



INTERNATIONAL
ADVANCED
MANUFACTURING
PARK

Interim Consultation Report Stage 1 Consultation

Contents

1	Table of Appendices.....	3
2	Glossary of Terms and Abbreviations	4
3	Foreword	6
4	Executive Summary.....	7
5	Background.....	10
6	Feedback and Issues.....	19
7	Our Response and Considerations.....	30
	Flooding	37
	Ecology.....	37
	Education	38
	The new bridge to be provided from IAMP to the east of the A19.....	39
	Cycle paths and walkways.....	40
	Traffic and Public Transport.....	41
	Housing	41
	Consultation.....	42
	Design.....	43
	The Hub	44
8	The Way Forward.....	45
9	Appendices	48

1 Table of Appendices

Appendix Reference	Appendix content
Appendix 1	List of relevant legislation
Appendix 2	Published SoCC and list of display venues
Appendix 3	Compliance with commitments made in the SoCC
Appendix 4	Summary of consultations on the AAP
Appendix 5	DCO red line site boundary
Appendix 6	Draft masterplan for Stage 1 Consultation
Appendix 7	Consideration given to published guidance
Appendix 8	Detailed consultation methodology
Appendix 9	Map of consultation zones
Appendix 10	Community Leaflet
Appendix 11	List of identified consultees
Appendix 12	Venues where consultation documents were displayed
Appendix 13	List of community/business groups
Appendix 14	Copies of consultation letters
Appendix 15	Screenshots of the IAMP website
Appendix 16	Press releases and press coverage
Appendix 17	Notices placed in the local media
Appendix 18	Posters displayed as part of the consultation
Appendix 19	Site notice and location map
Appendix 20	Consultation event images and display boards
Appendix 21	Consultation feedback form
Appendix 22	Contact channels
Appendix 23	Use of social media and Twitter content
Appendix 24	Consultation Summary Document
Appendix 25	Locations where the PEIR was available
Appendix 26	Approach to Seldom Heard Groups
Appendix 27	List of identified statutory consultees
Appendix 28	Copies of letters to statutory consultees
Appendix 29	Minutes from the Environmental Workshop meeting

2 Glossary of Terms and Abbreviations

The Act	The Planning Act 2008
The Application	The proposed DCO application to be submitted by IAMP LLP for consideration by the Planning Inspectorate and ultimately the Secretary of State
The Applicant	IAMP LLP
AAP	Area Action Plan
APFP Regulations	The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
DCLG	Department for Communities and Local Government
DCO	Development Consent Order
EIA	Environmental Impact Assessment
IAMP	International Advanced Manufacturing Park
IAMP LLP	International Advanced Manufacturing Park Limited Liability Partnership – A special purpose vehicle incorporated by SCC and STC to be DCO applicant and promoter of the IAMP project
ICR	Interim Consultation Report
NSIP	Nationally Significant Infrastructure Project
PEIR	Preliminary Environmental Information Report
PINS	Planning Inspectorate
Project	Proposals for the International Advanced Manufacturing Park (IAMP) forming the basis of Stage 1 Consultation. This includes plans for up to 260,000 sq.m of floorspace on a 100 hectare site.

SCC	Sunderland City Council
SoCC	Statement of Community Consultation
STC	South Tyneside Council
Stage 1 Consultation	Consultation carried out between 28 November 2016 and 16 January 2017 to consult with communities pursuant to section 47 of the Act and to engage on a non-statutory basis with key stakeholders and local authorities
Stage 2 Consultation	Proposed second stage of consultation expected to be carried out in Spring 2017. This stage of consultation will constitute the Applicant's statutory consultation pursuant to section 42, section 47 and section 48 of the Act . A date of Stage 2 consultation will be publicised in due course.

3 Foreword

- 3.1.1 Firstly, thank you to all those who took the time and effort to take part in this consultation on plans for the International Advanced Manufacturing Park (IAMP) – one of the most significant developments in our region for a generation. This Interim Consultation Report (ICR) has been produced by IAMP LLP to provide an overview of our first stage of Development Consent Order (DCO) consultation and the feedback received.
- 3.1.2 The IAMP is intended to be a flagship project for the North East that will draw significant investment into the region, as well as support and strengthen our thriving automotive and advanced manufacturing industries. So much so, plans to develop the IAMP are being compared in size and scale to when Nissan first moved to the North East in the early 1980s.
- 3.1.3 Yet it is important we bring the IAMP forward in a considered and collaborative way and we are dedicated to listening to your views as plans for the IAMP (the Project) evolves. Pre-application consultation is an essential part of the planning process for projects deemed to be as nationally significant as the IAMP, and we welcome the on-going conversations we are having with local residents, organisations and businesses from the local communities.
- 3.1.4 All the information and views received are invaluable to the Project team, and they continue to inform our work in designing this landmark commercial and industrial project to support the growth of our local economies and the UK. Your ideas, views and information submitted during our Stage 1 Consultation will help shape our plans and our work to prepare a DCO application – ensuring that the project we submit is the best solution for the area. We have listened and, wherever possible at this stage in the process, are addressing the feedback we have received. We are currently planning for the next stage of consultation to begin in Spring 2017. This stage will provide much more detailed information on the proposed development and how we intend to address any impacts as much as possible and will provide a further chance to formally submit your views.
- 3.1.5 Although the Stage 1 Consultation has now closed, the conversation does not stop and we welcome continued interest in the IAMP story. 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, or writing to Freepost IAMP. You can also keep up to date with the latest IAMP news at www.iampnortheast.com. Thank you again for your interest in the IAMP. We hope you find this ICR a useful snapshot of the views expressed so far.

