



Draft International Advanced Manufacturing Park Area Action Plan 2024–2042

March 2025

**Sunderland
City Council**



South Tyneside Council

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1. Introduction

What is the International Advanced Manufacturing Park

The International Advanced Manufacturing Park (IAMP) is located near Nissan Motor Manufacturing UK's (Nissan) Sunderland plant. The IAMP provides a bespoke, world class environment for the automotive supply chain, as well as the advanced manufacturing sector. It is a significant asset for the North East economy and makes a meaningful contribution to the national economy, including being home to the UK's first large-scale Gigafactory.

The overarching aim of the IAMP is to deliver 7,850 headcount jobs on site over the lifetime of the IAMP development. The IAMP began its journey as part of a City Deal first published in 2014 and has been successful in bring forward large-scale development. The driver behind the delivery of the IAMP is IAMP LLP which is a joint venture between Sunderland City Council (SCC) and South Tyneside Council (STC). Following the commencement of delivery of the first phase of the IAMP in 2018, the IAMP has since grown into a significant employment hub and includes the UK's first large-scale gigafactory (which is currently under construction), building upon the existing gigafactory which is already operational adjacent to the existing Nissan site.

Notwithstanding the success to date, opportunities brought about through the designation of the site as part of the North East Investment Zone (IZ), changes brought about through the EU Trade & Cooperation Agreement, and the emergence of technological change in the automotive and advanced manufacturing sectors, has necessitated a need to continue to develop an agile and flexible response to the further development of the IAMP. This IAMP Area Action Plan (AAP) provides a flexible development plan to reflect these changes.

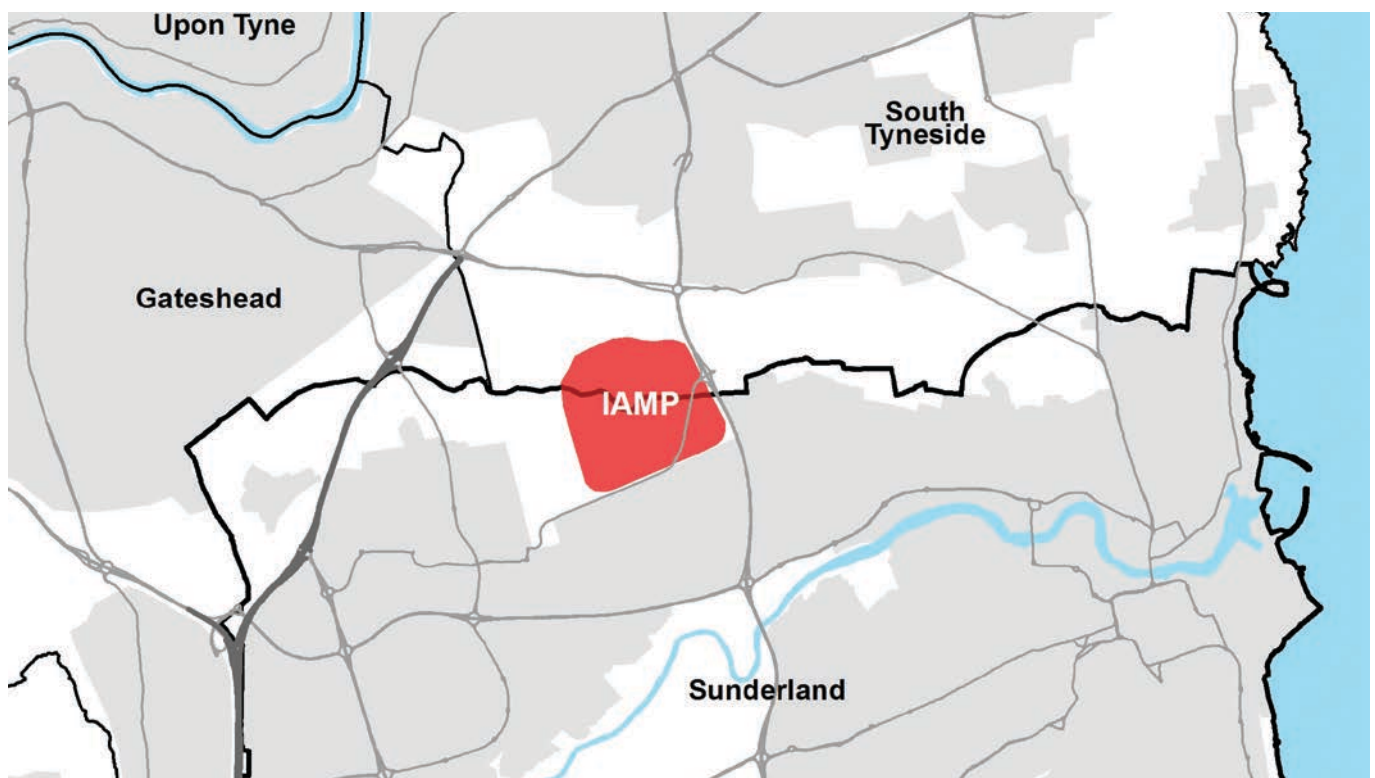


Figure 1: General Location of the IAMP

What is the IAMP Area Action Plan

Area Action Plans (AAPs) provide specific planning policy frameworks for a defined area. Consequently, the IAMP Area Action Plan (IAMP AAP) provides specific planning policies for the IAMP area.

This Regulation 19 draft IAMP AAP (2025) (this document) represents the second consultation stage in the adoption of a new AAP for the IAMP and will set out strategic and development planning policies to direct and enable the comprehensive development of a high-quality employment site which is targeted at specific industrial sectors and their supporting facilities.

The existing IAMP AAP, referred to in this document as the existing IAMP AAP¹, was adopted in November 2017 by both Councils². It is a cross boundary planning document and covers a plan period from 2017 to 2032. It has successfully enabled the delivery of 153,342 square metres of employment floorspace and has facilitated consent of a further 446,307³ square metres of development. Once completed, this will form a significant asset of international importance, being one of the UK's only automotive battery production facilities. It will be core to the UK, the North-East (NE) region, Sunderland and South Tyneside's decarbonisation agenda going forward.

The existing IAMP AAP forms the statutory development plan for the area. Upon adoption, this AAP would replace the existing version of the AAP as the development plan for the area.

Time period

It is expected that the emerging IAMP AAP would have at least a 15-year plan period upon adoption and would feature as the principal Development Plan Document (DPD) for the area during this period. The proposed time period covered by the AAP would be 2024-2042.

Regulation 19 Consultation

This document forms the Regulation 19 version of the IAMP AAP, presented in alignment with the Town Planning and Country Planning (Local Planning) (England) Regulations (2012) following a consultation on the Regulation 18 version in the Summer/Autumn of 2024. This AAP will be subject to a six week consultation period.

- 1 The existing AAP can be found at: International Advanced Manufacturing Park - Sunderland City Council
- 2 Both Councils refers to Sunderland City Council and South Tyneside Council. The IAMP is located both in Sunderland and South Tyneside and consequently the emerging IAMP AAP features as part of both Councils' statutory Development Plans. This will mirror the existing situation in relation to the existing IAMP AAP.
- 3 Calculation includes gigafactory currently under construction, consent for Northern Employment Area and consent for future expansion of Unit 4 of IAMP One (19/00245/REM) as well as a further consent for the Snop unit (24/01521/FUL). This also includes planning permissions which have been consented subject to S106 agreement being signed by all parties.

2. The IAMP AAP and strategic context

IAMP AAP

This IAMP AAP will provide the planning policy framework for the development of the IAMP. It is considered that the IAMP development area would be expanded to ensure the emerging gigafactory is included within the AAP boundary.

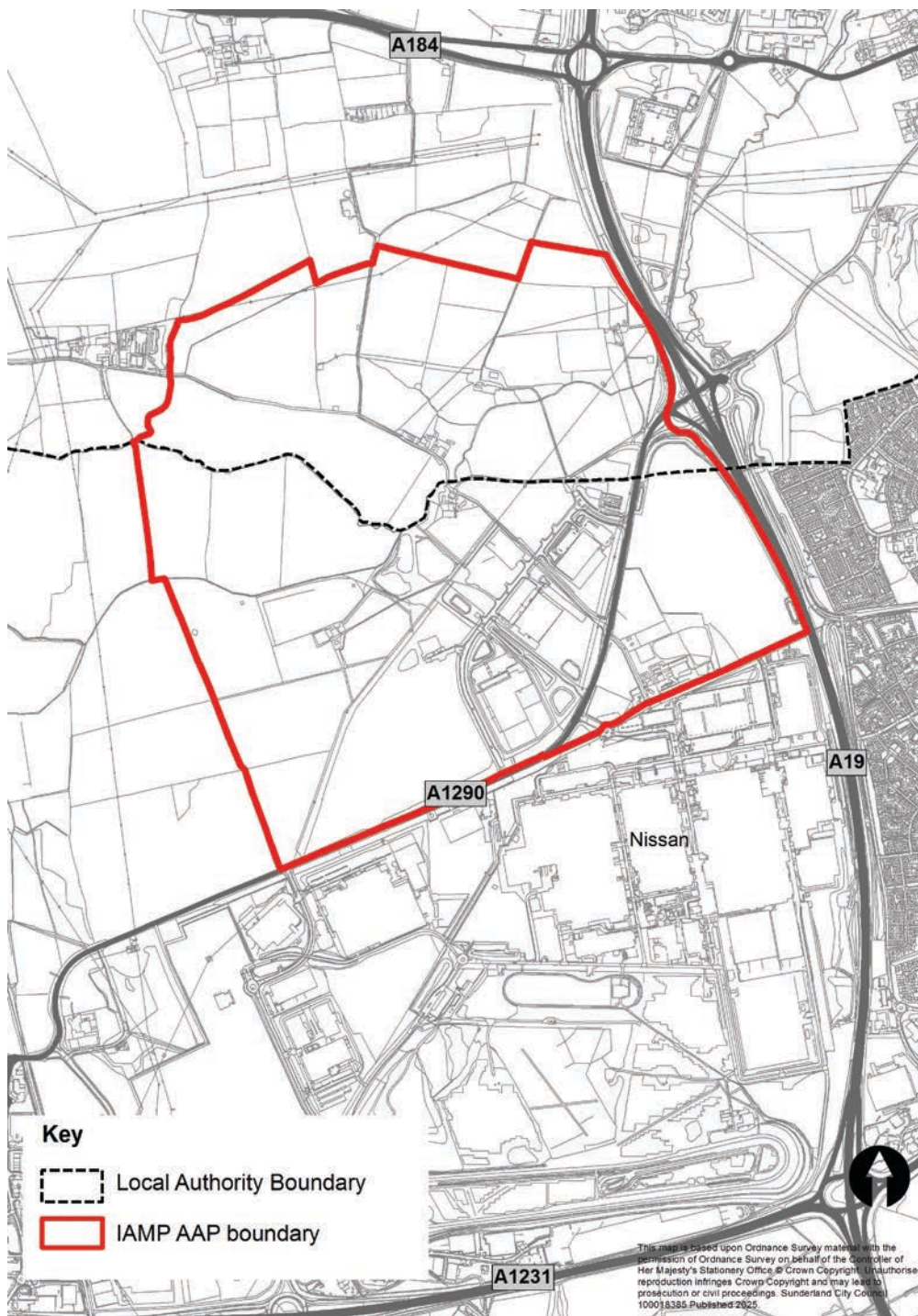


Figure 2: The Proposed IAMP Area

Development of the IAMP

The development of the IAMP will underpin the continued success of the automotive and advanced manufacturing sectors in the UK and the North East of England. The region is recognised internationally as a centre for the automotive industry due to Nissan's presence and continued investment in the region since 1985 including investment in electrification. This has led to the expansion of an 'automotive cluster' centred on the Nissan plant north-west of Sunderland, with the nearby location of manufacturers and wider supply chain.

