



# South Tyneside Council

Major Applications and Plans  
The Planning Inspectorate  
Temple Quay House  
Temple Quay  
Bristol  
BS1 6PN

Date: 15 September 2016  
Our ref: ST/0870/16/ESO  
Your ref: BC030001

This matter is being dealt with by:  
**Peter Cunningham on 0191 4247415**  
e-mail address:  
planningapplications@southtyneside.gov.uk

**Mr. Richard Hunt**  
Senior EIA and Land Rights Advisor

Dear Mr Hunt

## Scoping Opinion of the Local Planning Authority

### **Planning Act 2008 (as amended) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the EIA Regulations) (as amended) Regulations 8 and 9**

**Subject:** Request for an Environmental Impact Assessment Scoping Opinion in relation to the proposed development of an International Advanced Manufacturing Park  
**Location:** Land to the north of the existing Nissan Site, to the west of the A19 and to the south of the A184 Sunderland

I refer to your email dated 18 August 2016 that consulted this Local Planning Authority under Regulation 9 of the EIA Regulations regarding the aforementioned subject. On 17 August 2016 you received the applicant's Scoping Report (the Report) in respect of the environmental statement for the proposed International Advanced Manufacturing Park (IAMP) and you have sought the views of this Local Planning Authority regarding this document so that the Secretary of State (SofS) may then provide the formal opinion on the scope of the environmental statement (i.e. a "scoping opinion").

As you are aware the IAMP is a joint venture between Sunderland and South Tyneside Councils. The IAMP development is expected to be located in the area north of Sunderland's Nissan car plant close to the A19(T) and it aims to expand upon the existing North East automotive manufacturing hub and will continue the strong local track record of a location for high quality, adaptable manufacturing. This project will enable the construction of infrastructure, bringing a predicted £295million in private sector investment and the creation of over 5,200 new jobs by 2026/27.

The SofS has confirmed that IAMP is a nationally significant project that requires Development Consent under the Planning Act 2008.

The proposed IAMP would be in the region of 100 hectares, providing over 5,200 jobs. However there is the possibility to allow scope for a potential longer term expansions up to 150 hectares if demand requires it. The development would provide modern business premises close to existing employers and would build on the region's advanced manufacturing heritage providing a range of building sizes to meet investor requirements.

## **Consultation carried out by the Local Planning Authority**

On receipt of this Report this Local Planning Authority carried out its own internal consultation process with the following council services: Environmental Health (to include its role as the Local Lead Flood Authority), Countryside, Rights of Way, Waste Services, Traffic and Road Safety, Parking, Historic Environment and Local Plans. The following external agencies were also notified of the Report: the Tyne and Wear Archaeologist, Natural England, the Environment Agency, the Coal Authority, Historic England and Highways England).

## **Response by South Tyneside Planning Authority**

The Report makes clear that the EIA will be undertaken to help inform the appointed persons on the Examining Authority and subsequent SofS's decision on the IAMP development. The primary purpose of this Report is to provide sufficient information to allow the SofS to provide an opinion on the scope of the EIA i.e. a scoping opinion.

This Planning Authority is satisfied that the Report has been prepared in accordance with Regulation 8 of the EIA Regulations and that the EIA will be prepared having had regard to best practice guidance from the Institute of Environmental Management and Assessment.

In particular Chapters 5-15 the Report describes the scope of the topics to be included in the EIA on a topic-by-topic basis. The Report adopts the following common structure for each topic which is considered best practice: the current environmental conditions, consultation to be undertaken, a description of potential environmental impacts, proposed methodology and scope of the assessment, proposed mitigation and assessment of residential effects, and the proposed approach to assessing cumulative effects.

Chapter 16 of the Report describes those environmental topics that are proposed to be scoped out of the EIA, including reasons for doing so and Chapter 17 provides a summary of the environmental parameters that are considered likely to be impacted by the proposed development.

## **Planning and Policy Context**

The Report makes clear that although the existing development plan within South Tyneside is the Local Development Framework, Sunderland City Council and South Tyneside Council are currently progressing the adoption of an Area Action Plan for the IAMP (the IAMP AAP) in support of the development.

The IAMP AAP will form part of the statutory Local Plans for Sunderland City Council and South Tyneside Council and will have Development Plan status for the purposes of plan making decisions.

The draft AAP was made public in July 2016 and it is intended to be the key document through which the vision and objectives of the IAMP will be led and ultimately achieved. It is therefore intended that the EIA will be in conformity with the IAMP AAP.

## **Access and Transport**

The proposed approach to assess the potential traffic impact on both the environment and road network as set out within the Report appears reasonable. But further discussions will be essential to ensure detailed information is provided to enable a robust evidence based recommendation.

