



**INTERNATIONAL**  
ADVANCED  
MANUFACTURING  
PARK

# **Consultation Report**

## **IAMP ONE**

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## 2 Glossary of Terms and Abbreviations

The Applicant	HBDL
AAP	Area Action Plan
CR	Consultation Report
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
EIA	Environmental Impact Assessment
ELMA	Ecological and Landscape Mitigation Area
ES	Environmental Statement
HBDL	Henry Boot Developments Limited, IAMP LLP's developer partner
IAMP	International Advanced Manufacturing Park
IAMP LLP	A special purpose vehicle incorporated by SCC and STC to be DCO applicant and promoter of the IAMP project
IAMP ONE Consultation	Consultation carried out from 7 December 2017 to 22 December 2017 to consult with communities and to engage with key stakeholders and local authorities
Project	The IAMP ONE hybrid planning application is seeking planning permission for the erection of automotive and advanced manufacturing units with associated parking, service yards, access, landscaping and attenuation basins.
SCC	Sunderland City Council
STC	South Tyneside Council
Stage 1 Consultation	Non-statutory consultation for the IAMP DCO pursuant to section 47 of the Planning Act 2008 which took place from 28 November 2016 to 16 January 2017

## 3 Foreword

- 3.1.1 Firstly, thank you to all those who took the time and effort to take part in the IAMP ONE Consultation. IAMP ONE will be the first stage of one of the most significant developments in our region for a generation, the International Advanced Manufacturing Park (IAMP). This Consultation Report (CR) has been produced to accompany the Application, providing an overview of the IAMP ONE Consultation and the feedback received to date.
- 3.1.2 The IAMP will be a flagship project for the UK and the North East and will draw significant new investment into the region, as well as supporting and strengthening our thriving automotive and advanced manufacturing industries.
- 3.1.3 Following the Stage 1 Consultation which was originally for the entire IAMP project as part of a wider DCO consultation, demand from occupiers has been even stronger than originally thought. Therefore, a planning application for IAMP ONE (the Project) is being brought forward ahead of the Development Consent Order (DCO) application for the remainder of IAMP – IAMP TWO. The IAMP ONE site falls within the boundary of Sunderland City Council (SCC) and has the potential to create approximately 3,100 jobs.
- 3.1.4 It is important the Project is brought forward in a comprehensive, considered and collaborative way and we are dedicated to listening to your views as the plans evolve.
- 3.1.5 Your ideas, views and information submitted during the Project have helped to shape the Application. Although the IAMP ONE Consultation has now closed, the conversation does not stop and we welcome continued interest in the IAMP story.
- 3.1.6 If you have any questions, comments or would like to discuss the Project in general, we'd encourage you to get in touch by calling Freephone 0800 1701 418 (during office hours), emailing [info@iampnortheast.co.uk](mailto:info@iampnortheast.co.uk), or writing to Freepost IAMP. You can also keep up to date with the latest news at [www.iampnortheast.com](http://www.iampnortheast.com). Thank you again for your interest in IAMP ONE. Once the Application is submitted to SCC, you will be able to make representations about it to them. Details of how to do that can be found on their website at: <https://www.sunderland.gov.uk/planning-applications>.

## 4 Executive Summary

### 4.1 Overview

- 4.1.1 This CR has been prepared as part of the pre-application process for the Application. It provides a summary of the consultation activities carried out as part of the IAMP ONE Consultation which ran from 7 December 2017 and closed on 22 December 2017.
- 4.1.2 The Application is seeking planning permission for the erection of automotive and advanced manufacturing units with associated parking, service yards, access, landscaping and attenuation basins.
- 4.1.3 This CR has been prepared in accordance with commitments in SCC's adopted Statement of Community Involvement (SCI).

### 4.2 What the Report Includes

- 4.2.1 In providing an overview of the IAMP ONE Consultation, the feedback received and our current response, the CR sections are presented as such:
- **Section 5 - Background (pg8):** This section provides an overview of IAMP LLP and HBDL; the Project; the purpose of the CR; policy context; how we consulted; and the subject-matter of the IAMP ONE Consultation. It also provides links to supporting appendices and a context for where the IAMP ONE Consultation fits within the pre-application timescales.
  - **Section 6 – Feedback and Issues (pg18):** This section provides an overview of the feedback received from consultation channels such as feedback forms and consultation events. It outlines the comments raised and general themes raised during the consultation.
  - **Section 7 –Response and Considerations (pg26):** This section builds on the themes outlined in Section 6 and provides the current position on comments received and details how regard has been had to comments raised during the consultation.
  - **Section 8 – The Way Forward (pg35):** This section provides an overview of the next steps for the Project and anticipated timescale.

### **4.3 Undertaking the Consultation**

- 4.3.1 A variety of communication methods were used as part of the IAMP ONE Consultation. Section 5.5 of this CR details the methods which were used to encourage participation.

### **4.4 Key Findings**

- 4.4.1 This CR presents an overview of the views and feedback from the consultees that have been engaged in the process.
- 4.4.2 All of the comments received during the IAMP ONE Consultation have been analysed. Those comments have assisted in understanding the issues that are of most concern to consultees; especially those residing in the surrounding local communities.

### **4.5 Next Steps**

- 4.5.1 HBDL will submit the Application to SCC for its consideration.
- 4.5.2 A separate DCO application for the remaining phases of IAMP will be made to the Secretary of State by IAMP LLP in due course. Before that happens, there will be a further stage of consultation with the public and other stakeholders, which will be carried out in accordance with the provisions of the Planning Act 2008.

## 5 Background

### 5.1 IAMP LLP, HBDL and the Planning Application

- 5.1.1 IAMP LLP is a Limited Liability Partnership set up by SCC and South Tyneside Council (STC) to progress and deliver the IAMP, which is located within the administrative boundaries of both Councils. HBDL is IAMP LLP's development partner.
- 5.1.2 In June 2014, SCC and STC secured a City Deal from the Government to provide a major boost to the region's economy. The IAMP is a core part of this plan to draw significant investment into the North East.
- 5.1.3 In September 2015 the Government designated IAMP as being of "national significance" under Section 35 of the Planning Act 2008 (the Direction). Following this, IAMP was required to be consented by way of a DCO by the Secretary of State. IAMP LLP undertook Stage 1 Consultation on the DCO in late 2016/ early 2017. An Interim Consultation Report was published on 13 February 2017 which provided a summary of the Stage 1 Consultation; an overview of the feedback received and outlined how the views expressed would help shape the IAMP development (including on-going design work and environmental assessments).
- 5.1.4 Due to stronger than expected demand from occupiers, a decision was made to bring forward a separate planning application for IAMP ONE. On 4 December 2017, the Secretary of State varied the existing Direction. The variation identified IAMP ONE site as an area for early delivery of business and commercial uses by a planning application. IAMP ONE seeks permission for specialist automotive and manufacturing units to be located within the southern portion of IAMP within SCC's boundary.