The existing IAMP AAP was adopted in November 2017. The quantum of development proposed within the AAP was predicated on the economic need case established in documents such as the IAMP Impact Study Topic Papers (2015), the Commercial and Employment Technical Background Report (Updated February 2017) and the Sunderland & South Tyneside Strategic Employment Study (2013). Furthermore, the IAMP AAP was adopted after the UK referendum on EU membership, albeit at a time when a considerable degree of uncertainty remained regarding the terms of the future trading relationship between the two areas. .

It is considered that the following are main drivers of future demand on the IAMP which justify its expansion at this point in time:

- **Investment Zone** - The IAMP is included as part of the North East Investment Zone which focuses on advanced manufacturing and green industries and has been established to drive economic growth through clustering of investment zone sector businesses as part of a 10-year programme. Investment Zone status enables investment in infrastructure, skills, and innovation and enables new business investment operating within the designated tax site to access a range of tax reliefs. In addition, it enables re-investment of retained Business Rates growth, to facilitate further growth of the Investment Zone sectors.
- **Electrification** - The rapid move towards electrification within the automotive industry provides growth opportunities in the supply chains associated with the construction of these vehicles, taking into consideration the UK Zero Emission Vehicle (ZEV) mandate, for vehicle manufacturers to hit targets in relation to the percentage of their sales which are EVs, and the Government's intention to cease the sale of Internal Combustion Engine (ICE) vehicles by 2035. Nissan have indicated that they intend to build 3 new electric vehicle models at their Sunderland plant as part of their overall ambition to manufacture electric only vehicles by 2030 and the IAMP, with land located in close proximity to Nissan's Sunderland plant and AESC UK Gigafactory and the wider North East automotive cluster, is well placed to compete for such opportunities.
- **European Union Exit and Rules of Origin** - Since the UK's withdrawal from the European Union the final Trade and Cooperation Agreement (TCA) was signed, this has changed opportunities related to the IAMP. Principally, this due to the Rules of Origin (RoO) which is a key component of the TCA. From 1st January 2021, UK car manufacturers have had to prove that a certain percentage of a component or finished product has been manufactured in either the UK or EU to qualify for zero tariffs. Given the UK's commitment to phase out sales of petrol and diesel vehicles by 2035, the future of the UK automotive industry is inextricably linked with its ability to manufacture hybrid and electric vehicles. The shift in the industry towards electrification, and the need to comply with RoO means it is essential that

the UK automotive industry develops a more localised electric vehicle supply chain. In particular, there is a need to focus on the development of battery production facilities. This is widely acknowledged as being critical to ensuring that tariff-free trade with the EU (the UK automotive industry's largest export market) can continue.

- **Advanced Manufacturing and Distribution** - The appeal of the site to these sectors was identified through consultation with Invest North East England (INEE) as part of the preparation of the IAMP Employment Land Position Statement (2024). INEE outlined the belief that the IAMP is now seen as one of the “premier advanced manufacturing sites in the North East” with its appeal underpinned by the availability of good quality land, good accessibility to the strategic road network and a strong brand/good profile as an industrial location. It was also suggested that advanced manufacturers can already “see the value of being associated with the emerging cluster of activity at the IAMP” even if they are not active in the automotive sector.
- **Emerging Growth Sectors** - The Green Manufacturing and Clean Energy sectors are considered to be emerging growth sectors where there is a significant demand for new development. It is anticipated that the IAMP is well placed to take advantage of these growth industries aligned to Advanced Manufacturing and Green Industries as key priority sectors nationally. This will also ensure full alignment between the AAP and the sectors identified through its Investment Zone status.

The Draft IAMP vision

The Councils are consulting on a new vision for the IAMP AAP. The Councils' proposed vision is outlined below, this is partially influenced by the vision in the existing IAMP AAP, but has been revised to reflect changes in relation to supporting the Investment Zone growth sectors.

'The IAMP will continue to be a nationally important and internationally respected location for advanced manufacturing and supply chain industries and will maximise the site's contribution to supporting green manufacturing and clean energy industries, such as electric vehicle and battery production. It will be a planned, accessible and sustainable employment location that maximises links with Nissan, AESC UK and other high value automotive and advanced manufacturing industries as well as the local infrastructure assets, including the ports, airports, road, rail, active travel and energy infrastructure.'

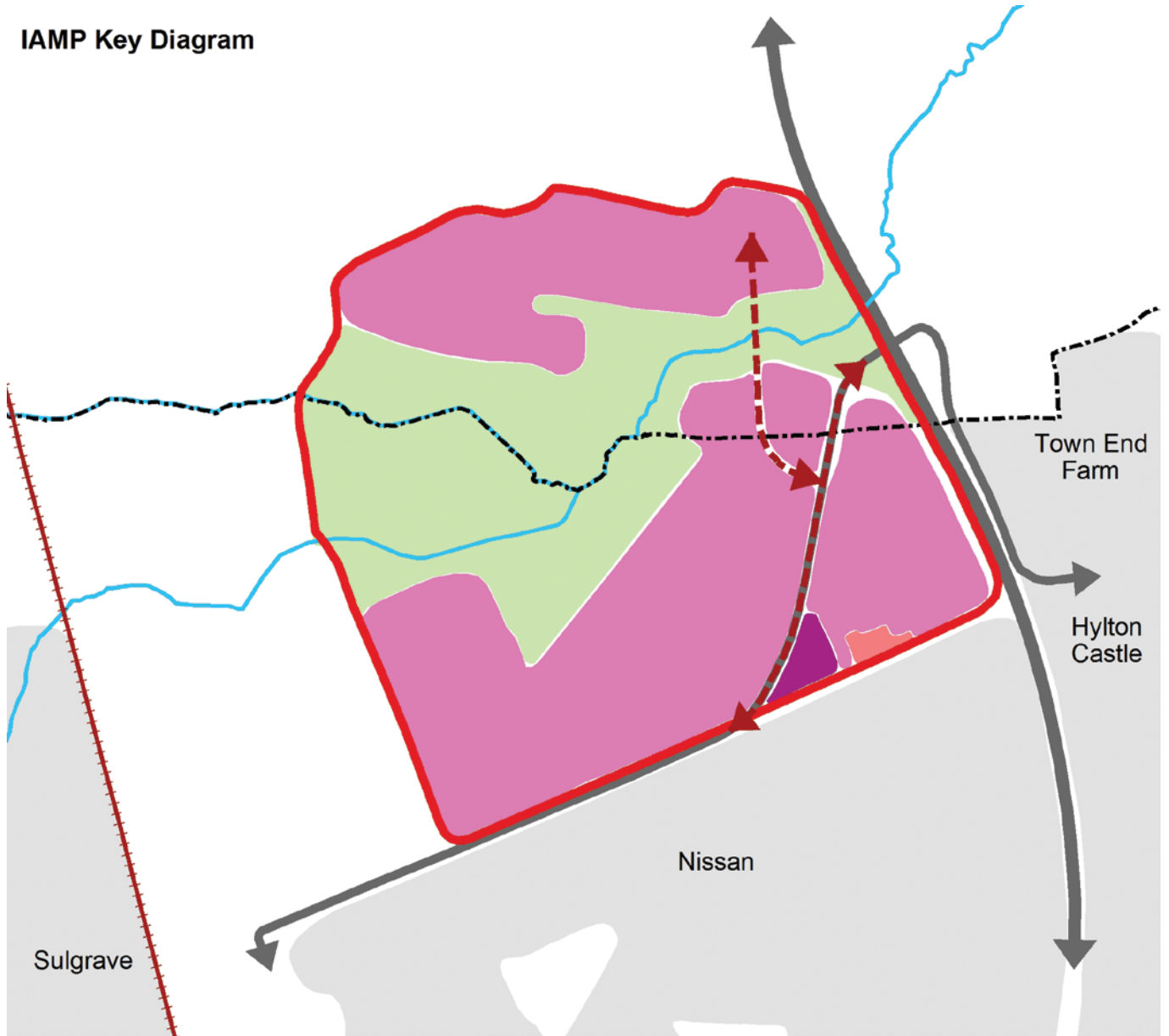
'It is envisaged that IAMP will continue to develop as an attractive working environment that creates the conditions in which businesses can establish and thrive and where people choose to work. A unique opportunity for increased employment and business creation and the promotion of regional prosperity whilst taking advantage of natural assets and green infrastructure including the River Don corridor.'

Draft objectives

The following draft objectives would be considered the primary aims of the IAMP. They form the basis for the site-specific policies and will form the key indicators against which success will be measured.

1. Build on the area's international reputation in the automotive industries and support Nissan and other automotive companies in their expansion and investment in the UK.
2. 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.
3. Build on the IAMP's existing electrification and battery production facilities and supply chain for manufacturing the vehicles of the future.
4. Attract European scale 'super suppliers', especially linked to automotive industries and encourage investment and expansion by existing businesses.
5. Develop new industrial competitiveness in the green manufacturing and clean energy sectors aligned to both Councils' Carbon Neutral commitments and the North East Investment Zone.
6. Ensure the North East has sufficient land to meet the demand of employment growth sectors, in the most appropriate locations to attract private sector investment and maximising the opportunities associated with Investment Zone status.
7. Ensure links to sub-regional infrastructure, including ports, roads, rail, airports, energy and digital connectivity.
8. Ensure a suitable transport network to realise the vision, including active travel modes
9. Ensure access to a skilled workforce to realise the vision.
10. Protect and enhance biodiversity through appropriate mitigation both on and off site.
11. Encourage design and development based on sound sustainability principles.
12. Create a hub to provide identity and encourage the use of public transport and support multi modal journeys including active travel modes.
13. Maximise opportunities to bring in public sector and private sector funding.
14. Ensure no increase in flood risk as well as improving flood alleviation, water quality and habitat connectivity along the River Don.

