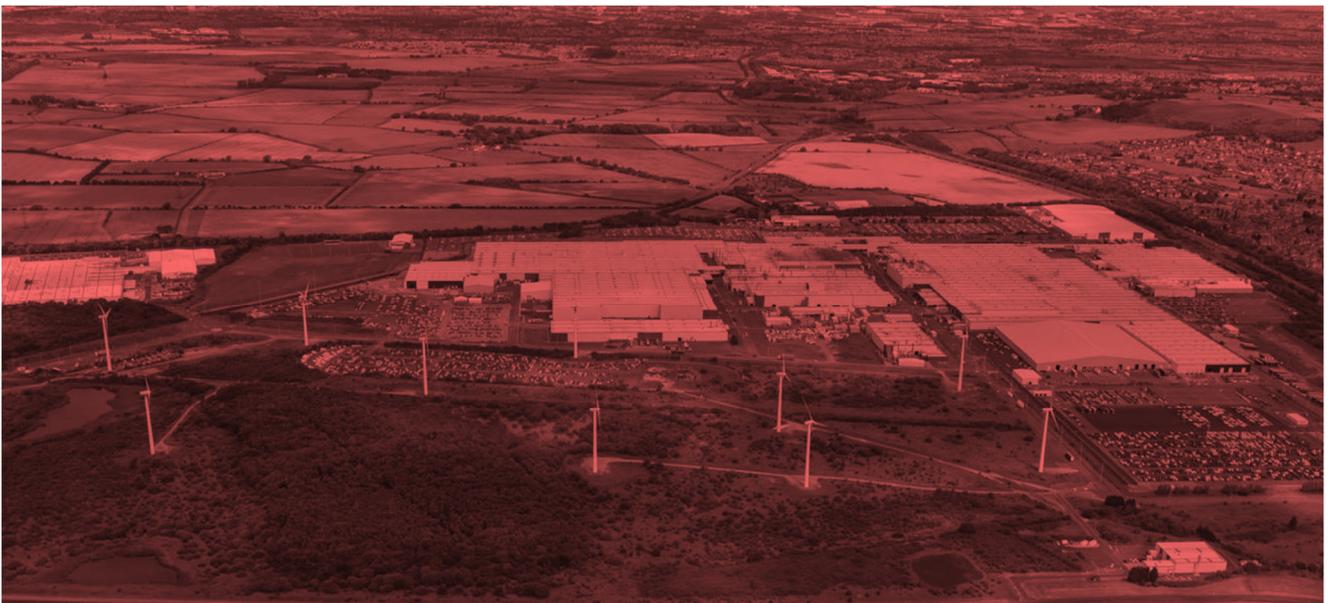


Sunderland City Council and South Tyneside Council

## International Advanced Manufacturing Park Area Action Plan

Planning Policy Technical Background Report

February 2017



South Tyneside Council

Sunderland  
City Council

ARUP

Sunderland City Council and South  
Tyneside Council

International Advanced  
Manufacturing Park Area Action  
Plan

Planning Policy Technical  
Background Report

February 2017

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

It is not intended for and should not be relied  
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## Glossary

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AAP	Area Action Plan	NPS	National Policy Statement
BIS	Department of Business, Innovation and Skills	NSIP	Nationally Significant Infrastructure Project
BEIS	Department for Business, Energy & Industrial Strategy	NWL	Northumbrian Water Ltd
CIRIA	Construction Industry Research and Information Association	PwC	Price Waterhouse Coopers
DBAP	Durham Biodiversity Action Plan	SA	Sustainability Appraisal
DCO	Development Consent Order	SEA	Strategic Environmental Assessment
DEFRA	Department of Environment, Food and Rural Affairs	SEP	Strategic Economic Plan
DPD	Development Plan Document	SCC	Sunderland City Council
EZ	Enterprise Zone	SCI	Statement of Community Involvement
EU	European Union	STC	South Tyneside Council
FRA	Flood Risk Assessment	SuDS	Sustainable Drainage System
IAMP	International Advanced Manufacturing Park	UDP	Unitary Development Plan
GBSSO	Green Belt and Site Selection Options Paper		
LDF	Local Development Framework		
LHA	Local Highways Authority		
LPA	Local Planning Authority		
LVIA	Landscape and Visual Impact Assessment		
LWS	Local Wildlife Site		
MoU	Memorandum of Understanding		
NELEP	North East Local Enterprise Partnership		
NPPF	National Planning Policy Framework		
PPG	Planning Practice Guidance		

# 1 Introduction

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## 1.1 Overview

1. This is the Planning Policy Technical Background Report for the International Advanced Manufacturing Park (IAMP) Area Action Plan (AAP). The aim of this Report is to identify and assess the national and relevant local planning policy which should inform the approach and policies in the IAMP AAP.
2. The Report is one of a suite of Technical Background Reports which form part of the evidence base for the IAMP AAP. The full set of reports can be accessed using the following links:
3. [www.sunderland.gov.uk/iamp](http://www.sunderland.gov.uk/iamp)
4. [www.southtyneside.gov.uk/localplan](http://www.southtyneside.gov.uk/localplan)

## 1.2 Introduction to the IAMP

5. The International Advanced Manufacturing Park represents a unique opportunity for the automotive sector in the UK. Located next to Nissan UK's Sunderland plant, the UK's largest and most productive car manufacturing plant, the IAMP will provide a bespoke, world class environment for the automotive supply chain and related advanced manufacturers to innovate and thrive, contributing significantly to the long-term economic success of the north-east of England and the national automotive sector.
6. The IAMP proposal is for a 260,000 m<sup>2</sup> Gross Internal Area development aimed primarily at the automotive, advanced manufacturing and related distribution sectors. The IAMP will be located on land to the north of the existing Nissan car manufacturing plant, to the west of the A19 and to the south of the A184. This location benefits from its close proximity to Nissan and excellent transport links with opportunities for integrated connectivity provided by the surrounding Strategic Road Network, rail and port infrastructure.
7. Development of the IAMP will underpin the continued success of the automotive and advanced manufacturing sectors in the United Kingdom and north-east of England.

## 1.3 Structure of this Report

8. The Report is structured as follows:
  - Section 2 presents an overview of the planning policy context in relation to the development of the IAMP AAP.
  - Section 3 summarises the key policy issues as established by national and local policy, and provides recommendations as to how these should be addressed by policies within the AAP.

## 2 Planning Policy Context

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9. This section discusses the need for an AAP for the IAMP and how this relates to the consenting process. The relevant national and local policy framework is then analysed to inform the scope and content of the policies in the IAMP AAP.