### 5.2 Policy Context and Background

#### AAP

- 5.2.1 In accordance with Regulation 26 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) STC and SCC adopted the International Advanced Manufacturing Park Area Action Plan (AAP) on 30 November 2017.
- 5.2.2 The AAP is a development plan document that will guide how the IAMP site is to be developed over the next 15 years. The development of an AAP was to set defined policies for the use of the site to provide a high quality,

comprehensively planned destination for advanced manufacturing within the North East.

## **NPPF**

5.2.3 The need for pre-application consultation is set out in the National Planning Policy Framework (NPPF) published in March 2012. Paragraph 188 of the NPPF states that:

5.2.4 “Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and outcomes for the community.”

5.2.5 Paragraph 189 of the NPPF states that local planning authorities should encourage those applicants, who are not already required to do so by law, to engage with the local community before submitting their applications.

## **Sunderland City Council’s SCI**

5.2.6 This CR has been prepared in accordance with the requirements of SCC’s Statement of Community Involvement (SCI)

5.2.7 Sunderland City Council’s Statement of Community Involvement (SCI) (February 2015) provides advice about consultation with the community and states that:

5.2.8 *“The council will encourage early dialogue to examine potential development proposals. This approach becomes more important for larger scale or particularly significant proposals. The Government advises that for such proposals wider community consultation may be required in addition to the statutory requirements. Early discussion by applications with the council will identify whether there is a need for the applicant to consult the community and other bodies at the pre-application stage. Detailed guidance is being prepared on this aspect.”* (page 11)

5.2.9 The SCI highlights that the purpose of this approach are:

- Wider understanding of proposals;
- Community ownership in the process and transparency of procedure;
- Feedback to shape initial proposals towards a well-designed proposal;
- Early identification of issues; and
- Avoid unnecessary objections later on in the application process, which can be expensive to resolve.

5.2.10 The SCI continues by stating that:

*“The council cannot insist that such community consultation is undertaken. However, it is considered that such engagement early in the application process can be beneficial to all parties in creating a partnership approach towards development”.* (page 12)

### 5.3 Previous public consultation by IAMP LLP

5.3.1 The Stage 1 Consultation was undertaken in late 2016/early 2017 by IAMP LLP on the wider IAMP scheme, as part of the consultation process for the proposed DCO. This included masterplan material and information on how the site may be designed, accessed and how environmental matters would be mitigated, and was undertaken when it was originally thought that the site would come forward as a single scheme through a DCO. An Interim Consultation Report was prepared in February 2017, in accordance with the Statement of Community Consultation (SoCC) for IAMP. The report can be accessed at: <http://www.iampnortheast.com/consultation/dco-questionnaire/>

5.3.2 The table below sets out the themes emerging from the Stage 1 Consultation that are relevant to IAMP ONE and summarises how the development of IAMP ONE has considered those matters identified.

Theme/issue	Context	IAMP ONE response
Links with Nissan	Linkages to Nissan and how IAMP would impact on the operation of the plant	IAMP ONE has been brought forward as the first phase of the IAMP project, to address the urgent need for supplier businesses to Nissan to locate adjacent to the plant. The impacts, particularly in terms of traffic, have been mitigated through the inclusion of various measures and interventions to mitigate additional impact on the Nissan plant.
Economic impact and employment	Employment and socio-economic impacts	A detailed Socio-Economic chapter is included within the Environmental Statement (ES), which has been prepared to support the IAMP ONE planning application. This highlights the level of employment at IAMP ONE, the opportunity for local people and the value of the scheme to the local economy.
	The demand for IAMP	The Planning Statement submitted as part of the planning application highlights the demand case for IAMP ONE, in relation to the need for Nissan

		suppliers to locate to the site. The level of demand was examined during the process that led to the adoption of the IAMP AAP.
Green Belt	How was the site selected and how will Green Belt function be maintained	The Councils of Sunderland and South Tyneside adopted the IAMP AAP on 30 November 2017, which formally removed the land for IAMP (including IAMP ONE) from Green Belt and set out the policies that would guide the development of IAMP. The AAP retains a significant area of land within the Green Belt, for use as the ecological and landscape mitigation area for IAMP Ecological and Landscape Mitigation Area (ELMA) and the proposals for IAMP ONE comply with this policy requirement.
Environmental Impact, flooding and ecology	How will the impact of IAMP be mitigated	The planning application for IAMP ONE includes a full ES which sets out the impacts of the IAMP ONE development and the proposed mitigation measures. This has been prepared in consultation with the statutory bodies. A Flood Risk and Drainage strategy also accompanies the planning application, which sets out the flood prevention and on-site surface water attenuation measures required. The design of the ELMA, which addresses the mitigation measures for IAMP ONE, is also set out.
Highways and Infrastructure	Liaison with Highways England re the A19 improvement works	The design of IAMP ONE and the transport assessment document that accompanies the planning application has been prepared in consultation with Highways England – in relation to both the proposed improvement schemes for the A19 at Testo’s and Downhill Lane, but also from a network management and safety perspective. IAMP LLP is also an active participant in the current Examination process for the Testo’s DCO scheme and has jointly prepared a document with Highways England that explains the

		inter-relationship between IAMP and Highways England's two projects.
	Cycle and non-motorised user interaction	The IAMP ONE project is the first phase of the wider IAMP project and it conforms to the wider site masterplan and the policies of the APP in relation to non-motorised users (NMU). Provision for cyclists, walkers and equestrians is made within the scheme and the design reflects, where possible, the discussions that have been held with the Local Access Forum. These include new green routes and linkages that connect with the wider NMU network.
Design	The layout of the site and the height of buildings	The planning application for IAMP ONE is accompanied by three key documents (i) a Draft Design Code for the wider IAMP site; (ii) a Design and Access Statement for IAMP ONE; and (iii) a detailed Design and Access Statement for plot 3 which is included as detail within the hybrid application. These documents and accompanying plans, together with landscape and visual assessment within the ES, set out the proposals for building height and site layout, and has been prepared in consultation with SCC.

5.3.3 The design of IAMP ONE has therefore taken into account the key issues identified in the previous consultation exercise and the details of the mitigation measures proposed and the interaction of the site with local businesses and communities is set out within the documentation that accompanies the planning application. The remainder of the site, IAMP TWO will be subject to a further detailed consultation process during 2018 prior to the submission of the DCO to the Planning Inspectorate for examination.