IAMP Key Diagram



Key

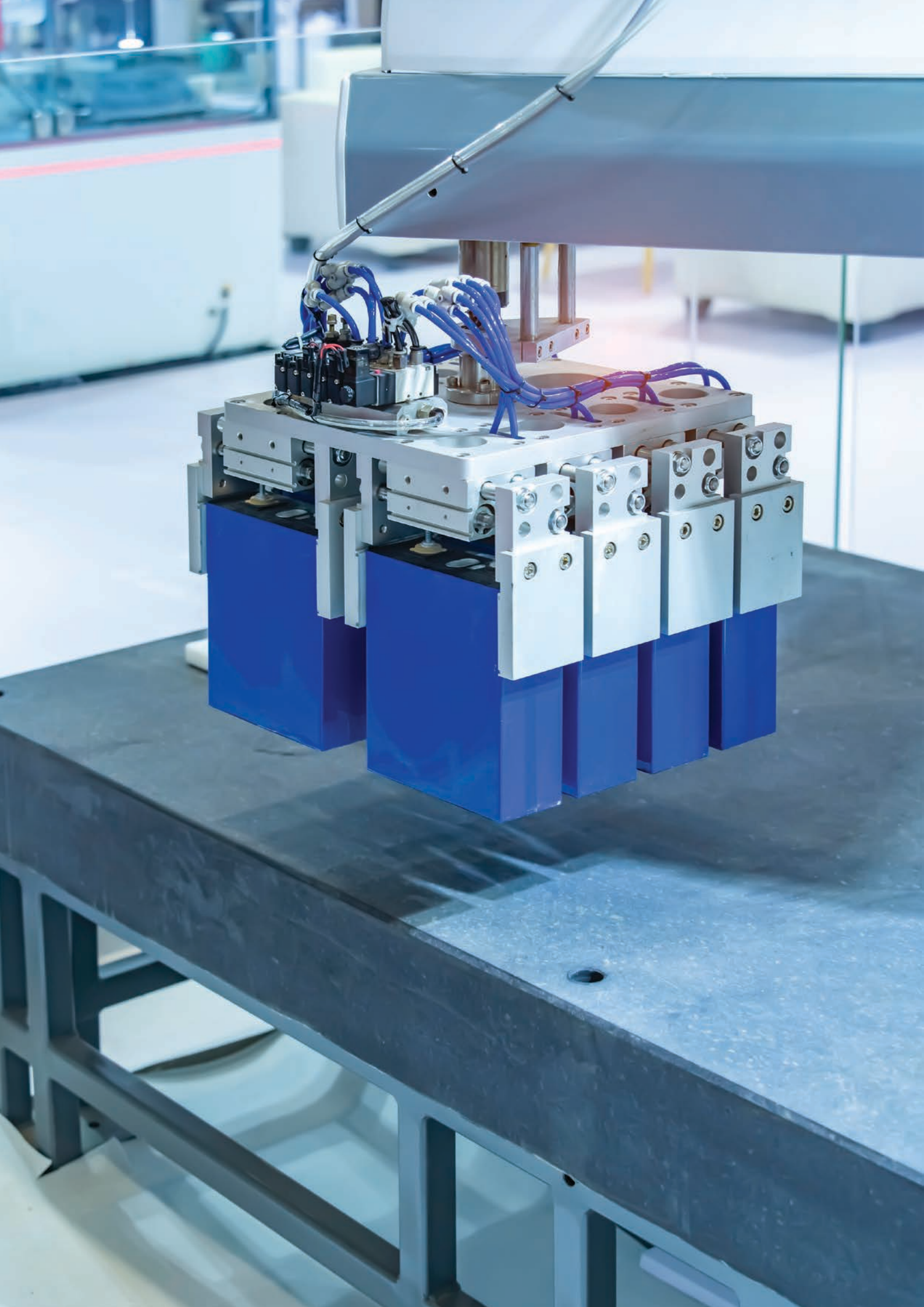
- IAMP Boundary
- Employment Areas
- Hub
- North East Land Sea and Air Museums
- Green Belt
- Proposed Key Roads

Context

- River Don
- Existing Roads
- Leamside Line
- Local Authority Boundary

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Figure 3: IAMP AAP Key Diagram



3. Policy context and IAMP AAP preparation

The new IAMP AAP is a joint plan for both Sunderland City Council and South Tyneside Council and will form part of the statutory development plan for both Councils.

National Planning Policy

This draft IAMP AAP (Regulation 19) has been developed in accordance with the requirements of the National Planning Policy Framework (NPPF). The NPPF includes a presumption in favour of sustainable development achieved through sustainable economic growth. It highlights the importance of ensuring the right land is available at the right time to support investment. It also outlines that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations (Paragraph 87).

Local Policy - Sunderland

The Sunderland Core Strategy and Development Plan (CSDP), alongside the existing IAMP AAP and saved Unitary Development Plan policies form the Sunderland Development Plan.

The CSDP, which features as the main Development Plan Document for the authority, was adopted in January 2020 and covers the period from 2015 to 2033. It acknowledges the importance of IAMP in delivering the city's vision. The CSDP was subject to a plan review, which was published in December and indicates that the policies of the CSDP are considered to remain up to date for determining planning applications at this time.

Local Policy - South Tyneside

The South Tyneside adopted statutory development plan currently comprises of its suite of Local Development Framework (LDF) documents and the IAMP AAP.

The South Tyneside LDF Core Strategy Development Plan Document (DPD) was adopted in 2007. The Development Management Policies DPD was adopted in 2011. The Development Plan also consists of site-specific Area Action Plans covering South Shields Town Centre and Waterfront, Central Jarrow, and Hebburn Town Centre.

The Area Action Plan

The purpose of the AAP⁴ is to provide a planning framework to guide the comprehensive development of the IAMP. The AAP has been prepared in partnership by both Councils. It should be read as a whole alongside policies within the Sunderland

4 The existing IAMP AAP was adopted by both Councils in November 2017. It has been the main Development Plan Document for the IAMP. This IAMP AAP will replace existing IAMP AAP once it is formally adopted by both Councils.

and South Tyneside development plans as these will continue to apply within the IAMP area, except where there is a site-specific policy set out in the IAMP AAP. The existing AAP forms part of that statutory development plan for each authority. Upon adoption, the existing AAP will be replaced by this updated version.

Evidence base

This Regulation 19 consultation document has been primarily supported by a range of evidence base documents on which the Councils are also consulting.

As the majority of the development areas identified through the existing AAP are already subject to some form of planning consent and are already allocated for development through an adopted AAP, the evidence base for this updated AAP is considered proportionate to the changes proposed.

Sustainability Appraisal and Habitat Regulations Assessment

The IAMP AAP has been supported by a Sustainability Appraisal (SA) incorporating a Strategic Environmental Assessment (SEA). The role of an SA is to promote sustainable development by assessing potential alternatives to help achieve the necessary environmental, economic and social objectives. The draft SA/SEA has been published alongside this plan.

Depending on implementation dates, the plan may be subject to an Environmental Outcomes Report during its preparation instead of an SA/SEA if national policy requirements are updated to require this.

A Habitats Regulation Screening has also been undertaken as part of the preparation of the AAP. This has also been published alongside this plan.

Duty to cooperate

The legal Duty to Cooperate requires local authorities to ‘engage constructively, actively and on an ongoing basis with neighbouring authorities on strategic ‘larger than local’ spatial development matters relevant to statutory plans. The Councils will continue to hold discussions with Duty to Cooperate partners during the preparation of the plan. In addition, the NPPF outlines that in order for plans to be considered effective, joint working is required, evidenced via Statements of Common Ground.

Consultation

This draft plan will be subject to a six-week public consultation, which represents the second round of consultation on the new AAP in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations (2012).

4. Spatial Strategy

Spatial Strategy and Location

The purpose of the Spatial Strategy is to guide the further development of the IAMP and continue its reputation as a world-renowned location for advanced manufacturing, automotive excellence, green industries, and clean energy (the Principal uses). To achieve this, the Councils have identified two distinct areas within IAMP which will enable the development of these Principal uses.

The first area comprises of a combined total of 150 Hectares of land. This relates to the existing allocated employment areas⁵ (outlined in Figure 4 below). These sites were first allocated for development through the existing IAMP AAP (2017) and continue to play an important role in the delivery of the IAMP.

In addition to the above, an additional site has been identified as a proposed development area. This is identified in Figure 4 and) would provide approximately 25 hectares of additional allocated development land. This area relates to the consented scheme⁶ (24/00723/FU4) which has granted planning permission further gigafactory. Consequently, the additional site (as shown in figure 4) would merely seek to take land out of the Green Belt formally via the plan making process which has already been consented via the planning application process.

Spatial Strategy

Policy SS1: Spatial Strategy

By 2042 the IAMP will be an established internationally renowned centre for advanced manufacturing, automotive excellence, green industries and clean energy (the Principal uses). The Area Action plan will achieve this by:

- A. Allocating approximately 175 hectares of Employment Land for Principal Uses (as defined in table 1).
- B. Requiring that planning applications:
 - I. meet the objectives of this Area Action Plan and not prejudice development of the IAMP.
 - II. contribute fully, in a proportionate and timely manner, towards providing the infrastructure identified in the IDP or where relevant other required infrastructure.
 - III. contribute fully, in a proportionate and timely manner, to providing for the mitigation required for the IAMP, including environmental mitigation.

5 In the existing IAMP AAP the employment areas are referred to as the Northern Employment Area and Southern Employment Areas.

6 The application (24/00723/FU4) has received planning permission subject to S106 being signed.

The existing Northern Employment Area and Southern Employment Area will be retained for Principal Uses (as defined in table 1). Since 2017⁷, these areas have seen considerable development and the areas covered are now fully consented. Given the importance of these sites in supporting the specialisation of the IAMP, it is considered these will continue to be allocated as sites for Principal employment uses.

The Additional Employment Area will also be allocated for the development of Principal uses. This reflects the additional gigafactory development which Sunderland City Councils Planning and Highways Committee which have resolved to grant planning consent, subject to the signing of a S106 Agreement. The Principal uses identified within the policy are consistent with the Investment Zone sectors and objectives.

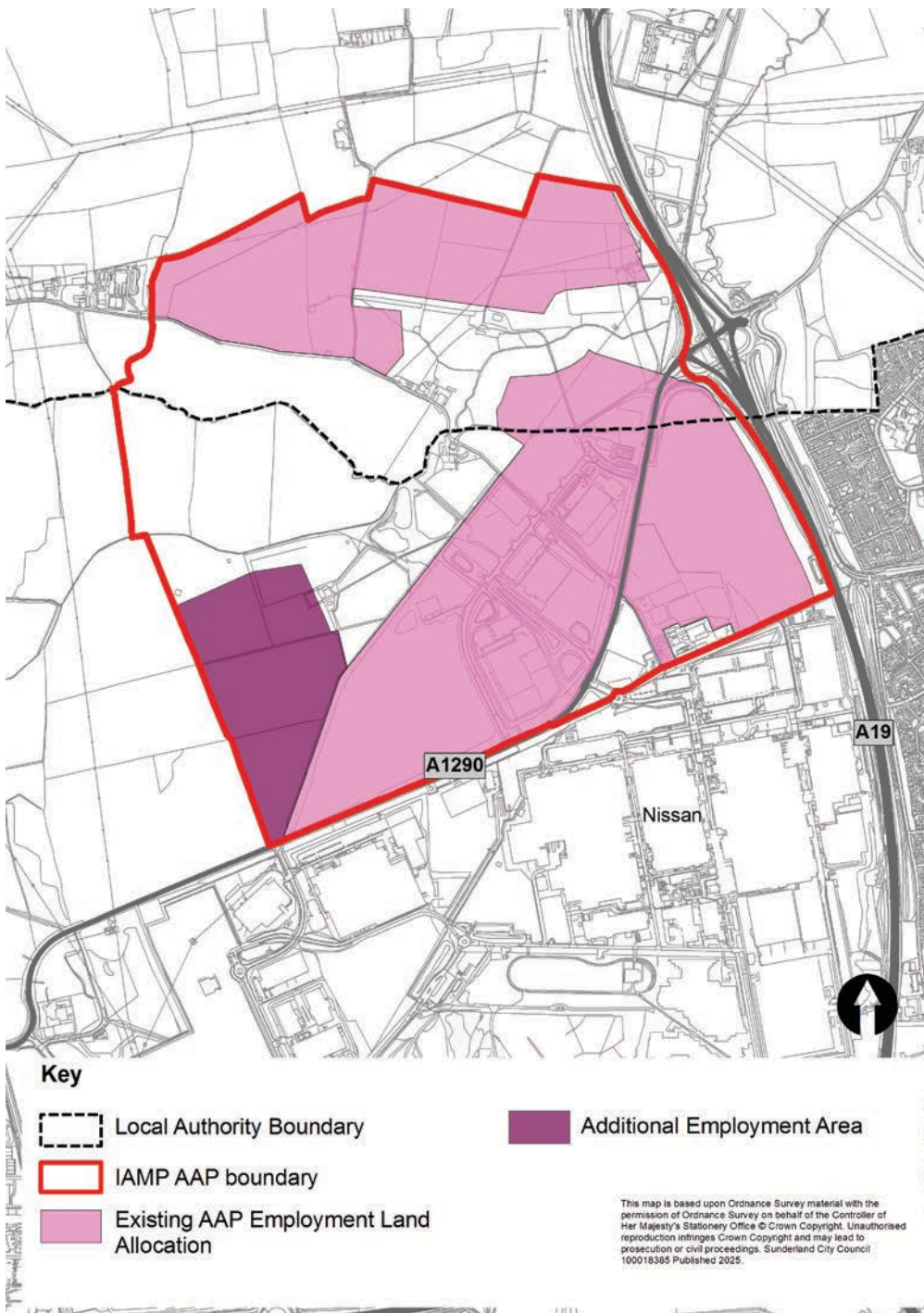


Figure 4: The Proposed IAMP Boundary and IAMP Proposed Development Areas

7 This relates to the adoption of the existing IAMP AAP.

5. Land use

In order to support the further development of the IAMP for appropriate uses, consistent with the vision and aligned to the North East Investment Zone designation, it is necessary to identify the Principal uses which will be acceptable across the site. Whilst acknowledging that the priority should be facilitating the development of the Principal uses, it is also considered necessary for the AAP to maintain a degree of flexibility in the consenting of future uses for the IAMP, where it can be demonstrated these uses do not impact the overall vision for the IAMP and the objective to meet the needs of the automotive, advanced/green manufacturing and clean energy sectors. In all instances, it should be that any alternative forms of development are required to be located on the IAMP and are closely related to the Principal Uses.

