

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



What is an Area Action Plan?



- ▶ An Area Action Plan (AAP) is a development plan document (DPD) that provides specific planning policy and guidance for an area where significant regeneration or investment needs to be managed.
- ▶ AAPs address the specific challenges of an area. They specify the required land uses in particular locations and the key strategic interventions.
- ▶ AAPs have a strong focus on delivery and implementation, and form a statutory component of the Local Development Framework

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



What is the evidence telling us?



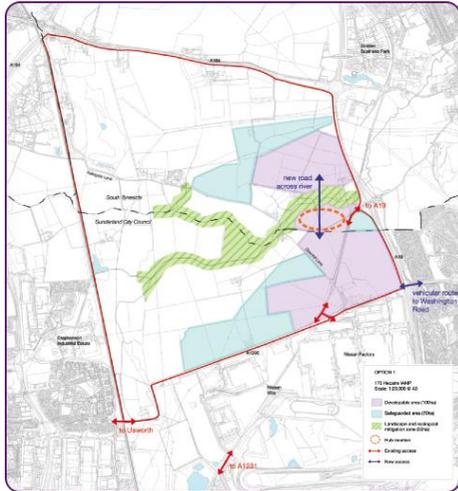
- ▶ IAMP will require a minimum of 100 hectares of development land to facilitate regional economic growth in our key economic sectors
- ▶ When removing land from the Green Belt, Government requires us to also identify safeguarded land
- ▶ The area to the immediate north of Nissan has the scale and position to be attractive to the commercial and investment markets
- ▶ There would be in excess of 5,000 gross jobs on site and a total of 11,000 net additional jobs created within the region, with low levels of displacement
- ▶ c40% of the jobs on site would be in the 'knowledge sector' and 85% of all employees would reside in County Durham, Sunderland, South Tyneside and Gateshead

The Green Belt and Site Selection Options process



- ▶ Detailed Green Belt and Site Selection Options report and summary leaflet
- ▶ Develops the findings from the 'Issues and Options' consultation held in February/March 2015
- ▶ Sets out three alternative site options for the AAP including 'safeguarded land' for the future
- ▶ Seeks comments on the three options
- ▶ To inform the preparation of the Publication Draft AAP in Summer 2016

Option One



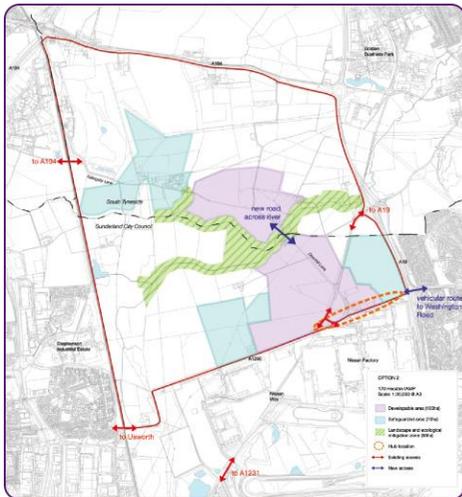
Option 1

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 Two



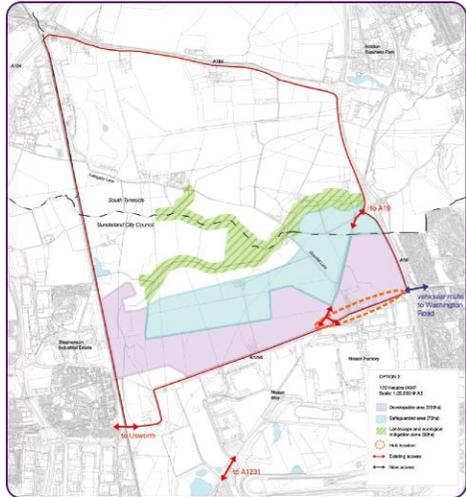
Option 2

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.

What happens next?