On behalf of IAMP LLP

4 Executive Summary

- 4.1.1 This ICR has been prepared as part of the pre-application consenting process for the IAMP project. It provides a summary of the consultation activities carried out as part of the Stage 1 Consultation which ran from 28 November 2016 to close on 16 January 2017.
- 4.1.2 This period covered community consultation pursuant to section 47 of the Planning Act 2008 (the Act), and informal, non-statutory consultation with statutory stakeholders and local authorities. Section 6 of this Report outlines how consultees were defined and the approach to consultation. This stage of consultation was **not** intended to constitute our statutory consultation. A second round of consultation (which will be referred to as Stage 2 Consultation) will be carried out in accordance with sections 42, 47 and 48 of the Act and is scheduled to take place in Spring 2017, prior to the submission of the proposed DCO application (the Application).
- 4.1.3 The IAMP, which is being promoted by IAMP LLP (the Applicant), will host new and expanding advanced manufacturing, automotive and supply chain industries, together with associated and ancillary uses on land to the north of the existing Nissan site, to the west of the A19 and to the south of the A184.
- 4.1.4 The IAMP has been designated as being nationally significant by Government, and therefore must be consented by way of a DCO in accordance with the provisions of the Act.
- 4.1.5 Whilst this report provides a summary of consultation activities undertaken for Stage 1 Consultation, it does not, nor is it intended to, discharge the requirements of section 37 of the Act.
- 4.1.6 Section 37 of the Act requires an applicant to submit a Consultation Report as part of its DCO application. The Consultation Report must detail all pre-application consultation undertaken (including specific details of consultation pursuant to sections 42, 47 and 48 of the Act), any relevant responses received and finally how the Applicant has taken those responses into account in compliance with section 49 of the Act.
- 4.1.7 We are currently working on the detail of the Application. The evolution of the Project and how consultee comments have been considered will be reflected in the final Consultation Report which will be submitted as part of the DCO application. This ICR has been prepared in accordance with commitments in the published Statement of Community Consultation (SoCC), to provide a themed overview of the submissions to date.

4.2 What the Report Includes

4.2.1 In providing an overview of how we have consulted, the feedback received and our current response, the ICR sections are presented as such:

- **Section 5 - Background (pg10):** This section provides an overview of the Applicant; the Project; the purpose of the ICR; policy context; how we consulted and what formed the basis of the Stage 1 Consultation. It also provides links to supporting appendices and a context for where the Stage 1 Consultation fits in the pre-application timescales.
- **Section 6 – Feedback and Issues (pg19):** This section provides an overview of the feedback received from consultation channels such as feedback forms and consultation events. It groups the responses into recurring themes and provides a current snapshot of the issues raised by those who took part.
- **Section 7 – Our Response and Considerations (pg30):** This section builds on the themes outlined in Section 6 and provides our current position on the core recurring topics. This is by no means a detailed response to each consultee comment. The final Consultation Report, to be submitted with the Application, will detail how we have had regard to comments during both stages of pre-application consultation.
- **Section 8 – The Way Forward (pg45):** This section provides an overview of the next steps for the Project, anticipated timescale and looks ahead to the commitments made for Stage 2 Consultation.

4.3 Undertaking the Consultation

4.3.1 A variety of communication methods were used as part of the Stage 1 Consultation. Section 5.6 of this report details the methods which were used to encourage participation.

4.4 Key Findings

4.4.1 We have endeavoured to present, at an indicative level, the views and feedback from consultees that have been engaged in the process.

4.4.2 We are in the process of analysing all of the comments received during Stage 1 Consultation. Although the Project remains at an early stage, the comments have been of significant assistance for the IAMP Project team in

understanding the issues that are of most concern to consultees; especially those residing in the surrounding local communities.

4.4.3 The core findings and feedback themes can be categorised as such, with references to sections of the ICR where further detail is provided:

- General comments in support and opposition to the IAMP – para. 6.3.6
- Comments around the principle and location of the ‘Hub’ – para. 6.3.7
- Concerns over loss of green space and suggestions of incorporating further green space into the IAMP masterplan – para. 6.3.10
- Suggestions and requests for further detail with regard to safeguarding ecology at the site – para. 6.3.13
- General comments regarding the approach to environmental assessments – para. 6.3.16
- Comments regarding the need for, design and location of a proposed bridge to cross the A19 – para. 6.3.22
- The relationship between Nissan and the IAMP – para. 6.4.1
- Comments relating to how the consultation was undertaken – para. 6.4.1
- Concerns and requests for further information relating to the proposed look and feel of the IAMP and views from the surrounding area – para. 6.4.1
- The future of the Land, Sea and Air Museum currently within the DCO red line boundary – para. 6.4.1
- Recurring general and specific points in relation to cycling infrastructure and provisions as part of the IAMP masterplan – para. 6.4.1

4.5 Next Steps

4.5.1 We intend to use the data from Stage 1 Consultation to inform on-going technical assessments for the Project and to play a role in developing detailed proposals. As part of the Stage 2 Consultation, we will reflect on the issues raised and clearly present how the outcomes of Stage 1 Consultation have been taken into account in the design decisions.

4.5.2 Within 28 days of the close of Stage 2 Consultation, a second ICR will be produced. A final Consultation Report, pursuant to Section 37 of the Act, will then be completed to accompany the Application.

5 Background

5.1 The Applicant and the DCO Consultation Process

- 5.1.1 The Applicant, IAMP LLP, is a Limited Liability Partnership set up by Sunderland City Council (SCC) and South Tyneside Council (STC) to progress and deliver the IAMP. The IAMP site is located within the administrative boundaries of both SCC and STC.
- 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 and is being compared in size and scale to when Nissan first moved to the region in the early 1980s.
- 5.1.3 Planned for land to the north of Nissan Motor Manufacturing (UK) and west of the A19, IAMP will feature up to 260,000 sq.m of floorspace on a 100 hectare site. It is expected to create up to 5,200 new jobs and attract over £300 million of private sector investment into the region.
- 5.1.4 In September 2015 the Government designated IAMP as being of "national significance" under Section 35 of the Act. Following this designation as a Nationally Significant Infrastructure Project (NSIP), the Project must be consented by way of a DCO.
- 5.1.5 We are therefore required to submit a DCO application to the Planning Inspectorate (who will administer the Application on behalf of the Secretary of State) for the IAMP. The DCO consenting regime brings together many of the planning, land assembly, environmental and access matters for a proposed project within a single application and decision making process. Unlike other planning applications, consent will be determined by the Secretary of State rather than the local planning authorities.

5.2 Statutory Requirements

- 5.2.1 The Act sets out the regime for the determination of nationally significant projects such as IAMP, and provides a framework for pre-application consultation.
- 5.2.2 Under the Act promoters of NSIPs are required to consult those living in the vicinity of the land proposed for development, the general public, local authorities, affected landowners and a range of other statutory consultees before submitting an application to the Planning Inspectorate.

- 5.2.3 There are a number of key requirements in the Act for promoters to follow in relation to pre-application consultation with the community. A list of these, along with the relevant legislation, can be found at Appendix 1.
- 5.2.4 We published the SoCC on 28 November 2016, coinciding with the commencement of the consultation. As well as being made available on the project website – www.iampnortheast.com – hard copies of the SoCC were also made available at a host of local venues. The list of venues where the SoCC was made available and the SoCC itself can be found in Appendix 2.
- 5.2.5 We have complied with the specific commitments made in the SoCC. A table demonstrating this compliance can be viewed in Appendix 3.