The IAMP development will require the submission of a Transport Assessment (TA) to enable the impact upon transport and traffic within the affected area to be considered. This TA will need to be scoped with formal pre-application discussions recommended and it should include the following information:

- Traffic modelling (a micro-simulation model would be appropriate) supported by appropriate traffic survey and journey data... some key junctions on the strategic road network will need to be reviewed and evaluated in conjunction with Highways England.
- Trip distribution methodology – given that the proposal is a regionally significant employment site and likely to generate traffic movement over an area wider than Sunderland / South Tyneside a skills based assessment may be appropriate in this case to identify journey patterns.
- Agreement will be required on the methodology to be followed with details of scenario testing including approval of opening and future years, development traffic, committed development and allowance for traffic growth. It is noted that there is no proposed permeability either to the site from the Follingsby interchange on the A1 to the west, or north along west pastures onto the A184. This needs to be addressed as accidents on the currently proposed access from A19 may lead to significant disruption if occurring at peak times.
- The use of additional peak hour assessments to cover Nissan (NMUK) shift operations over and above normal weekday peak hours is considered appropriate. This is a reasonable approach given current traffic demands to ensure both existing traffic and development traffic can be accommodated along with provision of any highway improvements (details to be agreed).
- The proposed IAMP development will need to be supported initially by a Framework Travel Plan with an overview of alternatives travel modes identified to help mitigate traffic impact. Detailed sustainable transport mitigation measures are to be provided at a later stage and be contained with site or phase specific travel plans linked to development plots (subject to outline planning approval).

The potential environmental impact of the IAMP will need to consider receptors including nearby residential estates east of the A19 corridor in the Town End Farm, Hylton Castle and Castletown areas of Sunderland and nearby residential properties in West Boldon, South Tyneside. Local primary and secondary schools within these wards will also need to be considered. In particular the effects of the development upon air quality, carbon savings, potential noise impact and subsequent attenuation measures (fencing, acoustic barriers, road surfacing treatments).

Existing residential properties and/or agricultural holdings within the IAMP red line boundary area will need to have the traffic and environmental impact considered. Alternative access arrangements will need to be considered. Safe routes for non-motorised users will need to be provided with segregation from other road users where achievable. Analysis of personal injury accidents should cover a period of 5 years. The key issues identified for mitigation will need to be addressed through the following documentary evidence:

#### Connectivity for all Modes / Highway Capacity

- Agreement of Transport Assessment and recommendations for mitigation measures and highway improvements
- Submission and agreement of Framework Travel Plan
- Submission of detailed highway layouts including upgrades to link capacity, highway structures and junction improvements
- Provision of Stage 1 / 2 Road Safety Audit to consider highway safety implications

#### Bus Travel

- Provision of a Public Transport Strategy to consider potential transport interventions through the provision of new / enhanced bus services and potentially heavy / light-rail provision (Metro)

#### Other Sustainable Transport Measures

- Non-Motorised User Strategy detailing pedestrian, cycling and possibly equestrian routes and public rights of way implications. The area has a high equestrian ownership which should be considered. There are also a number of current cycling desire lines that demonstrate current shortfalls in provision
- The public rights of way are not shown on the map on page 171 of the Report.

#### Construction Traffic Management Plan

- Details of construction traffic and routing, abnormal load deliveries, construction management plan and scheme of working required.
- Dialogue with Nissan (NMUK) recommended to ensure site based activities do no conflict with shift patterns or just-in-time delivery / export arrangements for the automotive plant operations.

#### Cumulative Effects

- It is noted that some cumulative impacts and local receptors have been identified with the appendices.
- A detailed list of committed developments for Gateshead, South Tyneside and Sunderland will need to be agreed as part of the TA Scoping.
- Developments of note in Sunderland with traffic impacts and influences include the Enterprise Zone (Hillthorn Farm), developments within Nissan, the New Wear Crossing (open to traffic in Spring 2018).

### **Air Quality**

The Report proposes a collaborative approach with Sunderland City Council regarding issues associated with air quality, construction dust assessment and operational traffic and we look forward to this information being received as part of the EIA. However South Tyneside Council's 2015 data (refer to Appendix 1 of this response) should be included in respect of the diffusion tubes monitoring results and then taken into consideration as part of the EIA.

### **Cultural Heritage and Archaeology**

The proposal to produce a cultural heritage impact assessment, and to then include it as an environmental statement chapter, is welcomed. The Report mentions the grade II listed Hylton Bridge and some of the sites recorded in the Historic Environment Record. A historic environment desk based assessment was actually produced [for a larger site] in 2014 by Northern Archaeological Associates for Mott MacDonald. This includes features which are not included in the Historic Environment Record. This desk based assessment must form part of the EIA.

The Report states that there will be consultation with both the Tyne and Wear Archaeological Officer and Historic England and it mentions the setting of heritage assets.