## 5.4 The Purpose of the CR

5.4.1 This CR provides a summary of the consultation activities carried out as part of the IAMP ONE Consultation. It also provides an accessible and transparent overview of the feedback received throughout the IAMP ONE Consultation and outlines how regard has been had to the views expressed.

## 5.5 What Was Consulted On

5.5.1 The IAMP ONE Consultation was on the draft masterplan for the development, which included:

- Around 130,000 sq.m of floor space for the advanced automotive manufacturing industries;
- New northern and southern accesses into the site from the A1290, with a proposed new link road through the site between these two access points;
- New pedestrian and cycling facilities;
- An Ecological and Landscape Mitigation Area running through the site and along the River Don corridor;
- Areas of landscaping throughout the site, including within individual plots and around car parking areas;
- A series of drainage ponds to manage surface water run-off within the site and to provide enhanced biodiversity.

5.5.2 The draft masterplan that formed the basis of the IAMP ONE Consultation is in Appendix 1.

## 5.6 Consultation methods

5.6.1 The below sections provide an overview of the consultation methods used throughout the IAMP ONE Consultation.

### **Defining Consultation Zones**

5.6.2 Given the importance of keeping the relevant people informed about IAMP ONE, a dedicated consultation zone was identified so that nearby residents and businesses that would be both directly and indirectly affected were included.

### 5.6.3 Image: Diagram of consultation zone



### Community Letter

5.6.4 A two-page Community Letter was posted to all addresses within the above Consultation Zone via Royal Mail, totalling 8,462 households and 304 businesses. The letter (a copy of which is included in Appendix 2) introduced the Project; publicised details of the consultation events; and included contact details of the Project team.

### Stakeholder Letters

5.6.5 Identified community stakeholders, including elected representatives and community groups, were contacted directly via letter as part of the launch of the IAMP ONE Consultation. In addition, landowners and statutory consultees were also contacted via letter.

5.6.6 The letters sent to stakeholders included an invitation to the IAMP ONE Consultation events; details of how and when to respond to the IAMP ONE Consultation; and contact details for the Project team. Stakeholders were also invited to a stakeholder preview event.

5.6.7 The stakeholder letter was issued to the groups listed in Appendix 3 and a copy of the letter can be viewed in Appendix 4.

### Project Website

5.6.8 A website specific for IAMP - [www.iampnortheast.com](http://www.iampnortheast.com) - was updated and relaunched on 1 December 2017 in order to provide up-to-date information regarding IAMP ONE. The website, previously set up to provide general information about the IAMP DCO, was re-purposed to provide a portal to

access information about the IAMP ONE Consultation and online consultation form.

5.6.9 Screenshots of the dedicated IAMP website and details of the content can be found in Appendix 5.

### **Press Release**

5.6.10 In order to inform and update members of the communities surrounding the IAMP ONE site, a proactive approach was taken to engaging with local media outlets, actively seeking coverage to increase awareness of the proposal and increase participation.

5.6.11 Regional and national media outlets were specifically targeted to increase awareness of the consultation within the Consultation Zone, as well as the wider local authority areas surrounding the proposed IAMP development site. A press release that was issued on 1 December 2017 to the following publications:

- Sunderland Echo
- Shields Gazette
- The Journal
- Northern Echo
- Evening Chronicle
- Financial Times
- BBC online
- Local Government Chronicle
- Municipal Journal
- SR News
- Press Association
- North News
- Property Week
- Property Investor News
- Estates Gazette
- Chartered Surveyor Weekly
- BQ Daily
- North East Times
- Tyne Tees (Regional TV)
- Made in Tyne & Wear (Regional TV)
- BBC Look North (Regional TV)
- BBC Radio Newcastle
- Sun FM (regional commercial radio)
- Capital FM (regional commercial radio)
- Metro Radio (regional commercial radio)

- Spark FM (University of Sunderland).

5.6.12 The resulting coverage can be found in Appendix 6.

### **Media Adverts**

5.6.13 An advert was placed in local newspapers and appeared in print and online on Friday 1 December 2017. A copy of the Advert, as it appeared in locally-circulated press, can be viewed in Appendix 7.

5.6.14 The intention of placing adverts was to encourage participation from communities in the Consultation Zone, as well as the wider region. The notices were placed in the following publications:

- Sunderland Echo; and
- The Evening Chronicle.

### **Digital Adverts**

5.6.15 In addition to adverts in print newspapers, three digital adverts were also made available online and have had over 40,000 views to over the length of the consultation. A copy of the digital adverts can be found in Appendix 8.

### **Stakeholder preview event**

5.6.16 A stakeholder preview event was held at the Quadrus Centre, Woodstock Way, Boldon on the 7 December 2017, for which invites were distributed to key political stakeholders and statutory consultees. The event was subsequently attended by seven stakeholders.

### **Consultation events**

5.6.17 A community consultation event was held on the same afternoon as the previous event at the Bunny Hill Centre, Hylton Lane, Sunderland. This venue was selected as it is located in an area most likely to be impacted by the proposed Project and was where previous DCO consultation events took place. Manned by members of the IAMP Project team, a total of 39 people were recorded as attending and taking an interest in the materials on display.

5.6.18 An image from the consultation event can be found in Appendix 9 alongside the exhibition boards displayed.

### **Feedback Forms**

5.6.19 Feedback forms (an example is available in Appendix 10) were made available during the consultation events and attendees were encouraged to complete a form and submit it either via the feedback box provided at each event or following the event via the Project Freepost address. Feedback forms were also available to download from the Project website.

## **Community Contact Points**

5.6.20 A set of community contact points were established for the project. These contact points were made available at the launch of the consultation period and were maintained throughout the pre-application period.

5.6.21 These free at the point of use contact points provided a coherent and transparent approach to the Project and enabled members of the community to contact the Project team. The established contact channels can be viewed in Appendix 11.

## **5.7 Approach to Statutory Consultees and Landowners**

5.7.1 Engagement took place with a range of statutory stakeholders.

5.7.2 Those consultees were directly contacted upon launch of the IAMP ONE consultation via letter. A list of the organisations contacted directly can be viewed in Appendix 12 and copies of the letters can be viewed in Appendix 13.

5.7.3 All those statutory consultees as well as relevant landowners (landowners within the AAP boundary) who were consulted during the Stage 1 Consultation were also contacted as part of the IAMP ONE Consultation.

5.7.4 In accordance with best practice, consultation letters were sent to the registered address for each landowner. On 18 December 2017, we were contacted by advisors for two landowners advising that their clients had not received the consultation letter. The applicant noted that despite this claim one of the landowners in question had in fact attended the consultation event on the 7 December 2017. Both landowners' representatives asked for an extension of time so as to be able to reply to the IAMP ONE Consultation.