5.3 Policy Context and Background

- 5.3.1 It is important to note that the Stage 1 Consultation for the proposed DCO application is not the first time proposals for the IAMP have been the subject of consultation. SCC and STC have worked jointly to prepare an Area Action Plan (AAP), a development plan document that will guide how the site is developed over the next 15 years. Preparation of the AAP included several stages of consultation on the proposed policy and use of the IAMP site, held between February 2015 and October 2016. The development of an AAP was to set defined policies for the use of site to provide a high quality, comprehensive-planned destination for advanced manufacturing within the North East.
- 5.3.2 Consultation on the AAP was carried out by the local authorities, not IAMP LLP as the DCO applicant. A summary of the consultations staged by the local authorities prior to submission of an AAP Publication Draft to the Planning Inspectorate (PINS) can be found in Appendix 4.

5.4 The Purpose of the ICR

- 5.4.1 This ICR provides a summary of the consultation activities carried out as part of the Stage 1 Consultation. We have published this ICR to provide an accessible and transparent overview of the feedback received throughout the Stage 1 Consultation and outline how we have had regard to the views expressed.
- 5.4.2 The ICR has been prepared in accordance with the requirements of the SoCC. Whilst there is no statutory requirement for us to provide such a report during the pre-application process, we consider it helpful to keep consultees informed at each stage of consultation as the Project evolves.

5.4.3 The published SoCC (Appendix 2) commits us to publishing an Interim Consultation Report within 28 days of the close of the Stage 1 Consultation. This requirement, against which IAMP LLP will be assessed by the Planning Inspectorate and Secretary of State, can be found on page 14 of the SoCC.

5.4.4 This ICR provides you with:

- An overview of the consultation methods, detailing how we sought feedback from the community as part of the Stage 1 Consultation on the Project;
- A summary of feedback received during the Stage 1 Consultation, broken down into key themes;
- An overview of how we have considered this feedback and how it will be used to shape the Project going forward and;
- An outline of the next steps of the Project, including how Stage 2 Consultation will provide a further opportunity for the community to have their say on the Project.

5.5 What We Consulted On

5.5.1 The Stage 1 Consultation was on the emerging plans for the Project, which included:

- Up to 260,000 sq.m of floorspace for the advanced automotive manufacturing industries over a 100 hectare site;
- Internal access roads and footpaths;
- Up to 4km of new cycleways and footpaths to create an expanded network in the area;
- Areas of landscaping built around retained woodlands and hedgerows;
- Areas of ecological and landscape mitigation surrounding the River Don;
- A road bridge across the A19 to connect with Washington Road;
- A bridge across the River Don to connect the northern employment area;
- A 'Hub' to become a focal point for the IAMP and potentially include uses such as shops, a 150-bedroom hotel, childcare and nursery facilities, and educational and training facilities;
- Site utilities including a potential sub-station and connection to the local drainage network.

5.5.2 The draft DCO site boundary for Stage 1 Consultation can be viewed in Appendix 5, with the draft masterplan that formed the basis of the consultation available in Appendix 6.

5.6 How We Consulted

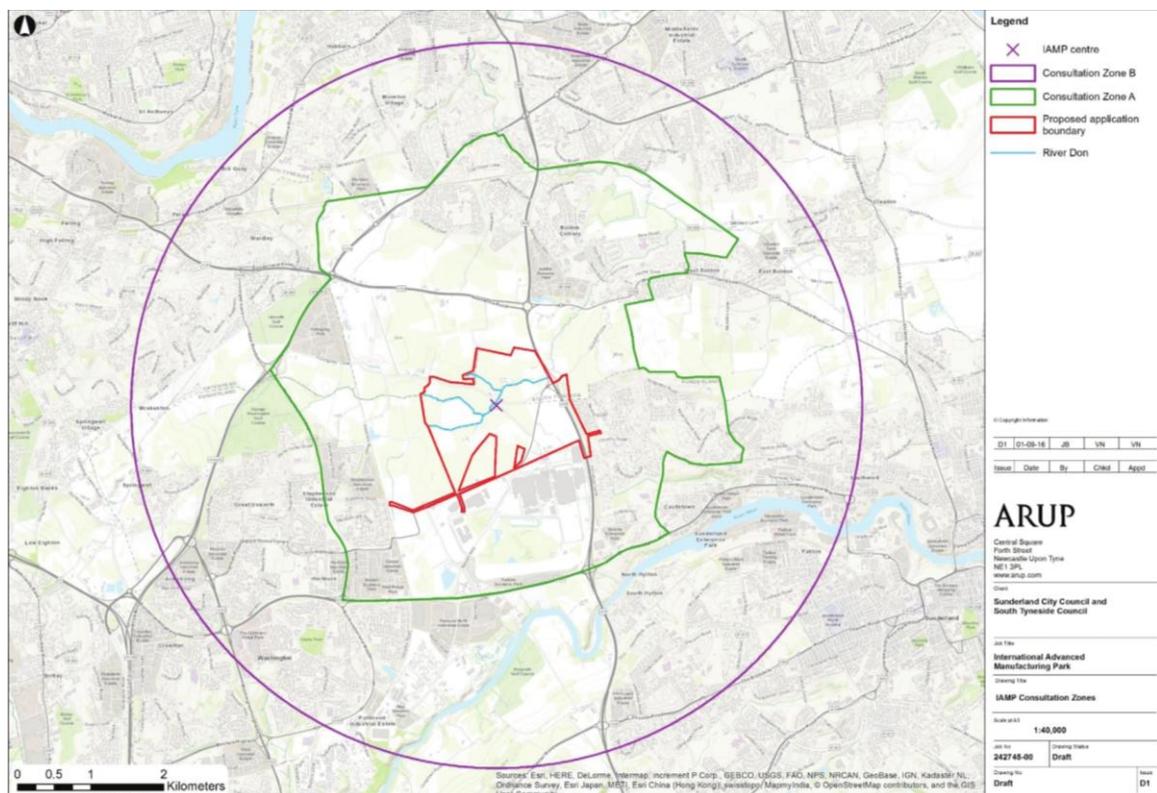
5.6.1 In devising a robust and effective approach to consulting the local community, we took account of a number of published guidance documents from several sources. A list of the considered guidance can be viewed in Appendix 7.

5.6.2 The below sections provide an overview of the consultation methods used throughout Stage 1 Consultation. An in-depth methodology of how consultees were defined and engaged can be viewed in Appendix 8.

Defining Consultation Zones

5.6.3 To account for the fact that there would be some community stakeholders directly impacted by the proposals and others that may have an interest but would not be directly impacted, two distinct consultation zones were established. These zones are shown on the accompanying plan below and explained in further detail at Appendix 9.

