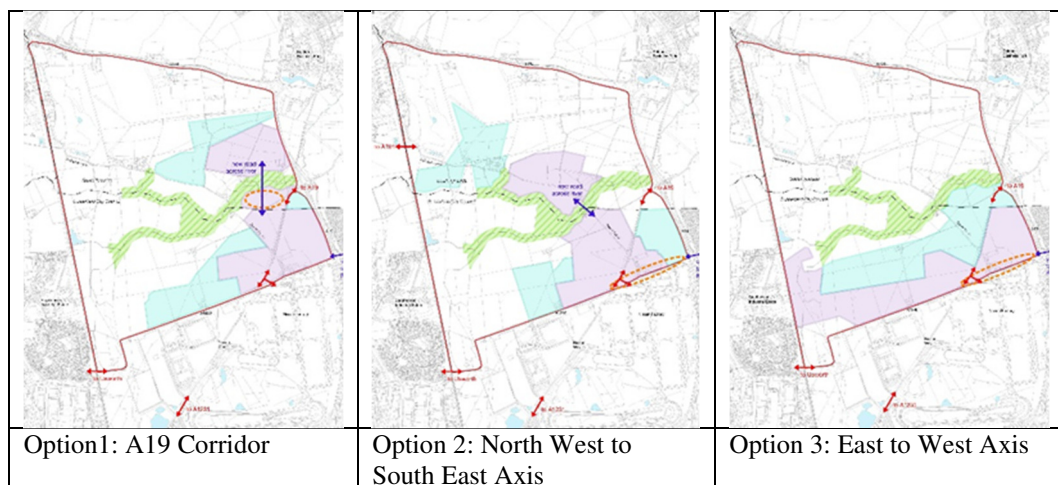


Figure 7: Options 1, 2 and 3

- **Option 1:** This option has a strong commercial identity achieved by a frontage along the A19 corridor. The River Don is at the centre of the scheme, providing a central focus for a green corridor and a good setting for a central hub. The concept scheme area is 170 hectares in two connected parts along the A19 corridor.
- **Option 2:** This option is located north of Nissan and extends north west to south east on a site of 170 hectares. This option has connections to the A184, A194 via Follingsby Lane and also to the A19. The River Don is at the centre of the scheme, providing a central focus in a green corridor, with a hub supporting the integration with existing economic activities at Nissan.
- **Option 3:** This option is located to the north of Nissan and extends east to west on a site of 170 hectares. It requires development to be further from the A19 strategic highway link, provides a northern focus for a green corridor along the River Don, and a hub located on land directly to the north of main Nissan site.

97. Consultation on this Paper took place between the 9th December 2015 and the 3rd February 2016.

98. The vision for IAMP was also set out in the consultation document, as follows;

IAMP should also create an attractive working environment that creates the conditions in which businesses can establish and thrive. IAMP should be considered as a unique opportunity for increased job and business creation and the promotion of regional prosperity whilst taking advantage of natural assets and green infrastructure including the River Don corridor.

A nationally and internationally respected location for advanced manufacturing and European scale supply chain industries.

The Bodies and Persons Who Were Invited to Make Representations

99. Neighbouring authorities, statutory consultees, interested bodies and the general public, were informed about the consultation on the Green Belt and Site Selections Options Paper. In total 1594 consultees were invited to make representations. Evidence of the statutory consultees invited are provided in Appendix D.

How these Bodies and Persons Were Invited to Make Representations

100. Consultation leaflets and response forms (Appendix G) were circulated in area of 4.5 sq miles centres around the current Nissan Manufacturing site. The leaflet was circulated to 8,584 households and 225 businesses within this area (Figure 8), as well as to tenants and property owners to inform them of events.

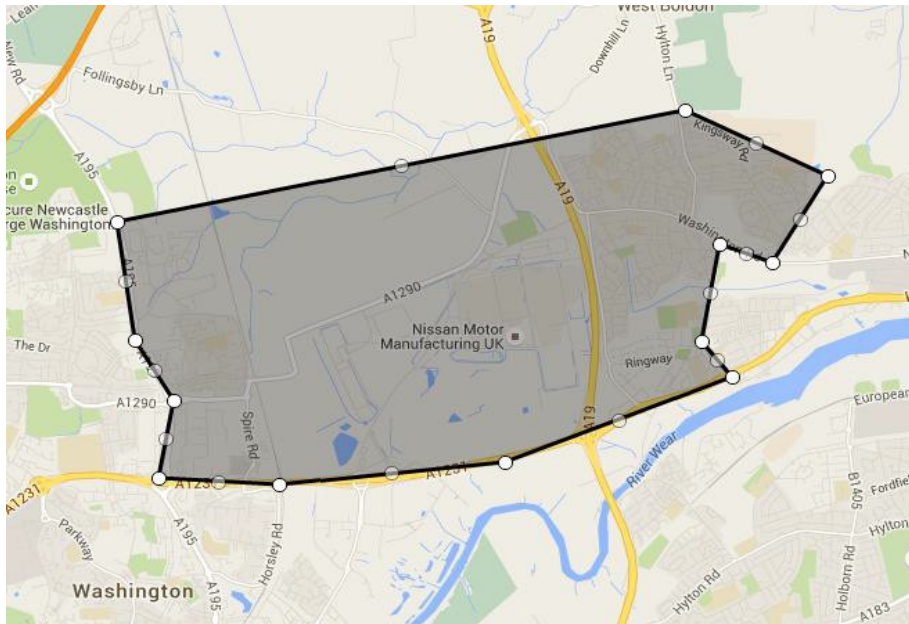


Figure 8: Consultation Leaflet Drop

101. A total of three consultation events were held, where staff were available to answer questions related to the proposal. Events included:
- Monday 11 January 2016, 9am - 12pm at Bunny Hill Centre Library and Customer Service Centre Hylton Lane, Sunderland SR5 4BW.
 - Monday 11 January 2016, 1pm - 4pm at Washington Library The Galleries, Washington NE38 7RZ.
 - Tuesday 12 January 2016, 1pm - 4pm at Boldon Village Hall North Rd, Boldon Colliery NE35 9AR.
102. In addition, the print copy of the consultation summary document and full document were available at Sunderland Civic Centre, South Shields Town Hall, and any public library within both authorities. Comments forms could also be completed at these venues and online at www.sunderland.gov.uk/iamp and www.southtyneside.gov.uk/iamp. In addition to this, further information such as consultation leaflets were displayed on both Sunderland and South Tynesides' websites.

The Number of Representations Made and a Summary of the Main Issues Raised

103. In total, 71 responses were received, from landowners, members of the public, local stakeholders and statutory bodies and agencies. Full details and analysis of the responses can be found in the Green Belt and Site Selection Options- Summary Consultation Report (SD5).
104. The table below summarises which option for IAMP's location was preferred from the 71 responses received.

	Option 1	Option 2	Options 1 & 2	Option 3	None	Blank/NA
Total	22	21	1	7	13	7
Percentage (%)	30.9	29.6	1.4	9.86	18.3	9.86

Table 3: Summary of preferred options from the consultation responses

105. The table illustrates that Option 1 was preferred with 31% of respondents expressing their preference for it. In addition to this, almost 20% of respondents said they had no preference and approximately 10% did not include an option preference in their response.
106. From the responses received, the following common themes were identified:

Consultation and Communication:

- Many references to welcoming opportunities to be consulted on and involved in the project, however some felt they were dissatisfied with the length of time given to respond.

Habitats and Ecology:

- A key concern was in regard to loss of habitats.

Water and Green Infrastructure:

- Comments made in consideration of flooding across the IAMP site and further downstream.
- Comments also made in relation to utilisation of green infrastructure across the site.

Economic Development:

- Comments to potential economic growth, regionally and locally.
- Comments relating to the potential benefits of employment from IAMP.

Access:

- Concerns over how IAMP will be accessed and how existing routes will be affected by this.
- Particular concerns over access via Follingsby Lane.

Housing:

- Comments relating to the potential of new housing that may be required to accommodate a new workforce.

Green Belt:

- Concerns associated with the development of Green Belt land.

3.2.5 How the Representations Made Were Taken Into Account

107. The representations made at this stage informed the selection of the Preferred Option, which was then refined for the Publication Draft AAP. The outcome of this consultation was that Option 1 was preferred, with some strong support for Option 2.
108. It was recognised that there were some strong elements of Options 2 and 3 which, if incorporated into Option 1 provided an improved 'Preferred Option'.
109. These were:
 - to relocate the Hub to the southern part of the site to ensure that it would be of benefit to existing employees at Nissan and the businesses located in and around the plant and within the low carbon Enterprise Zone. This would foster integration between existing and new business locations and create critical mass at an early stage to support investment in the Hub by the private sector.
 - to re-consider the spatial location of the safeguarded land associated with the Northern Employment Area, to provide a more contained release of land from the Green Belt and to ensure that the integrity of the east –west and north-south strategic gap preventing settlements from merging was retained.
110. The representations informed the development of each of the Technical Background Reports, which show the supporting evidence for the policies contained within the AAP.

3.2.6 Publication Draft AAP - Regulation 19

111. Representations to the Publication Draft AAP were invited between 8th August 2016 and 26 September 2016 and then further extended another 2 weeks until 10th October 2016. The consultation period was extended, as it came to the Councils' attention that some consultees had not received a letter. Therefore the Councils extended the consultation by 2 weeks and sent letters to these particular consultees.
112. In accordance with Regulation 19 the Councils made available the Publication Draft AAP (August 2016) and the Statement of Representations (Appendix H) on their websites.

The Bodies and Persons Who Were Invited to Make Representations

113. Neighbouring authorities, statutory consultees, interested bodies and the general public, were invited to make responses to the Publication Draft AAP and are identified in Appendix I.

114. In accordance with Planning Inspectorate Guidance, the Councils prepared a Representation Form and issued this along with an invitation letter (Appendix J) and a copy of the Representations Procedure.
115. Respondents were asked to comment on whether the plan had been positively prepared; was consistent with national policy, effectively justified; and legally compliant. Respondents were also asked if they supported any policies.
116. A defined methodology was developed to ensure a comprehensive consultation exercise was completed at this stage. Methods of communication used are set out below:
- Leaflets to communities in close proximity to the IAMP, as defined by figure 9 on the following page). The leaflet drop covered an area of approximately 11 sq. miles. It was sent to a total of 16,874 households and 508 businesses within the full AAP boundary and the surrounding area.
 - Letters, emails and leaflets were sent to those on the South Tyneside and Sunderland Local Plan databases. This database includes; residents, landowners, developers, statutory bodies and interest groups who have all expressed an interest in Local Plan preparation within the respective Local Authority Areas.
 - The leaflets were also uploaded onto the Sunderland and South Tyneside websites.
 - Letters with information regarding the consultation were sent to all Members and MPs of the two local authority areas.
 - Responses to the consultation were encouraged by means of a number of channels including:
 - Providing hard copies of a consultation questionnaire distributed at the events which were held at venues across the boroughs;
 - Providing an online version of the consultation questionnaire, which was advertised on the two Councils' websites and the dedicated IAMP website;
 - Providing a dedicated IAMP email address for people to respond to.
 - Providing a freepost address to encourage people to express their views and;
 - Providing copies of the questionnaire and leaflets at all libraries and respective civic centres within the two Boroughs.

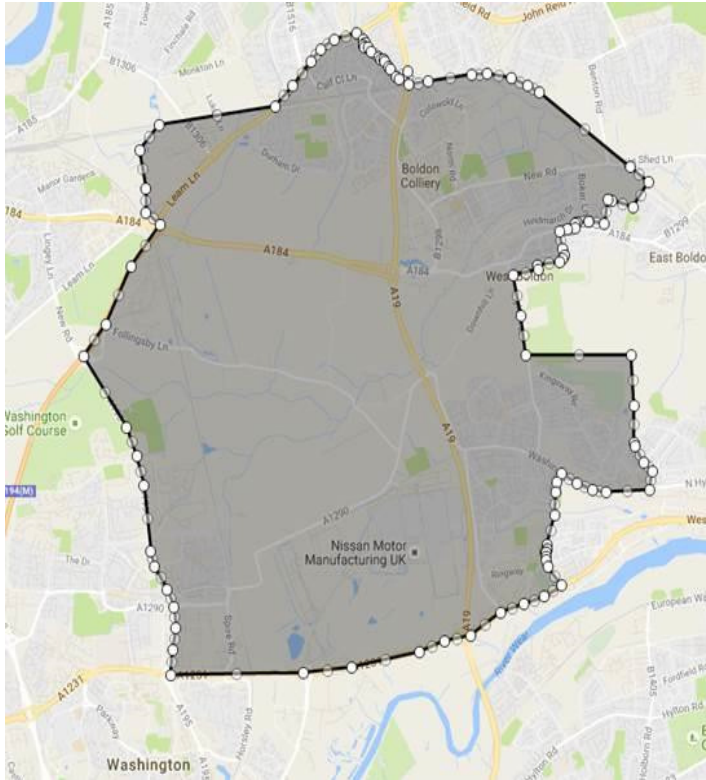


Figure 9: Publication Draft Plan Consultation leaflet drop

117. In addition, eight staffed events were held between Tuesday 16th August 2016 until Thursday 15th September 2016 at varying times of the day and at different locations. In total 77 people attended the events.
118. The schedule of events is listed below:
- Tuesday 16th August, 12-5pm- Washington Library, Washington.
 - Wednesday 17th August, 9.30am-12pm- Bunny Hill Centre, Hylton Lane, Sunderland.
 - Wednesday 17th August, 1pm-8pm- Boldon Village Hall, Asda Complex/ North Rd, Boldon Colliery.
 - Thursday 18th August, 5pm-8pm- Quadrus Centre, Woodstock Way, Boldon Business Park.
 - Tuesday 13th September, 9.30am-12pm- Washington Library, Independence Square, Washington.
 - Wednesday 14th September, 9.30am-12pm- Bunny Hill Centre, Hylton Lane, Sunderland.
 - Wednesday 14th September, 1pm-8pm- Hedworthfield Community Association, Cornhill, Jarrow.
 - Thursday 15th September, 5pm-8pm- Quadrus Centre, Woodstock Way, Boldon Business Park, Tyne and Wear.
119. All responses received during the consultation period (8th August 2016 and 26th September 2016) were recorded. The period was subsequently extended to the 10th

October and all responses received during the extended period were also recorded. No 'non regulatory' responses were received following 10th October 2016.