### 2.1 The Need for an Area Action Plan

10. The area which has been identified for the IAMP is partly located in the Green Belt and is not allocated in the Councils' current development plans for employment and supporting uses. The purpose of the IAMP AAP is therefore to set out planning policies to direct and enable the comprehensive delivery of the infrastructure and development necessary for the IAMP.
11. The National Planning Policy Framework (NPPF) states that 'each local planning authority should produce a Local Plan for its areas...any additional development plan documents should only be used where clearly justified'. An AAP is an additional Development Plan Document (DPD) that can be prepared to establish a set of proposals for a specific development site or area. The scale of the IAMP proposals, location across two local authority areas and the current designation of the majority of the land as Green Belt justifies the need for a dedicated AAP to:
- Enable the joint preparation of a statutory planning document;
  - review and revise the Green Belt boundary; and
  - recognise the strategic importance of the IAMP (including its Nationally Significant Infrastructure Project (NSIP) status) and set the site specific policy framework and development principles against which proposals can be determined.
12. The decision to develop the IAMP AAP is supported by the Planning Inspectorate who advised in 2014 that Sunderland City Council and South Tyneside Council should follow a 'combined route' of an AAP in parallel with a planning application (as was proposed at that time, now replaced by the Development Consent Order (DCO)) for the IAMP. The Planning Inspectorate emphasised the importance of following the statutory processes in AAP preparation including compliance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
13. The Planning Inspectorate advised that the benefits of preparing an AAP for the IAMP were:
- It allows for full consideration of all issues and options to ensure the selected site is the most suitable;
  - It provides a vehicle to demonstrate that proper co-ordination has taken place with other bodies and councils (under the Duty to Co-operate);
  - It involves an NPPF-compliant method of securing changes to the Green Belt through the demonstration of 'exceptional circumstances'; and
  - It provides a clear path for considering future planning applications (subsequently changed to the DCO.)

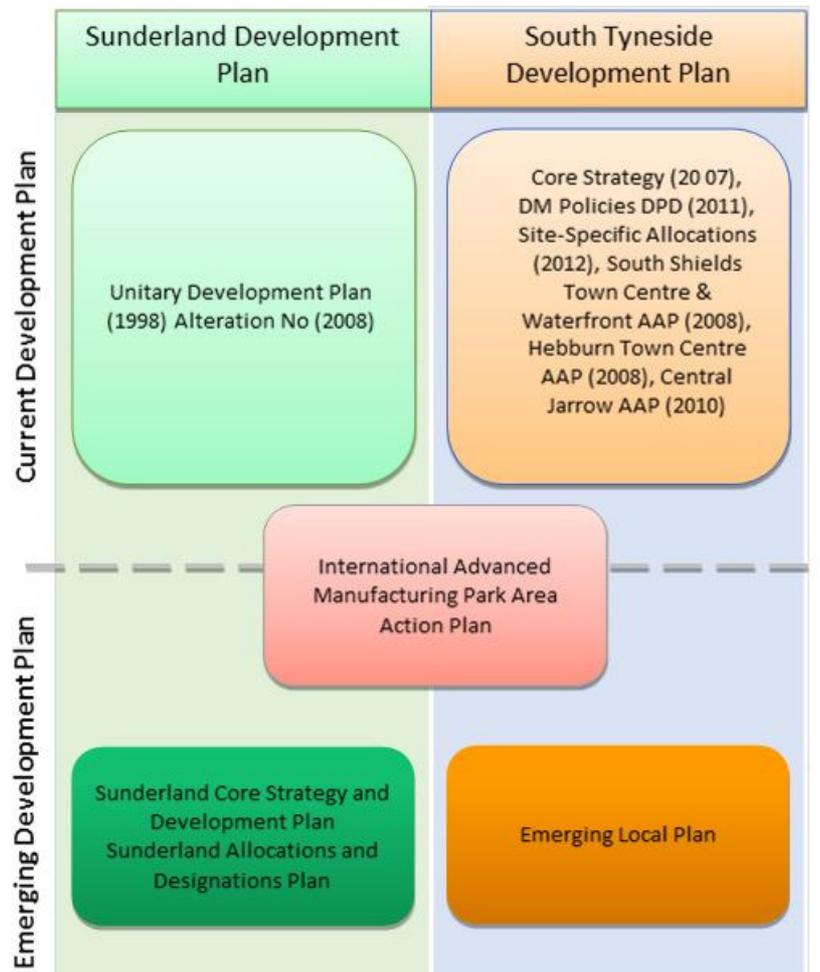
## 2.2 The IAMP's status as an NSIP

14. The Planning Act 2008 introduced a new development consent process for NSIPs. This was subsequently amended by the Localism Act 2011. NSIPs are large scale developments (usually relating to energy, transport, water, or waste) of national significance, which requires planning consent through a Development Consent Order (DCO) under the Planning Act 2008. NSIPs cannot be consented by planning permission granted under the Town and Country Planning Act 1990. A DCO automatically removes the need to obtain several separate consents, including planning permission and is designed to be a much more streamlined process than applying for these separately.
15. An extension of the NSIP regime was made through the Infrastructure Planning (Business and Commercial Projects) Regulations in 2013, which now allows certain business and commercial projects to utilise the DCO consenting process.
16. The IAMP was designated as an NSIP by the Secretary of State in September 2015, and thus must be consented through a DCO.
17. The Government has prepared a series of National Policy Statements (NPS) which set out the policy context for certain NSIP categories including energy, transport and waste. There is not currently a NPS for business and commercial projects. The Councils are therefore seeking to establish a policy context for IAMP through the local plan process.
18. The AAP, once adopted, will form part of the adopted Local Development Plan and will therefore be a consideration in the determination of the IAMP DCO application. The AAP will also be material in the determination of any other applications for proposals within the IAMP AAP area which do not form part of IAMP.

## 2.3 Relevant Policy Framework

19. The planning policy framework relevant to the IAMP AAP is set out below. National and local planning policy is assessed in Section 3. As the IAMP site crosses two local authorities, consideration must be given to the local policies of both Sunderland City and South Tyneside Councils. Once adopted, the IAMP AAP will form part of the statutory development plan for both Councils setting a robust framework for the delivery of IAMP.
20. The relevant policy documents considered in Section 3 are listed in

21. **Figure 1.** The adopted Local Plans, the NPPF and National Planning Policy Guidance are all material considerations; the emerging Local Plans for the Councils are also material considerations given they have both been consulted on, but are given less weight until adoption. The emerging local planning policies gain increased weight as they progress through consultation and examination. Nonetheless, they are assessed in order to understand future policy implications.

**Figure 1: Relevant Planning Policy**

## 2.4 National Policy

### 2.4.1 National Planning Policy Framework (2012)

22. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF supports a presumption in favour of sustainable development achieved through sustainable economic growth. Paragraph 7 of the NPPF highlights the importance of ensuring the right land is available at the right time to support innovation. Paragraph 21 also requires that local planning authorities should "*plan positively for the location, promotion and expansion of clusters or networks of... high technology industries*". The core purpose of the IAMP AAP will be to facilitate and encourage the sustainable and comprehensive development of a world-class automotive and advanced manufacturing cluster in accordance with paragraph 21.
23. As the IAMP is located partially within Green Belt and will require the release of land from the Green Belt, NPPF paragraph 83 applies:

24. Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans, which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.
25. Given the importance of these policy requirements, a separate Exceptional Circumstances for releasing land from the Green Belt Technical Background Report has been prepared. This sets out the case for the release of land from the Green Belt and why this constitutes exceptional circumstances in order to enable the development of the IAMP.