Principal uses

Table 1: Principal uses definition

Those production activities or supply chain and distribution operations directly related to the advanced manufacturing, automotive excellence, green industries and clean energy sectors.

It is acknowledged that advanced manufacturing is a broad term. In relation to activities at the IAMP, it relates to the deployment of a range of technologies including:

- automotive/green manufacturing;
- precision/additive manufacturing;
- next generation electronics;
- nano-engineering; and
- design/management of supply chains

The concept of Principal uses is central to the successful implementation of the IAMP and ensures that the site delivers the right type of development. It has been a key component of the IAMP since the adoption of the existing IAMP AAP in 2017.

Building upon the original Principal Uses, it is recognised that these need to be amended to ensure that they align with key growth sectors identified within the designation of the site as part of the North East Investment Zone. The definition of the Principal Uses has therefore been extended to also include green manufacturing and clean energy. This is consistent with designation of the NE Investment Zone to stimulate growth of Advanced Manufacturing and Green Industries in line with national priority sectors.

Policy LU1: Land uses

Development of the Employment Areas must be for the Principal Uses (as defined in table 1) for E(g)(iii), B2 and B8.

Some supporting uses including enabling services and infrastructure will also be acceptable where there is a clear link between the intended use and the Principal IAMP uses. It must be ensured that the scale of any supporting uses remains clearly ancillary to that of the Principal IAMP Uses across the site as a whole.

The North East Land Sea and Air Museums (NELSAM), as shown on the Policies Map, will be retained where viable as a visitor attraction, with proposals to enhance the existing attractions being encouraged.

Proposals for residential development will not be permitted.

Proposals for retail and leisure uses outside of the Hub (as shown on the Policies Map), will not be permitted.

Principal uses at the IAMP

This policy seeks to satisfy demand from the automotive and advanced manufacturing sectors and protect the IAMP AAP area from other uses such as general employment development, residential development and large-scale retail or leisure uses. This will ensure the continued reputation of the IAMP as a renowned international centre for advanced manufacturing and automotive excellence.

Secondary uses at the IAMP

Whilst the AAP prioritises the development of the Principal Uses, it is recognised that there is also a need to enable the delivery of supporting uses where appropriate. The policy therefore seeks to facilitate the delivery of supporting uses where they are clearly linked to and ancillary to the Principal Uses on the site and need to be located on the IAMP for operational reasons.

North East Land Sea and Air Museum

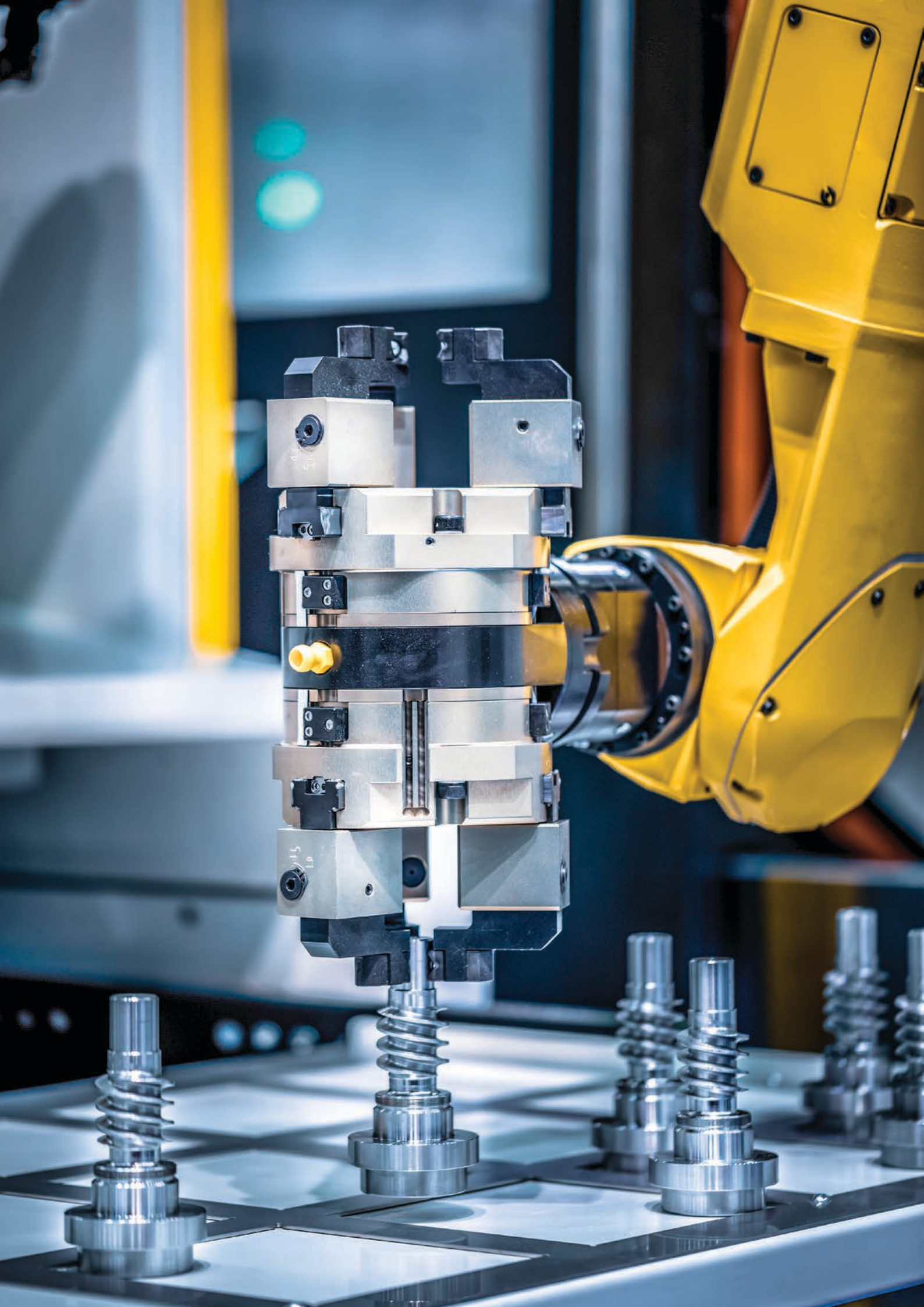
Within the AAP area, the current North East Land Sea and Air Museums are present and are anticipated to remain on the site. The Councils consider that the North East Land Sea and Air Museums (NELSAM) should continue to be retained in their current location as a visitor attraction. There are also approximately 2.5ha of playing fields located adjacent to the museums. These will be retained on the site until deemed surplus to requirement by an up-to-date Playing Pitch needs assessment, in consultation with Sport England. Should the playing fields be required for development prior to being evidenced as surplus to requirements, they should be re-provided in accordance with Sport England's playing field policy exception E4.

Residential development

The AAP indicates that residential development should not be permitted within the IAMP. This is due to a potential conflict between delivering a high quality employment park and residential development.

The Hub

A location for town centre uses is required in order to support the function of the IAMP and the wider industrial area including Nissan. Section 6 outlines the purpose and vision for the Hub.



6. The hub and ancillary uses

The Hub is an important component in delivering the vision to create a sustainable development by ensuring that a range of ancillary retail, leisure and other applicable main town centre uses are available at the IAMP to serve the needs of workers and businesses operating both on the IAMP and within the neighbouring employment areas. The location of the Hub is shown in Figure 5 below.

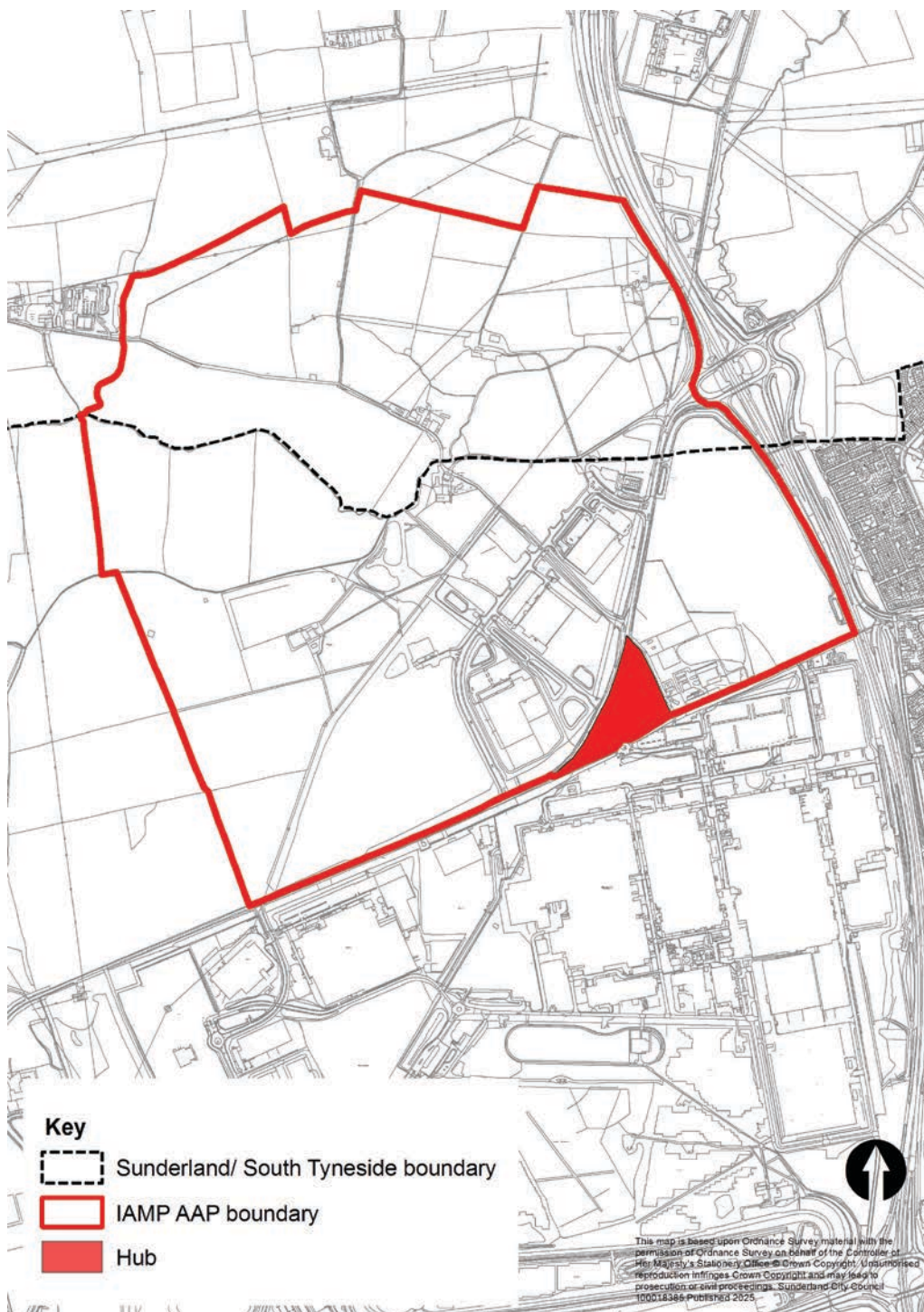


Figure 5: Location of the Hub within the proposed IAMP AAP area

Ancillary uses to be provided on the Hub could include retail, leisure and hotel facilities and space for education and training provision, and EV charging as appropriate to meet the vision and objectives for the IAMP.

