

International Advanced Manufacturing Park



Area Action Plan consultation event

16th December 2015



Event format and Introduction

Vince Taylor - Head of Strategy & Performance, Sunderland City Council

John Scott – Corporate Lead Business, Employment & Skills, South Tyneside Council



Event format



1. Introduction
2. The Area Action Plan (AAP)
3. The Development Consent Order (DCO)
4. Summary
5. Questions & Answers

The International Advanced Manufacturing Park (IAMP)



What is it?



- ▶ The IAMP will create approximately 260,000m² of developable floorspace over a 100ha manufacturing park
- ▶ 5,200 new jobs by 2026 – 500 p/a from 2019
- ▶ Focused on the Advanced Manufacturing sector

The City Deal



- ▶ Key component of Sunderland & South Tyneside's City Deal
- ▶ South Tyneside and Sunderland City Councils working in partnership
- ▶ Secure a policy framework and consent - assemble the required package of land - develop the infrastructure



How is it being progressed?



- ▶ Two distinct but overlapping processes
- ▶ Planning policy framework
 - Area Action Plan
 - Release the land from the Green Belt for nationally significant economic development
- ▶ Planning Consent
 - 'Nationally Significant Infrastructure Project' (NSIP)
 - Consent secured through a Development Consent Order (DCO)
- ▶ Separation of tasks required by the Planning Inspectorate (PINS)

Today's event



- ▶ Part of the formal consultation process for the 'Green Belt and Site Selection Options' stage of the AAP
- ▶ Up to date position on the project and progress
- ▶ Information on the NSIP and the DCO
- ▶ Questions and discussion
- ▶ Consultation closes on February 3rd 2016



The Area Action Plan

George Mansbridge - Head of Development Services, South Tyneside Council

Iain Fairlamb – Head of Planning, Sunderland City Council



The story so far....



- ▶ Area included in the draft Sunderland Local Plan Core Strategy
- ▶ Evidence subsequently identified this was too small to deliver economic growth and policy objectives
- ▶ IAMP as a concept was born...
- ▶ Discussions with PINS – Area Action Plan required

The Area Action Plan process



- ▶ Issues and Options consultation process in February & March 2015
- ▶ Green Belt and Site Selection Options – until February 2016
- ▶ Publication Draft AAP – Summer 2016
- ▶ Submission to PINS – end 2016
- ▶ Independent Examination – Spring 2017



The evidence base



Evidence base workstream	Comments
Market demand and commercial evidence	Detailed research on sector growth, supply and demand – summarised in the Green Belt Paper
Ecology	Survey complete; Mitigation Plan for the Publication draft AAP, Sustainability Appraisal and DCO
Highways & Infrastructure	Traffic surveys and traffic model complete. Proposals within Publication draft AAP and DCO
IAMP Impact Study	Complete – discussed on next slide
Skills Assessment	First phase research complete; second stage negotiation/agreement underway
Metro options study	Interim report stage
Alternative energy & Heat network	Analysis of renewables, CHP and potential heat network – support AAP masterplan and DCO
Delivery Strategy	Professional advice received on delivery – internal discussion, for detailing within AAP and DCO
Ground conditions	Information required on ground conditions for AAP and the DCO, commence early 2016

The Impact Assessment



- ▶ The impact of IAMP on key regional spatial and economic factors:
 - ▶ Skills
 - ▶ Housing
 - ▶ Economic Impact and Displacement
 - ▶ Employment Land

The Impact Assessment



Skills

- Advanced manufacturing definition
- c40% jobs 'knowledge workers'
- Reviewed distribution of workforce within the NE
- County Durham, Sunderland and South Tyneside (75%), Gateshead 9%

Housing

- Closely linked to skills
- 90% likely to already live in the North East
- Requirement for c500-1,000 additional properties
- Increase proportion of detached (4 bed) and semi (3 bed) properties

Key consideration – policy 'on' or 'do-nothing'?

The Impact Assessment



Impact & Displacement

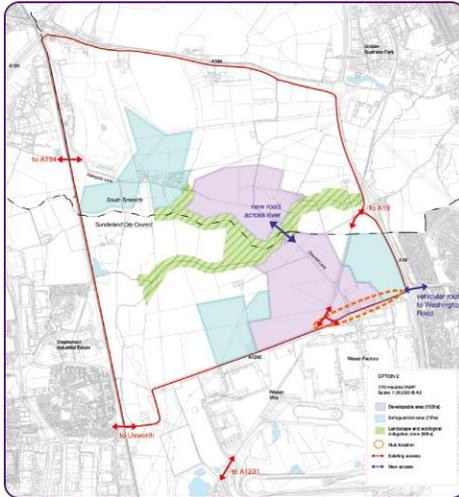
- 5,000 gross jobs on site
- Total net additional c11,000
- BIS – 'minimise UK displacement'
- Larger sites for automotive sector
- Regional/local sites facilitate supply chain growth

Employment Land

- Area to the north of Nissan has strong commercial credentials, attractive to new businesses
- Outdated property/industrial estates in the area, 'churn' will occur
- Limit displacement by focus on the inward investment opportunities of automotive sector

Key consideration – site is of significant importance to the UK nationally, to the benefit of the North East

Option Two



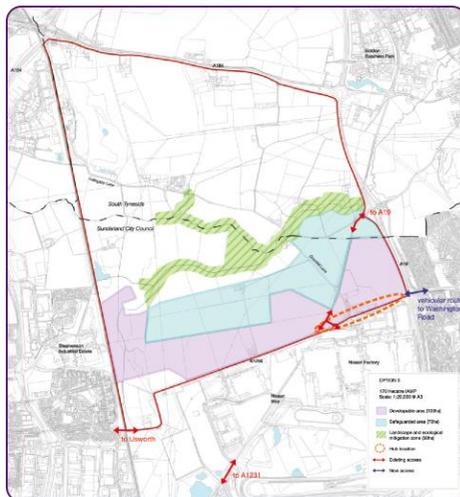
Option 2

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 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 integrating with existing activities at Nissan

Option Three



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.

