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Dear Nick

IAMP Early Infrastructure and Northern Employment Area – Supplementary Information: Part Discharge of Conditions 7, 19, 42 and 46 of the NEA Phase 1 Spine Road works

We write on behalf of our client, IAMP LLP, in relation to the part discharge of conditions 7, 19, 42 and 46 applications (application references 250482, 250497, 250499, 250500) of the planning permission for the 'Early Infrastructure and Northern Employment Area' at IAMP (application reference ST/1172/21/FUL). The part discharge relates to the Northern Employment Area ('NEA') Spine Road Phase 1 Works (hereinafter referred to as the 'Phase 1 Works').

Having reviewed the consultee comments to date, we enclose updated plans, supplementary documents and the below written clarifications in response to comments made throughout the consultation process.

Condition 7 (Construction Environmental Management Plan) (App Ref. 250499)

The following points of clarification have been requested by Highways and the Countryside Officer:

Highways

Consultee Comment	Response
c) Clarification/details required showing construction access route between the NEA phase 1 area and the closest Material and Plant Storage Area to the immediate south-east., as requested in our CTMP consultation response (250497). There appears to be differences in the size this area compared to the CTMP (page 32).	This has been addressed in the revised CEMP and CTMP.
d) Paragraph 4.5 (page 46) of the CEMP document indicates that the roads will be cleaned as required by a mechanical sweeper. This is acceptable to the STC Highway Authority.	This has been addressed in the revised CEMP and CTMP. See section 4.5

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However, most of the vehicular route for construction traffic will be via Sunderland City Council (SCC) road network, so SCC may have a further requirement for vehicle and wheel cleaning facilities and should be contacted directly.	
f-h) Clarification/details required showing construction access route between the NEA phase 1 area and the closest Material and Plant Storage Area to the south-east., as requested in our CTMP consultation response (250497). There appears to be differences in the size this area compared to the CTMP (page 32).	This has been addressed in the revised CEMP and CTMP.

Countryside Officer

Consultee Comment	Response
The native hedgerow in the southwest corner is to be retained and protected; this should be confirmed in the CEMP. Soil management methods are described, but additional measures may be needed to remediate soil compaction prior to habitat creation to secure long-term deliverability of proposed habitat mitigation and enhancement measures.	This has been addressed in the revised CEMP. See Appendix B – Tree and Hedge Protection.

Condition 19 (Construction Traffic Management Plan) (App Ref. 250497)

The following points of clarification have been requested by Highways:

Highways

Consultee Comment	Response
ii - Please indicate (1) route of traffic between Material/Plant Storage Area and area of works so as not to interfere with newly constructed estate road areas (page 32 of TMP document). Will the connection be internal? And (2) provision of turning area on phase 1 NEA access road to serve the construction phase and duration up to the subsequent phases and formal turning areas being constructed/provided, given that no turning area provision is shown. Swept path analysis of 16.5m long articulated vehicles and a large rigid vehicle are required to prove the turning area is suitable for purpose. Ensure that	This has been addressed in the revised CTMP. See page 32. Gated access for both vehicle and pedestrian routes to working area off International Drive. Access will then be from site into the Material/Plant Storage Area within the red line boundary. The access and egress plan has also been amended to show a vehicle turning area during the works at the northern end of the NEA Phase 1 site.

the section of access road beyond the last access on phase 1, to the north, is sufficient to accommodate the length of the necessary vehicles manoeuvring.	Swept path analysis of a 16.5m long articulated vehicle on the proposed junction entrances has also been provided.
iii - Please provide details of a wheel/vehicle cleaning facility associated with the construction of the phase 1 NEA road and drainage system, as well as including road cleaning/sweeping provision as/when reasonably requested by the Local Highway Authorities.	Road sweeping and vehicle cleaning information has been included on page 11 of the revised CTMP.

Condition 42 (Landscape and Ecological Management Plan) (App Ref. 250482)

An updated LEMP accompanies this letter.

The following points of clarification have been requested by Highways and the Countryside Officer:

Highways

Consultee Comment	Response
The responsibility of the ditches are yet to be established i.e. are they proposed to be the responsibility of the Highway Authority (HA)? If they take the discharge of water from private plots or land, then they cannot be the responsibility of the HA. There may also be maintenance implications for the HA to consider as part of the HA technical review.	It is proposed that the ditches would be adopted by the Highways Authority.
The landscape plan submitted shows the 3m cycleway/footway shared route immediately adjacent to the kerb line at the northern end, which will need changing to be the same as the segregation of the route further south i.e. a 1.8-2m grassed verge area between the carriageway and cycleway/footway.	The landscape plan has been amended to address this.
Although a minor matter, street lighting columns, feeder pillars and cabinets will be located in the areas adjacent to the shared route i.e. landscape areas, to keep the entire shared route width clear of obstructions.	The landscape plan has been amended to address this.
A grassed verge and hedge planting area is proposed along the western side of the carriageway. However, the final NEA road design will have a similar arrangement to the east side of	The landscape plan has been amended.