Policy H1: The hub and ancillary uses

- A. To support the development of the IAMP, the Hub (see figure 5) will be allocated for appropriate main town centre uses. The scale of development should be ancillary to the IAMP and support the wider functioning of the Principal uses at the site.
- B. Development for main town centre uses within the Hub will be subject to the impact assessment thresholds set out within national policy.
- C. The Hub should provide for higher density development compared to the surrounding employment uses in the IAMP, to enable a concentration of appropriate uses.
- D. Development should seek to deliver public transport connections and support multi modal journeys including active travel modes with the Hub.

7. Design

Ensuring good quality design is important to ensure that a high-quality employment park is delivered. The policy outlined below sets out the Councils' proposed approach to achieving this ambition.

Policy D1: Design

- A. Proposals for the IAMP should demonstrate how they reflect the following key design principles:
- I. maximise the interface with Nissan as well as other strategic developments where appropriate and ensure effective movement between Nissan and the IAMP AAP area;
 - II. consider the principles of a hierarchical street network connected to existing roads and key transport corridors featuring a central boulevard and primary routes to prioritise access from the A19 and integrate the Northern Employment Area with service networks to encourage efficient movement;
 - III. seek to ensure that active travel users are segregated from freight movements;
 - IV. consider the design of drainage infrastructure which will need to be accommodated within the street network and ensure Sustainable Drainage Systems (SuDS) are placed effectively to enable effective and resilient water quality management;
 - V. consider the orientation of buildings along the primary routes to follow a common building line fronting on to the road;
 - VI. development to be sensitive to the River Don as a green infrastructure and ecological feature;
 - VII. have special regard to preserving and enhancing the significance, including any contribution made by their setting, of heritage assets within and in proximity to the site, including Scots House (Grade II*) on the south side of the A184, Hylton Grove Bridge (Grade II) on Follingsby Lane and views from elevated locations such as Boldon Downhill and the Penshaw Monument;
 - VIII. have regard to the presence of the North East Land, Sea and Air Museums (as designated on the Policies Map) as a visitor attraction.
- B. In relation to the public realm, development should:
- I. have consideration to the key gateways into the site;
 - II. provide an effective and efficient direct segregated network of routes for cyclists and pedestrians;
 - III. consider the provision of street furniture and landmarks to reinforce the identity of the IAMP;

- IV. provide consistent use of road and pavement materials to reinforce a clear street hierarchy;
 - V. provide, where considered appropriate, green and blue infrastructure at street level and use low-level lighting within and closer to sensitive ecological areas.
- C. In relation to sustainability, development should:
- I. where feasible, orientate buildings to make use of solar gain, with due consideration for overheating risks, and to optimise opportunity for solar panel use on buildings;
 - II. for major development, provide a Sustainability Statement setting out how the development incorporates sustainable resource management and high environmental standards;
 - III. for large scale development (as defined in the supporting text), be supported by detailed masterplans or development frameworks.

Design principles

The policy above outlines the components that make up good design at the IAMP. In order for the vision of IAMP to be achieved, good design must be at the centre of consideration when embarking on the delivery of new development.

Movement within the IAMP

The importance of ensuring efficient movement at the IAMP is essential to ensuring the sound functioning of the site. This includes ensuring the road network is designed to allow the efficient movement of vehicles around the site, as well as from suppliers to the Nissan plant, alongside employees who will be commuting in and out of the IAMP on varying shift patterns. It will also be important that movement through active travel options and public transport is also improved and prioritised where possible.

Heritage and the IAMP

The IAMP will need to ensure that development ensures good design, especially as it relates to heritage assets. The Grade II listed Hylton Grove Bridge and its setting within the River Don corridor, together with the setting of other heritage assets in the vicinity of the IAMP AAP boundary should be considered as part of any development proposals. Any areas of archaeological significance should also be identified through a desk-based assessment and programme of archaeological fieldwork, with any significant remains protected, in accordance with the historic environment policies in the adopted development plans of both Councils.

The importance of orientation

The orientation of buildings within the IAMP should be carefully considered. Particularly, the importance of protecting the River Don corridor as an important aspect of the site. The IAMP AAP presents an opportunity to further safeguard and enhance the river corridor for the benefit of the local environment and ecological

features. This principle also seeks to steer development away from any areas which are at risk of flooding.

Public realm

This policy sets out the over-arching principles for addressing the key public realm elements of the masterplan, in order to deliver a scheme with a sense of place and which creates its own unique identity.

Sustainability

Both Councils have declared a Climate Emergency, and further growth at the IAMP presents an opportunity for development which enables a more efficient use of energy. This is considered important for reducing carbon emissions and limiting the use of finite natural resources. It is important that developments are designed to mitigate climate change, and to withstand its effects. In order to ensure that the energy efficiency of properties is maximised, where appropriate, the layout of developments should be designed to reduce dependence on energy for heat and lighting through maximising the southern orientation of buildings and enabling passive solar gain and the use of microgeneration technologies such as photovoltaic (PV) panels.

For major development a Sustainability Statement should be submitted which sets out how the development:

- is designed with regard given to sustainable development principles, taking into account the effects of climate change;
- delivers carbon reduction and energy efficiency levels required by relevant government guidance/schemes;
- reuses and recycles materials and other resources from all stages of development, design, demolition, construction and operation;
- maximises energy efficiency through internal and external layout, orientation, massing, materials, insulation, heat recovery, construction techniques, natural ventilation, shading and landscaping;
- protects existing water and sewage infrastructure. Where development increases the demands for off-site service infrastructure, it must be demonstrated that sufficient capacity already exists or that extra capacity (or a financial contribution towards capacity) will be provided; and
- will connect to/or be ready to connect to any forthcoming decentralised heat or energy scheme, where feasible.

Masterplans and development frameworks

Masterplans or development frameworks should be prepared for large-scale development. For clarity, large-scale development within the context of this policy is that which exceeds 5 hectares. This will ensure that development creates high quality sustainable places based on sound urban design principles. Design codes should also be prepared for large-scale, phased development and accompany related outline planning applications.



8. Highways and transport infrastructure

The location of the IAMP benefits from its close proximity to Nissan and excellent transport links with opportunities for integrated connectivity provided by the surrounding Strategic Road Network and port infrastructure. The safeguarded Leamside Line runs within close proximity of the site and a business case is being developed to introduce Metro services to the line, which present an opportunity to improve rail connectivity to the site. Both heavy and light rail options will be considered.

The local and strategic road network, including the A1290 and A19, have recently seen significant investment to improve capacity and journey times, including the grade separation of the Testos junction and a major upgrade to the Down Hill Lane junction.

The continuing development of the IAMP will generate additional traffic corresponding to the significant level of employees and freight movements, which may require further improvements to the highway network in addition to those which have already been delivered.

The AAP prioritises public transport, active travel and low carbon transport modes where possible and also places emphasis on the delivery of electric vehicle charging infrastructure.

Policy T1: Transport

Transport Improvements

- A. Development will be expected to contribute towards any necessary transport improvements and mitigation measures at the appropriate time, as set out within the Infrastructure Delivery Plan.

Transport Assessment

- B. Development proposals should be accompanied by a Transport Assessment to:
 - i. assess which specific highways improvements or sustainable transport solutions are necessary to ensure the acceptability of the proposals in planning terms and to ensure comprehensive development of the IAMP

Framework Travel Plan

- C. Development proposals should be accompanied by the submission of a Framework Travel Plan, which should:
 - I. ensure that the development is acceptable in transport sustainability and accessibility terms; and
 - II. be implemented in accordance with the approved Framework Travel Plan.

Walking and Cycling

D. To promote walking and cycling, development should:

- i. ensure that any junction/highway measures and any new roads are designed to safely support potential pedestrian and cycle movements in accordance with the latest design standards. New routes should seek to ensure that they reflect pedestrian/cycle desire lines and are of a high quality;
 - ii. deliver active travel infrastructure to the latest guidance and design standards;
 - iii. ensure that roads and spaces are designed to consider the needs of all types of users, including vulnerable highway users, so that conflict between road users and vulnerable users is minimised;
 - iv. include appropriate cycling facilities,
 - v. include opportunities for new cycle routes and signage, and schemes to incentivise staff to use them; and
- E. Safe access to the open space within the IAMP will continue to be ensured for horse riding through the provision of bridleways linked to the wider bridleway network.
- F. Where new routes abut agricultural land, appropriate measures to deter public access to agricultural land must be incorporated.

Public Transport

- G. The enhancement of public transport will be supported through the following:
- I. Prioritising local bus services to surrounding areas and areas across Tyne and Wear and other appropriate locations including prioritising links to major public transport interchanges in Sunderland and Heworth
 - II. Prioritising the need for bespoke services to accommodate shift change patterns; and
 - III. Supporting appropriate bus priority measures on key routes entering the IAMP.

Parking

- H. Development must ensure that a car parking management strategy is provided in accordance with the relevant Council parking standards. Development proposals should also address the following:
- I. incorporate a car parking management plan based on accessibility criteria and need;
 - II. make provision for accessible parking spaces;
 - III. make provision for off-street parking;

- IV. ensure that sufficient provision is made for lorry parking to take account of highway safety and avoidance of congestion on the road network;
- V. make provision for car and bicycle electric charging points within parking areas across the site; and
- VI. introduce a mobility hub with cycle/car club facility for the IAMP site where viable

Acceptable Development

- I. Consent shall not be granted for development that:
 - I. adversely affects the safe and efficient operation of the local or strategic highway networks; or
 - II. compromises the delivery of the highway improvements set out in criterion A; or
 - III. prejudices the comprehensive development and delivery of the IAMP as a whole.

Infrastructure delivery plan

An Infrastructure Delivery Plan (IDP) has been prepared to support the IAMP AAP. This identifies any strategic infrastructure required to support delivery of the IAMP

Transport assessment

Transport Assessments will be required for any development which will impact the highways network. This should outline all the relevant transport issues relating to the proposed development. In alignment with national planning policy, these should identify measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed to deal with the anticipated transport impacts of the development.

Framework travel plans

Framework Travel Plans should be provided to demonstrate how the integration and promotion of sustainable travel choices and transport methods will be achieved, including Walking, Cycling, Public Transport.