120. In total, 39 representations were received from a range of stakeholders, such as local residents, land owners, statutory consultees, community groups, local authorities and scheme promoters, pursuant to Regulation 20 of the 2012 Regulations. Copies of these representations can be found within the Report of Representations (PSD8).
121. The main issues raised are set out below and are also provided within the Schedule of Representations (PSD9):

Principle of Development:

- Comments of support in relation to potential employment and good working conditions.
- Comments of concern over sources of funding e.g. Grant Aid
- Support for IAMP assisting the economic growth for the North East.
- Support for IAMP being vital to the North East automotive industry.

Concerns over the Need and Viability of the Development:

- Resident concerns over viability of development in the North East. For example; potential relocation of Nissan post Britain's decision to leave the European Union.
- Concerns over underutilised business parks already existing in the area.
- Concerns over surplus brownfield sites surrounding development.
- Residents' concerns over lack of substantial evidence to support claims of jobs and revenue from the proposal.
- Comments of support for comprehensive development including from IAMP LLP and Nissan.

Masterplan Design:

- Northumbrian Water made reference to the need to accommodate drainage structure.
- More clarification requested on the use and sizes of floor space.
- More emphasis needed on water quality and management.
- Environment Agency support the incorporation of a River Don buffer.
- Comment relating to the benefits of IAMP's location in providing a local asset.
- Comment of support in relation to IAMP's recognition of drainage and flood risk within the Masterplan.
- Concern over lack of acknowledgment of the existing playing field within the area.

Transport:

- General congestion concerns.
- Potential for electric charging points.
- Residents, landowners and local business concerns over the use of Follingsby Lane, in its current layout, as a through route for traffic from the A194 to A194.
- Highways England comment regarding the requirement of a phasing plan to understand the impact on the Strategic Road Network.
- Cycling UK expressed support over restriction of use of Follingsby Lane.
- Concerns regarding importance of public transport access to the site.
- Comments regarding link to Highways England's A19 improvement scheme.
- Enhancement of bus services supported by Gateshead Council.

Green Belt:

- Residents' concerns over appropriate use and the release of Green Belt.
- Council for Protection of Rural England (CPRE) accepts the case for exceptional circumstances for release of the land for automotive and advanced manufacturing uses.
- Gateshead Council has concerns over criteria prescribed for the future release of safeguarded land.
- Nissan suggests policy is needed to protect land solely for automotive use.

Scale or mix of IAMP:

- Concerns over location, name and use of the proposed Hub.
- Concerns over non-industrial uses taking space within the site.

Infrastructure:

- Concerns over the cost of all the supporting infrastructure works required.
- National Grid comments that it would be preferable that IAMP does not build under overhead lines.

Planning and monitoring:

- Clarity on phasing approach and where development will begin.
- Further detail required on how the build out will be monitored.

Historic Environment:

- The need to include a heritage policy and evidence base document and reference the Listed Buildings in the AAP boundary.

- Historic England concerns over lack of acknowledgment of the historic environment in policy EN1.
- Concerns over the NELSAM and movement of historic artefacts from within the site.

Habitat and Biodiversity:

- Comments regarding the importance of mitigation to maintain and improve biodiversity in the area.
- Concerns from Natural England over impacts on biodiversity and habitat and the proposed indicators suggested through the SA framework.
- Concerns from Durham Bird Club over habitats of local wildlife.

Minerals:

- Reservations over lack of details concerning minerals within the AAP.

Consultation Process:

- Residents experiencing difficulties with accessing data and logging-on issues.
- Issues with possible changes to site boundaries throughout documentation.

Landowner Concerns

- Concerns over potential for decreasing land values in the surrounding area due to the IAMP development.
- Concerns over decreasing quality of life from IAMP development.
- Concerns over impact on surrounding agricultural land in the area.

3.2.7 How the Representations Made were Taken into Account

122. In accordance with regulations 22(1)(d) the Councils prepared a Report of Representations (PSD8) which contains all representations made pursuant to Regulation 20 for the Publication Draft Consultation. In addition following the Publication Draft, in accordance with Regulation 22 the Council have summarised the 39 responses received pursuant to Regulation 20. This is provided within the Schedule of Representations (PSD9).
123. The Schedule of Proposed Modifications (PSD7) to the AAP and the Schedule of Representations (PSD9) demonstrate how the Councils propose to modify the IAMP AAP and the Councils' response to each representation made.
124. In addition, Statements of Common Ground have been agreed with Historic England and Sport England, Gateshead Council and Newcastle City Council, resulting in their objections to the AAP being withdrawn in all cases with the exception of three matters with Gateshead Council. Copies of these Statements of

Common Ground and the withdrawn representations can be found within the Report of Representations (PSD8).

3.3 Conclusion

125. There have been four stages of consultation during the preparation of the IAMP AAP to which representations were invited, recorded and considered to inform the next stage of plan preparation. The four stages include, the Key Issues and Options Consultation, Sustainability Appraisal Scoping Consultation, Green Belt and Site Selections Options and the Publication Draft Consultation.
126. This Consultation Statement demonstrates that the requirements of Regulation 22 (1) (c) of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the requirements of both Sunderland and South Tyneside Councils' Statements of Community Involvement have been met.
127. In accordance with Regulation 22 (3) (a-c) the Councils will send a letter to all consultees invited to make representations under regulation 18 to advise them of the submission of the IAMP AAP to the Secretary of State (Appendix K).

4 Statement of Compliance Duty to Cooperate

4.1 Overview

128. This Statement demonstrates how the IAMP AAP has met the requirements of the Duty to Cooperate, as set by the Localism Act 2011, and forms a key compliance document at this submission stage. It is to be considered as part of the IAMP AAP's examination by the Planning Inspector, and is submitted to demonstrate compliance with the Duty to Cooperate and as a result establish the soundness of the Plan.
129. It sets out how Sunderland City Council and South Tyneside Council have continuously worked together and engaged with the five other authorities that form the North East Combined Authority (NECA) and Local Enterprise Partnership (NELEP), plus the neighbouring Tees Valley Combined Authority area.
130. The section sets out the strategic (cross-boundary) issues relevant to the IAMP AAP and details discussions that have taken place, and are continuing to take place, between both Councils and the relevant bodies required by the Duty to Cooperate, to address these issues.
131. Discussions with relevant bodies that fall under the Duty to Cooperate are ongoing. This document should therefore be considered a "live brief", reflecting the progress of discussions that have taken place up to January 2017.
132. At independent examination of Development Plan Documents, LPAs have to provide evidence that they have complied with the duty if their plans are to be found sound by the Planning Inspector. The Duty to Cooperate Statement provides the necessary evidence to meet this requirement and is supported by Appendix B (DtC log) of the Compliance Statement.

4.2 Legislative and Policy Context

4.2.1 Localism Act 2011

133. The Duty to Cooperate was introduced through the Localism Act 2011. The Act places a duty on Local Planning Authorities (LPAs), County Councils (where a two-tier planning system exists) and other bodies with statutory functions to 'cooperate' with each other. Those other bodies are defined in the Town and Country Planning (Local Planning) (England) Regulations 2012.
134. Cooperation includes constructive and active engagement as part of an ongoing process to maximise effective working on the preparation of Development Plan Documents, other Local Development Documents and Marine Plans in relation to strategic matters including sustainable development that would have significant wider impacts.

135. Those that are subject to the requirements of the duty will be expected to consider whether to consult on, prepare, enter into and publish, agreements on joint planning approaches. LPAs will also be expected to consider whether to prepare joint Local Development Documents.
136. Local Authorities, County Councils and prescribed bodies that are subject to the requirements of the duty are also required to have regard to the activities of other bodies, as prescribed in regulations.
137. Under the Duty to Cooperate, Sunderland City Council is required to cooperate with authorities with shared administrative boundaries, these are as follows:
- Durham County Council;
 - Gateshead Council; and
 - South Tyneside Council.
138. South Tyneside Council shares administrative boundaries with four local planning and therefore under the requirements of the duty, must cooperate with the following Councils:
- North Tyneside Council;
 - Newcastle City Council;
 - Gateshead City Council; and
 - Sunderland City Council.
139. The additional prescribed bodies with which LPAs are required to cooperate are set out in Regulation 4 of Part 2 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and are prescribed for the purposes of section 33A(1)(c) of the Act. The bodies prescribed for the purposes of section are:
- Environment Agency;
 - Historic England;
 - Natural England;
 - Civil Aviation Authority;
 - Homes and Communities Agency;
 - The respective NHS Clinical Commissioning Groups and NHS Commissioning Boards for Sunderland and South Tyneside (formerly Primary Care Trusts);
 - the Office of Rail Regulation;
 - North East Integrated Transport Authority;
 - each highway authority within the meaning of section 1 of the Highways Act 1980 (including the Secretary of State via Highways England, where the Secretary of State is the highways authority);
 - Marine Management Organisation.

140. Guidance states that Local Authorities should be proportionate in how they do this and tailor the degree of cooperation with bodies, according to where they can maximise the effectiveness of plans. As a result those bodies engaged as part of the Duty to Cooperate for IAMP AAP are as follows:
- Environment Agency;
 - Natural England;
 - North East Integrated Transport Authority (via NECA, incorporating the former Tyne & Wear ITA and Passenger Transport Executive (Nexus));
 - Highways England; and
 - Historic England.
141. Local Enterprise Partnerships (LEPs) and Local Nature Partnerships (LNPs) are not themselves subject to the requirements of the duty. However, the NPPF and NPPG states that LPAs must cooperate with LEPs and LNPs and have regard to their activities when they are preparing their Local Plans, so long as those activities are relevant to Local Plans. The aforementioned six local authorities are all included in the North East Local Economic Partnership (NELEP) and the North East Combined Authority (NECA) (the seventh LPA is Northumberland County Council) plus the North East Local Nature Partnership. There is a well-established Heads of Planning Group whose membership was increased to include Durham, Northumberland and the Northumberland National Park in respect of the requirements of the Duty to Cooperate and to reflect the new regional arrangements related to the NELEP and NECA.

4.2.2 National Planning Policy Framework (NPPF)

142. Cooperation includes constructive and active engagement as part of an ongoing process to maximise effective working on the preparation of Development Plan Documents, other Local Development Documents and Marine Plans in relation to strategic matters including sustainable development that would have significant wider impacts.
143. Those that are subject to the requirements of the duty will be expected to consider whether to consult on, prepare, enter into and publish, agreements on joint planning approaches. LPAs will also be expected to consider whether to prepare joint Local Development Documents.
144. Local Authorities, County Councils and prescribed bodies that are subject to the requirements of the duty are also required to have regard to the activities of other bodies, as prescribed in regulations. The Consultation Statement (Section 3) sets out those authorities and prescribed bodies the LPA are required to cooperate with.
145. Paragraphs 178 and 179 of the National Planning Policy Framework (NPPF) state that; “Public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in paragraph 156. The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of

neighbouring authorities... Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans [...].”

146. Paragraph 156 of the NPPF sets out that a Local Plan should identify strategic priorities for its area addressing:
- the homes and jobs needed in the area;
 - the provision of retail, leisure and other commercial development;
 - the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
 - the provision of health, security, community and cultural infrastructure and other local facilities; and
 - climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

4.2.3 National Planning Practice Guidance

147. National Planning Practice Guidance (PPG) provides guidance on how the duty should be applied. This makes it clear that the duty requires a proactive, ongoing, and focussed approach to strategic matters. Constructive cooperation must be an integral part of plan preparation and result in clear policy outcomes which can be demonstrated through the examination process.

4.2.4 What Does this Mean in Practice?

148. The duty requires LPAs to take the lead in addressing the strategic issues that cut across administrative boundaries such as economic and population growth and transport infrastructure. Strategic issues are defined in law, this includes sustainable development or use of land that has or would have a significant impact on at least two planning areas.
149. The duty goes beyond the requirement to consult other LPAs and public bodies. It requires LPAs to engage constructively, actively and on an ongoing basis on strategic issues relevant to Local Plans. This should be from the outset of plan preparation. It also requires LPAs to consider joint approaches to plan making, evidence gathering and infrastructure planning. There is no definitive list of actions that constitute effective cooperation under the duty, and it will depend on differing local needs.
150. LPA Members and officers are responsible for leading discussions, negotiations and actions to ensure effective planning for strategic matters in their Local Plans.
151. The duty does not require LPAs to reach agreement on the planning strategy before submitting their Local Plans for examination; however, LPAs are required to submit details of how they have complied with the duty. In addition, LPAs must give details of what action they have taken under the duty as part of their Monitoring Reports.