5.6.4 Image: Diagram of consultation zones



5.6.5 Following publication of the SoCC, we undertook a programme of consultation that complied with the commitments made.

Community Leaflet

5.6.6 A four-page Community Leaflet was circulated to all addresses within Consultation Zone A, totalling 16,874 households and 508 businesses. The Leaflet (available to view in Appendix 10) introduced the proposed Project; provided a map of the proposed development areas; detailed the consenting process for the DCO and the project timeline; publicised details of the consultation events; and included contact details of the Project team.

5.6.7 The Community Leaflet was also:

- Made available to download from the Project website from 21 November 2016;
- Enclosed within letters to stakeholders, including elected representatives from SCC and STC, regional MPs, community and business groups, a list of which can be found in Appendix 11;
- Available at all consultation events as a 'take home' for visitors;
- Available alongside the SoCC as part of a pack of Consultation Documents at the venues outlined in Appendix 12.

Consultation Letters

5.6.8 Identified community stakeholders, including elected representatives and community groups, were contacted directly via letter as part of the launch of the Stage 1 Consultation. Tailored letters were produced for the various audience groups, each including an invitation to the IAMP consultation events; details of how and when to respond to the Stage 1 Consultation; and contact details for the Project team. Key elected representatives and directly-affected stakeholders were offered face-to-face briefings on request.

5.6.9 Consultation letters were issued to the groups listed in Appendix 13 and an example of the consultation letters can be viewed in Appendix 14.

Project Website

5.6.10 A website specific for IAMP - www.iampnortheast.com - was re-launched in order to provide a one-stop-shop location for the IAMP. The website, previously set up to provide general information about the IAMP, was re-purposed to provide a portal to access information about the Stage 1 Consultation and online consultation form.

5.6.11 Further Screenshots of the dedicated IAMP website and details of the content can be found in Appendix 15.

Press Releases

5.6.12 In order to inform and update members of the communities surrounding the IAMP site, we took a proactive approach to engaging with local media outlets,

actively seeking coverage to increase awareness of the proposal and increase participation. Media outlets were specifically targeted to increase awareness of the consultation within Consultation Zones A and B, as well as the wider local authority areas surrounding the proposed IAMP development site. Press releases issued and resulting coverage can be found in Appendix 16.

Notice of Deposit and Adverts

5.6.13 In accordance with Section 47 of the Act, a Notice of Deposit was placed in local newspapers and appeared on 14 November 2016 and 21 November 2016. Copies of the Notices, as they appeared in the locally-circulated press, can be viewed in Appendix 17.

5.6.14 The intention of placing Notices was to encourage participation from communities in Consultation Zones A and B, as well as the wider region. The notices were placed in the following publications:

- Sunderland Echo;
- The Shields Gazette;
- The Evening Chronicle; and
- The Journal.

Site notices and posters

5.6.15 Posters publicising the upcoming consultation events were exhibited in key community venues. A copy of the community poster and a list of the locations to which posters were issued can be viewed in Appendix 18.

5.6.16 Site notices were also displayed in the area surrounding the site. A map of the locations where these notices were placed and images of the notices in place can be viewed in Appendix 19.

Consultation events

5.6.17 Seven consultation events were held at a range of accessible venues, located in areas most likely to be impacted by the proposed Project. Manned by members of the IAMP Project team, a total of 142 people were recorded as attending and taking an interest in the materials on display. The table below provides a breakdown of attendees at each of the events.

Consultation Event	No. of attendees recorded
Hedworthfield Community Association	14
Bunny Hill Centre	36
Sunderland Museum and Winter Gardens	27
Washington Library	9
The Word	38
Boldon Village Hall	7

5.6.18 Images from the consultation events can be found in Appendix 20 alongside the exhibition boards displayed.

Feedback Forms

5.6.19 Feedback forms (an example is available in Append 21) were made available during each of the consultation events and attendees were encouraged to complete a form and submit it either via the feedback box provided at each event; following the event via the Project Freepost address; or online via the Project website.

Community Contact Points

5.6.20 Free at the point of use contact points provided a coherent and transparent approach to the Stage 1 Consultation and enabled members of the community to contact the Project team. The established contact channels can be viewed in Appendix 22.

Social media

5.6.21 A designated Twitter account was launched in September 2016. This account, [@IAMPNorthEast](#) was used to tweet facts and statistics about the proposed Project and acted as a sign-post to the consultation events and website. There have been a total of 94 tweets generating a following of 37 people. See Appendix 23 to view example tweets and screenshots from the account.

Consultation Summary Document and PEIR

5.6.22 As well as the consultation events, a Consultation Summary Document (see Appendix 24) and Preliminary Environmental Information Report (PEIR) was published on Monday 28 November 2016 and made available to view at public libraries, consultation events and on the Project website. Details of these locations can be found in Appendix 25.

5.6.23 The Consultation Summary Document provided a more accessible overview of the Project, to enable consultees to understand what was proposed and provide informed comments in response to the consultation. This was underpinned by publication of the PEIR, which provided more technical reporting as to how the environmental assessments had been undertaken and their interim findings to date.

5.6.24 The period for Stage 1 Consultation ran for a total of 50 days. On the 46th day of the consultation period, the Applicant was made aware that 8 of the plans contained within the schedules to the PEIR, as published on the IAMP website, were missing. These were documents Appendix A (fig1.1: Location

of the IAMP site); Appendix E (fig 2.1: Constraints on and within 5km of the IAMP Site); Appendix F (fig 2.2. Current Illustrative Masterplan); Appendix G (figs 2.3 and 2.4 Local Road Network Improvements and River Don Bridge); and Appendix I (figs 3.1 to 3.3: Options for Land North of Nissan UK).

5.6.25 The hard copy versions of the PEIR were available to view in their complete form, including all required plans across all schedules, at all exhibition and consultation venues for the duration of the Stage 1 Consultation Period. Additionally, of the eight missing plans, the current illustrative masterplan was available to download separately on the Project website and featured within consultation documents including the Consultation Summary Document and consultation event exhibition boards.

5.6.26 This was brought to the Applicant's attention by two separate consultees. A copy of the missing information was provided to those consultees upon request and made available on the website within 24 hours.

5.6.27 A further version of the PEIR, which will contain updated environmental and project information to reflect the progression of the Project proposals, will be made available for the purposes of Stage 2 Consultation. We therefore consider that no consultees were prejudiced by the omission of the relevant plans; and further that all consultees, both specialist and non-specialist will have the opportunity during this pre-application process to engage with and comment on the PEIR in full.