5.7.5 IAMP LLP and HBDL are committed to engaging with stakeholders and the wider community in a fair and transparent way. On this basis it was agreed that in this instance the consultation deadline for the landowners in question could be extended until 3 January 2018 so as to enable those parties to fully participate in the consultation process. Representations were subsequently made by representatives of the landowner and are outlined in Section 6.

5.7.6 A pre-application meeting was held between the Agents and Council planning officers on the 11 December 2017 and ongoing dialogue has continued with relevant officers prior to the application being submitted.

## 6 Feedback and Issues

### 6.1 Approach to feedback

6.1.1 This section of the CR provides an overview of the comments that were made throughout the IAMP ONE Consultation. This encompasses feedback from the variety of methods and channels as outlined in the previous section of this CR, including views received via feedback forms and anecdotally in conversation with members of the Project team at consultation events. A small number of calls and emails have been received in addition to the feedback forms.

### 6.2 Themed Responses and Feedback Forms

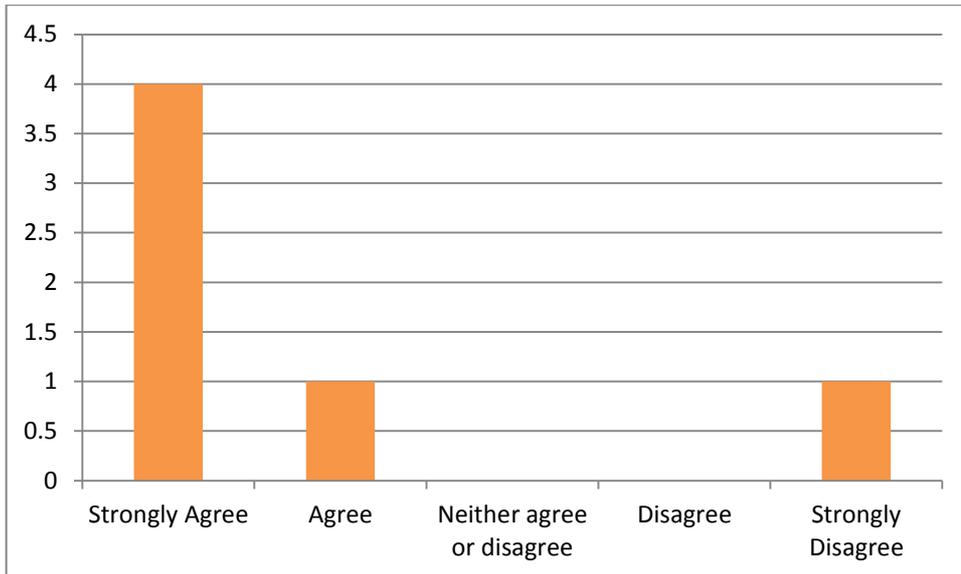
6.2.1 The feedback form asked specific questions and provided space for general comments about the Project. Feedback was sought on key issues currently being considered as part of the design and environmental assessment work including areas such as the draft masterplan; environmental areas and impacts; location of access and transport. There was also an opportunity to provide more general comments on the Project. The full feedback form can be viewed in Appendix 10.

6.2.2 A total of 5 feedback forms were completed on the day with a further one being submitted via email at a later date.

6.2.3 The following section summarises the responses that were received directly to the feedback form, for example the presentation of bar charts in response to the multiple choice questions. It also provides an overview of the comments raised across the various feedback channels, relating to the core topics raised.

6.2.4 Responses to the question: **IAMP ONE is proposed to kick start the wider IAMP project by delivering up to ten specialist automotive and manufacturing units by Summer 2019, creating over 2,000 jobs. Do you agree with the plans to support the area and the economy?**

6.2.5 Of those that answered the question, the majority strongly agreed with the aim of IAMP ONE to support advanced and automotive manufacturing in the UK and the North East by creating additional facilities for suppliers and up to 2,000 jobs.



6.2.6 A range of general comments, in relation to this topic, were raised throughout the consultation. A summary can be categorised as such:

**General positive comments and support:**

- *By encouraging new developments of this kind, the local economy will benefit*
- *It will enhance the existing industry and retain a major international company in the area and potentially attract other, non-associated business to the region as they will see the progressive and supportive attitude of the local councils and agencies*
- *More than happy to see this happen, the need for employment growth in the area is urgently required in my view*
- *Would welcome new businesses to the area.*

**Neutral comments:**

- *Looking further – supportive businesses will no doubt need to grow, to fulfil demand/need.*

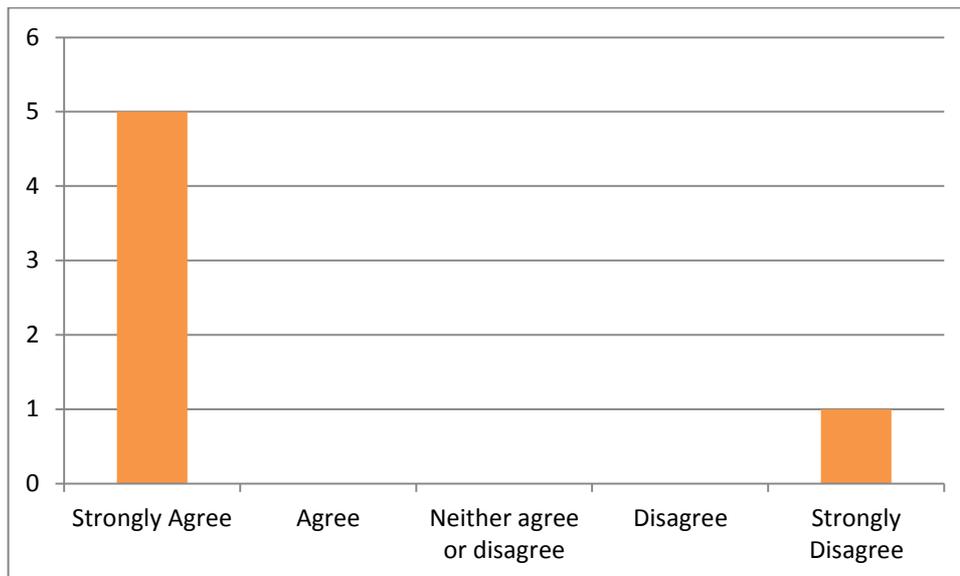
6.2.7 Responses to the question: **Do you have any suggestions for us to consider on the layout or general design of the draft masterplan?**

6.2.8 Comments and views in relation to the masterplan throughout the consultation included:

- *Look at units having renewable energy facilities i.e. Biomass, wind and solar farms.*

Please note that given the nature of this question no bar chart is required to depict the responses received.