4.3 Duty to Cooperate (DtC) Context for the North East of England

4.3.1 The Duty to Cooperate Memorandum of Understanding and Regional Position Statements for the NELEP

152. The Memorandum of Understanding (MoU) demonstrates intentions of the seven aforementioned Councils to work together, as the NECA and NELEP, to meet the requirements of the Duty as set out within the Act and the NPPF. As part of this working arrangement the Heads of Planning for each of the seven Local Authorities meet on a quarterly basis. The MoU was produced by the Heads of Planning Group, following the introduction of the Localism Act 2011. It sets out the agreed approaches for working together on strategic planning matters. The MoU was formally adopted by both STC and SCC in October/November 2012. It has since been formally agreed by the other north east Councils and was formally signed off by both the Chief Executives and Leaders & Elected Mayors groups in June 2014. A signed copy of the MoU is attached at Appendix L.
153. Building upon this joint working relationship, two Officer Working Groups were also established, for those authorities within the NELEP area. The officers involved are managers of the relevant authorities' planning policy teams and the meetings address day to day local plan making issues between the authorities. Further details of these meetings are provided within in Appendix B, Duty to Cooperate Log.
154. A Joint Position Statement (JPS) for the North East Region (June 2014) was also prepared and is appended to the MOU (Appendix L). The Joint Position Statement set out the following strategic planning issues of agreement amongst the seven Councils in respect of the Duty:
- Population and Housing
 - Community Infrastructure Levy
 - Minerals and Waste
 - Green Infrastructure
 - Transport and Infrastructure
 - Healthcare
 - Utilities
 - Economic Growth and Planning for Jobs
 - Shopping, Leisure and Tourism
 - Renewable Energy
 - Waste Water Treatment
 - Education
155. It is intended for the JPS to be regularly reviewed to reflect both the latest regional governance structure and the latest status of each Council's local plans as they progress and to consider any new evidence that has been prepared.

156. The seven local authorities are in the process of reviewing and updating the MOU and JPS.
157. Appendix B of this Statement provides a summary of the issues raised at meetings relevant to the Duty to Cooperate, including the Heads of Planning meetings and the Officer Working Group meetings of the four South of Tyne LPAs.

4.3.2 How the DtC has Influenced the AAP – Specific Cross Boundary Issues

158. This section outlines how the collaborative working methods have assisted in addressing strategic planning issues considered relevant to the IAMP AAP, taken from the North East local authorities' Duty to Co-operate MoU JPS.
159. Appendix M provides a summary log of the meetings held between the Councils and other bodies, and logs issues and themes raised. The DtC Strategic Issues relevant to the IAMP AAP are:
- Delivering the Sunderland and South Tyneside City Deal's International Advanced Manufacturing Park (IAMP);
 - Economic and Population Growth;
 - Housing and Planning for Jobs;
 - Transport Infrastructure;
 - Utilities Infrastructure Provision; and
 - Tyne and Wear Green Belt.
160. How these Strategic Issues have been addressed through the production of the AAP and the actions taken to manage the issue, including any evidence developed is set out below. Furthermore, how an issue has been managed, along with any supporting agreements and how results from the evidence have influenced the AAP are also addressed. Future implications upon the NELEPs Strategic Economic Plan and/or monitoring required are also specified.

4.3.3 Delivering the Sunderland and South Tyneside City Deal's International Advanced Manufacturing Park (IAMP)

Strategic Issue

161. The Sunderland City Deal (in partnership with South Tyneside) was signed between the two Councils and the Government in 2014 (SD41). The City Deal has five key aims:
- Delivery of the International Advanced Manufacturing Park;
 - Commitment to co-designing a local Skills Compact with local businesses;
 - Delivery of the New Wear Crossing;
 - Infrastructure for Ultra Low Emission Vehicles; and

- Commitment of both Councils to support the development of the North East Combined Authority.
162. A key objective of the City Deal is to enable the local economy to build on its strengths in advanced manufacturing, with a focus on the automotive sector but also expanding the opportunities for enterprise and employment in the area.
163. The City Deal partners have committed funding to support the delivery of the initial planning phases. Sunderland Council, South Tyneside Council and the NELEP will commit local funding as the project progresses.
164. The City Deal identifies the following locational criteria to meet the needs of the target sectors for the IAMP:
- *Site size*: a ‘moderate scenario’ of 150ha requires accommodation on large floorplates ranging from 9,000 to 37,000 sq.m;
 - *Adjacency to industry*: Nissan has a complex supply chain. The move towards ‘near shoring’ shows there are significant opportunities to attract suppliers from overseas as opposed to displacing existing companies from elsewhere in the region. The majority of Tier 1 suppliers are currently located within five miles of the Nissan plant;
 - *Transport links*: The IAMP location has good links to the strategic road network including the A19. The IAMP also has good access to the ports of Tyne and Sunderland and Tees Valley and Newcastle airports, enabling freight movements for imports and exports of goods; and
 - *Site availability*: Land in the IAMP AAP boundary is owned by a relatively small number of parties, many of whom own large areas. the Councils will negotiate with owners to assemble the IAMP site and as a last resort may seek to include powers of compulsory acquisition in the DCO.
165. The International Advanced Manufacturing Park (IAMP) represents a unique opportunity for the automotive sector in the UK. Located next to Nissan UK’s Sunderland plant, the UK's largest and most productive car manufacturing plant, the IAMP will provide a bespoke, world class environment for the automotive supply chain and related advanced manufacturers to innovate and thrive, contributing significantly to the long-term economic success of the North East of England and the national automotive sector.

Actions and Governance

166. Proposals for the IAMP have been developed by the Councils in partnership with the North East Local Enterprise Partnership (NELEP). The North East Strategic Economic Plan (SEP) (SD39) sets the strategic context for the IAMP, whilst the City Deal (SD41) introduced the IAMP proposals to secure funding and a commitment to delivery.
167. The SEP and City Deal demonstrate the support and significance of the IAMP at a national, regional and local level.
168. The NELEP published the SEP for the North East in 2014, the aim of the SEP is to create “more and better jobs” to address the productivity gap between the North

East and the best performing areas within the UK. The SEP identifies the IAMP as one of the key employment locations to focus investment, and the NELEP subsequently declared that 25ha of the initial phase of the IAMP would also benefit from Enterprise Zone designation status. The automotive and advanced manufacturing sectors are also important for the SEP as they offer innovative, productive and world class activities.

169. NELEP and the NECA are presently in the process of updating this document, as a result of the changing economic climate and in light of the UK's decision to leave the European Union. The update will reflect on new evidence relating to the region's economic position and evolving public policy environment.
170. To inform the SEP refresh, the North East LEP has held a number of engagement events inviting feedback from all areas of industry.
171. SCC and STC have worked closely together to deliver this joint AAP in light of the aims of the SEP and City Deal. Joint working between the two authorities was first raised in March 2013 through the National Advanced Manufacturing Park (predecessor to IAMP) meetings/workshops. The potential economic scope for large scale employment development within the wider North East region was discussed.
172. Preparation of the AAP has required a number of cross boundary strategic actions which are addressed within the Strategic Issue themes below, these include the delivery of employment land and its impact upon housing requirements, infrastructure provision and the Tyne and Wear Green Belt.

Outcomes and Future Monitoring

173. The collaborative working between the two Councils, in partnership with the NELEP, has ensured the delivery of the IAMP AAP. Future joint working will be required in order to ensure the development being brought forward is sustainable in terms of its local impacts but also its strategic impacts.
174. Policy S1 seeks the delivery of a unified comprehensive scheme. Policy S3 identifies the 'Principal Uses' for IAMP and Policy S4 sets out the scale of development allowed for.
175. A Development Consent Order (DCO) is expected to be submitted by the two Councils as joint scheme promoters in 2017.
176. Monitoring indicators, upon which progress against the deliverables in the AAP will be monitored, are set out within (Appendix B) of the IAMP AAP (August 2016) (PSD1) and AMP AAP (February 2017) (PSD7).

4.3.4 Economic & Population Growth, Housing and Planning for Jobs

Strategic Issue

177. Neither Sunderland nor South Tyneside are self-contained markets for employment with some residents living inside the boroughs but are employed elsewhere in adjoining boroughs. Conversely, those residents in adjoining boroughs may work in both SCC and STC. Therefore any increase in jobs within the IAMP area may have an impact upon population numbers and/or employment figures in adjoining boroughs.

Actions and Governance

178. It was agreed between the South of Tyne Authorities in mid-2013 that there should be a greater presence of the local authorities at the North East Chamber of Commerce development groups with regular updates shared between them. The need to consider the cumulative impact on employment, housing and travel to work within the IAMP study brief was identified in 2014 and it was agreed that the local authorities would work together to establish these impacts in the context of the IAMP and also the Newcastle/Gateshead City Deal.
179. It was agreed that workshops would be useful to continue to discussions relating to the implications for housing and employment land requirements including employment displacement. Skill requirements for the IAMP was raised at the NECA Economic Directors Group in February 2015 and it was agreed that this would be discussed with the Employability, Inclusion and Skills Group.
180. Topic Papers (August 2015) were prepared to establish any impact as a result of the IAMP on the local and neighbouring authorities. These Papers were based on assumptions related to the direct number of B Use Class Jobs that will be delivered on the IAMP and were as follows:
- Skills Topic Paper (SD6);
 - Employment Land Supply Topic Paper (SD8);
 - Displacement Impact Paper (SD9); and
 - Housing Requirements Impact Paper (SD7).
181. During the process the relevant Duty to Cooperate bodies were also consulted. Three of these Papers (Skills, Displacement and Housing) were updated in October 2016 to consider the additional jobs that could be created on 'The Hub' for supporting services to the IAMP and the implications of the net additional 'multiplier' jobs that could also be created as a result of the IAMP.
182. The rationale for considering and seeking to quantify the additional impacts of IAMP was to inform the evidence base and potential policies of the Local Plan reviews of South Tyneside and Sunderland and of neighbouring authorities.
183. A summary from each report is provided below, each document can be accessed in full from the Evidence Library.

Skills Topic Paper (SD6), including, Impact Paper update 2016: Skills

184. The Skills Topic Paper concluded that those local authorities closest to the IAMP site accounted for the vast majority of the workforce. Knowledge workers are expected to be an important element of the IAMP workforce, accounting for two thirds employment offer. The report went on to acknowledge that certain areas such as County Durham are better placed to offer the village and market town environments considered attractive to knowledge workers. Opportunities should be sought within Sunderland and South Tyneside to provide living environments attractive to knowledge workers.
185. A proportion of IAMP workers will originate from existing workers within the NELEP area. The jobs vacated by these workers will create opportunities for secondary moves from existing jobs however these effects would be expected to be dispersed across the North East and this change is expected to be accommodated through a change in commuting patterns, rather than relocation. A number of jobs will also be filled by those entering the workforce from the first time.

Displacement Topic Paper (SD9), including, Impact Paper Update 2016: Displacement

186. The scale of IAMP and associated investment of public funds means it is critical to maximise the net economic impact on the economy and understanding the potential displacement effects on other economic locations will assist in this process. IAMP will provide 5,228 Core employment FTE jobs, with a net additional benefit of 11,230 jobs. In addition, 323 FTE equivalent Jobs would be provided on The Hub with a net additional benefit of 359 jobs.
187. The locations that could be considered vulnerable to the movement of automotive related companies to IAMP include the Washington and Pennywell areas. Overall, the scale of displacement in the automotive sector is likely to be limited since the majority of other major existing and planned employment locations do not have an automotive focus. The IAMP is also focused on sector growth, offering local based suppliers the opportunity to expand and remain in the region (if their existing sites are constrained) but predominantly linked to the on-shoring of supply chain from around Europe and other parts of the world i.e new investment into the UK.
188. Nevertheless, there is potential for displacement of broader advanced manufacturing firms, however this needs to be considered in the context of the multiplier effects associated with the IAMP that would generate benefits for the wider area. Any potential displacement from local locations could be considered an opportunity to replace old property stock and the potential to support development in nearby city centres should be exploited.

Employment Land Supply Topic Paper (SD8) and Commercial and Employment Technical Background Report (PSD11)

189. To gain an understanding on how the IAMP will integrate into the regional economy the employment land supply was examined. The Topic Paper states that a strategy to encourage long-term investment from the private sector into the local property market to provide new employment premises, to replace those that will have come to the end of their useful life is considered crucial for the future success of the IAMP. New employment land and accommodation being available adjacent to Nissan is considered to be attractive for both new and existing suppliers.
190. The IAMP is likely to pull occupiers from the local market and further afield. However, the promotion of the region through the North East Combined Authority and NELEP should continue to attract additional investment from further afield.

Housing Requirements Impact Paper (SD7), including, Topic Paper update 2016: Housing

191. Strategic Housing Market Assessments were used to identify the property type and sizes that the workforce of IAMP would aspire to. As demonstrated above, the vast majority are expected to live within authorities close to the IAMP and it is anticipated that the existing housing stock would provide the majority of the housing required, due to a large proportion of jobs being filled by those already living within the north east.
192. However, there is a need for additional larger semi-detached and detached properties; those considered most desirable by those in managerial / professional occupations. Additional housing estimates range from approximately 500 properties based on 90-95% workers already residing in the region, however differing assumptions allowing for a higher in-migration would result in higher dwelling demand of between 1,300 and 2,600 properties.
193. The Councils should therefore consider both the extent to which any new development reflects those aspirations of IAMP employees and the impact of the IAMP on local housing markets and ensure that its impact is regularly reviewed. The provision of housing falls out with the scope of the AAP but monitoring continues.

Outcomes and Future Monitoring

194. The Impact Papers produced allowed for a greater understanding of the potential impacts of the IAMP upon the four South of Tyne Local Authorities and their housing and employment land requirements. This allows for these impacts to be planned for in the emerging Local Plans of these local authority areas as they do not directly influence the content of the AAP itself.
195. The South of Tyne authorities will continue to monitor impact through their Authorities' Monitoring Reports and plan making processes, including Strategic Housing Market Assessments, Strategic Housing Land Availability Assessments

and Employment Land Reviews. Through their Duty to Cooperate and Memorandum of Understanding the findings of further analysis will continue to be shared between the seven authorities of the NECA and NELEP, ensuring strategic objectives are met.

196. Monitoring indicators upon which progress will be monitored, are set out within Appendix B of the IAMP AAP (August 2016) (PSD1) and IAMP AAP (February 2017) (PSD7).