Section 8.5.1 of the Report states that the Ordnance Survey first edition map will be examined. However all relevant mapping should be examined (including pre-OS estate maps, tithe maps etc). These are held by Tyne and Wear Archives, Durham Record Office, Palace Green Library, Durham University and South Shields Library. All OS mapping from first edition to present should be examined. A thorough aerial photography search (including Historic England's archive) will be required. Lidar data (where available) should be examined. This is all standard practice for archaeological desk based assessments for Tyne and Wear.

The Tyne and Wear Archaeological Officer suggested that she provides the specification for the cultural heritage assessment, to ensure that CFA Archaeology Ltd look at all the relevant local resources of information.

Section 8.5.1 of the Report states that intrusive field evaluation will not be undertaken as part of the baseline study. It is standard practice in Tyne and Wear for greenfield sites to be subject to geophysical survey and evaluation trenching prior to a planning decision being made. Such sites have never been developed, so have never been subject to archaeological work. There may be unknown archaeological features (such as prehistoric or Romano-British settlements) on the site, which would not be picked up by a desktop study. So we would expect to see this fieldwork carried out after the desk based assessment and before a planning application is submitted.

One aspect of cultural heritage which is not really discussed (it is mentioned) in the Report is the North East Aircraft Museum. The buildings of the museum are of historic interest as they are thought to be the Personnel Accommodation and buildings of military use for RAF Usworth. There is a hangar at the museum which was relocated from the airfield. There is a relocated picket Hamilton fort at the museum. There is a circular cropmark in the bowling green next to the museum, which is on the site of an air raid shelter. The buildings will require recording if they are to be demolished. However, the museum's irreplaceable collection of military and wartime artefacts, plus the aircraft themselves are of a particular significance and it is assumed that a new home will be found for this museum. The picket Hamilton fort should be moved with the collection. I would expect the cultural heritage assessment to discuss the North East Aircraft Museum.

### **Geology, soils and contaminated land**

In terms of Geology, soils and contaminated land the methodology for assessment and proposed ground investigation components appear to be comprehensive. We would also agree with the recommendations of the report in that geology, soils, contaminated land and water resources and flood risk should be scoped in and considered further within the EIA.

### **Noise and Vibration**

The methodology in respect of the impact of IAMP upon noise and vibration considerations is comprehensive and includes assessing effects from construction and operational noise and vibration. Road traffic noise from both operational and construction sources will be assessed. The legislation and guidelines noted within the Report are in line with current best practice.

In terms of noise sensitive receptors, an authorised private travellers site exists within the 300 metre boundary that assessments will consider, this site is not noted in the spatial scope section 11.5.1 of the Report which lists noise sensitive receptors within 300m of the proposed development.

### **Water Resources and Flood Risk**

The methodology for assessing water resources and flood risk as set out within the Report is a sensible approach and we would agree that a Flood Risk Assessment, Drainage Strategy and Water Framework Directive report should be compiled in support of the environmental statement.

A copy of this response has been placed on the planning register under reference ST/0870/16/ESO.

Yours sincerely

Peter Cunningham  
Principal Development Management

**Appendix 1:**

**South Tyneside Council Environmental Health Air Quality diffusion tubes monitoring results 2015**

ID	Name	2014 Data Capture (%)	Annual Mean NO <sub>2</sub> Concentrations (µg/m <sup>3</sup> )					2015
			2010	2011	2012	2013	2014	
DT9	Fellgate estate end of Southerlands			8.2	14.5	28.7	24.7	27.3
DT10	Fellgate next to no. 33			15.9	12.1	29.5	27.5	22.9
DT11	Follinsbury Terrace			21.1	24.9	38.5	32.3	35.8
DT12	Lindisfarne Roundabout- on sign			27.0	30.5	37.3	30.4	32.5
DT13	Lindisfarne Road No.51			23.0	20.1	35.9	25.7	30.2
DT15	York Avenue			11.9	13.9	19.0	24.2	21.3
DT16	Hadrian Road			20.5	19.8	22.8	24.9	26.2
DT17	Edinburgh Road (triplicate)	100	27.2	21.2	20.6	35.0	24.0	26.2
DT18		100	30.0	22.7	23.5	33.0	27.2	27.1
DT19		100	30.8	19.6	20.9	35.3	30.2	28.0
DT21	Newcastle Road – near Mcdonalds			34.2	32.6	32.8	34.8	32.3
DT22	Newcastle Road – adjacent Henderson Road			30.3	30.7	34.1	27.0	29.2
DT29	Harton Grange	100	29.1	27.4	18.4	22.4	21.9	21.2
DT30	John Reid Road near crematorium	100	27.8	27.1	22.2	34.4	24.6	22.4
<b>Annual Mean NO<sub>2</sub> objective</b>	<b>40µg/m<sup>3</sup></b>							