6.2.9 Responses to the question: **One of the key features of the IAMP ONE is to restore, manage and create new environments within the site for plants, habitats and wildlife. Do you agree that should be an important aspect of the IAMP ONE?**



6.2.10 This was overwhelmingly seen as favourable to respondents, with all but one respondent who answered the question indicating that they strongly agreed that one of the key features of IAMP ONE should be the creation and enhancement of ecological areas.

6.2.11 Additional comments and views in relation to this topic received via the feedback forms included:

- *“Protect and encourage the wildlife in the area”*
- *“Gives the opportunity to be creative”*
- *“Engage with all linked partners”*
- *“New / different landscape.”*

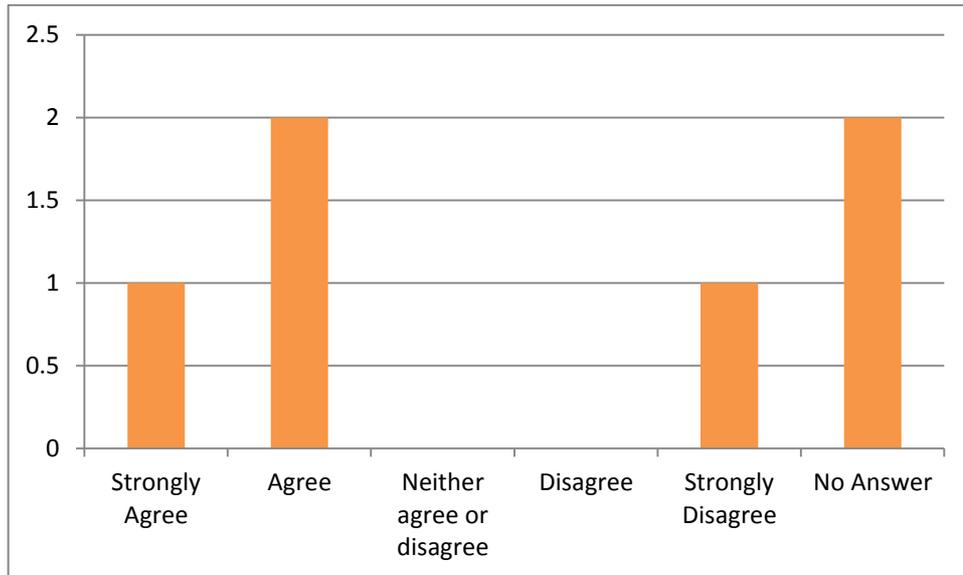
6.2.12 Responses to the question: **We have to assess the likely impacts of IAMP ONE on the environment and work out how to reduce them. Do you have any comments about how we are assessing and working to reduce any impacts, such as noise or the effect on the landscape?**

6.2.13 Comments and views in relation to this topic received included:

- *Try to consider the impact of any potential noise, heat, dust or odour at the earliest stage of the project*
- *Remedial measures can be implemented once the units have been constructed and manufacture starts but costs could be reduced if this is included at the construction phase.*

6.2.14 Responses to the question: **On the masterplan for the IAMP ONE we show where a transport network could be located on the site, including access roads. The masterplan also shows where the proposed entry points to**

**the site are planned. Do you agree that this network would allow the IAMP ONE to connect well to the wider area?**

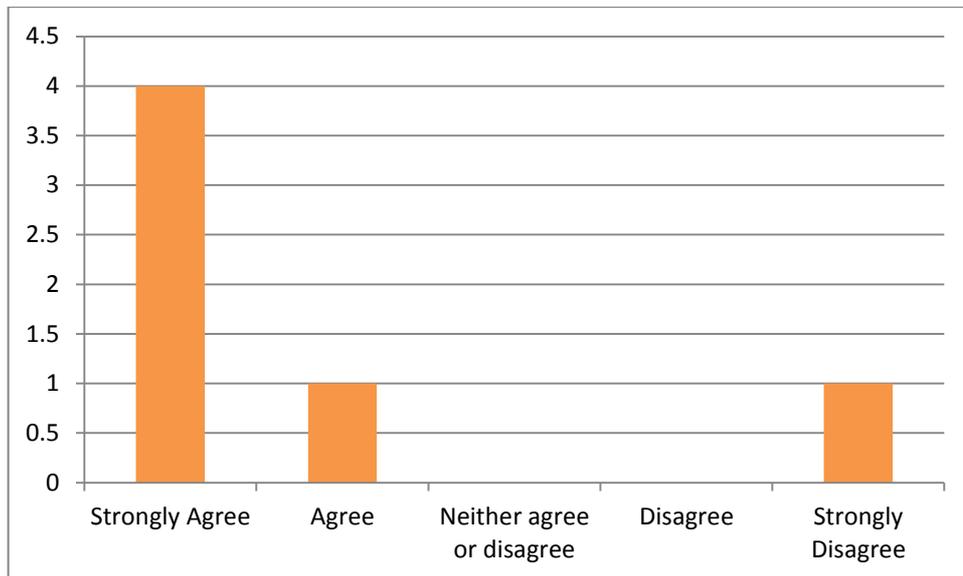


6.2.15 This question prompted a neutral response from respondents; 3 either strongly agreed or agreed, 1 respondent strongly disagreed, 2 gave no answer to the question.

6.2.16 Additional comments and views in relation to this topic included:

- *Linkages between IAMP ONE and Highways England applications*
- *In production to think carefully re travel disruption for community to retain support*
- *Our public will want to know how transport to the facility will impact on them*
- *The need for clear communication on traffic impacts.*

6.2.17 Responses to the question: **We hope that the information provided has given you an idea of how the IAMP ONE development could look. Do you agree with our aspirations for the site?**



6.2.18 The respondents overwhelmingly agreed with the outlined aspirations for the IAMP ONE site, 4 strongly agreed, 1 agreed and the remaining 1 strongly disagreed.

### 6.3 Other Areas of Interest

6.3.1 Several additional topics and areas of interest were raised via the feedback form, and in discussion with the Project team during the consultation events. An overview of these topics can be summarised as:

- *Need to engage with local schools and training providers including– St Joseph’s Academy, Brendan Tapping, Exec Head*
- *Cllrs within linked wards are very keen to be engaged*
- *Communication with residents re the outcomes and benefits – How it can have a positive impact*
- *Final plans with the next steps to be made public?*
- *Impact on local house prices*
- *The impact on local businesses*
- *Principle of Green Belt release*
- *Noise, during construction and operation*
- *Concerns about other developments (Washington EfW)*
- *Enquiries about the supply chain.*

Section 7 outlines a response to these helpful points.