4.3.5 Transportation and Infrastructure Delivery

Strategic Issue

197. Although the local road network resides within both STC and SCC it is important to consider cross boundary transport impacts with neighbouring authorities. For example those visiting the IAMP site may travel via public transport or private vehicle through adjoining boroughs.
198. The IAMP site is located to the west of the A19, which forms part of the trunk road network. Highways England is currently promoting improvements to the A19 and its associated junctions, including Downhill Lane and Testos, as Nationally Significant Infrastructure Projects. The IAMP is largely reliant on the delivery of these type of highway improvements to provide additional capacity to allow for the full build out the IAMP scheme, and the two LPAs have worked closely with Highways England to ensure the IAMP is appropriately built into their scheme modelling. It is important to consider to what extent the implementation of the IAMP's trip generation would impact upon the strategic road network and consider the AAP's interface with Highway England improvements to ensure that the schemes can work together and minimise any conflict.

Actions and Governance

199. The Councils have sought to address strategic transport issues through early and ongoing dialogue with neighbouring authorities and the relevant Prescribed Bodies, namely Highways England and Nexus.
200. In 2014, it was agreed by the seven NELEP local authorities that they should collaborate to consider the cumulative impact on travel to work and this should be reflected in the IAMP study brief. Following this, it was agreed by STC and SCC the extent of the traffic surveys to establish the baseline traffic conditions. In September 2015, as part of an IAMP Duty to Cooperate update meeting, Gateshead Council provided comment on Follingsby Lane, and highlighted that it is currently used as a 'rat run' by HGVs. They agreed to provide SCC and STC with further comments on the future of Follingsby Lane and how this relates to the IAMP.
201. Nexus and Highways England were first engaged in the AAP process in 2014 through an invitation to attend the IAMP Stakeholder Group meetings.

202. Nexus were invited to meetings approximately every month. In June 2015 as a result of a meeting to discuss public transport accessibility, it was agreed that a collaborative metro and bus study relating to IAMP should be undertaken. These studies were undertaken by Nexus, on behalf of the Councils, with information shared as and when it became available between the authorities and the relevant prescribed bodies. This study is presently awaiting finalisation and publication.
203. There has been ongoing cooperation with Highways England, some of which has been related to Highways England's proposed highways improvements within the region. In 2014, baseline trip scenarios were agreed within the local authorities and future trip generation established and shared. During February 2015, a meeting was held to establish highway modelling requirements for growth scenarios including the IAMP and this was followed by a workshop to discuss the options being considered for the A19 Testos and Downhill Lane junctions. A follow up meeting was subsequently held to discuss scheme interactions between the IAMP and Highways England DCO for the strategic highways improvements.
204. In early 2016, a review of the previously developed highway model was undertaken. Highways England agreed that the baseline model reflects the existing network in peak periods.

Outcomes and Future Monitoring

205. The collaboration between the NELEP local authorities, Highways England and Nexus has been fundamental to inform the AAP's strategic transport policies. Policy T1 of the AAP focuses on the delivery of Highways Infrastructure within the site and connection to the wider strategic network, in particular the integration with Highways England's proposed improvement works.
206. Through joint working with the local authorities Policy T2 of the AAP has been able to address the issues raised by Gateshead Council, regarding Follingsby Lane. The policy states that this road will be restricted to provide local and public transport access only. As a result of working with Nexus and the studies delivered, Policy T3 of the AAP requires the provision of improved bus services into the IAMP site from the surrounding areas. Bus priority measures and integration with the Tyne and Wear Metro will also be provided.
207. Monitoring indicators upon which progress will be monitored, are set out within Appendix B of the IAMP AAP (August 2016) (PSD1) and IAMP AAP (February 2017) (PSD7).

4.3.6 Utilities Infrastructure Provision

Strategic Issue

208. Additional power capacity is required within the IAMP area to supply future development and this would be delivered either through a new sub-station or existing network upgrades. Due to the number of projects coming forward within the NELEP area, there is a recognised need for improved utilities provision across

the region as the cumulative impact of these schemes significantly affects capacity.

Actions and Governance

209. In June 2014 the North East Heads of Planning group meeting raised that there would be a need for further meetings with utilities companies regarding cross boundary infrastructure as a result of the cumulative projects across the region. A Utilities Study was agreed to be necessary at the IAMP Sub-Group meeting in November 2015. The issue of cumulative projects across the region and the requirements to service these with energy utilities was also raised at the North East Duty to Co-operate MoU workshop, which involved the Heads of Planning and policy officers from all NELEP authorities with the Planning Advisory Service (Appendix B).
210. Potential opportunities have been explored with Gateshead Council with regards to sharing the costs and benefits of any new infrastructure enhancements, including a potential new primary sub-station. These have been held with reference to the Follingsby Park south extension (as already released from the Green Belt through the Planning for the Future Newcastle and Gateshead Core Strategy and Urban Core Plan, adopted March 2015), considering its close proximity to the IAMP. However due to different programs and timescales this could be difficult to achieve.
211. The Utilities Technical Background Report (PSD20) submitted demonstrates that discussions have been held with Northern Gas Networks, National Grid, Northern Powergrid and Northumbrian Water Limited.

Outcomes and Monitoring

212. The Utilities Technical Background Report (PSD20) provides details of the current situation on site. It establishes options which could be taken forward in order to meet the site specific needs of development at the site.
213. Policy IN1 of the IAMP AAP recognises that a new electrical primary sub-station may be required as part of the comprehensive development of the site to ensure sufficient energy is available to meet the demands of businesses on site.
214. Monitoring indicators upon which progress will be monitored, are set out within Appendix B of the IAMP AAP (August 2016) (PSD1) and IAMP AAP (February 2017) (PSD7).

4.3.7 Tyne and Wear Green Belt

Strategic Issue

215. The Green Belt around Sunderland, South Tyneside and Gateshead was originally established in the 1960s and forms part of the wider Tyne and Wear Green Belt as later formalised in the Tyne and Wear County Structure Plan 1978 and Tyne & Wear Green Belt Local Plan 1986. Its specified objectives are to sustainably

manage the growth of the Tyneside and Wearside conurbations, including preventing the merging of South Tyneside, Sunderland and Gateshead and maintain the separate character of the settlements which lie between.

216. The IAMP site is located within the Tyne and Wear Green Belt, within both local authorities and therefore exceptional circumstances must be demonstrated in order for it to be released from the Green Belt for employment purposes.

Actions and Governance

217. As the IAMP site is located within the Tyne and Wear Green Belt a number of discussions were held between the various LPAs in the affected area.
218. In 2012 the South of Tyne Cross Boundary Workshop agreed to prepare a position statement regarding sustainable development and the Green Belt. This was further built upon at the South of Tyne DtC meeting regarding employment in September of the same year. It was acknowledged that strategic Green Belt release sites required further discussion and the evidence base in terms of economic growth would need to be reviewed along with greater liaison with the LEP.
219. A specific meeting on the strategic land and Green Belt reviews was held between SCC and STC. At this meeting it was agreed that a broadly consistent approach to Green Belt Reviews, drawing upon the experiences of Newcastle and Gateshead Councils, should be developed to consider whether the land within it (in their authority) still met the purposes as defined by the NPPF (Appendix B). However, while a common approach and methodology was agreed from the outset, both Councils used slightly different methodology refinements and therefore the initial results were not entirely consistent nor directly comparable. A more consistent review was therefore undertaken, to inform the IAMP Green Belt and Site Selection Options Paper (November 2015) (SD4).
220. The process of the Green Belt and Site Selection Options consultation had been discussed at various cross-boundary working meetings prior to the consultation period.

Outcomes and Future Monitoring

221. The Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report (PSD12) provides the justification for the release of the land for IAMP from the Green Belt.
222. Following the consultation it was agreed that both SCC and STC would meet with Gateshead Council to further discuss the common planning of this cross-boundary Green Belt area as part of preparation of their respective wider Local Plans. The work completed in light of this strategic issue informed Policies S2: Green Belt and Safeguarded Land; and EN1 Landscape.
223. Monitoring indicators upon which progress will be monitored, are set out within Appendix B of the IAMP AAP (August 2016) (PSD1) and IAMP AAP (February 2017) (PSD7).

4.3.8 Biodiversity, Ecology and Water

Strategic Issue

224. Biodiversity, ecology and water related issues are viewed as important cross-boundary matters. Green spaces, habitats and the wildlife they support extend across boundaries and so a shared approach to the protection of these resources and their management is essential. In particular, the River Don runs through Gateshead, Sunderland and South Tyneside cutting through the AAP area. The Councils have continued to engage with neighbouring authorities and relevant bodies on these matters.

Actions and Governance

225. An Environmental Forum was set up to discuss the development of the IAMP scheme and five Forum workshops have taken place between 26th January 2016 and 13th December 2016. Membership of the Forum includes:
- Natural England;
 - Environmental Agency;
 - Royal Society for the Protection of Birds;
 - Durham Wildlife Trust;
 - North East Local Nature Partnership (NELNP); and
 - South Tyneside, Sunderland and Gateshead Council Ecologists.
226. Through the workshops, a series of high level biodiversity strategy principles were developed that highlighted issues which the stakeholders would like to see considered. Furthermore, environmental issues were discussed at IAMP Duty to Co-operate meetings, a consultation event with local authorities and key stakeholders and a consultation meeting with specifically Gateshead Council.

Outcomes and Monitoring

227. The outcomes of these workshops informed the development of policies within the AAP relating to Landscape (EN1), Ecology (EN2) and Green Infrastructure (EN3).
228. The Councils are also part of the River Don Partnership and this Partnership is examining what water enhancements can be made to the River Don outside of the AAP area.

4.4 Conclusion

229. Work will continue with organisations and agencies to address the strategic issues highlighted in the North East MoU Joint Position Statement (Appendix L), and as set out and addressed above, to ensure policies in the Plan are delivered in a strategically sustainable manner.

230. Continued cooperation has also resulted in Statements of Common Ground being agreed between SCC and STC, Newcastle City Council and in part with Gateshead Council. These are submitted within the Report of Representations (PSD8).
231. The Duty to Cooperate is an important ongoing commitment and will continue beyond this Plan making process to inform the delivery of future Local Plan documents as well as those of the other five local authorities completing the NECA and NELEP.
232. The Councils' consider the legal requirement of the Duty to Cooperate, as set out in the Localism Act 2011, to have been met.

5 Soundness Checklist

5.1 Soundness of the Plan

233. This section provides evidence on the soundness of the AAP in relation to its visions and objectives and overarching plan making approach. It then goes on to address the soundness of each proposed policy individually.
234. As stated previously in paragraph 3, an LPA should submit a plan for examination which it considers is “sound” – namely that it is:
- *Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development* (evidence is provided within section 5.1.1);
 - *Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence* (evidence is provided within section 5.1.2);
 - *Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities* (evidence is provided within section 5.1.3); and,
 - *Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework* (evidence is provided within Table 3 and section 5.1.4);
235. This section of the report will demonstrate how the Plan meets these tests and therefore is a ‘sound’ Plan.

5.1.1 Positively Prepared

236. The IAMP AAP has been positively prepared as it is a strategy which seeks to meet objectively assessed development and infrastructure requirements and is consistent with achieving sustainable development. This section sets out how the AAP has been positively prepared.

Preparation of the Plan

237. As set out in Sections 3 and 4 of this statement, through cooperation with neighbouring authorities a level of general support for the IAMP AAP spatial strategy has been established. SCC and STC have a good track record of working together and with the other North East and Tyne and Wear authorities on matters related to planning. There is also a well-established Heads of Planning Group whose membership was increased to include Durham, Northumberland and the Northumberland National Park in respect of the requirements of the Duty to Cooperate and to reflect the new regional arrangements related to the NELEP and NECA. In addition there is an officer working group for the South of Tyne where matters relating planning policy are discussed including sharing approaches, lessons learned and methodologies as well as collaborating on joint

evidence. More detail on this is set out in the Duty to Cooperate section of this report (Section 4). In terms of joint working with other agencies, regular meetings with Northumbrian Water, the Environment Agency, and Highways England have been held and for particular pieces of evidence work the Councils have collaborated with other key bodies such as Natural England, Historic England and Sport England.

238. Policy preparation has evolved taking into account the Sustainability Appraisal recommendations, changing national legislation and guidance, updated evidence and responses to consultation.

Vision and Objectives

239. Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. A Local Plan, in this case an Area Action Plan, is an opportunity for the LPA to set out a positive vision for the area, but the plan should also be realistic about what can be achieved and when (including in relation to infrastructure).
240. The vision for the IAMP AAP was initially developed through regular meetings held between SCC and STC. The IAMP APP vision has been driven through its need to support the North East SEP, which was produced in 2014 on behalf of the LEP. This document aims to “create more and better jobs” to address the “productivity gap between the North East and best performing areas in the UK”- this is included as part of a wider strategic context of the IAMP AAP. It is also based on the review of objectives set out in SCC and STCs’ planning and strategic documents as well as other sub regional documents.
241. The following draft vision was proposed within the Green Belt Site Selection Options Paper) (as part of that paper) subject to public consultation between 9th December 2015 and 3rd February 2016:

A nationally important and internationally respected location for advanced manufacturing and European-scale supply chain industries. A planned and sustainable employment location that maximises links with Nissan and other high value automotive industries as well as the local infrastructure assets, including the ports, airports and road infrastructure. An attractive working environment that creates the conditions in which businesses can establish and thrive and where people choose to work. A unique opportunity for increased job and business creation and the promotion of regional prosperity whilst taking advantage of natural assets and green infrastructure including the River Don corridor.

242. Paragraph 2.6 of the Publication Draft AAP sets out the IAMP Vision, which is now proposed as follows:

IAMP Vision: A nationally important and internationally respected location for advanced manufacturing and European-scale supply chain industries. A planned and sustainable employment location that maximise links with Nissan and other high value automotive industries as well as the local infrastructure assets, including ports, airports, and road infrastructure.