## 2.5 Local Policy

26. As the IAMP site is located within two local authorities, it is necessary to consider both Councils' adopted local Plans. As stated earlier, emerging Local Plans will also be assessed to determine future aspirations for the Council. These currently do not take precedence over the adopted Plans but provide an indication of the Council's future objectives.

### 2.5.1 Sunderland City Council

27. This section introduces Sunderland's planning policy documents and their relation to the IAMP AAP. This includes identifying and reviewing relevant saved policies of the adopted 1998 Unitary Development Plan (UDP) (SD16) and emerging policies of the new Local Plans.

#### 2.5.1.1 Adopted Plan

28. The Unitary Development Plan (SD16) was adopted in 1998. Although it is the statutory development plan, it is nearly 20 years old and was adopted prior to the NPPF. A number of policies have been saved and still form part of the development plan. This includes saved policy EC1 which states that the City Council will encourage proposals which "*develop the city's role as a major manufacturing centre, especially in relation to advanced or high technology processes*". The IAMP AAP policies should be clear in setting out the IAMP's potential role in contributing to the city's major manufacturing centre.

#### 2.5.1.2 Emerging Local Plan

29. The Local Plan will comprise of a Core Strategy and Development Plan, Site Allocations Plan and the future IAMP AAP. After consultation in 2013 on the Core Strategy and Development Management Policies Draft Revised Preferred Options (CSDMP) (SD17), work commenced on the Publication Plan but due to major regeneration proposals, including the IAMP, it was postponed until new evidence could be gathered. The CSDMP is due to be published early 2017, submitted in Spring 2017 and has a proposed adoption of Summer 2018.

30. The Site Allocations Plan sets out detailed site-specific land uses. Publication stage is expected to commence in November 2017 with a proposed adoption date of May 2019.
31. The CSDMP (SD17) identifies a strategic site north of Nissan. Potential uses for the site include the low carbon technologies and advanced manufacturing sectors. It further states at section 3.18 that a masterplan will be prepared and piecemeal development will not be accepted due to the site's critical economic importance to the area. Section 3.10 recognises that the area north of Nissan represents one of the two main opportunities to 'provide the step change in the local economy'.
32. The CSDMP (SD17) promotes the strategic site for a range of uses. Policy CS3.2 explains that development on the site will comprise land uses in B1(b) (research and development), B1(c) (light industry), B2 (general industrial) and B8 (storage and distribution). Emphasis will be given to particular developments which support low carbon technologies. Offices (B1(a)) will only be acceptable when ancillary to the wider development and should not be of a scale where it impacts upon the deliverability of office sites in the City Centre.
33. CSDMP Policy (SD17) CS3.4 states that subject to sufficient evidence to demonstrate demand for employment land which cannot be met within the existing employment land area, the Councils will work together and seek to deliver this through the production of a Development Plan Document at the earliest opportunity. The IAMP AAP is the joint Development Plan Document that the two Councils have prepared to that end, and the Commercial and Employment Technical Background Report sets out the evidence required by Policy CS3.4.
34. The CSDMP (SD17) recognises that the strategic site to the north of Nissan will involve development of land within the Green Belt. The exceptional circumstances case required to release land from the Green Belt is set out in the Exceptional Circumstances for releasing land from the Green Belt Technical Background Report.
35. CSDMP (SD17) Policy CS6.1 seeks to promote sustainable travel and seek to improve transport infrastructure in order to secure local economic regeneration and enhance connectivity.
36. The supporting text to the connectivity policies of the CSDMP (SD17) states that the main 'connectivity' issue is the need to ensure that transport infrastructure contributes to securing economic growth and regeneration in the city and that the City Council is working in close partnership with the Highways Agency (now Highways England) and other transport partners to assess and implement the highway works needed to support the development of land in the vicinity of Nissan.

## 2.5.2 South Tyneside Council

37. This section introduces South Tyneside's planning policy documents and their relation to the IAMP AAP. These include the Local Development Framework and the policies of the emerging Local Plan.

### 2.5.2.1 Adopted Plan

38. The Core Strategy (SD22) was adopted in 2007, the Development Management DPD (DMDPD) (SD21) was adopted in 2011 and the Site Specific Allocations DPD (SD20) was adopted in 2012. These three documents and the three Town Centre AAPs form the current development plan.
39. There is no direct reference to the IAMP in the Core Strategy (2007) (SD22), however Policy ST1 states that opportunities along the A19 economic growth corridor should be promoted.
40. Supporting text (4.10) to Policy SA3 in the Site Specific Allocations DPD (2012) (SD20) notes that the land north of the Nissan plant is proposed as a strategic employment site in Sunderland's emerging Core Strategy and that there would be the potential to extend this into South Tyneside.
41. Policy DM1 of the DMDPD (SD21) sets out criteria for determining applications. It states that the Council will ensure that development enhances local settings and is designed with sensitive consideration of its surroundings, is acceptable in relation to impact on residential amenity, has high quality built and landscape design, has appropriate highway capacity and is designed to minimise and mitigate local flood risk. The IAMP proposals will need to consider this within the design of the development.

### 2.5.2.2 Emerging Local Plan

42. The new Local Plan will form the new statutory development plan for South Tyneside. This new Local Plan is being prepared; the public consultation on a draft Strategic Land Review Site Assessment (SD42) closed on the 31<sup>st</sup> July 2016. The Council also has prepared an Issues and Options report, which has been consulted on in 2013. A public consultation on the Publication Draft Development Plan Document is expected in 2017. It is then planned to adopt the Local Plan in 2018/2019
43. The Issues and Options document makes reference to the City Deal which encompasses IAMP and the need to consider the scale of IAMP as part of an assessment of alternative growth scenarios and their relative spatial implications. It also recognises the role of the A19 corridor with regards to economic development and new policies are proposed which clarify the role it has to play in growth and supporting strategic sites.

### 2.5.3 Superseded Local Policy

44. This section lists all policies or policy parts which are superseded on the adoption of the IAMP Area Action Plan:
45. Sunderland Unitary Development Plan (SD16) :
  - CN23, Wildlife Corridors
  - WA19, Green Belt; and

- WA26, Multi-user routes
46. South Tyneside Local Development Framework – Core Strategy (SD22):
- EA1, Local Character and Distinctiveness superseded insofar as they relate to the extent of the designated Green Belt within the IAMP AAP area.

## 3 Policy Consideration for IAMP AAP

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47. It is important that the IAMP AAP has regard to the NPPF and adopted (if relevant and up-to-date) and emerging Local Plans (having regard to the emerging evidence base and consultation responses). As the AAP will be a DPD in its own right, it is not required to conform to any other development plan, however it should have regard to adopted or emerging planning policies. It is noted that as the two Councils are both reviewing their Local Plans, adopted policies in this case may be superseded and therefore it is relevant to also have regard to emerging policies and updated evidence base.
48. This section provides an overview of the key policy issues as identified within national and relevant local planning policy documents. It also considers additional documents including South Tyneside's Landscape Character Study (SD46) and Green Infrastructure Strategy Supplementary Planning Document (SD48) and Sunderland's Green Infrastructure Strategy Framework (SD49). The key issues are considered and recommendations are provided on how these issues should be addressed within the AAP policies.