5.7 Approach to Seldom Heard Groups

5.7.1 In devising the approach to consultation, we also paid particular attention to seldom heard groups and carefully considered how to engage those groups. A table outlining the consideration given to 'Seldom Heard Groups' and how we had regard to their needs when consulting can be found in Appendix 26.

5.8 Approach to Statutory Consultees

5.8.1 Whilst the Stage 1 Consultation was community consultation, we did engage with and encourage dialogue with a range of additional statutory stakeholders.

5.8.2 Those consultees were directly contacted upon launch of the Stage 1 Consultation via letter (and some events), to encourage topic-specific discussions on a non-statutory basis. The aim of this was to encourage continued dialogue and conversation regarding the published information ahead of Stage 2 Consultation.

5.8.3 The groups contacted as part of this process included local authorities; prescribed consultees; and those with an interest in the land. A list of the organisations contacted directly can be viewed in Appendix 27 and copies of the letters can be viewed in Appendix 28.

- 5.8.4 Additionally, an Environmental Workshop was held on 13 December 2016 to update key consultees on the IAMP, in particular the design and provision of the proposed mitigation areas. As well as providing an overview of the IAMP masterplan, the workshop provided an opportunity for consultees to ask questions and comment on the on-going environmental assessments; the design; and approach to mitigation; as well as feedback on activities from their own organisation in the area. Minutes from the Environmental Workshop can be viewed in Appendix 29.
- 5.8.5 Further information about how we plan to consult with statutory stakeholders going forward can be found in Section 8 of this ICR.

6 Feedback and Issues

6.1 Approach to feedback

- 6.1.1 This section of the ICR provides an overview of the core themes arising from views and submissions received during the Stage 1 Consultation. This encompasses feedback from the variety of methods and channels as outlined in the previous section of this Report, including views received via feedback forms; anecdotally in conversation with members of the Project team at consultation events; and phone calls and emails.
- 6.1.2 In order to provide an accessible overview – and reflecting that preparation of the Application and the detailed design work is still progressing – we have not sought to directly address individual comments in this ICR. Rather, the ICR groups common themes and questions, to which we have responded with our current position.
- 6.1.3 When the DCO application is submitted to the Planning Inspectorate it will be accompanied by a Consultation Report. This document will demonstrate how the Applicant has had regard to comments made throughout the entire pre-application consultation periods. This final Consultation Report will be made publicly available as part of the submission.

6.2 Consultation Events

- 6.2.1 Our consultation events provided a rich source of feedback for the Project team, allowing them to discuss the IAMP and address any comments, issues or concerns directly with attendees.
- 6.2.2 The themes raised during conversations at the events are encompassed in the below section.

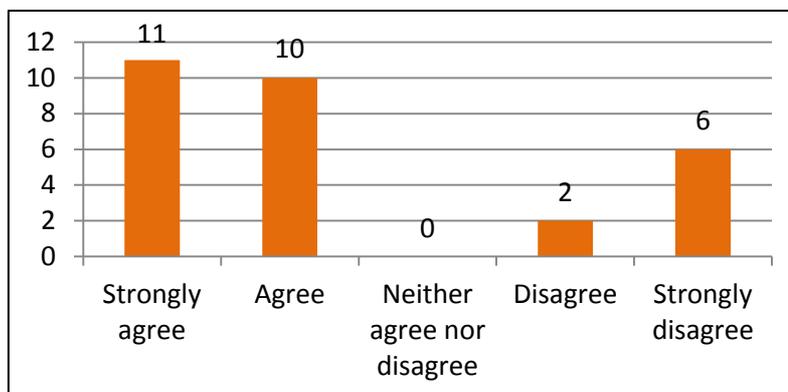
6.3 Themed Responses and Feedback Forms

- 6.3.1 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 the draft masterplan; approach to open space and ecology; traffic and transport; consideration of environmental impacts; and location of the proposed 'Hub'. There was also an opportunity to provide more general comments on the Project. The full feedback form can be viewed in Appendix 21.
- 6.3.2 A total of 34 questionnaires were completed.

6.3.3 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 feedback channels, which include email, phone calls and discussions at the exhibitions themselves, relating to the core topics raised.



6.3.4 Responses to the question: **IAMP is proposed to support advanced and automotive manufacturing in the North East by creating additional facilities for suppliers. It also proposes to create up to 5,200 jobs. Do you agree with the aim of IAMP to support the area and the economy in the long term?**

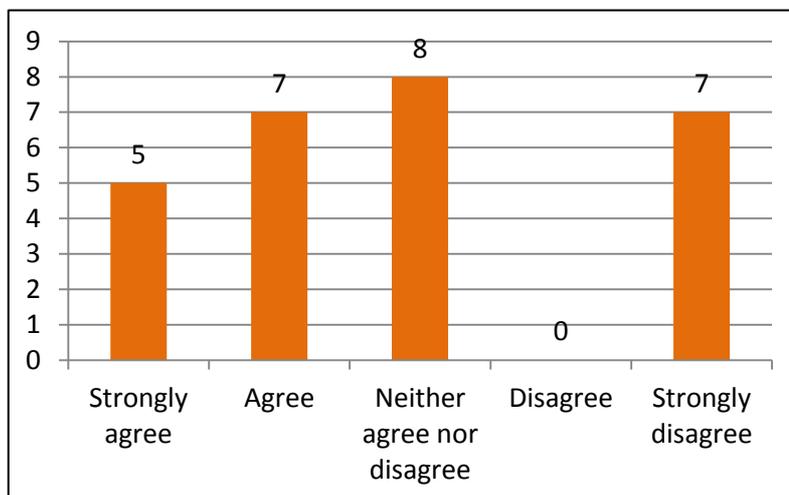


6.3.5 Of those that answered the question, the majority supported the aim of the IAMP to support advanced and automotive manufacturing in the North East by creating additional facilities for suppliers and up to 5,200 jobs.

6.3.6 A range of general comments, both positive and negative, in relation to this topic, were raised throughout the consultation, via both the feedback forms and across the provided channels. A summary can be categorised as such:

- **General positive comments and support:** Some submissions welcomed intentions for the IAMP, commenting that it could bring longevity to the area’s jobs market and will boost the North East economy. Others welcomed the facilities the IAMP will bring to the area and the role it could play in revitalising the economy.
- **Negative comments or objections:** Such comments centred on concerns of over development and objections to the principle of the use of the land. Comments were also received in relation to the need for the IAMP, in the context of existing empty business premises and encroachment on the gap between existing settlements.