243. It was considered that the second part of the draft vision (as proposed in the GBSSO Paper (SD4)) was supportive text, so instead was incorporated within the AAP to set out ‘the type of place the Councils want to create’.
244. The objectives of the IAMP AAP clearly support the vision. Table 2 on Page B1 of the AAP shows which of the policies correlate with achieving each objective. Furthermore the objectives have been derived, in order to promote sustainable development.
245. The following objectives have been established for IAMP and are provided in section 2.7 of the Publication Draft Plan (PSD7):
- Build on the area’s international reputation in the automotive industries and support Nissan in its expansion and investment in the UK.
 - Enable the North East to continue to achieve a positive balance of trade in goods, thereby strongly supporting the growth and resilience of the UK economy.
 - Deliver a key element of the City Deal with Government and to support the NELEP to stimulate local jobs and growth in the local economy.
 - Attract European-scale ‘super suppliers’, especially linked to automotive industries and encourage investment and expansion by existing businesses.
 - Ensure the North East has sufficient land to meet the demand of growth employment sectors, in the most appropriate locations to attract private sector investment.
 - Ensure links to sub-regional infrastructure, including ports, roads and airports.
 - Ensure a suitable transport network to realise the vision.
 - Ensure access to a skilled workforce to realise the vision.
 - Protect and enhance biodiversity through on and off site mitigation.
 - Encourage design and development based on sound sustainability principles.
 - Create a central hub to provide identity and encourage public transport.
 - Maximise opportunities to bring in public sector and private sector funding.
 - Improve flood alleviation, water quality and habitat connectivity along the River Don.

Presumption in Favour of Sustainable Development

246. The IAMP AAP provides the Policy Framework for the development of the IAMP as part of a suite of documents which form the Development Plan for South Tyneside and Sunderland respectively, Figure 2 (Section 1) assists in demonstrating how the proposed IAMP AAP is part of the Development Plan.
247. Paragraphs 14 and 15 of the NPPF indicate that Local Plans should be based upon and reflect the presumption in favour of sustainable development. This presumption will be applied locally through the strategic policies of the respective Sunderland and South Tyneside Local Plans and therefore there is no need to

repeat the recommended ‘model policy’ within the joint IAMP AAP, which forms part of both Development Plans.

Delivers Sustainable Development

248. At the heart of the NPPF are 12 core sustainable development principles. Table 5 below sets out how the IAMP AAP policies meet these sustainability requirements, with the exception of those aspects relating to homes, rural economy and town centres, which will be addressed through the wider Local Plans of the two LPAs.

Sustainable Development Principles	NPPF Paragraphs	How the Plan meets the principles
Building a strong, competitive economy	paras 18-22	<p>The IAMP vision is based on an economic strategy which is focused upon building on the region’s economic success in the international automotive market.</p> <p>The IAMP will ensure that barriers of investment and infrastructure are addressed through a comprehensive development of the site.</p> <p>Policy S1- Comprehensive Development Policy DEL1- Phasing and Implementation IAMP AAP Policies Map as proposed (PM 90) identifies listed buildings</p>
Promoting sustainable transport	paras 29-41	<p>Sustainable transport will be promoted through the following policies;</p> <p>Policy S5 - as part of a comprehensive development, the IAMP proposes a multimodal transport interchange (public transport, cycling and pedestrian access).</p> <p>Policy D1 - Masterplan Design “...<i>Key transport corridors featuring a central boulevard and primary routes to prioritise access from A19 and integrate the Northern Employment Areas with service networks to encourage efficient movement</i>”</p> <p>Policy T1 - Highway Infrastructure Policy T2 - Walking, Cycling and Horse Riding Policy T3 – Public Transport Policy T4 - Parking</p> <p>Policy Del1 - inclusion of a mitigation and management strategy should include sustainable transport measures.</p> <p>IAMP AAP Policies Map as proposed (PM 90) identifies listed buildings, including Hylton Road Bridge which transport policies aim to reduce the burden on.</p>
Supporting high quality communications infrastructure	paras 42-46	<p>Policy IN1: Infrastructure provision “<i>New telecommunications and broadband services networks shall be provided to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required.</i>”</p>
Requiring good	paras 56-68	The AAP incorporates the following:

Sustainable Development Principles	NPPF Paragraphs	How the Plan meets the principles
design		<p>Policy D1 - Masterplan Design IAMP objectives (2.7): ‘encourage design and development based on sound sustainability appraisals’. IAMP Design Code will be submitted with the DCO application. Policy D2- Public Realm Policy EN1- Landscape</p>
Promoting healthy communities	paras 69-77	<p>Policy S5 - The Hub and Ancillary Uses (as proposed PM54). Creation of communal area to promote community interaction. Policy D1 - Masterplan Design D2 - Public Realm state a Design Code must be submitted with the DCO application T2- Walking Cycling and Horse Riding IAMP AAP Policies Map as proposed (PM 90)</p>
Protecting Green Belt land	paras 79-92	<p>In accordance with paragraph 83, the Councils have reviewed their Green Belt boundary as part of their Local Plans and in accordance with paragraph 85 established a new Green Belt boundary. Policy S1 Comprehensive Development Policy S2 will ensure that the Green Belt will be protected in the future. IAMP AAP Policies Map as proposed (PM 90)</p>
Meeting the challenge of climate change, flooding and coastal change)	paras 93-108	<p>The AAP aims to consolidate employment uses within one area (an innovative cluster) rather than through inappropriate dispersal of development. Transport improvements are incorporated to encourage more sustainable modes of travel. Policy D1- Masterplan Design- encourages making the use of solar gain and use of SuDS. Policy IN1 encourages the provision of low carbon renewable energy systems Policy IN2 - Flood Risk and Drainage, requires no net loss of floodplain storage capacity or increase in maximum flood levels as a consequence of proposed works. Surface water drainage strategy will be required in future application to meet this policy.</p>
Conserving and enhancing the natural environment	paras 109-125	<p>Paragraph 40 of the proposed AAP makes reference to Sunderland City Council’s draft Core Strategy policy CS3.2 “<i>Due to its location, a high standard of design and landscaping will be sought to minimise its impact on the landscape</i>” IAMP AAP Policies Map as proposed (PM 90) shows an indicative Ecological Mitigation Zone. Landscape Background Technical Report Ecology Technical Background Report. Policy EN1 - Landscape Design Policy EN3 - Green Infrastructure - policy requires</p>

Sustainable Development Principles	NPPF Paragraphs	How the Plan meets the principles
		the retention and enhancement of valued hedgerows and mature trees and woodland Policy Del1 includes a proposed mitigation strategy (accompanying DCO), including landscape. IAMP AAP Policies Map as proposed (PM 90)
Conserving and enhancing the historic environment	paras 126-141	Policy D1 - Masterplan Design- Preserving and enhancing heritage assets IAMP AAP Policies Map as proposed (PM 90) identifies listed buildings

Table 4: Sustainable Development Principles

Meet Objectively Assessed Needs

249. Section 5.1.1 identifies that the AAP has been produced in accordance with NPPF paragraphs 6-17 (in presumption of sustainable development).
250. The IAMP AAP identifies and provides for objectively assessed economic growth needs for the key automotive and advanced manufacturing sectors, within the cross-boundary area of the two authorities. Evidence for this is provided within the Commercial and Employment Technical Background Report (PSD11). The wider objectively assessed economic development and related housing needs of the two authorities will be addressed through their respective Local Plans (SD7 and SD8).

5.1.2 Justified

251. The Plan is considered to be justified as it is the most appropriate strategy on order to realise the vision and the NPPF's presumption in favour of sustainable development principle, when considered against the reasonable alternatives, based on proportionate evidence. This section demonstrates how the plan is based on robust and credible evidence and is the most appropriate strategy considering alternatives.
252. See section 5, which provides the evidence for each policy, which justifies that policy's inclusion within the IAMP AAP.

Evidence

253. The Councils have prepared an extensive portfolio of evidence to justify and evidence the IAMP AAP. The Councils have prepared ten technical background reports which summarise the various technical studies undertaken in support of the IAMP AAP. A full list of the Primary and Secondary Evidence submitted alongside this AAP is provided within the Evidence Library.

Alternatives

Scale of Development

254. The Sunderland and South Tyneside Strategic Employment Study (August 2013) (SD28) identified three alternative growth scenarios for advanced manufacturing/engineering, distribution and offshore renewable sectors to identify potential floorspace demand. The three scenarios were:
- *Very optimistic - a large scale growth scenario requiring an advanced manufacturing park of around 300 hectares (ha);*
 - *Moderate - scope for significant growth requiring an advanced manufacturing park of around 140 – 150ha; and*
 - *Pessimistic - assuming a long period of on-going recession for the North East combined with structural changes to the automotive industry and re-location of production away from the region.*
255. The Sunderland and South Tyneside Strategic Employment Study (August 2013) (SD28) concluded that the ‘moderate’ scenario was considered to be the most likely and achievable.
256. The ‘moderate view’ demand identified the requirement for an Advanced Manufacturing Park as:
- 569,000 sq m Gross Internal Area (GIA) with a total land requirement for approximately 150ha; and
 - Comprising 105.5ha for the automotive sector, 13.4ha for the advanced manufacturing sector; and 23.5ha for the distribution sector;
257. The moderate scenario was used to inform the Sunderland City Deal submission, approved by Government in 2014, which looked at the following scale of development:
- Approximately 260,000 sq m of developable floorspace over a 100ha site; and
 - 100ha to be developed with the potential for a further 30ha “or so” beyond that.

Use of Land

258. In determining the use of land to deliver IAMP, it was possible to either make provision for all of the land recommended by the Sunderland and South Tyneside Strategic Employment Study (August 2013) (SD28), or to plan for a proportion of this and safeguard for the remainder. It was considered that a phased approach of allocating land for short to medium development and safeguarding the remainder of the land for potential future use would provide flexibility and also reduce the potential for a sprawled pattern of occupation.

Spatial Location

259. The Issues and Options Consultation (SD1) invited views and preferences on a range of key issues, options and alternatives. This included where the IAMP should be located. This took into account research completed on the capacity and

suitability of major employment sites and Enterprise Zones across the North East region (Figure 6), which assisted in refining that the Sunderland-South Tyneside area could be the most appropriate for the requirements of the IAMP.

260.

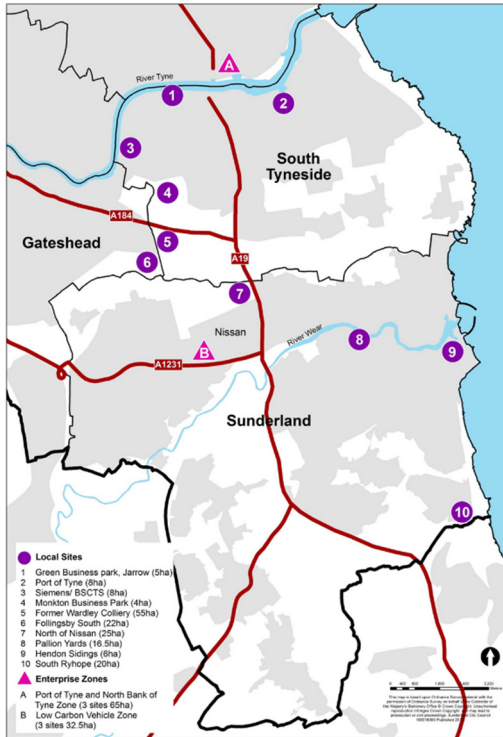


Figure 10: Major Employment Sites in the North East

261. This consultation also set out three potential locations in the Sunderland-South Tyneside area and sought views on these (as shown in figure 11 below).

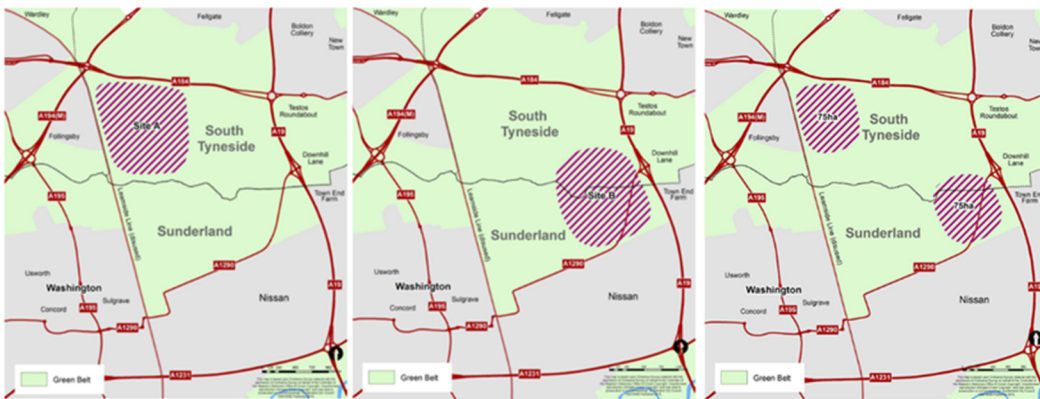


Figure 11: Sites A and B and Option C

262. The Green Belt Site Selection Options Paper (SD4) which was consulted upon between 9th December 2015 and 3rd February 2016 considered the scale of the ‘commercial demand’, the requirements for safeguarded land and the need to allow for ecological mitigation, led to the development of three spatially different options. The spatial nature of these options was also informed by on site constraints such as flood risk, the River Don, existing ecology (which would need to remain) and existing utilities.