### 3.1 Strategic Issues

#### 3.1.1 Sustainability

49. Policy context: Given the scale of the proposed development at the IAMP, and the associated requirements for release of Green Belt land, sustainability is a key issue. The NPPF seeks to enable sustainable development without delay and adopts "a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking" (paragraph 14). Paragraph 84 of the NPPF highlights the particular importance of sustainability when reviewing Green Belt boundaries:

*"When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary."*

50. **AAP recommendation:** It is recommended that the AAP gives priority to sustainable development throughout all of its policies with an emphasis on contributing to a strong, responsive and competitive economy combined with supporting vibrant and healthy communities while also protecting and enhancing the natural, built and historic environment. This will ensure that the AAP accords with the NPPF concept of sustainability, and provides a framework for bringing forward development and consenting within the AAP area.

#### 3.1.2 Development of the IAMP and Green Belt Release

51. **Policy context:** The IAMP will be delivered on a phased basis but within a cohesive and comprehensive framework to avoid piecemeal development. The

development of the proposed IAMP site requires the release of land from the Green Belt.

52. The South Tyneside LDF (2007) (SD22) and Sunderland City Council UDP (1998) (SD16) both designate the land to the north of Nissan as Green Belt. Paragraph 83 of the NPPF states “*Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan*”. Both Councils recognise the role of the IAMP AAP in demonstrating the ‘exceptional circumstances’ for the release of land to the north of Nissan from Green Belt.
53. An assessment of the Green Belt north of Nissan has been undertaken and an exceptional circumstances case developed for the release of the land from the Green Belt. This is detailed in the Exceptional Circumstances for the release of land from the Green Belt Technical Background Report.
54. **AAP recommendations:** It is recommended that the AAP includes a policy setting out how the IAMP will be delivered on a phased basis within a comprehensive framework. This policy will also need to identify which land is to be removed from the Green Belt and allocated for development of the IAMP.

### 3.1.3 Safeguarded Land

55. **Policy context:** Paragraph 85 of the NPPF requires that “*Green Belt boundaries will not need to be altered at the end of the development plan period.*” Paragraph 85 also advises identifying areas of ‘safeguarded land’ between the urban area and the Green Belt in order to meet longer term development needs beyond the plan period.
56. **AAP recommendations:** It is recommended that the AAP includes a policy which identifies areas of safeguarded land within the IAMP. This will ensure that sufficient land is safeguarded to accommodate future development needs, thereby securing the long term sustainability of the IAMP and ensuring that Green Belt boundaries endure beyond the end of the IAMP AAP period. The AAP must have an evidenced case for the quantity of land proposed to be safeguarded. This is set out in the Commercial and Employment Technical Background Report.

### 3.1.4 Design

#### 3.1.4.1 Masterplan Design

57. **Policy context:** South Tyneside DMDPD (2011) (SD21) Policy DM1 requires new developments to be designed with sensitive consideration of surroundings, particularly though scale and proportions, alignment, form, use of materials and architectural detailing.
58. Further to this, South Tyneside Landscape Character Study (2012) (SD46) includes guidance on the landscapes of South Tyneside, and the means by which their distinctive characteristics can be maintained and enhanced. The document supports the following relevant to this local area including: reinstatement and

restoration of hedges, planting of new woodland areas and improving local accessibility.

59. Sunderland CSDMP (SD17) Policy DM2.1 requires new development to demonstrate that it has successfully addressed the elements of the site and its surroundings including: urban form, architectural quality, natural features and visual context.
60. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out the high level principles for the layout and design of the IAMP masterplan. This will encourage a compact, permeable development, which is attractive to future occupiers and flexible enough to accommodate a range of businesses. The design principles in the AAP and DCO should be based on the evidence set out in the Design Technical Background Report.

### 3.1.4.2 Public Realm

61. **Policy context:** South Tyneside DMDPD (2011) (SD21) Policy DM1 seeks to ensure that new developments have regard to well-designed external spaces to improve visual amenity, enhance community activity and support the provision of priority natural habitats and species. Particular reference is made to the importance of streets, squares, parks, green infrastructure, landscaping and focal points/landmarks.
62. Policy DM1 also refers to the importance of safe and convenient movement routes for pedestrians and cyclists. Sunderland CSDMP (SD17) policies DM6.4 and DM6.5 require the provision of electric charging points across the scheme.
63. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out the overarching principles for addressing the key public realm and landscape elements of the masterplan. This will encourage a consistent approach towards external spaces across the IAMP site, which will help develop a unique sense of place and strong identity. The Design Technical Background Report (PSD13) sets out the evidence and approach to ensuring a high quality public realm design. The Landscape Character sets out the evidence for the landscape policy requirements, in response to the sensitive strategic areas (A19, Local Wildlife Sites, River Don).

### 3.1.4.3 Principal Uses

64. **Policy context:** The strategic status of the IAMP as a focus for employment is supported through both the adopted and emerging planning policies for Sunderland and South Tyneside. The Sunderland CSDMP (SD17) refer to the IAMP as a strategic site with potential uses including low carbon technologies and advanced manufacturing sectors. Policy CS3.1 encourages the development of new employment sectors which diversify the economy and support the city's long term economic growth. South Tyneside recognises the status of the IAMP as part of its emerging new Local Plan. The adopted Site Specific Allocations DPD (SD20) (Policy SA3) also notes the proposal for land to the north of Nissan as a strategic employment site.

65. **AAP recommendations:** It is recommended that the AAP includes a policy which defines the principal acceptable uses for the IAMP and retains those uses in the long term. This will ensure the IAMP meets objectives in terms of its NSIP business and commercial status, with a strategic employment focus and meets demand from the automotive and advanced manufacturing sectors. This should be based on the evidence set out in the Commercial and Employment Technical Background Report of the appropriate range of employment uses.

#### 3.1.4.4 Supporting Employment Uses

66. **Policy context:** Policy CS3.2 of the Sunderland CSDMP (SD17) states that the IAMP site will comprise land uses in use classes B1(b) (research and development), B1(c) (light industry), B2 (general industry) and B8 (storage and distribution). Offices (B1(a)) are considered acceptable when ancillary to the wider development.
67. **AAP recommendations:** It is recommended that the AAP includes a policy which requires an appropriate mix of uses, including elements of B1(a) office space to support the principal B1(c), B2 and B8 uses. This should be based on the evidence set out in the Commercial and Employment Technical Background Report (PSD11) of the appropriate mix of employment uses.