6.3.7 Responses to the question: **We want to create somewhere that will give workers and visitors a place to meet and socialise (the “Hub”). You can see on the draft masterplan that we want to locate the Hub so that it will be accessible by those who work both at the IAMP and Nissan. Do you agree with where we propose to locate the Hub?**



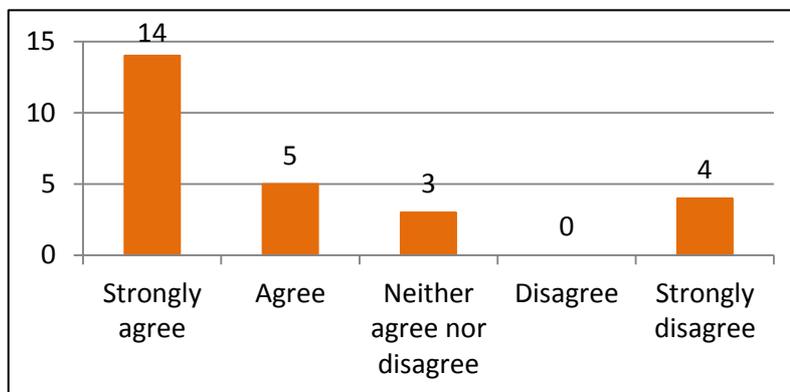
6.3.8 Proportionally more people agree with the location of the Hub with 12 respondents either strongly agreeing or agreeing to the location and 7 who strongly disagreed.

6.3.9 Additional comments and views in relation to this topic throughout the consultation included:

- **General support for the Hub:** Comments regarding support for the proposed uses of the Hub, including welcoming of spaces to meet and socialise.

- **Demonstrating need for services:** Questions regarding the viability and demand for such services at the IAMP site and how this would impact businesses currently in the surrounding area.
- **Disagreement on the location:** Some comments disagreed that the proposed location was central to the business area and that this goes against the AAP policy for use of the site.
- **Comments regarding specific services in the Hub:** Various comments and questions were received in relation to specific services, for example the welcoming of potential childcare and education facilities. Some comments also called for bicycle and public transport provisions to be included in the Hub.

6.3.10 Responses to the question: **We want to make green open space a key part of the IAMP and for these spaces to be used by people living and working in the area. The masterplan uses dark green shading to show how much green space there might be and possible locations. Do you agree with the approach of making green space a key part of IAMP?**



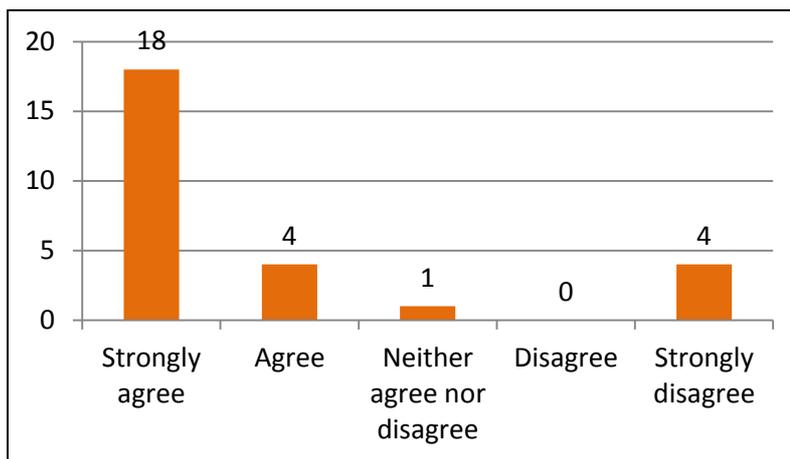
6.3.11 Making green space a key part of the IAMP was favourably seen by respondents. 19 respondents either strongly agreed or agreed, compared with 3 who neither agreed nor disagreed or 4 who strongly disagreed.

6.3.12 Additional comments and views in relation to this topic were received throughout the consultation via the channels provided including:

- **Support for greenspace:** Some respondents called for allocation of more greenspace, whilst others highlighted the proposed green corridors as a positive aspect of the draft masterplan.
- **Concerns over the loss of green space:** Some commented on the loss of green space and the perceived change in environment on the Washington/Sunderland border. Others commented that the IAMP would be to the detriment of the surrounding green areas.

- **Objections on the grounds of loss of Green Belt:** We received comments that objected to the principal use of the land, in particular to the loss of Green Belt associated with the Project.
- **Accessibility to green areas:** Recognising the proposed green space on the draft masterplan, respondents requested that the areas should be accessible to people living, working and socialising in the area.

6.3.13 Responses to the question: **One of the key features of the IAMP is to restore, manage and create new environments within the site and surrounding area for plants, habitats and wildlife. Do you agree that should be an important aspect of the IAMP? and Do you have any other suggestions as to how we could protect plants, habitats and wildlife on the IAMP?**

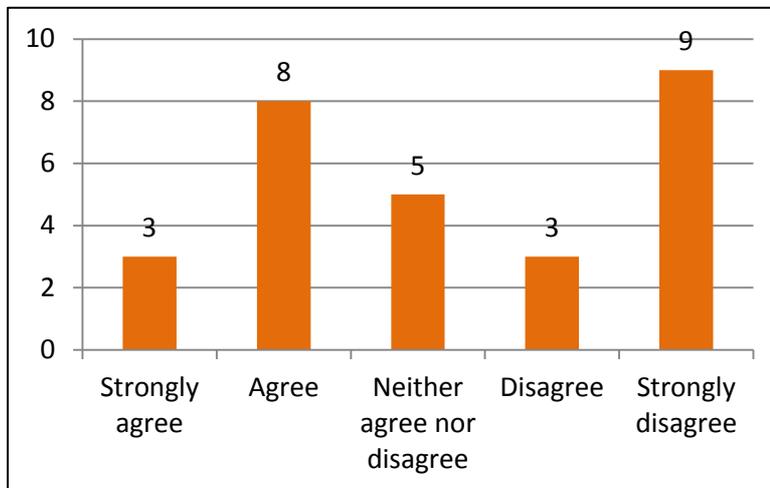


6.3.14 This was overwhelmingly seen as favourable to respondents, of those that answered the question a total of 22 showed positive attitudes towards this aspect of the scheme, compared with 4 who strongly disagreed.

6.3.15 Additional comments and views in relation to this topic received via the consultation channels included:

- **Suggestions for the ecological areas:** Constructive suggestions around the use of the ecological areas were received, including exploring the potential for nature trails in and around the green areas and work with the surrounding farming community to protect habitats and wildlife. Respondents also highlighted the importance of protecting the River Don corridor and the species it sustains.
- **Mitigation for specific species:** Consultees raised questions regarding specific species that may be present at the site and made suggestions in relation to mitigation features, such as considerations of methods to ensure the safe movement of wildlife as part of the design of the highway network.