263. These three options, whilst spatially different, presented a developable area of 100ha and 70ha of safeguarded. These options were:

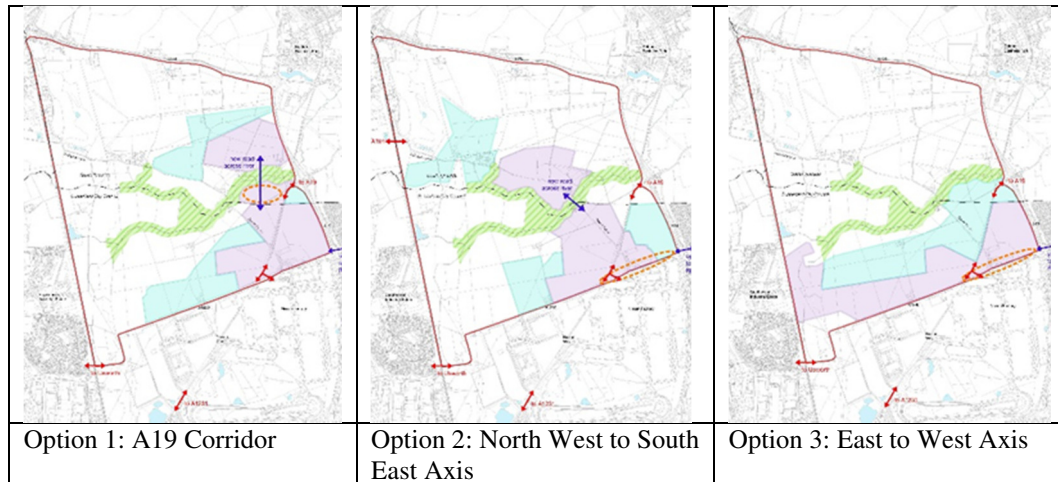


Figure 12: Options 1, 2 and 3

264. The outcome of the consultation on the GBSSO Paper was that Option 1 was preferred. It was recognised that there were some elements of Options 2 and 3 which, if incorporated into Option 1, provided an improved 'Preferred Option'.

265. These were:

- to relocate the Hub to the southern part of the site to ensure that it would be of benefit to existing employees at Nissan and the businesses located in and around the plant and within the low carbon Enterprise Zone. This would foster integration between existing and new business locations and create critical mass at an early stage to support investment in the Hub by the private sector.
- to re-consider the spatial location of the safeguarded land associated with the Northern Employment Area, to provide a more contained release of land from the Green Belt and to ensure that the integrity of the east –west and north-south strategic gap preventing settlements from merging was retained.

Refinement of the Preferred Option

266. The Publication Draft Plan needed to define:

- a) an area to which the policy framework should apply – the AAP Boundary
- b) the use of the land within this boundary – the Policies Map

267. The GBSSO established that the land uses that the plan needed to make provision for were employment development, a hub for ancillary uses, safeguarded land and potential for ecological mitigation. The scale of some of these uses was informed by the Sunderland and South Tyneside Strategic Employment Study (August 2013) (SD28) and the DEFRA principle of 'no net loss for nature' (Ecology Technical Background Report (PSD14).

268. To identify the 'Preferred Option', set a 'boundary' for the AAP and develop this into the Policies Map, the following activities were undertaken:

- Consideration of the responses received to the GBSSO Paper consultation.

- Indicative ‘plot based’ Masterplan layout work to understand the most effective approach to accommodate 100ha of employment land. To ensure that no development parcel was too isolated or small, a range of plots sizes attractive to the needs of likely occupiers was considered;
- Ensure that the developable area remained contained immediately west of the A19 where possible. This was to minimise the amount of land taken from the Green Belt and maximise the opportunities to work within boundaries that would be considered to be defensible, and to limit the amount of infrastructure required to connect the site to the A19 and maximise commercial opportunities; and
- Consideration of the exiting site constraints, including the River Don and the allowance for ecological mitigation.

269. Two options were considered for the AAP boundary and distribution of land uses, based on the outcome of the above and shown below (Figure 13).



Figure 13: Options 1a and 1b to inform development of Preferred Option

270. Option 1b was considered the most appropriate approach, by using the existing pylons which run north-east to south-west across the site and are a recognisable, permanent, physical feature, being selected as a new Green Belt boundary rather than existing field boundaries. The pylons would be a significant cost to relocate and National Grid require a ‘stand off’ distance between the pylons and development. Extending development beyond the pylons would lead to isolated plots and additional land take from the Green Belt, which was considered inappropriate given the alternatives.
271. Further work was then undertaken to map development locations and where ecological mitigation would be required in Option 1b, as shown in the illustrative material below (Figure 14). This formed the bases of the AAP policy framework to prescribe what land uses are appropriate where, and ensure that any impacts could be mitigated. This led to the AAP boundary to include land for development, land to be safeguarded and land to remain in the Green Belt and to be considered for potential ecological mitigation.

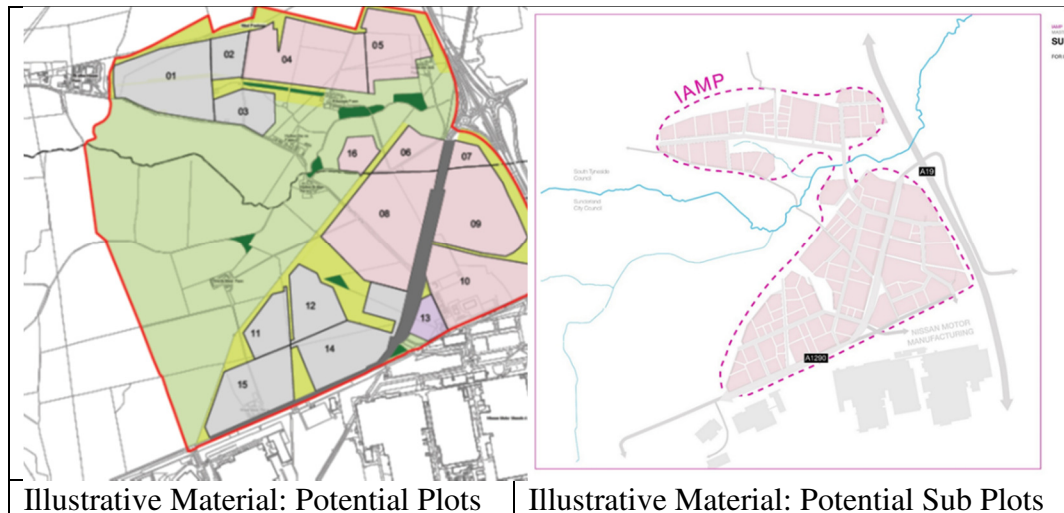


Figure 14: Illustrative plots

272. The AAP allows for alternatives in the approach for the delivery of the IAMP, either through a DCO or a TCPA, whilst also making provision for comprehensive development.

5.1.3 Effective

273. The Plan is considered to be effective as it is deliverable. This section will demonstrate the deliverability and achievability of the Plan.

Delivery

274. The infrastructure set out within the IAMP AAP and its policies will be delivered through the IAMP AAP Infrastructure Delivery Plan (IDP) (PSD21) and proposed policies Del1 and Del2. The IDP describes the infrastructure requirements, setting down what is required, when it is required, the likely cost and how it will be funded. This is a strategic document and therefore does not detail every infrastructure project being planned; it does however set out the main infrastructure projects needed to assist in delivering the IAMP AAP and remains a live standalone document.
275. Del1 (as proposed PM 82) requires a Phasing Strategy to be submitted with any application submitted for proposed development within the IAMP AAP boundary. The Phasing Strategy shall demonstrate how the comprehensive and integrated infrastructure, services and facilities that will make the scheme acceptable in planning terms will be delivered. It also provides further provision for Landscape and Open Space, Ecology, Drainage and Sustainable Transport.
276. Del2 (as proposed PM 85) sets out the proposed mechanism for securing mitigation as a result of the IAMP or other proposals, either through articles and requirements (should the delivery be subject to a DCO or planning conditions or obligations should delivery be proposed through a planning application. Furthermore this policy requires a subsequent Phasing Strategy to demonstrate how the comprehensive and integrated services and facilities that will make the

scheme acceptable in planning terms will be delivered. Where necessary developer contributions will be sought to mitigate the impact of IAMP.

277. Policy S1: Comprehensive Development (as proposed PM 40) supports the delivery of a unified comprehensive scheme through a DCO. Any other applications must demonstrate they do not prejudice the objectives and comprehensive development of the IAMP.

Monitoring

278. The AAP Monitoring Framework (as proposed February 2017) (Appendix B PSD7) explains how policies and objectives will be monitored and achieved throughout the plan period.
279. Sunderland City Council and South Tyneside Council will be jointly responsible for monitoring the implementation of the IAMP AAP, and its performance against the AAP's objectives. They will also be responsible for monitoring against Sustainability Appraisal indicators. The Monitoring Framework sets out a series of indicators and targets against which progress will be monitored in relation to the success of the policies themselves. These are linked (where possible) to the indicators used by Sunderland City and South Tyneside Councils' Authority Monitoring Reports.

Flexibility

280. The IAMP AAP provides flexibility whilst also guiding appropriate sustainable development.
281. The policies in the Plan provide a framework for the comprehensive development of IAMP and allows for ancillary uses and ensures that potential impacts are mitigated.
282. The Plan looks to the future by allocating land for immediate development, but also including land to be safeguarded, to ensure that the new Green Belt Boundary is permanent for the long term.
283. Specifically, the following policies (as proposed) (PSD7) set a framework and principles for development proposals, but allow for flexibility in how detailed proposals can respond.
284. Policy S1: Comprehensive Development (as proposed, PM 40) expects the delivery of IAMP to come forward via a Development Consent Order, but does allow for the proposals to come forward via other consenting routes, provided they do not prejudice the objectives or comprehensive development of a unified IAMP.
285. Policy S4: (as proposed PM 46) allows for 260,000 sq m of employment space and (whilst the amount of B1 (a) and B1 (b) uses is limited to up to 24,000 sq m), the size and scale of any individual unit for all uses is not prescribed or limited, to ensure that the specific needs of automotive and advanced manufacturing uses seeking to located at the IAMP can be accommodated.

286. Policy D1: Masterplan Design (as proposed PM 60) and Policy D2: Public Realm (as proposed PM 61) provide key design and public realm principles for the development of IAMP, conformity with which must be demonstrated, but allows for these to be further developed through an IAMP Design Code by future applicants.
287. Policy T1: Highway Infrastructure (as proposed PM 64) and Policy Del1 Phasing and Implementation (as proposed PM82) allow development proposals to respond with an appropriate phasing strategy to demonstrate how the scheme will connect with existing and provide new infrastructure.
288. Policy T2 (as proposed PM 66) and Policy T3 require provision for walking and cycling, horse riding and public transport within IAMP, but enables development proposals to respond with the details of how this will be accommodated.
289. Policies IN1: Infrastructure Provision (as proposed PM 68), Policy IN2: Flood Risk and Drainage (as proposed PM 70), Policy EN1: Landscape (as proposed PM 75), Policy EN2: Ecology (as proposed PM 76), Policy EN3: Green Infrastructure (as proposed PM 79) and EN4: Amenity (as proposed PM 80) set requirements and parameters, but enable development proposals to respond with the details of how these requirements will be met.

Working in Partnership

290. The IAMP AAP is being delivered as a joint AAP between SCC and STC. Their continued joint-working, since 2013, has enabled this sound plan to come forward, having addressed key cross-boundary issues. As set out in Section 4, the Councils have met their Duty to Cooperate with other Local Authorities and those Prescribed Bodies as required by the 2012 Regulations. The Councils have further fulfilled their Duty by cooperating with the following Statutory bodies.
- Environment Agency;
 - Natural England;
 - North East Integrated Transport Authority (via NECA, incorporating the former Tyne & Wear ITA and Passenger Transport Executive (Nexus));
 - Highways England; and
 - Historic England.
291. As is demonstrated through the Duty to Cooperate and ‘flexibility’ of the plan these working arrangements have guided the policy and provisions of the plan. Communication with Nissan UK has also assisted in the understanding the requirements of the automotive and advanced manufacturing industries.
292. Four Statements of Common Ground (SOCGs) have been reached as a result of working closely with the respective bodies. SOCGs have been produced between the Councils and Highways England, Sports England and Newcastle City Council, which have overcome the representations made regarding the plan. The remaining SOCG is with Gateshead Council and all but three matters have been addressed and agreed within the Statement. All Statements of Common Ground can be found within the Report of Representations (PSD8).

5.2 Policy Soundness Check

5.2.1 Policy S1

Policy: S1 Comprehensive Development (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy S1 delivers AAP objectives 1, 2, 3, 4, 5 and 6. Policy S1 delivers SA objectives 7, 8 and 9. In supporting the objectives the Policy S1 assists in delivering the IAMP AAP Vision.
Does the policy deliver sustainable development? (SA conclusion)
Removal of Green Belt has permanent negative impact on SA Sustainability Objective 5. Impacts on SA objectives 2, 3, 4, will be dependent on implementation. Landscape impacts will be negative from the change of open land to industrial development. The retention of land along River Don within Green Belt, and subject to Green Belt policies, will provide opportunities for positively contributing to these objectives. Economic benefits expected to arise from the development of IAMP. Policy contributes to the economic objectives through encouraging development in line with the principles established for IAMP. Impacts are expected to be permanent and positive. There is potential for a minor impact upon cultural heritage due to the Listed Building located within the site but this is not considered a strategically significant impact.
Any amendments proposed since August 2016 Publication Draft
Modification PM 40 is proposed to the policy following the Publication Draft Consultation To address representations submitted by Town End Farm Partnership (051016/TEFP/039/A) and Nissan Motor Manufacturing (UK) 210912/NISSAN/032/E. The Councils propose to amend the policy to enable other planning applications or DCOs to be assessed providing that they do not prejudice the objective or the comprehensive development of the IAMP.
Were alternatives to the policy considered? Outcome?
The alternatives considered for the policy were for the Comprehensive development of the site compared to 'piecemeal' site by site approach. Assessment of the alternatives concluded that Comprehensive delivery of the IAMP is necessary in order for the necessary infrastructure to be provided and/or funded.
Evidence/Justified
Commercial and Employment Technical Background Report February 2017 (PSD11) - Section 3.10 page 41. Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report February 2017 (PSD12) - Section 7 page 43-47. Transport Technical Background Report February 2017 (PSD19) - Section 4 page 14 International Advanced Manufacturing Park Infrastructure Delivery Plan February 2017 (PSD21).
How is the policy consistent with the NPPF?
Paragraph 17 of the NPPF identifies core planning principles. Most relevant to the design report is: proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities; The policy specifically supports: <ul style="list-style-type: none"> Paragraph 18 which states the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future; and

- Paragraph 21, which states Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should:
- set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;
- set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
- plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
- identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and
- facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.