- ▶ 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
- ▶ Please submit your views to us
- ▶ Work will then progress to prepare the Publication Draft AAP for consultation during Summer 2016



The Development Consent Order

Jon Riley – Partner, Pinsent Masons



South Tyneside Council



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

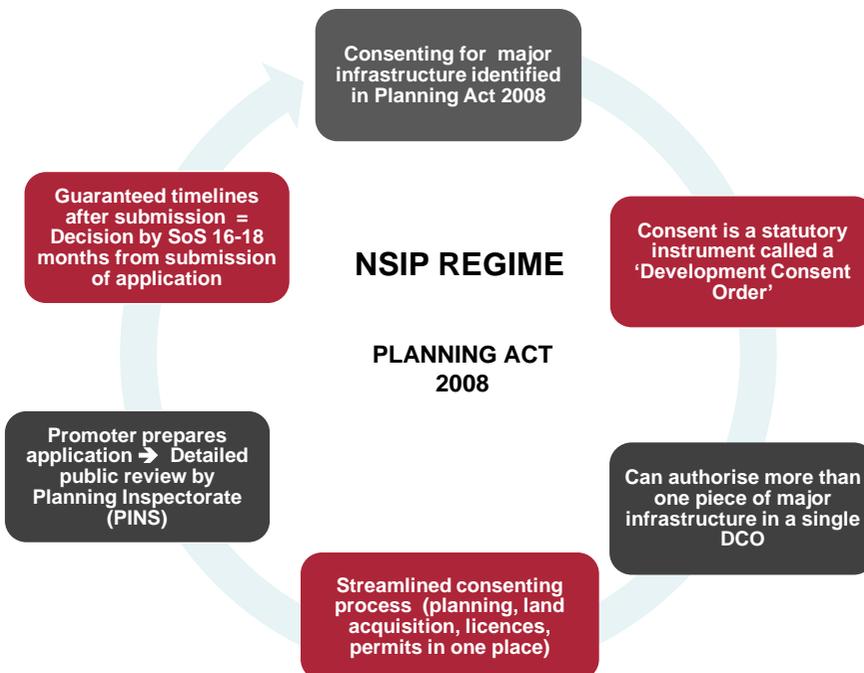


▶ A19/A184 Testos Junction Improvements

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

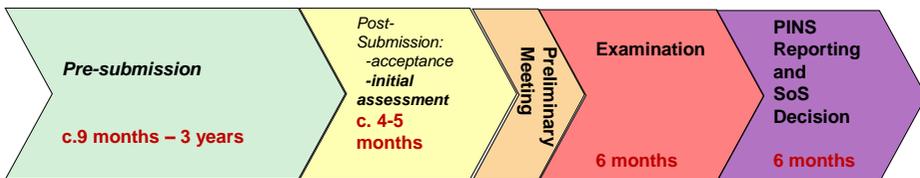
The Sunderland and South Tyneside City Deal includes a vision to develop an International Advanced Manufacturing Plant (IAMP) on land to the north of the Nissan car manufacturing plant alongside the A19(T). To take this project forward, the two Councils and our project partners are preparing an NSIP 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



Getting involved



What does NSIP designation mean for planning applications?



- ▶ Any planning application for IAMP must now go through the Government's Nationally Significant Infrastructure Project (NSIP) development consent order (DCO) process.
- ▶ The NSIP consenting process brings together planning, land assembly, environmental and access matters for a proposed project within a single consultation, application, public examination and decision making process, determined by the Secretary of State. If successful, this would result in a development consent order, which would contain all permissions, powers and consents necessary to enable the project to proceed.
- ▶ Each Council (as the local planning authority) must refer any planning application or proposed application for IAMP to the Secretary of State instead of dealing with it themselves. The Councils will be unable to validate planning applications made for any element of IAMP under the usual Town and Country Planning Act 1990 procedures.
- ▶ Any application made for a development consent order must comply with the Planning Act 2008. It is an offence to carry out development for which development consent is required at a time when no development consent is in force in respect of that development.
- ▶ Planning applications for development other than IAMP may be submitted to the Councils in the usual way, but the emerging proposals for IAMP will be taken into account when determining such applications.

Owners are encouraged to seek professional advice before making any planning applications or carrying out works to their properties

Land



- ▶ Establishing IAMP's boundary
- ▶ Negotiating to acquire land
- ▶ Compulsory acquisition powers in the DCO
- ▶ Timetable



Summary

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

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



Questions & Answers