6.3.16 Responses to the question: **We have to assess the likely impacts of the IAMP on the environment and work out how to reduce them. Based on the Preliminary Environmental Information Report do you think that we are adequately considering the environmental impacts? and 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?**

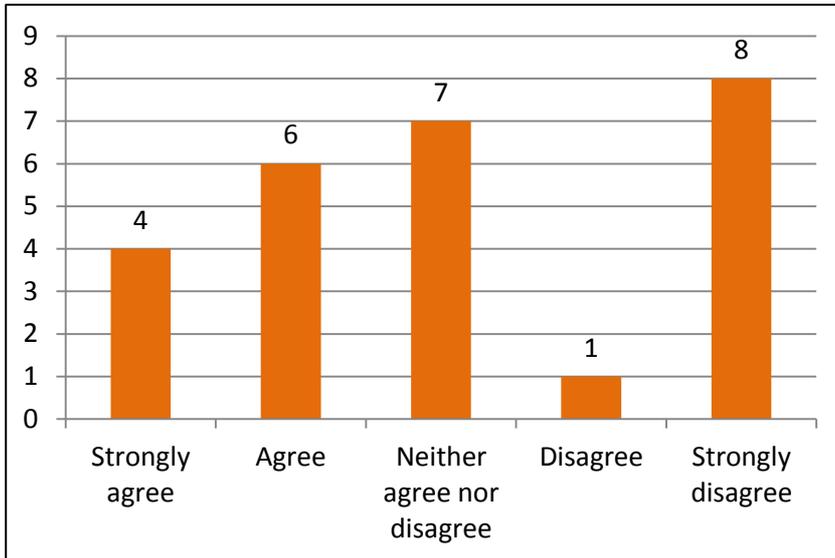


6.3.17 A total of 12 respondents disagreed or strongly disagreed with the notion that we are considering the environmental impacts, compared with 11 who either strongly agreed or agreed. 5 respondents neither agreed nor disagreed, demonstrating the ongoing need to provide robust information regarding environmental considerations of the scheme and outline how key decisions have been taken.

6.3.18 Additional comments and views in relation to this topic received included:

- **Requests relating to the PEIR:** Requests for digital access to the missing PEIR appendices (as discussed further in paragraph 5.6.24) were received and provided upon request.
- **General comments for further detail:** General comments for further detail on the likely impacts of the Project and proposed mitigation packages were received in regards to noise, air quality and ecology.

6.3.19 Responses to the question: **On the masterplan for the IAMP we show where a transport network could be located on the site (including access roads, cycle ways and footpaths). The masterplan also shows where the proposed entry points to the site are planned. Do you agree that this network would allow the IAMP to connect well to the wider area?**

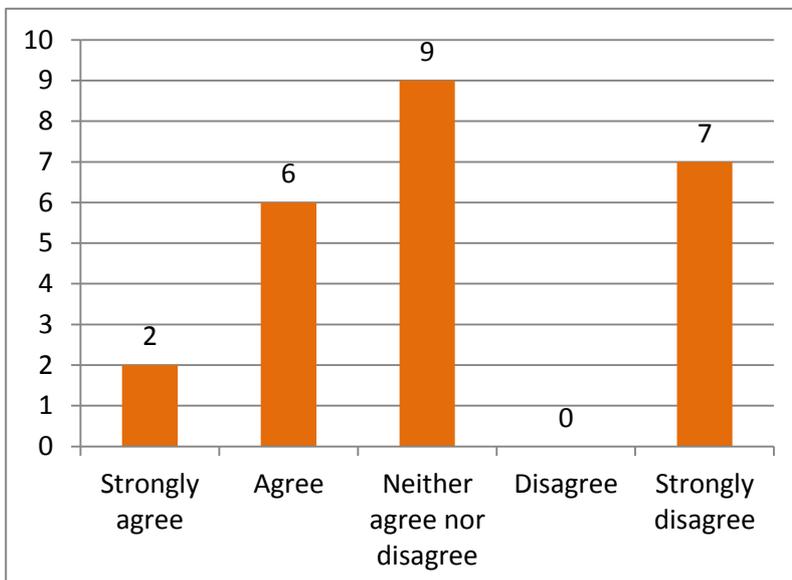


6.3.20 This question prompted a mixed response from respondents. 10 either strongly agreed or agreed, 9 either disagreed or strongly disagreed, and 7 neither agreed nor disagreed.

6.3.21 Additional comments and views in relation to this topic received via the consultation channels included:

- Requests for further information and technical work:** Concerns regarding the impact on the traffic network and congestion and requests for more information as a result of the traffic and transport assessment.

6.3.22 Responses to the question: **The masterplan shows a proposed location for a new bridge to cross the A19. This would provide an alternative route through the site and would connect the IAMP to the local existing road network. From what you have seen, do you agree with the location of the bridge?**

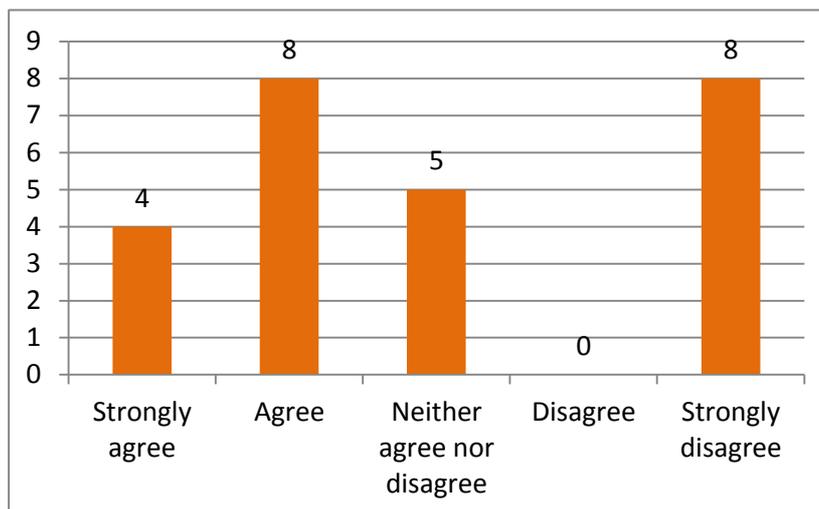


6.3.23 Respondents provided balanced feedback, with 9 saying they neither agreed nor disagreed. 8 approved of the location and 7 strongly disagreed with the location.