5.2.2 Policy S2

Policy: S2 Green Belt and Safeguarded Land (as proposed)	
Does the policy deliver the Visions and Objectives of the AAP	
Policy S2 delivers AAP objective 5. Policy S2 delivers SA Objectives 7, 8 and 9. In supporting the objectives the Policy S3 assists in delivering the IAMP AAP Vision.	
Does the policy deliver sustainable development? (SA conclusion)	
Policy contributes to the economic objectives through encouraging development in line with the principles established for IAMP. Impacts are expected to be permanent and positive.	
Any amendments proposed since August 2016 Publication Draft?	
To address representations made by IAMP LLP (260916/IAMP/LLP/035) to a policy framework to enable highways and utilities infrastructure in safeguarded land to deliver the IAMP To strengthen the policy to ensure that the IAMP development delivers strong and defensible boundaries as defined by NPPPF paragraph 85.	
Were alternatives to the policy considered? Outcome?	
Two options were considered for the AAP and Green Belt boundary and distribution of land uses, based on the outcome of the above and shown below (Figure 14).	
<p>The figure consists of two maps, Option 1A and Option 1B, showing land use boundaries. Option 1A is labeled 'OPTION 1A' and has a note: 'IAMP Boundaries follow field boundaries more closely - resulting land take too large'. Option 1B is labeled 'OPTION 1B' and has a note: 'More arbitrary boundaries based on required land take'. Both maps show areas labeled 'safeguarded' in pink and 'allocated' in purple. A north-south road is visible in both maps.</p>	
Option 1a	Option 1b
Figure 14: Options 1a and 1b to inform development of Preferred Option	
Option 1b was considered the most appropriate approach, by using the existing pylons which run north-east to south-west across the site and are a recognisable, permanent, physical feature, being selected as a new Green belt boundary rather than existing field boundaries. The pylons would be a significant cost to relocate and National Grid require a 'stand off' distance between the pylons and development. Extending development beyond the pylons would lead to isolated plots and additional land take from the Green Belt, which was considered inappropriate given the alternatives.	
Evidence	
Commercial and Employment Technical Background Report February 2017 (PSD11) - Section 2, 3 and 2.4 pages 12-20. Exceptional Circumstances for Releasing Land from the Green Belt Technical Background Report February 2017 (PSD12) - Sections 5, 6, 7 pages 27-46). Landscape Technical Background Report (PSD17) - Sections 2 and 4 pages 14-15 and 20-25. International Advanced Manufacturing Park Infrastructure Delivery Plan February 2017 (PSD21).	
How is the policy consistent with the NPPF?	
Paragraph 17 of the NPPF identifies core planning principles. Most relevant to the Policy S2 is: take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it; The policy specifically supports:	

Paragraph 83 which states, Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period; and

85: When defining boundaries, local planning authorities should:

ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;

not include land which it is unnecessary to keep permanently open;

where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;

- make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;
- satisfy themselves that Green Belt boundaries will not need to be altered at the end of the Development Plan period; and
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.

5.2.3 Policy S3

Policy: S3 Principal Uses
Does the policy deliver the Visions and Objectives of the AAP
Policy S1 delivers AAP objectives 1, 2, 3, 4 and 5. Policy S1 delivers SA objectives 7, 8 and 9. In supporting the objectives the Policy S3 assists in delivering the IAMP AAP Vision.
Does the policy deliver sustainable development? (SA conclusion)
Policy contributes to the economic objectives through encouraging development in line with the principles established for IAMP. Impacts are expected to be permanent and positive.
Any amendments proposed since August 2016 Publication Draft?
To provide further clarity for the types of activities and sectors to be located on IAMP. To re-enforce the presence of the Principal Uses within IAMP and ensure that retail and leisure uses are only located on the Hub. This addresses the representations raised by, Nissan UK (210916/NISSAN/032/C), W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (260916/WGPTPTDTBB/023/D), and the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017/B), and Newcastle City Council (260916/NCC/034/A). A modification is also proposed to paragraph 104 of the AAP for clarity to reflect proposed modifications to policy S3 (PM43).
Were alternatives to the policy considered? Outcome?
N/A
Evidence
Commercial and Employment Technical Background Report February 2017 (PSD11) – Section 3.7 pages 36-38. Planning Policy Technical Background Report February 2017 (PSD18).
How is the policy consistent with the NPPF?
Paragraph 17 of the NPPF identifies core planning principles. Most relevant to the Policy S3 is: proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities; The policy also meets the requirements of paragraph 20 which states to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. Along with paragraph 21, which states Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should: set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth; et criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances; plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries; identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and

facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.

5.2.4 Policy S4

Policy: S4 Scale and Quantum of Principal and Supporting Employment Uses (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy S4 delivers AAP Objectives: 2, 4 and 5. Policy S4 delivers SA Objectives: 7, 8 and 9. In supporting the objectives the Policy S4 assists in delivering the IAMP AAP Vision.
Does the policy deliver sustainable development? (SA conclusion)
Policy S4 contributes to the economic objectives through encouraging development in line with the principles established for IAMP. Impacts are expected to be permanent and positive.
Any amendments proposed since August 2016 Publication Draft
Modification PM 46 is proposed to Policy S4 to clarify the scale and quantum of the principal and supporting uses that will be allowed. This reflects representations from W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (260916/WGPTPTDTBB/023), and the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017), and Newcastle City Council (260916/NCC).
Were alternatives to the policy considered? Outcome?
N/A.
Evidence
The Commercial and Employment Technical Background Report (PSD11) - Section 3 pages 29-42.
How is the policy consistent with the NPPF?
The Policy is consistent with both the NPPF building a strong, competitive economy sustainable development principle and to require good design sustainable development principle Specifically the policy meets the requirements of Paragraph 19 of the NPPF stating that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. Paragraph 20 of the NPPF states that to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century. Furthermore, Paragraph 58 of the NPPF states Planning Policies and decisions should aim to ensure that developments: optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses [...]

5.2.5 Policy S5

Policy: S5 The Hub and Ancillary Uses (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
<p>Policy S5 delivers AAP objectives 8 and 10. Policy S5 delivers SA objectives 7, 8 9, and 10. In supporting the objectives the Policy S5 assists in delivering the IAMP AAP Vision. In particular the policy supports providing a sustainable employment location by providing ancillary and supporting uses on site.</p>
Does the policy deliver sustainable development? (SA conclusion)
<p>S5 supports provision of ancillary uses which contribute to larger economic success of IAMP. Inclusion of education/training facilities likely to positively contribute to SA Objective 9. Some improvement in health and well-being associated with inclusion of education/retail/leisure ancillary uses. Impacts are expected to be permanent and positive.</p>
Any amendments proposed since August 2016 Publication Draft
<p>It is proposed to delete and merge Publication Draft Policy S5 with Policy S6 to create a new Policy S5 (PM48, PM52 and PM 54). These are for clarity and to reflect the representations raised by, IAMP LLP (260916/IAMPLLP/035) W Gordon Proud Trust, Ms Diane Talbot, Buckley Burnett Ltd (260916/WGPTPTDTBB/023), and the Statement of Common Ground as agreed with Gateshead Council (260916/GC/017), and Newcastle City Council (260916/NCC/034). It is also proposed to amend the supporting text associated with these policies and these are proposed changes PM49, PM50, PM51 and PM53.</p>
Were alternatives to the policy considered? Outcome?
<p>The Green Belt Site Selection and Options Paper (SD4) presented three different spatial options for how IAMP could be developed and these included different potential locations for the Hub. The outcome of the consultation on this paper is presented in the Green Belt and Site Selection Options Summary Consultation (SD5). Whilst Option 1 was preferred, it was decided to incorporate positive elements of the other options to develop the Preferred Option. This include relocating the 'Hub' to the southern part of the site to ensure that it would be of benefit to existing employees at Nissan and their supply chain businesses, creating an early customer base and to foster integration between existing and new businesses.</p>
Evidence
<p>Design Technical Background Report (PSD13) - Section 3.2 pages 34-35. Planning Policy Technical Background Report (PSD18) – Section 3.1.4 pages 10-13. Transport Technical Background Report (PSD19) – Section 5.3 Page 15.</p>
How is the policy consistent with the NPPF?
<p>The proposed policy is consistent with: Paragraph 19 The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. Paragraph 20 To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century Paragraph 29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Paragraph 37 Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.</p>

Paragraph 41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

It also assists in meeting the requirements of Paragraph 7 to create sustainable development by [...] creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; [...] thus contributing to the social role of planning.

5.2.6 Policy D1

Policy: D1 Masterplan Design (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy D1 delivers AAP objectives 7, 10, 11 and 13. Policy D1 delivers SA objectives 2, 3, 7, 8, 9, 11, 12, and 13. In supporting the objectives the Policy S4 assists in delivering the IAMP AAP Vision.
Does the policy deliver sustainable development? (SA conclusion)
The policy on drainage should include a wider range of sustainable drainage techniques than solely ponds. Expected some minor contribution to objective on reducing greenhouse gases (through inclusion of renewables) but overall emissions will increase as a result of development. Expected minor positive contribution from explicit consideration of listed buildings and visual impact.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify the policy to be consistent with proposed changes to the Policies Map and include reference to having special regard to preserving and enhancing the significance of any heritage assets (PM60). This change is proposed to reflect to reflect the Statement of Common Ground agreed with Historic England 260916/HISENG/029B and to address the County Archaeologist (1901816/CA/013) and the Environment Agency (071016/EA/042/E). It is also proposed to modify the text preceding Policy D1 (PM59) to reflect to reflect the Statement of Common Ground agreed with Historic England 260916/HISENG/029B and to address the County Archaeologist (1901816/CA/013).
Were alternatives to the policy considered? Outcome?
N/A
Evidence
Design Technical Background Report (PSD13) - Sections 3 and 4. Flood Risk and Water Management Technical Background Report (PSD15) – Section 4 page 59. Landscape Technical Background Report (PSD17) – Section 4 Page 20. Planning Policy Technical Background Report (PSD18) – Section 3.1.4 Page 10. Utilities and Infrastructure Technical Background Report (PSD20) – Section 3.4 Page 10.
How is the policy consistent with the NPPF?
Paragraph 17 of the NPPF identifies core planning principles. Most relevant to the design report is: ‘Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.’ As stated in Paragraph 56 of the NPPF [...] Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 58 states that Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments: <ul style="list-style-type: none"> • will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; • establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; • optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;

- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- are visually attractive as a result of good architecture and appropriate landscaping.

5.2.7 Policy D2

Policy: D2 Public Realm (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
<p>Policy D2 AAP objectives 7 and 10. Policy D2 delivers SA objectives 1, 7, 10, 12 and 13. In supporting the objectives the Policy D2 assists in delivering the IAMP AAP Vision. Specifically Policy D2 contributes to the need to provide a planned and sustainable employment location as identified within the AAP vision.</p>
Does the policy deliver sustainable development? (SA conclusion)
<p>Inclusion of policies on wayfinding and appropriate lighting likely to contribute positively to SA Greenhouse Gas objective 1. Ecological benefits potentially arise from effective blue-green infrastructure. Impact on health objective will be minimal, but can be maximised through consideration of pedestrian and cycle routes. Transport objectives well supported.</p>
Any amendments proposed since August 2016 Publication Draft
<p>It is proposed to make a modification to the policy to clarify that the policy would apply to all potential development proposals (PM61).</p>
Were alternatives to the policy considered? Outcome?
N/A
Evidence
<p>Design Technical Background Report (PSD13) – Sections 3 and 4. Flood Risk and Water Management Technical Background Report (PSD15) – Section 4 page 59. Landscape Technical Background Report (PSD17) – Section 4 page 20. Planning Policy Technical Background Report (PSD18) – Section 3.1 Page 9.</p>
How is the policy consistent with the NPPF?
<p>Policy D2 is consistent with NPPF Paragraph 58: Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;</p> <ul style="list-style-type: none"> • establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; • optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; • respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; • create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and • are visually attractive as a result of good architecture and appropriate landscaping.

5.2.8 Policy T1

Infrastructure, Transport and Access:

Policy: T1 Highway Infrastructure (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy T1 delivers AAP objectives 7 and 8. Policy T1 delivers SA objectives 7 and 12.
Does the policy deliver sustainable development? (SA conclusion)
Development will inevitably lead to increased traffic in the two local authorities, although mitigation is in place through other policies. Highway measures will contribute to economic growth at the local scale. Expected to be some negative health impacts attributable to increased traffic levels from the site. Strategic road network will be improved. Public transport benefits will depend on implementation.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify the policy to provide clarity and consistency with the Policies Map and to be clear that development proposals need to demonstrate that they will provide suitable and safe access to the A19 (PM64). This change is proposed to address the representations made by IAMP LLP (200916/IAMPLLP/035/E).
Were alternatives to the policy considered? Outcome?
N/A
Evidence/Justified
Transport Technical Background Report (PSD19) – Section 2.4 Page 3, Section 2.5 Page 4, Section 3.3 Page 11.
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF sustainable development principle to promote sustainable transport. Specifically paragraphs; 31 states ‘Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development...’ 32 states that ‘all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment...’