#### 3.1.4.5 Ancillary Uses

68. **Policy context:** Complementary ancillary uses are required within the IAMP AAP boundary to allow existing and new employees the opportunity to access facilities and services locally, making the development more sustainable.
69. Ancillary uses would also be beneficial to residents. South Tyneside Core Strategy (SD22) Policy SC1 and Sunderland CSDMP (SD17) Policy DM1.2 both support development which will maintain and improve the provision of accessible basic local services and community facilities. Furthermore, South Tyneside DMDPD (2011) Policy DM1 supports new development which does not have any detrimental impact on residential amenity and which enhances community activity.
70. However the scale of the ancillary uses would need to be appropriate. Sunderland CSDMP (SD17) Policy CS5.1 sets out a hierarchy of centres and the scale of functions appropriate in each. South Tyneside Core Strategy Policy SC2 seeks to revitalise town centres and other shopping centres directs and appropriate scale of development to a hierarchy of centres.
71. NPPF paragraph 7 emphasises the importance of sustainable development through the creation of “a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being.” NPPF paragraph 17 emphasises the need to “secure a good standard of amenity for all existing and future occupants of land and buildings.”

72. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out which ancillary uses are permitted within the IAMP, where they should be located and the scale of the uses considered appropriate to support the employment uses on the IAMP site.
73. The location of the ancillary uses should primarily be located within a ‘hub’ with some allowance for small scale units within other parts of the IAMP site. The AAP policies should also set out guidelines for the development of a “hub” to create a focal point and sense of identity. This should be based on the evidence as set out within the Design Technical Background Report (PSD13).
74. The development of ancillary uses will encourage the development of a sustainable scheme with appropriate facilities to meet the needs of both the residential and business community at the IAMP. This should be based on the evidence set out in the Commercial and Employment Technical Background Report of the appropriate types and quantity of ancillary uses, whilst allowing appropriate flexibility.
75. The AAP should also promote the hub as a node for buses, cycle and pedestrian routes to encourage sustainable forms of transport.

### 3.1.5 Infrastructure, Transport and Access

#### 3.1.5.1 Highway Infrastructure

76. **Policy context:** South Tyneside Core Strategy (2007) (SD22) Policy A1 prioritises improving accessibility within the borough, and between the borough and other destinations in the City Region. Paragraph 81 of the Sunderland CSDMP (SD17), highlights the IAMP as a development which will generate significant levels of traffic and may require improvements to the highway network.
77. Paragraph 31 of the NPPF also states that local authorities should work with neighbouring authorities to develop strategies for the provision of viable infrastructure. Paragraph 41 advocates the safeguarding of sites and routes which “*could be critical in developing infrastructure to widen transport choice*”.
78. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out the likely highway improvements required in connection with the development of the IAMP. This will ensure that the proposals are supported by an appropriate and efficient highway network. This should be based on the evidence set out in the Transport Technical Background Report.

#### 3.1.5.2 Walking, Cycling and Horse Riding

79. **Policy context:** Policy T1 of the Sunderland UDP (SD16) saved policies promotes “the development of a balanced, integrated and sustainable transport system which meets the accessibility needs of the community by encouraging a wide range of transport modes”. Saved Policy T8 promotes schemes which provide a convenient, attractive and integrated network of pedestrian routes. Saved Policy

80. T9 seeks to ensure that cyclists' needs are taken into account in the design of highways and traffic management schemes.
81. Paragraph 35 of the NPPF states that developments should be located and designed to give priority to pedestrian and cycle movements.
82. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out how walking and cycling will be encouraged across the IAMP. This should cover issues such as quality, safety, permeability, functionality and connectivity for all types of users. The objective is to encourage more sustainable modes of travel. Bridleways should also be sought to provide access to the open space within the IAMP for recreational horse riders that is linked to the wider bridleway network. This should be based on the evidence set out in the Transport Technical Background Report.

### 3.1.5.3 Public Transport

83. **Policy context:** Policy A1 of the South Tyneside Core Strategy prioritises improving accessibility, particularly by encouraging and promoting public transport improvements. Saved Policy T4 of the Sunderland UDP (SD16) encourages the provision of further bus services linking residential areas to the main employment areas of the city through the management of road space and the provision of appropriate facilities.
84. Paragraph 17 of the NPPF states that planning should manage patterns of growth to make the fullest possible use of public transport. Paragraph 35 states that developments should be located and designed to have access to high quality public transport facilities.
85. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out how the IAMP will promote and facilitate public transport use. This will ensure that sustainable travel modes are available for workers and visitors, thereby minimising reliance on the private car. This should be based on the evidence set out in the Transport Technical Background Report.

### 3.1.5.4 Parking

86. **Policy context:** South Tyneside DMDPD (SD21) and South Tyneside SPD6: Parking Standards states that developments should include provision for accessible parking in well designed and lit spaces for safety and convenience. Saved Policy T21 of the Sunderland UDP (SD16) states that the provision of parking should take into account the need to maintain safe road conditions, reduce travel demand to a sustainable level and promote more environmentally sensitive modes of transport.
87. Paragraph 39 of the NPPF states that local authorities should take into account factors such as accessibility, availability of public transport and the type, mix and use of development when setting local parking standards.
88. **AAP recommendations:** It is recommended that the AAP includes a policy that requires appropriate parking standards to be established,. This will ensure an

appropriate level of parking provision which ensures operational and market needs are met, whilst avoiding vehicle dominance.

### 3.1.5.5 Utilities Infrastructure Provision

89. Policy context: Sunderland CSDMP (SD17) Policy CS8 requires developers to explore the potential for decentralised, renewable and low carbon energy networks.
90. The NPPF also recognises the importance of energy efficiency in the move to a low carbon future.
91. AAP recommendations: It is recommended that the AAP includes a policy which sets out how IAMP's energy and utilities needs will be met. This should provide a framework rather than prescribed technological solutions to encourage sustainable infrastructure provision including renewable energy. This should be based on the evidence set out in the Utilities Technical Background Report.

### 3.1.5.6 Flood Risk and Drainage

92. **Policy context:** With regard to surface water drainage, Policy ST2 of the South Tyneside Core Strategy (SD22) promotes sustainable urban living through the use of Sustainable Drainage Systems (SuDS) and water conservation features wherever possible.
93. With regard to flood risk, South Tyneside DMDPD (SD21) policies and DM1 state that all development must minimise flood risk from existing sources and must not create increased flood risk either on the site or elsewhere. Policy DM7.26 of the Sunderland CSDMP (SD17) relates to water management and seeks to reduce flood risk, encourage SuDS and protect the city's water resources. Saved policy EN12 of the Sunderland UDP also states that developments will be assessed according to whether they are likely to impede the flow of flood water, increase flooding or the number of people at risk of flooding and adversely affect either ground and surface water or water-based habitats.
94. Paragraph 100 of the NPPF states that inappropriate development in areas of flooding should be avoided by directing development away from areas of highest risk and ensuring that flood risk is not increased elsewhere.
95. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out how development will be required to demonstrate that flood risk and drainage have been appropriately considered and addressed. This should be based on the evidence provided in the Flood Risk and Water Management Technical Background Report.

## 3.1.6 Environment

### 3.1.6.1 Landscape and Green Infrastructure

96. **Policy context:** A key Spatial Objective of the South Tyneside Core Strategy (SD22) is to “protect and enhance the quality and distinctiveness of the Borough’s

land and landscapes”. South Tyneside Core Strategy (SD22) Policy EA1 and South Tyneside SPD3: Green Infrastructure Strategy both seek to conserve the best qualities of the natural environment.