6.3.2 In addition to the submitted feedback forms a local landowner wrote a letter dated 21 December 2017, submitting comments on the proposals. The comments can be summarised as:

- *Supportive of the delivery of an IAMP in the region and the level of job creation it could generate*

- *There is a discrepancy between the IAMP ONE boundary within the consultation materials and the 'IAMP ONE and TWO Illustrative Location Plan' in the s35 Direction*
- *IAMP TWO could be delivered through further applications to Sunderland City Council and South Tyneside Council*
- *The relationship between IAMP, IAMP DCO and the HE DCOs will require thorough consideration of the assessment of cumulative impacts*
- *Request confirmation of a further round of consultation on the DCO under the Planning Act 2008*
- *Majority of mitigation is within IAMP TWO – request confirmation that the area of land identified for IAMP ONE is sufficient to accommodate the required levels of mitigation*
- *If required mitigation will not be delivered until IAMP TWO a legal agreement is required to ensure that the mitigation, associated development and planning obligations arising from IAMP ONE are secured*
- *Scoping Report submitted for wider IAMP scheme refers to three phases not two. Request confirmation that a revised Scoping Report under the EIA Regulations for the wider IAMP scheme will be requested. Also that the scope of the Environment Statement is reviewed given the proposed development now exceeds the previous 260,000sq.m. of floorspace*
- *We request clarification as to why the timetable for the IAMP ONE application does not appear to allow for a scoping exercise*
- *Expressed support for the wider IAMP development.*

6.3.3 Another local landowner also submitted a letter dated 3 January 2018. A summary of these topics can be summarised as:

- *Consultation process is inadequate for a scheme submitted by a public body*
- *The planning application route is contradictory to DCO route as described in the EiP*
- *Considers the timeline for delivery optimistic*
- *An application by the Town End Farm Partnership (TEFP) was refused planning permission on prematurity grounds yet the IAMP ONE has been brought forward for expediency*
- *The emergence of IAMP One as a suggested scheme confirms that the early delivery of units to meet the immediate and short-term demand can only be delivered via a planning application. The TEFPP site is now outside of the Green Belt after the adoption of the Area Action Plan, and it is the best located site. The development of the site would contribute proportionately to the comprehensive development of an IAMP masterplan. IAMP ONE serves only to prevent the delivery of units on TEFPP land and is anti-competitive*
- *The draft IAMP masterplan does not accord with that the layout identified in the AAP*
- *The proposed mitigation (for example the ecology and drainage) is within the DCO/IAMP Two boundary. As such, it is not apparent how an IAMP ONE scheme will deliver mitigation land*
- *The IAMP ONE proposals will be significantly delayed until the required infrastructure is built out*

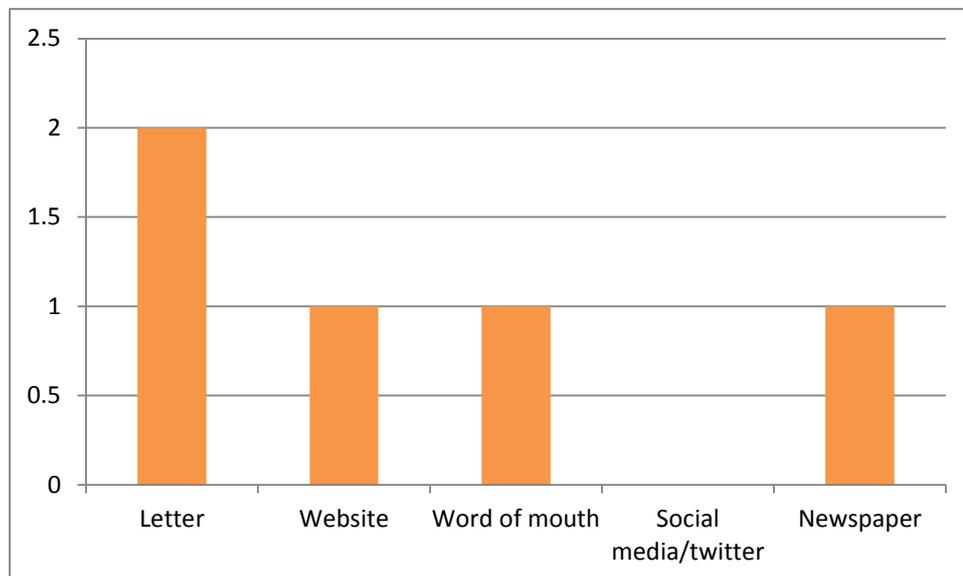
- *No evidence that there is 'actual' demand from occupiers*
- *Any proposals for an IAMP ONE scheme should be referred to the Secretary of State*
- *It is inappropriate for Sunderland CC to determine the IAMP ONE application*

## 6.4 Demographics and the Consultation

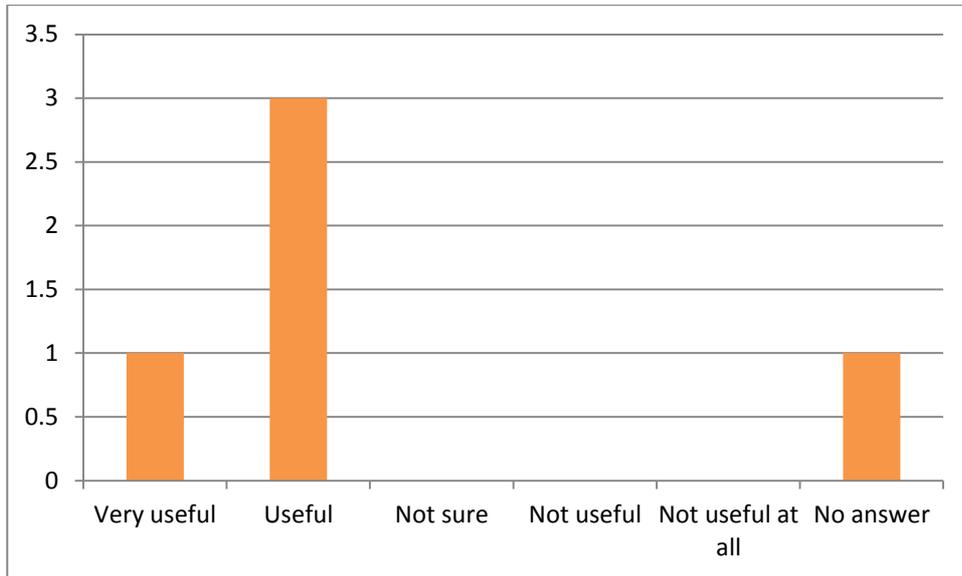
6.4.1 The feedback form and consultation questions sought to understand the demographic and interest of those who participated. It also asked how consultees found out about the consultation and their understanding of the published consultation materials, to gain insight on the more effective methods.