It 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.

Next Steps



- ▶ Please review the documents that are on both Council's websites
- ▶ If a meeting is required in the New Year before the end of the consultation period, please let us know
- ▶ There may be the need for further meetings post February 3rd 2016
- ▶ Work will then progress to prepare the Publication Draft AAP for consultation during Summer 2016
- ▶ Similar event to this at that stage
- ▶ Discussions will also continue through the North East Heads of Planning forum and Economic Directors forum



The Development Consent Order

Jon Riley – Partner, Pinsent Masons



Nationally Significant Infrastructure Projects



- ▶ The Government has introduced the Nationally Significant Infrastructure Projects (NSIP) process to deal with the granting of development consent for large-scale projects such as major new transport, utilities and energy infrastructure, as well as large-scale business and commercial developments.
- ▶ NSIP development consent orders (DCO) are a form of planning permission that can integrate other types of approval, such as highways/infrastructure works and compulsory purchase orders (CPO).
- ▶ NSIP applications are tested by The Planning Inspectorate (PINS) through independent examination, a form of public inquiry, rather than by the Council as the Local Planning Authority. The project developers are nevertheless required to carry out extensive pre-application public consultation prior to submitting their application direct to PINS. Applications are determined by the Secretary of State, rather than by the Councils.
- ▶ Further information on the NSIP process can be found on the Planning Inspectorate's National Infrastructure Planning website pages

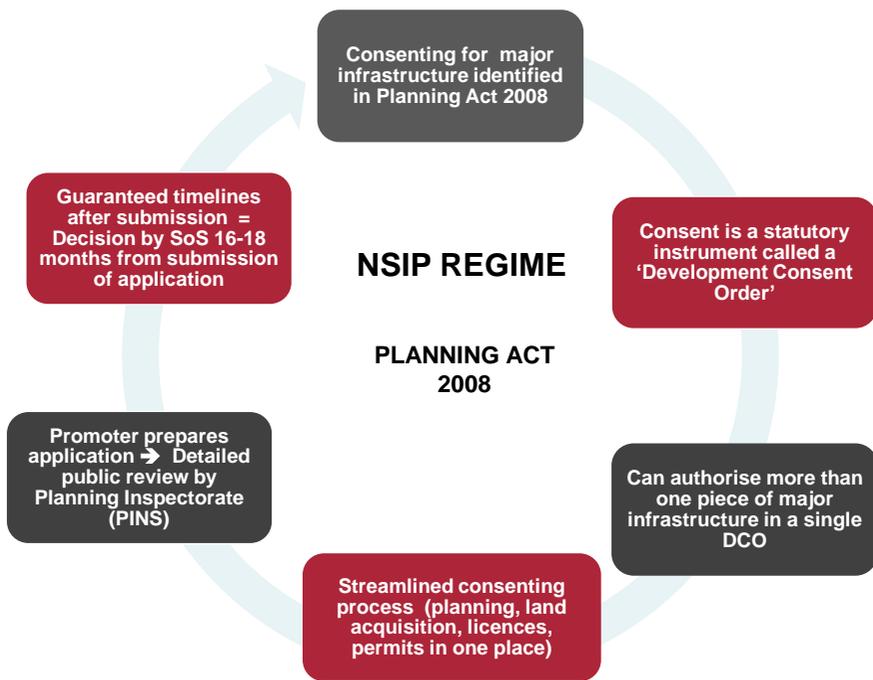
NSIPs in Sunderland & South Tyneside



- ▶ **A19/A184 Testos Junction Improvements**

Highways England (formerly known as the Highways Agency, and responsible for strategic trunk roads across the country), is proposing to make major improvements to the A19/A184 Testos roundabout in South Tyneside. The grade-separation A19(T) flyover proposal is aimed at helping to relieve congestion and improve road safety at the junction while minimising environmental impacts. The proposals would link into further improvements they are planning at the A19/A1290 Downhill Lane interchange close to the Nissan car manufacturing plant.
- ▶ **International Advanced Manufacturing Park**

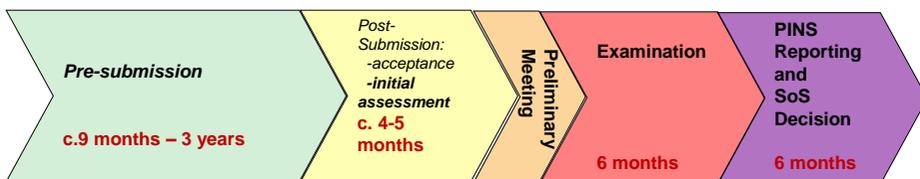
The Sunderland and South Tyneside City Deal includes a vision to develop an International Advanced Manufacturing Plant (IAMP) on land to the north of the Nissan car manufacturing plant alongside the A19(T). To take this project forward, the two Councils and our project partners are preparing an NSIP Development Consent Order application in parallel with preparing a joint IAMP Area Action Plan as part of their respective Local Plans.



DCO process



- ▶ Front loaded
- ▶ Extensive consultation & notice requirements
- ▶ Examination: written process, supplemented by hearings
- ▶ Decision-making period is 3 months + 3 months max



Your role in the DCO process



Summary

Vince Taylor - Head of Strategy & Performance, Sunderland City Council

John Scott – Corporate Lead Business, Employment & Skills, South Tyneside Council





Questions & Answers