97. Saved policy CN1 in the Sunderland UDP (SD16) seeks to protect and enhance landscape features, significant wildlife habitats, trees and hedgerows. Policy CS7.1 of the Sunderland CSDMP (SD17) aims to protect and conserve the city’s natural environment and local environmental quality.
98. Paragraph 109 of the NPPF also seeks to protect and enhance valued landscapes. Paragraph 114 states that local authorities should “plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure”.
99. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out the principles for the mitigation of landscape impact, including the provision of landscape buffers. This will ensure that appropriate protection is afforded to these natural spaces and impacts on landscape character are minimised. This should be based on the evidence set out in the Landscape Technical Background Report.

### 3.1.6.2 Ecology

100. **Policy context:** Policy CS7.7 of the Sunderland CSDMP (SD17) seeks to “protect, enhance and review designated ecological and geological sites of international, national and local importance.” Furthermore, Policy DM7 Biodiversity and Geo-diversity Sites seeks to “protect and enhance the important environmental assets of the borough”.
101. Paragraph 109 of the NPPF seeks to halt the overall decline in biodiversity by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 117 states that planning policy should promote the preservation, restoration and re-creation of ecological networks.
102. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out the principles which development proposals should accord with in order to protect and enhance the biological value of the IAMP site. This should include specific reference to features of ecological importance within the IAMP including the Local Wildlife Sites (LWS) and the River Don. This should be based on the evidence set out in the Ecology Technical Background Report (PSD14).

### 3.1.6.3 Geotechnical

103. **Policy context:** Paragraph 120 of the NPPF requires planning decisions to ensure that the site is suitable for its new use taking account of ground conditions and land instability.
104. Policy EA5 of the South Tyneside Core Strategy (SD22) seeks to control development so that acts to reduce levels of pollution and environmental risk, minimise adverse impacts on Magnesia Limestone Aquifer, focus the treatment of

contaminated and derelict land so to achieve a balance between the management of risk and the regeneration of the riverside corridor.

105. Policy DM7.27 of the Sunderland CSDMP (SD17) requires development on land where there is reason to believe to be risk of unstable land or contamination to undertake a full risk assessment and if necessary proposed remedial measures.
106. **AAP recommendations:** In bringing the IAMP site forward for development, the scheme promoter would be expected to undertake a geotechnical study to identify if further assessment work is required.

### 3.1.6.4 Historic Environment

107. **Policy context:** Paragraphs 126, 128, 129, 132,133, 134, 139 and 141 of the National Planning Policy Framework provide the relevant national planning policy guidance relating to the historic environment The key elements are summarised as follows;
- An LPA should set out a strategy for the conservation of the historic environment;
  - an LPA should identify and assess the particular significance of any heritage assets that may be affected by a proposal;
  - developers should submit an assessment on a site which has potential to include heritage assets and an LPA should assess the significance of any heritage assets;
  - an LPA should refuse consent where development would lead to substantial harm a designated heritage asset unless it can be demonstrated that the harm is necessary to achieve substantial public benefits;
  - where a proposal will lead to less than substantial harm to the significance of the heritage asset, this harm should be weighed against the public benefits of the proposal;
  - Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to policies for designated heritage assets; and
  - an LPA should make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible.
108. Consideration has been given to the significance of heritage assets within the AAP boundary and the surrounding area. The Grade II Listed Hylton Grove Bridge is located within the AAP boundary and the entry on the Historic Environment Record (HER) has been considered to assess the factors that contribute to its significance.
109. The HER describes the bridge as follows:
- “Sandstone ashlar, one arch, chamfered on north side. Band below parapet, which has flat coping. Crosses the river Don”*

110. Policy DM6 of South Tyneside's DMDPD (SD21) states that the Council will support development proposals that protect, preserve and where possible enhance the historic, cultural and architectural character and heritage, visual appearance and contextual importance of our heritage assets and their settings. This includes Scheduled Ancient Monuments / World Heritage Sites, Conservation Areas, listed buildings and structures, locally significant heritage assets and archaeological value and archaeological deposits and remains.
111. Archaeological deposits and remains should be recorded and where possible, preserved in situ. Proposals for built development on previously undeveloped sites or previously developed sites where archaeological interest has been established will not be determined until the potential impact of proposed development on archaeological deposits has been adequately assessed and evaluated, and any adverse impacts will be avoided, minimised or mitigated, or in the absence of adequate information will be refused.
112. Policy CS7.9 of the Sunderland CSDMP (SD17) states that the historic environment of the city, especially designated heritage assets and their settings, other valued buildings and areas of historic, cultural and townscape significance and sites of archaeological importance will be protected conserved and enhanced where possible. Policy DM7.6 states that the City Council will, wherever possible support proposals that have a positive impact on the significance of the city's heritage assets and local historic character. Development proposals affecting heritage assets should recognise and respond to their significance and values and demonstrate how they conserve and enhance the significance and character of the asset, its setting where appropriate, and sustain its significance into the future.
113. Saved policy B10 of the Sunderland UDP (SD16) states that the Council will seek to ensure that development proposals in the vicinity of listed buildings do not adversely affect their character or setting. Saved policy B11 states that the Council will promote measures to protect the archaeological heritage of Sunderland and ensure that any remains discovered will be either physically preserved or recorded. Saved policies B12, B13, B15 and B16 all expand upon this and refer to refusing development which would have an adverse effect on heritage assets unless exceptional circumstances prevail; any sites of archaeological significance which are found should be preserved and if not possible then excavation for recording will be required; for large development on currently undeveloped areas the Council will consider the extent of archaeological assessment and any historic sites and monuments discovered; should be assessed, recorded and preserved commensurate with the importance of the find.
114. **AAP Recommendation:** It is recommended that the AAP ensures that development of IAMP preserves and enhances architectural and historic features including their contribution to their setting..It should identify these features within the IAMP site boundary. Furthermore, proposed development should also have regard to the preservation and enhancement of assets either within or in proximity to the IAMP AAP boundary.
115. The Hylton Grove Bridge, on Follingsby Lane, is a late 18<sup>th</sup> Century/early 19<sup>th</sup> Century Grade II listed bridge, lying directly on the Sunderland and South Tyneside boundary. It comprises a low-lying single arch structure across the

River Don, consisting of sandstone ashlar, which is chamfered on the north side. Its impact to the landscape is localised and its setting would be preserved within the ecological buffer proposed on either side of the River Don. Furthermore, vehicular use of the bridge will be reduced considerably as Follingsby Lane will become limited to local access/walking/cycling at this point.