Walking, cycling and horse riding

The creation of good quality pedestrian and cycle links through the site which are connected with the surrounding area are an important element of the overall strategy for the site. Both authorities have adopted Local Cycle and Walking Infrastructure Plans which set out priorities for the delivery of new infrastructure. Walking and Cycling can have positive health and wellbeing benefits for visitors and employees at the IAMP. Therefore, the policy seeks to encourage pedestrian movement and interaction between developments within the IAMP, and a safe network of footways and links will

play an important role. Bridleways will be provided to enhance access to the open space within the IAMP for recreational horse riders. The Councils would encourage developers to actively engage with Active Travel England at the earliest opportunity when preparing development proposals to ensure that they deliver good quality cycling and walking infrastructure in accordance with the latest design standards (currently LTN1/20). Furthermore, development should provide facilities for cyclists where possible including cycle parking, showers, washing facilities, repair facilities and drying rooms.

Public transport

Public transport is considered key to the future sustainability of the IAMP. The Councils consider that IAMP continues to offer an opportunity for developments to be located within close proximity of bus services that will assist in encouraging travel to and from the site by public transport, which in turn will contribute towards alleviating traffic congestion along the A1290 and A19. There are currently bus services linking to the IAMP and the Councils are committed to working with key stakeholders to improve these bus services and supporting new Metro services in close proximity along the Leamside Line. A new vehicular crossing will also be required to provide access to the northern employment area as the existing Grade II listed Hylton Grove Bridge over the River Don is not of a sufficient standard to accommodate the anticipated IAMP traffic.

Parking

Ensuring appropriate levels of parking is vital if operational and market needs are to be met and the impacts of the development are to be alleviated. However, a pragmatic approach is required as it is acknowledged that too much parking provision encourages greater reliance on the car, reduces potential for sustainable modes of travel to the site and results in the streetscape becoming dominated by vehicles. Notwithstanding this, too little parking provision results in indiscriminate parking throughout the development potentially reducing pedestrian and cycle amenity or spreading parking pressures onto the external highway network.

9. Infrastructure provision

Utilities and telecommunications services are of significant importance to the successful delivery and operations on the IAMP. The Councils have prepared an updated IAMP Infrastructure Delivery Plan which has been published alongside this Regulation 19 stage AAP. This has set out a list of required strategic infrastructure to enable the delivery of the IAMP.

Infrastructure provision

There has been a significant level of infrastructure provision developed at the IAMP since the adoption of the original IAMP AAP. This includes the delivery and/or diversion of telecommunications, gas, water and power supply infrastructure.

Policy I1: Infrastructure provision

Where considered appropriate, development will be expected to provide or contribute towards infrastructure outlined within the IAMP Infrastructure Delivery Plan. In addition, development will be expected to contribute towards the provision of:

- A. Connection to new water, gas and electric utility services to enable occupiers to apply for, and obtain, utility connections to their premises. This may require connections to be made with utilities infrastructure outside of the AAP boundary;
- B. New/improved telecommunications and broadband services networks to allow occupiers to apply for, and obtain, telecommunication connections to their premises as required; and
- C. the provision of low carbon and renewable energy systems should be explored where appropriate.

The IAMP Infrastructure Delivery Plan (IDP) forms part of the evidence base which supports the IAMP AAP. It has outlined the level of strategic infrastructure required in order to successfully deliver the IAMP. It should be considered as part of decision taking across the IAMP area.

Renewable and clean energy

Policy I2: Renewable and clean energy

New renewable and clean energy development developments which support Principal uses will be considered acceptable, subject to proposals being able to demonstrate that there would be no unacceptable adverse impacts upon the following:

- A. The built environment including heritage assets and their setting;

- B. The natural environment including the water environment, green infrastructure and biodiversity assets, such as designated sites, protected species and priority habitats and species;
- C. Cumulative, indirect, and direct impacts on the landscape and Green Belt;
- D. Neighbouring land uses and developments including adverse impacts on amenity by virtue of noise and visual intrusion.

Any unacceptable adverse impacts, such as noise nuisance, shadow flicker, overshadowing or overbearing, and interference with telecommunications, air traffic operations and MOD safeguarding areas should be satisfactorily mitigated.

Proposals which would involve the repowering of existing turbines within the AAP area will be supported.

The IAMP site will contain a number of significant energy users and therefore it is important to provide a policy framework which supports businesses to generate their own energy supply on-site through renewable sources.

The Councils also recognise the importance of increasing the amount of energy generated from renewable energy which is aligned to the Sunderland Low Carbon Framework and Action Plan and the Sustainable South Tyneside climate change strategy and action plan.

Whilst the benefits of renewable energy generation on the site are significant, it is important site-specific considerations should be considered as part of the planning application process to ensure that there would be no unacceptable adverse impacts resulting from the development. If any adverse impacts are identified, suitable mitigation should be put in place to ensure that these impacts are made acceptable.

10. Flood risk and water management

The IAMP AAP needs to take account of flood risk and drainage issues to mitigate the risks of fluvial and surface water flooding and maintain effective operation of the site.

Policy FR1: Flood risk and water management

- A. Development should not increase flood risk and seek to reduce the causes and impacts of flooding. To address drainage and flood risk, development proposals should therefore:
 - i. provide a detailed Flood Risk Assessment (FRA) and Water Framework Directive Assessment where necessary.
 - ii. provide a surface water drainage strategy which complies with national design standards and local policy.
 - iii. provide Sustainable Drainage Systems (SuDS) capable of ensuring that run-off from the site (post-development) does not exceed corresponding greenfield rates, and adequately manages pollution, provides multifunctional benefits to wildlife, landscape and water quality and is effectively managed with clear ownership in place.
- B. A new bridge will be required over the River Don, the design of which must demonstrate that there will be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of the proposed works.
- C. Development should evidence that sufficient capacity, both on and off-site, in the foul sewer network to support development exists. Where there is insufficient capacity, plans for the sewer upgrades must be delivered prior to the occupation of development within the IAMP.

Flood risk assessment

It is considered that as general practice, development proposals should be accompanied by a detailed FRA prepared in accordance with the requirements and guidance set out in the NPPF and Planning Practice Guidance (PPG). The Principal and Supporting uses are likely to be categorised as less vulnerable under the PPG. A Strategic Flood Risk Assessment has been undertaken which has been published as part of the evidence base.

Sustainable urban drainage systems and drainage strategies

SuDS are an established method for drainage management. Development will be expected to comply with the latest local, regional or Government Sustainable Drainage Systems design standards and applicants should provide a Drainage Strategy where required. Sustainable Drainage Systems (SuDS) will be required to be integrated across the area to allow for a comprehensive Drainage Strategy to be delivered. This will

involve measures designed into streets based on the road hierarchy.

Water framework directive

The policy sets out a requirement for a Water Framework Directive Assessment to be undertaken where appropriate. It should also be undertaken in alignment with guidance published by the Environment Agency to demonstrate that the scheme complies with the Directive's objectives and does not compromise the existing water environment qualities.

Bridge over the River Don

The structure which will carry the new access road across the River Don will aim to minimise impacts upon the corresponding flood behaviours and to cross by means of clear spans wherever possible. Development proposals must demonstrate that there will be no net loss in floodplain storage capacity nor an increase in maximum flood levels within adjoining properties as a consequence of the proposed works.

Sewerage capacity

Development of the IAMP will place additional demands upon the local sewerage network and therefore it should be ensured that any necessary upgrades are delivered at the appropriate time.

River basin management plan

The IAMP falls within the Northumbria River Basin Management Plan (RBMP) which provides cross-boundary guidance on good practice and measures for improvement. Drawn up by the Environment Agency, RBMPs aim to provide integrated management of surface and groundwater bodies across individual regions.

11. Landscape

Policy L1: Landscape

- A. To minimise the impact on landscape character and visual amenity, seek landscape enhancements, as well as to integrate buildings into the surrounding landscape setting, development proposals should:
- I. minimise the visibility of the development from the A19 and maintain an appropriate landscape buffer;
 - II. use design and landscaping measures to reduce the impact of development along public rights of way;
 - III. incorporate a landscape buffer around the development edges to integrate the development with the surrounding countryside and provide defensible boundaries for the Green Belt; and
 - IV. consider the incorporation of green and brown roofs and green walls into the design of the development.
- B. Development proposals must include a landscape and visual impact assessment which demonstrates an understanding of the likely significant effects of the proposed development. The assessment will influence the design of the proposals to ensure potential adverse effects are prevented or minimised.

Landscape visual impact assessment

Landscape and Visual Impact Assessments are considered a useful tool in determining the impact of a development on landscape assets as well as ascertaining the wider visual impact. Consequently, it is considered that a Landscape and Visual Impact Assessment should be provided by the applicant.

Defensible boundaries

The policy approach seeks to minimise the impact of the IAMP on the surrounding landscape, take opportunities to enhance the landscape and provide defensible boundaries for the Green Belt to prevent development sprawl. Proposed measures to reduce the visibility of the new development and mitigate the impacts of the development could include the use of building materials, green roofs and walls, planting with large trees and use of buffers along development edges to 'soften development' and better integrate the development with the surroundings.

Importance of planting

New planting, in particular along the edges of the development, should comprise native, fruiting and flowering species to create habitats and food sources for wildlife. Inclusion of green and brown roofs will help to mitigate the impact of the development by creating habitats.

Special landscape characteristics

The areas surrounding the IAMP have some special characteristics. Therefore, the policy outlines a positive approach to the protection and enhancement of the natural and built environment, including the preservation and strengthening of the special character of the environment, the separation of settlements, enhancement of the landscape experience along urban fringes, the protection of important public views such as towards Boldon Downhill and Penshaw Monument, and important panoramic views such as those from Penshaw Monument.

12. Ecology and biodiversity

An appropriate approach to the natural environment is considered important to the continued successful delivery of the IAMP. These requirements are complementary and additional to those previously set out within the landscape policy.

EB1: Ecology and biodiversity

- A. In order to protect and enhance the biodiversity of the IAMP, development should:
- I. avoid, minimise and mitigate or compensate any adverse impacts on biodiversity and ecology;
 - II. maintain, enhance and restore the River Don and the Usworth Burn as a naturally functional fluvial system, through improvements to water quality and hydromorphology, geomorphology, and through the implementation of an appropriate ecological buffer along the River Don corridor and around Local Wildlife Sites (with the exception of the new bridge crossing);
 - III. maintain and enhance a functional wildlife corridor centred on the River Don through the implementation of an appropriate ecological buffer along the River Don corridor as well as around Local Wildlife Sites (with the exception of a new bridge). Provide an ecological buffer along the River Don corridor and around Local Wildlife Sites (with the exception of the new bridge crossing);
 - IV. make provision where appropriate for restoring the River Don and Usworth Burn to a good ecological potential;
 - V. design swales and Sustainable Drainage Systems (SuDS) to take account of additional wildlife benefits;
 - VI. give priority to protecting species of principal importance, including species with particular conservation value;
 - VII. restrict or minimise public access to areas of ecological sensitivity;
 - VIII. take account of existing wildlife corridors and stepping stones within the IAMP AAP area and the linkages to the wider network to ensure that retained and created habitat areas establish and maintain coherent ecological networks; and
 - IX. provide a minimum of 10 percent biodiversity net gain in alignment with national planning policy and guidance.
- B. To support proposed development, an Ecological Impact Assessment should be undertaken and submitted in support of development proposals. Ecological mitigation measures should be designed in conjunction with landscape and drainage specialists (where applicable), to maximise the ecological value of landscape planting and drainage features. Proposals must include an appropriate long-term Management and Maintenance Plan that will ensure long-term ecological value is maintained.