6.4.2 Given the small number of feedback forms received it is not appropriate make any judgements regarding the demographics of the attendees of the events.

6.4.3 The responses also showed that the majority of people found out about the consultation via the Community Letter (see below table).



6.4.4 The responses also showed that the majority of people found that the consultation event was either useful or very useful with one person choosing not to answer the question (see below).



# 7 Response and Considerations

## 7.1 Overview

- 7.1.1 The IAMP ONE Consultation has been instrumental in helping understand the issues of concern; general sentiment regarding the Project; and some useful suggestions
- 7.1.2 All of the comments received to the IAMP ONE consultation have been carefully considered. This section of the CR sets out the key issues raised and related responses.
- 7.1.3 Comments raised by consultees have been summarised in the tables below and grouped under a number of different themes for ease of reference. This provides a more accessible overview of the topics and issues identified throughout the consultation and outlines how the preparation of the Application has had regard to them.

## 7.2 Key issues raised and responses

- 7.2.1 The below tables provide an overview of the core themes raised and related responses.

### Economic impact and jobs

Recurring theme	IAMP ONE Response
The economic benefits of the IAMP ONE scheme	It is currently anticipated that Project will be capable of creating approximately 3,100 new jobs for the region, bringing a significant economic boost to the area and new employment opportunities.
New businesses at the IAMP ONE site and	The Project will seek permission for specialist automotive and manufacturing units to operate from the IAMP ONE site.
The types of resulting employment opportunities	In accordance with Policy S2 (Land Uses) of the AAP, the Principal Uses will be production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors (use classes B1(c), B2 and B8), which are defined below, and related Supporting Uses:  Nano-engineering; Additive / precision manufacturing; Design / management of supply chains; Green manufacturing;

	<p>Next generation electronics; and Continuous manufacture of pharmaceuticals / bio manufacturing.</p> <p>The AAP recognises that an element of B1(a) office space for business services and B1(b) research and development space will be required as ancillary space to support the Principal Uses.</p> <p>The restriction of the IAMP ONE Site to production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors, and related supporting uses, will be secured via an appropriately worded planning condition</p>
Training/ Education	<p>Engagement with local schools and education institutions will be important to the success of the IAMP. Engaging school children's interest and exposure to the manufacturing process and industry, and providing exposure to significant international businesses, will be key to providing the workforce of the future and creating additional economic activity locally.</p> <p>A Training and Employment Plan will be delivered in accordance with Council policy prior to the delivery of the scheme.</p>
How IAMP ONE will work with the existing business community	<p>IAMP ONE will provide a range of opportunities for the existing business community, through the local supply chain that will support the incoming suppliers.</p> <p>This is 'new' economic activity to the North East and the existing business community – be that suppliers of goods, through to suppliers of professional services - will have opportunities to expand their existing operations and to support the new businesses.</p> <p>During the construction phase, the applicant HBDL has requirements to use local companies and local labour. This engagement with HBDL and the supply companies could be coordinated through the two local business investment and support teams.</p>
Impact on local businesses	<p>Table M6 in the Socio Economic Chapter of the ES sets out the impact of IAMP in terms of direct and indirect jobs created, taking into account the impact of existing employers in the area as well as potential displacement effects. From this, it can be seen that the development proposals could be expected to</p>

	create between 4,706 and 5,542 net additional FTE jobs within the area of impact. This is considered to represent a permanent and substantial beneficial effect.
The supply chain opportunities	See response above

## Environmental Impacts

Recurring theme	IAMP LLP Response
Mitigating the impact of IAMP ONE	<p>It is appreciated that those living in the surrounding areas want assurances and further detail on the likely impacts of the Project. A detailed landscaping plan has been prepared and is submitted as part of the Application which seeks to minimise the visual impact of the development.</p> <p>Landscaping is proposed throughout the site, including within individual plots and around car parking areas. We are also looking at shrub/tree planting along the boundary of IAMP ONE as well as adjacent to the A1290. The ecological impact of the scheme has been carefully considered and direct mitigation is proposed on land adjacent to IAMP ONE as detailed in the ES and wider Application.</p>
Concerns; around noise impacts during construction and operation and other forms of nuisance including, lighting and hours of construction and operation	Details of the construction impacts are set out in the ES submitted as part of the Application and a detailed construction management plan will be agreed with the planning authority prior to commencement of works on site to ensure that local amenity issues are tightly controlled and managed.
Concerns around other nearby developments, including the Washington EfW facility	Traffic movements from this, along with other identified schemes, will be considered as part of the cumulative impacts assessment in the ES. The EfW is a separate planning application which is not related to IAMP ONE.
How will the scheme protect local wildlife as part of the IAMP ONE proposals?	<p>An ELMA will form a key part of the IAMP and will run through the site along the River Don corridor. This land is currently in agricultural use and the proposals are for its careful management to enhance its biodiversity.</p> <p>The delivery and management of this area will be</p>

	agreed with the LPA as part of the application process.
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## Traffic and Public Transport

Recurring theme	IAMP LLP Response
How will the roads within the site be laid out?	<p>New northern and southern accesses are proposed into the site from the A1290, with a proposed new link road through the site between these two access points. Internal accesses will be provided to the individual units from this route.</p> <p>The application sets out detailed information for the Spine Road as well as outline parameters for the delivery of other necessary infrastructure including green routes and provision for pedestrians, cyclists, horses and public transport connectivity.</p>
Managing the additional traffic to IAMP ONE	A package of local highway improvements are proposed as set out in the accompanying Transport Assessment by Systra which mitigates the impacts of the development on the local and strategic highway network. The Application is also accompanied by a framework travel plan which sets out clear objectives to deliver measurable sustainable transport targets for the site once it is developed.
Impact/ Co-ordination with Highways England	Regular meetings have been held with Highways England and Sunderland Highways regarding the impact of the proposals on the strategic and local road network. A package of local highway improvements are proposed as set out in the accompanying Transport Assessment by Systra which mitigates the impacts of the development on the local and strategic highway network. The Application is also accompanied by a framework travel plan which sets out clear objectives to deliver measurable sustainable transport targets for IAMP ONE once it is developed.