5.2.9 Policy T2

Policy: T2 Walking, Cycling and Horse Riding (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy T2 contributes to the need to provide a sustainable employment location as identified within the AAP vision and delivers AAP objectives 7, 8 and 11. Furthermore it delivers SA objectives 1, 7, 10, 12 and 13.
Does the policy deliver sustainable development? (SA conclusion)
Policies to support walking, cycling and horse riding will deliver benefits across several sustainability outcomes.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify Policy T2 to ensure that the needs of all users are considered and to deter public access to agricultural land. This change is proposed to reflect to reflect the Statement of Common Ground agreed with Gateshead Council (20092016/GC/017/G). It also reflects the changes requested by The Tyne and Wear Local Access Forum (26092016/TWJLAF/019/A) and the National Farmers Union (20092016/NFU/028/D).
Were alternatives to the policy considered? Outcome?
N/A
Evidence / Justified
Landscape Technical Background Report (PSD17) - Section 4.2.5 Page 22. Planning Policy Technical Background Report (PSD18) – Section3.1 Page 9. Transport Technical Background Report (PSD19) – Section 4.4 Page 14.
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF sustainable development principle to promote sustainable transport. Specifically paragraphs; 35 states that developments should be located and designed to give priority to pedestrian and cycle movements. Furthermore, safe and secure layouts should minimise conflicts between traffic and cyclists or pedestrians. 30 gives encouragement to solutions that reduce greenhouse gas emissions and reduce congestion.

5.2.10 Policy T3

Policy: T3 Public Transport
Does the policy deliver the Visions and Objectives of the AAP
Policy T3 contributes to the need to provide a sustainable employment location as identified within the AAP vision and delivers AAP objectives 8, 10 and 11. Furthermore it delivers SA objectives 1, 7, 10, 12 and 13.
Does the policy deliver sustainable development? (SA conclusion)
Policies to support public transport will deliver benefits across several sustainability outcomes.
Any amendments proposed since August 2016 Publication Draft
Grammatical and typographical amendments have been made to this policy only.
Were alternatives to the policy considered? Outcome?
N/A
Evidence/Justification
Transport Technical Background Report (PSD19) – Section 3.4 Page 12.
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF sustainable development principle to promote sustainable transport. Specifically paragraphs; 17 states that planning should manage patterns of growth to the make fullest possible use of public transport. Paragraph 35 states that developments should be located and designed to have access to high quality public transport facilities.

5.2.11 Policy T4

Policy: T4 Parking (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy T3 contributes to the need to provide a sustainable employment location as identified within the AAP vision and delivers AAP objectives 10 and 11. Furthermore it delivers SA objective 7.
Does the policy deliver sustainable development? (SA conclusion)
Provision of parking will encourage car usage, although mitigation measures proposed to reduce this impact. Provision may also dissuade some employees/visitors from alternative travel modes, although again this can be mitigated through appropriate implementation.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify Policy T4 (PM67) to allow for car and bicycle electric charging points to address representations made by IAMP LLP (260916/IAMPLLP/035) Cycling UK (210916/EVANS/003).
Were alternatives to the policy considered? Outcome?
N/A
Evidence/Justified
The Transport Technical Background Report (PSD19) – Section 5.4 Page 15. Design Technical Background Report (PSD13) – Section 4.3.1 Page 50. Planning Policy Technical Background Report (PSD18) – Section 3.1.5 Page 14.
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF sustainable development principle to promote sustainable transport. Specifically paragraphs; Paragraph 39 of the NPPF states that the local authorities should take into account factors such as accessibility, availability of public transport and the type, mix and use of development when setting local parking standards.

5.2.12 Policy IN1

Policy IN1: Infrastructure Provision (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy IN1 contributes to the need to provide a planned and sustainable employment location that is linked to local infrastructure assets as identified within the AAP Vision and delivers AAP objectives 9 and 10. Furthermore it delivers SA objective 7.
Does the policy deliver sustainable development? (SA conclusion)
The specific reference to exploration of low carbon and renewable energy systems within the Design Code for DCO will mitigate some impact from increased development, although benefit will be dependent on implementation. The new crossing of the River Don will contribute to integrated road network.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify Policy IN1 (PM 68) to address representations made by IAMP LLP (260916/IMAPLLP/035/H) to ensure that the infrastructure required to support development is delivered. It is also proposed to modify the supporting text to this policy to reflect this proposed change (PM69).
Were alternatives to the policy considered? Outcome?
N/A
Evidence/Justified
Utilities Technical Background Report (PSD 20) – Section 3.4 Page 10. IAMP Infrastructure Delivery Plan (PSD21).
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF principles of meeting both the challenge of climate change, flooding and coastal change sustainable principle in addition to the supporting high quality communications infrastructure sustainable principle. Specifically paragraphs; 21. planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. 43. in preparing local plans, local planning authorities should support the expansion of electronic communication networks. 94. local planning authorities should adopt proactive strategies to mitigate and adapt to climate change. 95. local planning authorities should plan for new development in locations and ways which reduce greenhouse gas emissions, be consistent with nationally described standards when setting a local requirement for a buildings sustainability. 97. that local planning authorities should design their policies to maximise renewable and low carbon development.

5.2.13 Policy IN2

Policy: IN2 Flood Risk and Drainage (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy IN2 contributes to the need to provide a planned and sustainable employment as identified within the AAP Vision and delivers AAP objectives 10. Furthermore it delivers SA objective 2.
Does the policy deliver sustainable development? (SA conclusion)
Effective flood risk mitigation will contribute to the climate change adaptation objective.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify Policy IN2 (PM70) This change is proposed to reflect to reflect the Statement of Common Ground agreed with Gateshead Council (20092016/GC/017/I) and representations made by the Environment Agency (071016/EA/042/D). It is also proposed to modify the supporting text to this policy to align with this change (PM71 and PM72).
Were alternatives to the policy considered? Outcome?
N/A
Evidence
Flood Risk and Water Management Technical Background Report (PSD15) - Section 3 Page 7. Ecology Technical Background Report (PSD14) – Section 3.5 Page 25.
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF meeting the challenge of climate change, flooding and coastal change sustainable principle. Specifically paragraphs; 94 states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change. 99 states that local plans should take account of climate change, including factors such as flood risk. 100 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere 103 states that local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where the most vulnerable development is located in areas of lowest flood risk and development is appropriately flood resilient and resistant.

5.2.14 Policy EN1

Policy: EN1 Landscape (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy EN1 contributes to the need to provide a planned and sustainable employment as identified within the AAP Vision and delivers AAP objectives 9 and 10. Furthermore it delivers SA objectives 3, 4 and 5.
Does the policy deliver sustainable development? (SA conclusion)
Acts to minimise the visual impact arising from IAMP. Reduced impact on public rights of way and the landscape buffer also support protection of environmental assets, and biodiversity benefits. Protection of green infrastructure will also result.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify Policy EN1 (PM75) to clarify that the policy applies to all routes for applying for consent for development (subject to the provisions of Policy S1 as proposed).
Were alternatives to the policy considered? Outcome?
N/A
Evidence
Landscape Technical Background Report (PSD17) – Section 4.2 Page 20.
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF meeting the requiring good design and conserving and enhancing the natural environment sustainable development principles. Specifically paragraphs; 56 which identifies that good design is a key aspect of sustainable development. 58 and 61 which outlines that development respond to local character and add to the overall quality of the area 74 which seeks to protect existing open space, sports and recreational buildings and land.

5.2.15 Policy EN2

Policy: EN2 Ecology (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy EN2 contributes to the need to provide a planned and sustainable employment as identified within the AAP Vision and delivers AAP objectives 9 and 10. Furthermore it delivers SA objectives 3, 4 and 5.
Does the policy deliver sustainable development? (SA conclusion)
The policy will bring a number of environmental and ecological benefits
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify Policy EN2 (PM76) to make reference to enhancing biodiversity and the River Don. This change is proposed to reflect the Statement of Common Ground agreed with Gateshead Council (20092016/GC/017/J) and representations made by the Natural England (NATENG/038/A). In addition, it is proposed to modify the supporting text to this policy to align with this proposed change (PM77 and PM78).
Were alternatives to the policy considered? Outcome?
N/A
Evidence
Ecology Technical Background Report (PSD14) – Section4 Page 26.
How is the policy consistent with the NPPF?
<p>The Policy is consistent with the NPPF conserving and enhancing the natural environment sustainable development principles.</p> <p>Specifically paragraphs;</p> <p>109 which states that the planning system should contribute to and enhance the natural and local environment by:</p> <p>Protecting and enhancing valued landscapes, geological conservation interests and soils, Recognising the wider benefits of ecosystem services Minimise impacts on biodiversity and providing net gains in biodiversity where possible</p> <p>110 which states that plans should aim to minimise pollution and other adverse effects on the local and natural environment.</p> <p>113 which states that criteria based policies for development affected protected wildlife, geodiversity sites or landscape areas will be judged.</p> <p>117 which states that to minimise impacts on biodiversity and geodiversity planning policies should:</p> <p>plan for biodiversity at a landscape-scale across local authority boundaries; identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation; promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan; aim to prevent harm to geological conservation interests; and where Nature Improvement Areas are identified in Local Plans, consider specifying the types of development that may be appropriate in these Areas.</p>

5.2.16 Policy EN3

Policy: EN3 Green Infrastructure (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy EN3 contributes to a planned and sustainable employment location as identified within the AAP Vision and delivers AAP objectives 9 and 10. Furthermore it delivers SA objectives 3, 4, 5 and 10.
Does the policy deliver sustainable development? (SA conclusion)
The policy will bring a number of environmental and ecological benefits. Creation of green linkages should provide a small positive contribution to human health.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify Policy EN3 (PM79) to clarify that the 50 m wider buffer applies to either side of the River Don. This change is proposed to reflect the Statement of Common Ground agreed with Gateshead Council (20092016/GC/017J) and representations made by the Natural England (NATENG/038/B).
Were alternatives to the policy considered? Outcome?
N/A
Evidence
Landscape Technical Background Report (PSD17) – Section 4.2 Page 20. Ecology Technical Background Report (PSD14) – Section 4 Page 26. Planning Policy Technical Background Report (PSD18) - Section 3.1.7 Page 20.
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF conserving and enhancing the natural environment sustainable development principles. Specifically paragraphs; 56 which identifies that good design is a key aspect of sustainable development. 58 and 61 which outlines that development respond to local character and add to the overall quality of the area. 74 which seeks to protect existing open space, sports and recreational buildings and land.

5.2.17 Policy EN4

Policy: EN4 Amenity (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy EN4 contributes to a planned and sustainable employment location as identified within the AAP Vision and delivers SA objective 3 and 10.
Does the policy deliver sustainable development? (SA conclusion)
Expected positive human health benefits due to consideration of surrounding amenity uses, disturbances and pollution impacts.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify Policy EN4 (PM80) to clarify that the policy applies to all routes for applying for consent for development (subject to the provisions of Policy S1 as proposed).
Were alternatives to the policy considered? Outcome?
N/A
Evidence
Landscape Technical Background Report (PSD 17) - Section 4.2 Page 20.
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF conserving and enhancing the natural environment sustainable development principles. Specifically paragraphs; 120 which states that to prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. 123 which states that planning policies and decisions should aim to: <ul style="list-style-type: none"> • avoid noise from giving rise to significant adverse impacts²⁷ on health and quality of life as a result of new development; • mitigate and reduce to a minimum other adverse impacts²⁷ on health and quality of life arising from noise from new development, including through the use of conditions.

5.2.18 Policy Del1

Policy: Del1 Phasing and Implementation (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy Del1 contributes to a planned and sustainable employment location as identified within the AAP Vision and delivers AAP objectives 3 and SA objective 3, 4, 5, 12 and 13.
Does the policy deliver sustainable development? (SA conclusion)
Landscape and Open Space, Ecology, Drainage and Sustainable Transport will all benefit. Broader sustainability impacts cannot be appraised as it is dependent on the phasing strategy and development priorities developed.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify Policy Del1 (PM82) to clarify that the policy applies to all routes for applying for consent for development (subject to the provisions of Policy S1 as proposed). In addition, it is proposed to modify the preceding supporting text to align with the proposed change to the policy (PM81).
Were alternatives to the policy considered? Outcome?
N/A
Evidence
Ecology Technical Background Report (PSD14) – Section4.3 Page 29 Flood Risk and Water Management Technical Background Report (PSD15) – Section4.3 Page 9. Utilities Technical Background Report (PSD 20). IAMP Infrastructure Delivery Plan (PSD21).
How is the policy consistent with the NPPF?
The Policy is consistent with the NPPF conserving and enhancing the natural environment and promoting sustainable transport development principles. Specifically Paragraphs; 31 which states that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. 109 which states that the planning system should contribute to and enhance the natural and local environment.

5.2.19 Policy Del2

Policy: Del2 Securing Mitigation (as proposed)
Does the policy deliver the Visions and Objectives of the AAP
Policy Del2 contributes to delivering a planned employment location that maximises links with Nissan and other automotive industries as well as the local infrastructure assets, including the ports, airports and road infrastructure. Furthermore, it delivers AAP objective 12.
Does the policy deliver sustainable development? (SA conclusion)
The impact arising from securing Development Contributions will likely provide wider benefits but the nature and scale cannot be determined.
Any amendments proposed since August 2016 Publication Draft
It is proposed to modify policy Del2 to reflect that the IAMP could be delivered by the DCO or planning applications and to ensure that whichever mechanism is used mitigation and the required Infrastructure can be delivered. In addition the proposed changes also reflect National Farmers Union representation that contributions should be sought (260916/NFU/028/H). It is also proposed to modify the supporting text following this policy to ensure alignment with the policy (PM86, PM87, PM88 and PM89).
Were alternatives to the policy considered? Outcome?
N/A
Evidence
IAMP Infrastructure Delivery Plan (PSD21).
How is the policy consistent with the NPPF?
The Policy is consistent with NPPF paragraph 203 which states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Furthermore, it is consistent with NPPF paragraph 206 which states that planning conditions should only be imposed where they are necessary relevant to planning and to the development.