116. The AAP recognises the importance of the bridge and requires that special regard is given to preserving and enhancing the setting and special architectural and historic features of it.
117. There are further historic features located outside the IAMP boundary. These include:
- Penshaw Monument a Grade II listed building located on an elevated location south of the IAMP site;
  - Scots House (Grade II\* listed building), stables at Scots House (Grade II listed building), Scots House gatehouse, wall gates and gate piers (Grade II listed building) located to the north of the IAMP AAP site off the A184;
  - Boldon Fellgate Farmhouse (Grade II listed building) located to the north of the IAMP site;
  - Laverick Hall and linked outbuildings and barn ranges at Laverick Hall (both Grade II listed buildings) located north east of the IAMP AAP site off the A184;
  - Downhill House, the pair of lodge cottages at the entrance to Downhill House, Downhill Farmhouse, the limekiln to the south east of Downhill Farmhouse, and the barn and gin-gang to the south of Downhill Farmhouse (all Grade II Listed Buildings) are located to the north east of the IAMP AAP site across the A19; and
  - Usworth Hall Washington Development Corporation Headquarters (Grade II Listed Building) located to the west of the IAMP AAP site in Washington.
118. Development within the IAMP AAP site could adversely affect the setting of these heritage features. The AAP should therefore require proposals for IAMP to have special regard to preserving and enhancing the setting and special architectural and historic features outside and as well as inside the IAMP boundary.

### 3.1.7 Green Infrastructure

#### 3.1.7.1 Sustainability

119. **Policy context:** The IAMP will comprise a large scale development on a greenfield site. Sustainability is therefore a key consideration and the provision of green infrastructure can play a significant role in ensuring the development is sustainable. The NPPF seeks to enable sustainable development without delay and adopts “a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking” (paragraph 14). Para 58 of the NPPF encourages developments to include a mix of

uses including green space; para 99 also recognises the role of green infrastructure in protecting vulnerable areas from climate change.

120. The NPPG states that green infrastructure can provide multiple benefits to sustainable development, however to ensure these benefits are delivered para 028 specifies that “green infrastructure must be well planned, designed and maintained”.
121. Local policy also highlights how green infrastructure can deliver sustainability. Policy DM1 of the Sunderland CSDMP and Policy DM1 of South Tyneside’s DMDPD both seek to encourage sustainable development which incorporates green spaces and sustainable movement.
122. Policy CS7 of the Sunderland CSDMP (SD17) seeks to protect existing green spaces and establish a network of Green Infrastructure Corridors. Further to this, Policy DM7.22 encourages the provision of multifunctional green infrastructure including measures which can address climate change and facilitate sustainable transport.
123. The Sunderland Green Infrastructure Strategy Framework (SD49) also recognises that green infrastructure can help create ‘low carbon city villages’. In order to be sustainable, the Framework specifies that green infrastructure should be low maintenance.
124. The South Tyneside Green Infrastructure Strategy SPD (SD48) recognises the importance of green infrastructure in delivering both physical and social sustainability. The SPD sets out a vision which states that green infrastructure will “contribute to the sustainability of South Tyneside and promote a high quality of life for future generations, by mitigating impacts of climate change and flooding” and “help create good quality and healthy sustainable communities where people choose to live”. Priorities for improving sustainability include the use of Sustainable Drainage Systems (SuDS) and installation of climate mitigation measures.
125. **AAP recommendation:** It is recommended that the AAP seeks to ensure a sustainable mix of land uses within the IAMP, including the provision of new green spaces to balance the loss of greenfield land. Development should also be encouraged to incorporate sustainability measures such as SuDS and brown or green roofs.

### 3.1.7.2 Landscape and Visual

126. **Policy context:** The NPPF recognises the wide range of environmental benefits that can arise from multifunctional green spaces, and encourages developments to use appropriate landscaping to ensure they are visually attractive (para 58). Emphasis is also placed on ensuring developments are well connected and integrated to the natural, built and historic environment (para 61).
127. The NPPG notes that green infrastructure can reinforce and enhance local landscape character and contribute to a sense of place making.

128. In local policy, saved policy CN16 of the Sunderland Unitary Development Plan (SD16) highlights the importance of ‘greening’ the environment and the City through retaining and enhancing existing green infrastructure features.
129. The Sunderland Green Infrastructure Strategy Framework (SD49) identifies one of the key functions for green infrastructure in Sunderland as “maintaining or enhancing local landscape and townscape character”.
130. Policy DM1 of South Tyneside’s DMDPD (SD21) places particular importance on the protection of existing soft landscaping, and the provision of high quality external spaces which include hard and soft landscaping to improve visual amenity. Part E of Policy DM1 also requires that “the design of buildings and external spaces incorporates focal points and landmarks to aid recognition and legibility of the townscape and streetscape, including public art, where possible”.
131. The concept of place making is also encouraged in the South Tyneside Green Infrastructure Strategy SPD (SD48), which highlights the role that green infrastructure can play in protecting landscape character and creating a sense of identity for new development. Para 8.4 states that “Green infrastructure provides opportunities to enhance local identity, visual amenity and landscape character, helping to create a positive sense of place and promoting local pride ... The council requires the highest possible standards of public realm and landscape design where a new development affects an existing setting.”
132. **AAP recommendations:** It is recommended that the AAP seeks to minimise the impacts on landscape character and visual amenity. Particular provision should be made for a landscape buffer around the development edges, and the protection of existing edge of development features such as mature trees, woodland and hedgerows.

### 3.1.7.3 Biodiversity

133. **Policy context:** The IAMP site contains a number of important ecological features and wildlife habitats, including several Local Wildlife Sites (LWS) and the River Don corridor. It is therefore important that any recreational use of green infrastructure does not conflict with the protection of biodiversity.
134. The NPPF requires local authorities to plan positively for “the creation, protection, enhancement and management of networks of biodiversity and green infrastructure” (para 114). Para 117 also recommends that planning polices seek to protect existing biodiversity through the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations.
135. The NPPG recognises the benefits that green infrastructure can bring to the natural environment, and para 030 states that “high quality networks of multifunctional green infrastructure provide a range of ecosystem services and can make a significant contribution to halting the decline in biodiversity”.
136. Local policy recognises the importance of balancing development needs against biodiversity protection. Policy CS7 of the Sunderland CSDMP (SD17) states that the Council will not approve development which would result in adverse impacts

on wildlife and biodiversity. Policy DM7.22 encourages multifunctional green infrastructure which supports existing wildlife corridors and reconnects fragile habitats. In relation to the provision of new green spaces, policy DM7.22 also states that “the provision and design of Green Infrastructure must be compatible with the habitats and/or species for which a site has been designated or it is desirable to retain or promote across a given area”.

137. The Sunderland Green Infrastructure Strategy Framework (SD49) identifies that green infrastructure could have a positive influence in enhancing biodiversity habitats and improving connectivity of sites for wildlife. The Framework also sets out that one of the key functions for green infrastructure in Sunderland is “increasing biodiversity through habitat and corridor development, looking to remove barriers to key corridors so that wildlife (and people) can move from one area to another freely and safely”.
138. Policy DM1 of the South Tyneside DMDPD (SD21) requires new development to include high quality external spaces which support the provision of priority natural habitats and species. Policy DM7 provides further protection to existing green infrastructure with a biodiversity or geo-diversity value.
139. The South Tyneside Green Infrastructure Strategy SPD (SD48) vision highlights the role that green infrastructure can play in protecting and enhancing the environment, and helping to promote biodiversity throughout the borough. In particular, the SPD refers to the importance of connectivity between spaces; “Promoting biodiversity should not be done in isolated spaces but incorporated into all types of green infrastructure. It can help to reduce and address habitat fragmentation by creating a more permeable landscape and providing migration routes”. The SPD also identifies the River Don as an important biodiversity resource.
140. **AAP recommendations:** It is recommended that the AAP incorporates a buffer zone along the River Don where development would be restricted. This will ensure the protection of important species and habitats which exist along this corridor. The AAP should also encourage the use of green infrastructure to provide green links between habitats.