Preserving ecology and biodiversity value

The policy seeks to protect and enhance the ecological value of the IAMP and encourage development based on sound sustainability principles. A sequential process should be adopted to avoid, minimise, mitigate and compensate for ecological impacts in accordance with the mitigation hierarchy. Priority should be given to mitigating the ecological impacts as close to the site as possible.

Wildlife corridors

The policy seeks to limit the impact on the ecological features within the IAMP AAP area through the implementation of wildlife buffers and restricted areas of public access for the most ecologically sensitive areas, in order to minimise disturbance. The approach seeks to achieve an ecologically sensitive design that is integrated with green infrastructure, landscape character and SuDS; and offers ecological enhancement to achieve a net gain for nature.

Ecological impact assessment

Ecological Impact Assessments are considered important tools to understand the impact of development on the ecology of the site and its wider context. As a consequence, it is therefore required that these are undertaken and submitted in support a planning application for any development proposals. Ecological Impact Assessment should be integrated into the Environmental Statement/Environmental Impact Assessment, where this is required. This will ensure that potential impacts are prevented or mitigated and/or compensated where mitigation is not feasible. Ecological mitigation measures could be designed in conjunction with landscape and drainage specialists (where appropriate), to maximise the ecological value of landscape planting and drainage features.

Biodiversity net gain

The Environment Act (2021) outlines the requirement for delivery of at least a 10 percent Biodiversity Net Gain (BNG). In accordance with national guidance, BNG should be delivered on-site wherever possible however, due to the scale and nature of development proposed, it is acknowledged that a significant proportion of the net gain is likely to be provided off-site.

It should be noted that the requirement to provide biodiversity net gain is distinct from any mitigation or compensation for impact on designated ecological sites and protected and priority habitats/species.

13. Green infrastructure and green belt

This policy sets out the principles for the creation of Green Infrastructure. It takes account of the multiple benefits of Green Infrastructure for habitat creation, recreation, visual amenity, health and wellbeing.

G1: Green infrastructure and green belt

- A. Opportunities to strengthen existing green infrastructure corridors within IAMP AAP and links to the wider green infrastructure network in Sunderland and South Tyneside will be supported.
- B. Development that would sever or significantly reduce green infrastructure corridors will not normally be permitted unless the need for and benefits of the development demonstrably outweigh any adverse impacts and suitable mitigation and/or compensation is provided.
- C. To provide green and open spaces for recreational use, development must:
 - i. incorporate a minimum 50m wide buffer from the riverbanks on both sides along the River Don (to maintain a total minimum 100m wide corridor), linking with the wider Green Infrastructure corridor to the east and west beyond the Plan boundary, and allow recreational access within this buffer where there is low risk of harm to ecological features;
 - ii. retain and enhance existing mature trees, woodland and hedgerows around the edges of the development, along the River Don and east of Elliscrope Farm;
 - iii. create green linkages along main roads through the provision of tree-lined streets and landscaped areas for public rights of way; and
 - iv. incorporate informal open spaces within the IAMP AAP boundary to provide recreational and wildlife benefits and green links between habitats.

Green Belt

- D. In assessing development proposals, development that is inappropriate in the Green Belt will not be approved except in very special circumstances.
- E. Development in the Green Belt will be permitted where the proposals are consistent with the exception list in national policy subject to all other criteria being acceptable.

River Don

The Councils consider that the main green infrastructure corridor along the River Don is an important aspect of the IAMP. It is considered that this corridor should comprise marshy areas and ponds, riparian meadows, shrubs and trees to enhance the area for wildlife and to protect the river habitat. Recreational access can be provided by paths set back from the water edge to take account of health and safety and protect

ecologically sensitive features.

Mature trees, woodland and hedgerows

It is considered that Woodlands, hedgerows and mature trees play an extremely important role in defining the landscape as well as having positive environmental value. Moreover, existing trees are a valuable resource for assisting in mitigating the impacts of climate change and supporting adaptation and their retention should be considered a priority.

Green linkages and informal green spaces

Within the IAMP, green links should be created through the development by incorporating avenues of trees along the main roads, informal open spaces and landscaped areas linking the swales and SuDS. Public rights of way can be routed along landscape areas to create an attractive setting and promote walking and cycling for employees and local residents.

14. Amenity

An appropriate planning policy approach to amenity is required in order to ensure the impacts of IAMP are minimised.

Amenity principles

It is important that the plan takes account of amenity considerations including noise, traffic, odours and dust during the construction and operational phases of the IAMP. It should recognise the importance of taking account of the amenity of surrounding uses. This approach aligns with the NPPF which seeks to ensure new development is appropriate for its location and does not give rise to unacceptable levels of pollution. These considerations have been incorporated into the policy below. The policy also seeks to ensure that development does not result in any harmful or cumulative impact on air quality, noise, odours and dust.

Policy A1: Amenity

- A. Proposals should not have a significant adverse impact on the amenity of neighbouring occupiers and residents. Development must:
 - I. take account of the amenity of surrounding uses during the construction phase and business operations;
 - II. seek to minimise disturbances caused by noise, odours or visual intrusion; and
 - III. seek to minimise the impact of noise and air pollution in line with national guidelines.
 - IV. not have a significant adverse effect on existing business or community facilities. Where a potential significant adverse effect has been identified necessary suitable mitigation should be undertaken before the development has been completed.
 - V. Apply the Agent of Change principle in alignment within national planning policy.
- B. A Construction Environmental Management Plan covering matters including noise, traffic and dust during the construction phase will be required.

The importance of neighbouring occupiers

New development should take into account the amenities of adjoining properties, with particular attention being paid to the scale of new buildings in relation to existing surrounding development, daylight, sunlight effects, siting, elevational treatments and the use of appropriate materials. Development must incorporate remediation and management measures, where significant adverse impacts are identified cumulative impacts should also be considered. Any new developments will be expected to follow the “agent of change” principles as outlined in national planning policy (i.e. person or business responsible for the change must also be responsible for managing the impact of the change).

Construction environment management plan

The submission of an appropriate Construction Environment Management Plan will be required to ensure that any potential adverse impacts during the construction phase can be managed.

15. Implementation

It is important that the site is delivered in a comprehensive way and that any necessary mitigation is secured and delivered at the appropriate time.

Policy IM1: Implementation

Where considered necessary, development will be expected to contribute towards the provision of:

- A. Measures to directly mitigate the impacts of the development and would make it acceptable in planning terms;
- B. Delivery of essential infrastructure identified in the IAMP IDP.

In seeking any such contributions, regard will be had to scheme viability and other material considerations.

Securing mitigation

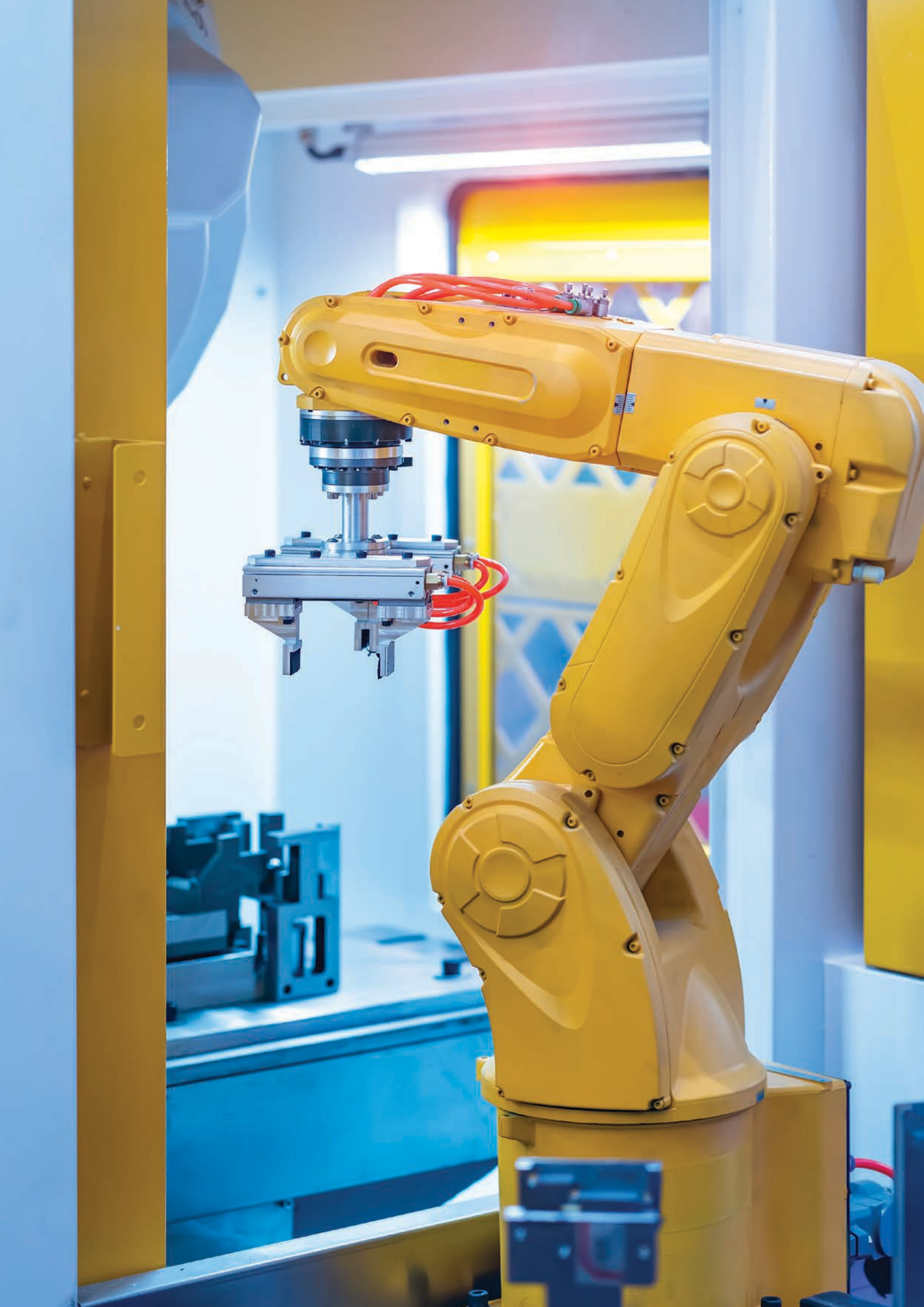
It may be necessary to secure planning contributions from applicants to ensure that any impacts of development are sufficiently mitigated. This policy establishes the principle that any mitigation can be secured via developer contributions (in the form of planning obligations) or planning conditions where appropriate. In seeking any such contributions, regard will be had to scheme viability and other material considerations.

Phasing strategy

As is typical with sites of the scale of the IAMP, it is anticipated that the development will continue to take place over a number of years in phases. A Phasing Strategy should be provided to support applications of significant scale to clearly show when each stage will come forward for development. This will help to identify when any trigger points are likely to be reached for the delivery of enabling infrastructure.

Monitoring

A Monitoring Framework has been prepared which is included at Appendix 3. This sets out how the Councils will continue to monitor and review the policies of the AAP as part of the Authority Monitoring Report (AMR). Consideration will also be given to the latest intelligence regarding the supply and demand for employment land within the IAMP, with a view to a future review of the Plan as appropriate to meet any additional employment demand that may emerge in the future. This could include a future review of the IAMP boundary.