road i.e. 1.8-2m verge and 3m shared cycleway/footway route. Any approval of the landscape plan should not prejudice this future provision of shared cycleway/footway route and/or should be accommodated now and referenced on plan.	An updated landscaping drawing will be provided when the first development plot / unit comes forward.
We have not seen any swept paths of vehicles to prove the geometry of the plot accesses in the absence of a formal turning area being provided on the adoptable estate road. We will therefore need to see a swept path of the manoeuvring of a 16.5m long articulated vehicle, as well as a large rigid vehicle in the access area(s), to prove the geometry works. It will also need to be ensured that the plot access at the northern end is a sufficient distance away from the temporary road end to allow a service vehicle to manoeuvre if it inadvertently gets that far along the estate road and can't turn around without excessive reversing manoeuvres or entering third party land. Manoeuvring required to take place on adoptable highway land. This may impact on any landscape areas, either temporarily, or permanently should the development and estate road not progress beyond phase 1.	Swept path analysis of a 16.5m long articulated vehicle on the proposed junction entrances has been provided.

Countryside Officer

Consultee Comment	**Response**
The LEMP does not clearly specify how monitoring outcomes will be reported to the Local Planning Authority. Clarification of the reporting arrangements (frequency, format, and submission process) is required to provide certainty of delivery and long-term maintenance.	HBD are the Management Company and that they have appointed Naylors Gavin Black as the managing agent. It is their responsibility to commission the annual ecological monitoring reports and then ensure that any identified mitigation measures are undertaken. The LEMP has been updated accordingly.

Condition 46 (Surface Water run-off mitigation during construction) (App Ref. 250500)

The following points of clarification have been requested by Highways:

Highways

Consultee Comment	Response
Whilst the proposed details are considered acceptable for the purpose of serving the construction period of the Northern Expansion Area (NEA) estate road, pre-adoption, it does not necessarily cover the development of the adjacent plots/units without further details being provided regarding mitigation of possible run-off from those plots and/or ownership/responsibility of the swale/ditch. It has not been established at this stage who would be responsible for the permanent drainage swale/ditch to be constructed along the NEA road. If it is proposed to be a highway only swale/ditch, then it should not have any other water discharged into it from adjacent private land or development plots. If this is to be the arrangement, surface water must be prevented from running into the ditch from adjacent non-highway land. Confirmation of the proposed responsible authority for future ownership and maintenance of the swale/ditch will be required, as well as any mitigation, where needed.	The general strategy for conveying (managed) surface run-off from individual development is that this is directed to carrier storm sewers running under the access road carriageways and eventually discharging to attenuation facilities that are primarily there to manage the road run-off. There are no development drain connections into the road-side swales. Those convey only road run-off. It is proposed that the Highway Authority will take on the kerb drainage or road gullies that collect water from the adopted carriageways, the corresponding outfalls to the swales, the swales themselves and the outfalls from the swales up to where those meet shared drainage features. The LLP or a successor body tasked with managing elements of the IAMP infrastructure that are not adopted by (e.g.) the Highway Authority will own and maintain those sections of the trunk surface water system that carry both development run-off and road run-off. The vehicle accesses to each development parcel will be profiled so that there is a defined 'break' in the direction of run-off at the limit of public highway. This prevents run-off from the road running into a development or from a development out onto the road. The development plots themselves will be subject to future reserved matters applications and discharge of conditions applications and the Highways Authority and LLFA will be able to comment on highways and drainage matters at that point in time.

We trust that the above information will address the comments made by Highways and the Countryside Officer and allow the Council to progress to determine the application.

Should you have any queries, please do not hesitate to contact myself, or Lynda Newsome.

Yours sincerely



Andrew McMeiken
Planner
Mplan (Hons) MRTPI

Annex 1: List of Accompanying Plans and Documents

The following documents accompany this letter:

- Condition 7 - IAMP - - Construction Environmental Management Plan (Esh Construction, Rev 2.7)
- Condition 19 - Traffic Management Plan (Esh Construction, 15.09.25)
- Condition 42:
  - A1290 Dualling & Northern Employment Area Phase 1 Road, IAMP: Landscape and Ecology Management Plan Draft (DWS Ecology, September 2025, V8)
  - Early Infrastructure Phase 1 detailed softworks – Sheet 5 (1271_405, Rev H)