#### 3.1.7.4 Accessibility

141. **Policy context:** The IAMP will be a major growth hub with significant employment and residential provision, therefore access to the site will be a key issue. The provision of green infrastructure provides an important opportunity to maximise the opportunities for sustainable travel modes including walking and cycling.
142. One of the core planning principles within the NPPF is to “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling”. Further to this para 32 specifies that development decisions should consider whether “safe and suitable access to the site can be achieved for all people”.

143. With regards to the role green infrastructure can play, the NPPG states that it can “help create safe and accessible environments in new development and the regeneration of brownfield sites in existing built up areas” (para 030).
144. The importance of sustainable accessibility is also reflected in local policy. Sunderland CSDMP (SD17) policy DM7.22 encourages multifunctional green infrastructure with measures to encourage walking and cycling.
145. The Sunderland Green Infrastructure Strategy Framework (SD49) also confirms that green infrastructure could have a positive influence in addressing gaps in sustainable access around the city, for example through cycle routes, local connectivity, improved legibility and improved green footpath networks.
146. Further to this, policy DM1 of the South Tyneside DMDPD (SD21) states that “where relevant, development should incorporate green spaces to ... support opportunities for sustainable forms of transport”.
147. The South Tyneside Green Infrastructure Strategy SPD (SD48) recommends that green infrastructure should promote opportunities for sustainable travel and recreation, including through enhanced PRoW links and improvements to the connectivity and safety of the cycle network. In relation to the IAMP site, the SPD identifies potential accessibility improvements around Downhill Lane, the A1290 and the River Don.
148. **AAP recommendations:** It is recommended that the AAP encourages the provision of green linkages in and to the IAMP site which would serve to improve non-motorised accessibility within and to the site.

### 3.1.7.5 Recreation

149. **Policy context:** Green infrastructure is recognised as an important resource in encouraging healthy and active lifestyles. One of the core planning principles within the NPPF is to promote mixed use developments and it is recognised that some open land can perform many functions including recreation. Further to this para 73 states that “Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities”.
150. The importance of green infrastructure in healthy communities is also reflected in the NPPG, which states that green infrastructure “can help deliver quality of life and provide opportunities for recreation, social interaction and play in new and existing neighbourhoods” and “can improve public health and community wellbeing by improving environmental quality, providing opportunities for recreation and exercise and delivering mental and physical health benefits” (para 030).
151. Local policy further supports the provision of multifunctional green infrastructure, and seeks to ensure that there is no conflict between uses. Policy DM7.22 of the Sunderland CSDMP (SD17) requires that new green infrastructure provision is compatible with designated habitats and species. Saved policy CN12 of the Sunderland Unitary Development Plan (SD16) also relates to recreation, and

states that “proposed recreation facilities will be assessed on their appropriateness to the rural area”.

152. The Sunderland Green Infrastructure Strategy Framework (SD49) states that green infrastructure will support active and passive recreation. The Framework also sets out the benefits that green infrastructure can bring to community inclusion by breaking down barriers to outdoor recreation and supporting active lifestyles and wellness.
153. Policy SC6 of the South Tyneside Core Strategy (SD22) promotes the provision of high quality recreational open space through improved outdoor spaces and extensions to the strategic Linked Open Space System.
154. The South Tyneside Green Infrastructure Strategy SPD (SD48) states that “green infrastructure can help promote healthy lifestyles by providing spaces for formal and informal recreation”, and priority is placed on improved allotment provision, maintaining good quality parks and open spaces, and ensuring playing pitch and open space provision meets the needs of the community. The SPD specifically identifies the River Don as an opportunity for the provision of a linked open space system.
155. In line with National Planning Policy, Sunderland UDP (SD16) Saved Policy L4, and the Sunderland CSDMP Policy DM7.23 the area of playing fields located to the north of the North East Land Sea and Air Museum should be protected or alternative provision provided.
156. **AAP recommendations:** It is recommended that the AAP encourages appropriate recreational use of green infrastructure within the IAMP site, whilst ensuring that there is a low risk of harm to ecological receptors. Recommended provision
157. should include a green buffer along the River Don and the incorporation of informal green spaces within the IAMP site. This should include the retention of playing fields until an alternative location can be established.

### 3.1.8 Delivery

#### 3.1.8.1 Developer Contributions

158. **Policy context:** The requirement for requesting developer contributions is set out in Policy CS11 of the Sunderland CSDMP (SD17), which specifies contributions for a range of infrastructure including open space and recreation, green infrastructure, transport, community facilities, training and enterprise, education and health, enhancement of the historic environment, utilities, emergency services, environmental improvements, flood prevention and protection, waste recycling and public art and heritage.
159. The South Tyneside DMDPD (SD21) requires developers to enter into legal agreements to contribute towards relevant infrastructure requirements and ensure that costs are shared equitably. South Tyneside Core Strategy Policy ST1 (SD22) sets out the need to use planning obligations to assist with the delivery of the overall spatial strategy, and SPD5: Planning Obligations and Agreements (2008)

provides further guidance on the planning obligations that will be required to secure developer contributions towards the infrastructure requirements of new development.

160. Paragraph 001 of the NPPG and paragraph 204 of the NPPF also recognise the role of planning obligations in mitigating the impact of development.
161. **AAP recommendations:** It is recommended that the AAP includes a policy which sets out how and when, subject to viability, developer contributions may be sought to mitigate proposals within the IAMP AAP boundary.

## APPENDIX A : Part Superseded Policies

### Development Plan policy part superseded by the IAMP Area Action Plan

<b>Sunderland Superseded Policies (saved policies for the UDP)</b>		
<b>UDP Saved Policy</b>	<b>Replacement Policy from IAMP AAP</b>	<b>Superseded (Part / Full)</b>
WA19 Green Belt	Policy S2: Green Belt and Safeguarded Land	Part
CN23 Wildlife Corridor	Policy EN2: Ecology	Part
WA26 – Multi-user route along the River Don.	Policy T2: Walking and Cycling	Part
<b>South Tyneside Superseded Policies (Core Strategy, Development Management and Site Specific Policies have been reviewed)</b>		
<b>Core Strategy</b>	<b>Replacement Policy from IAMP AAP</b>	<b>Superseded (Part / Full)</b>
EA1: Local Character and Distinctiveness	Policy S2: Green Belt and Safeguarded Land	Part (related to Core Strategy Key Diagram and LDF Site-Specific Allocations Proposals Map)