16. Consultation

The Councils are undertaking a six-week consultation on the proposals. You can respond to the consultation either by emailing your response to:

PlanningPolicy@sunderland.gov.uk

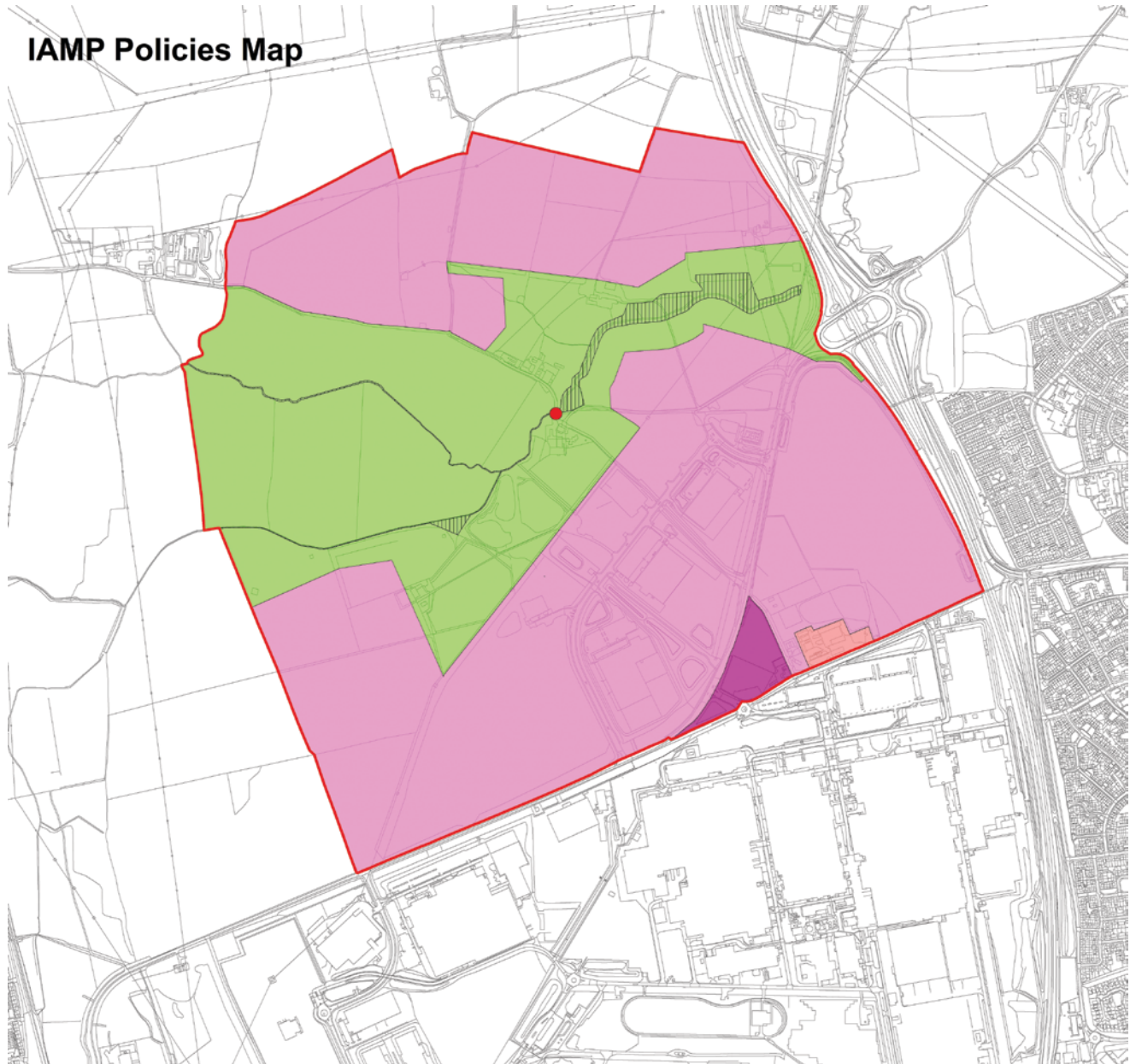
If you wish to respond via letter, please send your correspondence to:

Planning Policy Team,
Sunderland City Council
City Hall, Plater Way,
Sunderland
SR1 3AA








Although the IAMP AAP is a joint document which will form the Development Plan for both Sunderland and South Tyneside Councils, Sunderland City Council is administering the consultation. Therefore, please ensure that all responses are sent to the addresses identified above. Responses received will be considered by both Councils when updating the plan.

Appendix 1:

IAMP AAP Draft Policies Map



Key

-  IAMP AAP boundary
-  Employment Land (Policy SS1)
-  Hub (Policy H1)
-  North East Land Sea and Air Museums (Policy LU1)
-  Green Belt (Policy G1)
-  Listed Building (Policy D1)
-  Local Wildlife Site (Policy EB1)



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Appendix 2:

Glossary

BNG – Biodiversity Net Gain

CSDP – (Sunderland) Core Strategy and Development Plan

DPD - Development Plan Document

IAMP - International Advanced Manufacturing Park

IAMP LLP - International Advanced Manufacturing Park Limited Liability Partnership

IZ – Investment Zone

IDP – Infrastructure Delivery Plan

LPA - Local Planning Authority

NPPF - National Planning Policy Framework

PPG - Planning Practice Guidance

SA - Sustainability Appraisal

SEA - Strategic Environmental Assessment

SCC - Sunderland City Council

STC - South Tyneside Council

SuDS - Sustainable Drainage System

The Councils - Sunderland City Council and South Tyneside Council

UDP - Unitary Development Plan

Appendix 3:

Monitoring Framework

Policy	Target/outcome	Indicator	Trigger and contingency	Source
Policy SS1: Spatial Strategy	Approval of approximately 175 hectares of employment land Submission of planning applications which contributes positively towards comprehensive development.	Submission and/or determination of any planning applications which deliver employment land in accordance with the IAMP AAP.	Where approval of 175 hectares has not been undertaken over the medium term, including any required reserved matters applications	Planning Applications
Policy LU1: Land Uses	Development of Principal Uses on the IAMP site	Amount of B1, B2 and B8 floorspace completed (m ²). Proportion of this floorspace which is for Principal Uses (as defined by the glossary) (%). Number of planning applications submitted for non-Principal Uses	Ensure via planning application process where considered required that only a proportionate aspect of the proposal is utilised for non-principal floorspace.	Planning Applications
Policy H1: The Hub and Ancillary Uses	Amount of floorspace developed for appropriate uses on the Hub	Cumulative amount of floorspace developed for appropriate main town centre uses within the Hub.	Where development does not align to appropriate main town centre uses consider whether necessary to introduce appropriate restrictions or whether an early review of the plan should be undertaken. Applications approved contrary to policy.	Planning Applications

Policy	Target/outcome	Indicator	Trigger and contingency	Source
Policy D1: Design	Sets out the design principles that should be used across the IAMP AAP area.	<p>Significant increase in applications approved contrary to policy.</p> <p>Number of sustainability statements provided.</p> <p>Number of masterplans or design codes submitted.</p>	Identify reasons for not approving development in accordance with the design principles outlined in the policy.	Planning Applications
Policy T1: Transport	Sets out transport principles that should be applied across the IAMP Area.	<p>Development does not integrate walking and cycling, public transport considerations.</p> <p>Number of transport assessments submitted.</p> <p>Number of framework assessments submitted.</p>	<p>Identify reasons for not approving development in accordance with the transport principles outlined in the policy.</p> <p>Monitoring the delivery of strategic infrastructure priorities as outlined in the Infrastructure Delivery Plan</p>	<p>Planning Applications</p> <p>Infrastructure Delivery Plan</p>
Policy I1: Infrastructure Provision	Sets out proposals where considered appropriate infrastructure contributions for infrastructure outlined in the IDP may be required.	<p>Funding for strategic infrastructure is not considered viable.</p> <p>Number of essential infrastructure projects delivered in line with the IDP.</p>	Identify reasons for not funding strategic infrastructure.	Infrastructure Delivery Plan
Policy I2: Renewable and Clean Energy	Sets out principles regarding renewable and clean energy installations.	<p>Renewable and clean energy is not being secured on site.</p> <p>Number of renewable energy schemes permitted</p> <p>Generation capacity of permitted/ installed schemes</p>	Identify reasons for not securing renewable and clean energy on site.	Planning Applications

Policy	Target/outcome	Indicator	Trigger and contingency	Source
<p>Policy FR1: Flood Risk and Water Management</p>	<p>Sets out principles regarding flood risk and water management</p>	<p>Submission of Flood Risk Assessment and Water Framework Directive Assessment as part of planning application.</p> <p>Submission of Surface Water Drainage Strategy as part of planning application.</p> <p>Water Quality Indicators for River Don.</p> <p>Delivery of any necessary foul sewer up-grades, as necessary.</p> <p>Approvals contrary to EA/LLFA advice</p>	<p>If levels of flood risk on the site (as shown on Environment Agency's flood maps) increase as a result of the development, this will trigger an update to the SFRA to identify necessary mitigation to return flood levels to greenfield rates.</p> <p>If water quality along the section of the River Don through the IAMP and immediately downstream of the IAMP declines below current levels, the Councils will work with the Environment Agency to address the issues.</p> <p>If insufficient levels of sewerage capacity are identified, the Councils will work with Northumbrian Water to rectify any deficiencies.</p>	<p>Planning Applications</p> <p>Flood Risk Data</p>
<p>Policy L1: Landscape</p>	<p>Sets out principles around landscape and landscape protection. Outlines the need for a Landscape and Visual Impact assessment</p>	<p>Submission of Landscape and Visual Impact Assessment.</p> <p>Submission of details regarding the depth of landscape buffer along A19.</p> <p>Submission of details which outlines depth along development edges.</p>	<p>Planning applications approved which conflict with, or have an adverse effect on, existing landscape character</p>	<p>Planning Applications</p>

Policy	Target/outcome	Indicator	Trigger and contingency	Source
EB1: Ecology and Biodiversity	This sets out principles regarding the protection of ecology and biodiversity.	<p>Submission of an Ecological Impact Assessment as part of an applicable planning application.</p> <p>Provision of biodiversity net gains in alignment with the policy.</p> <p>Condition of wildlife sites within and immediately adjacent to the AAP boundary.</p> <p>Undertake appropriate breeding bird surveys in accordance with best practice guidelines</p>	Planning applications approved which conflict with or have an adverse effect on ecology and biodiversity.	Planning applications
G1: Green Infrastructure and Green Belt	This outlines principles in relation to Green Infrastructure and Green Belt.	<p>Provision of appropriate green infrastructure.</p> <p>Depth of landscape buffer provided alongside A19 (m)</p> <p>Depth of 50 metre buffers from the riverbanks on both sides along the River Don.</p>	Planning applications approved without appropriate regard to policy requirements.	Planning Applications

Policy	Target/outcome	Indicator	Trigger and contingency	Source
Policy A1: Amenity	This outlines principles in relation to amenity.	No. of complaints to local authorities Environmental Protection Officers as a result of amenity impact resulting from proposed development. Number of Construction Environmental Management Plans submitted as part of planning application, which identifies and implements appropriate mitigation measures relating to amenity.	If more than 10 justified complaints are received by the Councils' Environmental Health Officers from different individuals within a given year, the Councils will seek to take necessary measures to resolve conflicts through mediation with developers and complainants.	Planning Applications Environmental Protection records
Policy IM1: Implementation	This sets out principles in relation to and the delivery of infrastructure and where planning contributions are required.	Number of planning conditions and obligations linked to mitigation. Amount of money agreed/received through planning contributions towards environmental mitigation. Delivery against the Infrastructure Delivery Plan.	Review the IDP and the delivery mechanism if any of the mitigation schemes are delayed. Failure to secure developer contributions	Planning Applications

**Sunderland
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South Tyneside Council