## Engagement

Recurring theme	IAMP LLP Response
How will local schools engage with the development of the IAMP ONE?	Engagement with local schools and education institutions will be important to the success of the IAMP. It is recognised that engaging school children's interest and exposure to the manufacturing process

	<p>and industry, and providing exposure to significant international businesses, will be key to providing the workforce of the future and creating additional economic activity locally.</p> <p>Further work and liaison with local schools and education providers will be undertaken as part of the wider DCO Consultation.</p>
The scope and methods of consultation	<p>This CR and supporting appendices outline who was consulted; how consultees were defined; and the methods used to encourage participation in the IAMP ONE consultation. Consultation was carried out in line with the SCC Statement of Community Involvement.</p> <p>Consultation for IAMP ONE was focused in the immediate vicinity of the site and is identified within the Consultation Zone. This area covers the nearest local communities and is likely to be most affected by the Project. Further detail on the consultation methods can be found in Section 5.</p>
How will local residents be informed about the final plans?	<p>A press notice will be placed in the local newspaper prior to the application being formally submitted. Once validated, the Council will consult stakeholders on the planning application in accordance with their own SCI. the IAMP website will be updated to keep users informed of progress.</p>

## Design

Recurring theme	IAMP LLP Response
The potential for renewable energy sources	The Application sets out a Draft Design Code for the whole IAMP site as well as design parameters for the hybrid application. These detail design measures for reducing energy consumption as well as promoting sustainability in the design and function of the scheme as well as the need to incorporate renewable energy, including PVs. These will be secured and delivered through any planning consent issued.

## Additional issues raised

Recurring theme	IAMP LLP Response
Impact on local house prices	The impact of IAMP on housing is set out in the Socio Economic Chapter of the Environmental Assessment accompanying the application. The IAMP Topic Paper

	<p>Update 2016: Housing indicates that demand for housing generated by IAMP will be distributed across the North East, rather than focussed on a single local authority and that the majority of employees are likely to already be living in the area of impact or elsewhere in the North East region. Any uplift in demand from new residents is expected to focus on three and four bedroom detached and semi-detached properties.</p> <p>On the basis of the above, the IAMP ONE development proposals could give rise to a temporary, short-term and minor adverse effect in relation to housing, in the event that the levels of housing delivery planned for by local authorities within the AOI fail to meet, in full, the housing needs associated with IAMP ONE.</p>
Principle of Green Belt release	<p>SCC and STC have recently adopted the AAP, a planning policy document, for the IAMP site (to include IAMP ONE and the later phase of the IAMP which will be the subject of the DCO application).</p> <p>The principle of releasing land from the Green Belt has been established in the AAP, and that this isn't something which is the subject of this, or future consultations.</p> <p>There were a number of studies undertaken in preparing the AAP, which included an evaluation of alternative sites, including brownfield sites within the region. There were no alternative sites that were assessed to be appropriately located, of the right size and available to meet the needs of the automotive and advanced manufacturing sectors in the North East.</p>

## Local Landowner issues

Theme	IAMP LLP Response
Supportive of the delivery of an IAMP in the region and the level of job creation it could generate	The support for the Project is welcomed.
The draft IAMP masterplan does not accord with that the layout identified in the AAP or the s35 Direction	All previous layouts displayed as part of the draft masterplan were illustrative and subject to change pending feedback from consultation and the various technical reports undertaken.
IAMP TWO could be delivered through further applications to Sunderland City Council and South Tyneside Council	<p>IAMP TWO must be delivered comprehensively in accordance with the IAMP AAP. That will not be secured by piecemeal development by multiple landowners.</p> <p>Further, IAMP TWO requires significant infrastructure and mitigation, which landowners will not provide.</p> <p>Finally, IAMP TWO is nationally significant and therefore cannot be delivered through planning permissions without committing a criminal offence under section 160 of the Planning Act 2008.</p>
The relationship between IAMP, IAMP DCO and the HE DCOs will require thorough consideration of the assessment of cumulative impacts	The ES which accompanies the Application contains a chapter which explains how cumulative impacts have been assessed.
Lack of evidence of demand from occupiers	Due to stronger than expected demand from occupiers, a decision was made to bring forward a separate planning application for IAMP ONE.
The planning application route is contradictory to DCO route as described in the EiP. Request	<p>The Secretary of State's December 2017 direction, varying his original direction of September 2015, confirms that IAMP ONE can be delivered by way of a planning application.</p> <p>Further consultation on the DCO for IAMP TWO will take place under the Planning Act 2008.</p>

confirmation of a further round of consultation on the DCO under the Planning Act 2008	
The majority of Environmental mitigation is within IAMP TWO	<p>All off site mitigation is either within the public highway or on land within the ownership or control of the project sponsors.</p> <p>The offsite environmental mitigation in the ELMA would not be development and does not require planning permission.</p>
A Scoping Report was not submitted for IAMP ONE. Scoping report submitted for wider IAMP scheme refers to three phases not two	Formal scoping of the application is not a statutory requirement. However, informal scoping by the consultant team has taken place with the Council prior to the submission of the application and supporting information.
The scope of the consultation process is inadequate	<p>This CR and supporting appendices outline who was consulted; how consultees were defined; and the methods used to encourage participation in the IAMP ONE consultation.</p> <p>Statutory consultees and landowners were contacted ahead of the public consultation event and several were in attendance.</p> <p>Consultation was carried out in line with the SCC Statement of Community Involvement.</p>
The timeline for delivery is optimistic. The IAMP ONE proposals will be significantly delayed until the required infrastructure is built out	The infrastructure required to deliver the Application has been carefully considered and justified and tested. It is considered that the application and supporting infrastructure can be delivered to meet the outline programme.

<p>An application by the Town End Farm Partnership (TEFP) was refused planning permission on prematurity grounds yet the IAMP ONE has been brought forward for expediency. TEF is the best located site for early delivery of units</p>	<p>TEFP's application was refused by the local planning authority prior to the adoption of the IAMP AAP. The same authority will determine the application for IAMP ONE, taking into account the newly adopted policies of the IAMP AAP and other material considerations.</p>
<p>It is inappropriate for Sunderland CC to determine the IAMP ONE application. Any proposals for an IAMP ONE scheme should be referred to the Secretary of State</p>	<p>The application for IAMP ONE will be made in accordance with nationally recognised planning legislation and guidelines.</p>

## 8 The Way Forward

8.1.1 The IAMP ONE Consultation marks the continuation of a multi-stage engagement process with the local community and identified stakeholders. This consultation was carried out to engage with the local community on the outline and background to the project and to invite comments on a wide range of issues, including but not limited to the draft masterplan for IAMP ONE and environmental assessments.

8.1.2 The Application is expected to progress through the below steps.

- Application submitted – January 2018
- Expected Determination – Spring / Summer 2018
- Work starts on site – Summer 2018
- First unit open for business – Autumn 2019