6.3.24 Additional comments and views in relation to this topic made throughout the consultation included:

- **Questions regarding alternatives:** Some participants advocated the existing footbridge being upgraded to be suitable for vehicles.
- **Requests for further detail:** Respondents asked for further detail and assessment on the proposed bridge location and design, whilst some sought assurances that the bridge will be suitable for cyclists as well as motor vehicles.
- **The need for the bridge:** Some questioned the need and justification for a bridge, highlighting that it will add significant infrastructure costs to the delivery of the Project.

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



6.3.26 The majority of respondents agreed, 12 in total, compared to 8 who strongly disagreed and 5 who neither agreed nor disagreed.

6.4 Other Areas of Interest

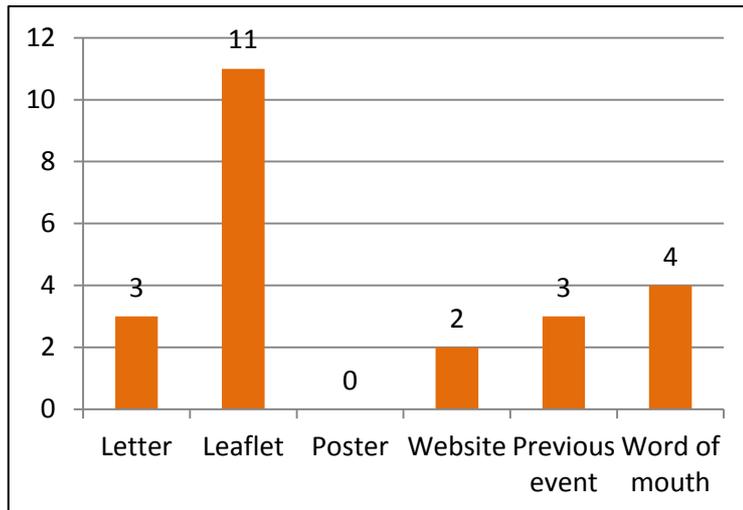
6.4.1 Several additional topics and areas of interest were raised via the feedback form, in consultation submissions and in discussion with the Project team during the consultation events. An overview of these topics can be summarised as:

- **The IAMP in relation to Nissan:** Many attendees at events and consultees were keen to understand the relationship between Nissan and IAMP and how Nissan's existing operations would be affected (if at all) and how these were being taken into account as part of the assessments. There was also support for Nissan's continued presence and strength in the region and recognition of the IAMP's role in supporting the regional automotive industry.
- **Comments relating to the consultation:** Several positive comments were received on the information provided as part of the consultation and the way it was presented. Questions were also received about how the consultation was undertaken; the justification for the circulation of consultation materials; and specific enquiries regarding direct communication.
- **Visual impact and key views:** How the IAMP will look and the consideration being given to this was a recurring theme. Those living in the area commented on existing light pollution from industry in the area and questioned how this would be managed as part of the delivery of the IAMP.
- **The future of the existing Land, Sea and Air Museum:** Several people asked us about the future of the museum, which is currently within the proposed DCO red line boundary.
- **A focus on cycling provision:** Ensuring cycling facilities are integral to the design of the IAMP was a common theme amongst consultation submissions and face-to-face discussions. This included suggestions such as the completion of a cycle route from the Tyne Pedestrian tunnel to the south of the Metro Rail Bridge as well as support for the stopping up of Follingsby Lane and improvements to the nature of the road to create a cycle route.

6.5 Demographics and the Consultation

- 6.5.1 The feedback form and consultation questions sought to understand the demographic and interest of those who participated. We 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 and inform the approach to Stage 2 Consultation.
- 6.5.2 The majority of respondents who provided information were aged 46-60, followed by age brackets 31-45 and 61-79. With only a small number of younger people taking part, we'll look to re-assess how we encourage participation from younger age groups as part of the Stage 2 Consultation.

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



6.5.4 In relation to our consultation material, participants found the Consultation Summary Document (available in Appendix 24) as the most useful consultation document, followed by speaking to members of the team at the consultation events, the Community Leaflet and the exhibition boards on display.

6.5.5 We also found that the Stage 1 Consultation reached new audiences who may not have taken part in the previous consultations on the AAP. A majority of those responding to the consultation had not attended a previous event regarding plans for the IAMP, as opposed to 5 respondents who had attended an AAP event.

6.5.6 This useful information will help shape our approach to Stage 2 Consultation and we will look closely at lessons learned and how further consultation with the communities can be effective in encouraging uptake.

6.6 Consultation with Statutory Consultees

6.6.1 Informal engagement with statutory consultees was held before and during the Stage 1 Consultation period and will be fully documented as part of the Consultation Report submitted with the DCO application. Section 5.8 sets out how we engaged on a non-statutory basis with those parties.

6.6.2 Whilst Stage 1 Consultation was pursuant to Section 47 of the Act, (community consultation), statutory consultees identified in Sections 42 and 43 of the Act were notified and encouraged to respond. Several responses were received during the consultation window, including submissions from Natural England; Northumbria Water; and the local highways authority for

SCC and STC. These representations acknowledged receipt of the information and committed to responding with more detailed comments when formally consulted as part of Stage 2 Consultation.

7 Our Response and Considerations

7.1 Overview

- 7.1.1 We have carefully considered all of the comments received to the Stage 1 Consultation. This section of the Report sets out the key issues raised and our response at this stage in the pre-application process.
- 7.1.2 The Stage 1 Consultation has been instrumental in helping us understand the issues of concern; general sentiment regarding the Project; and useful suggestions that can be considered going forward as part of the detailed design work.
- 7.1.3 The following section provides our position at the point in time of publication of the ICR. As noted earlier in this Report, it is not our intention to provide detailed responses to direct comments made at this stage, given that the proposed Project is still evolving and will continue to do so as further design and environmental assessment work is undertaken. However, comments from 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 we will have regard to them as we move towards Stage 2 Consultation.
- 7.1.4 It is important to note that the final Consultation Report, which will be submitted with the IAMP DCO application, will serve a different function to this Report. It will outline how we have had regard to the comments received from a variety of consultees including members of the community; prescribed consultees; relevant local authorities; and those with an interest in the land (amongst others). It will also detail how the submitted Project evolved in response to the views expressed.

7.2 Key issues raised and responses

- 7.2.1 The below tables provide an overview of the core themes raised and our current responses. It should be noted that positions on those core themes may change and evolve over time as more information and technical information becomes available.

Linkages with Nissan and other major businesses in the area

Recurring theme	IAMP LLP response
Nissan's long term presence in the North East	<p>In October 2016, Nissan announced that two new models would be built at the plant (Qashqai and X-Trail) in addition to the previously announced new Juke model. This will consolidate and also grow the plant's output, ensuring a continued presence of Nissan in the UK and the North East of England.</p> <p>The IAMP will provide opportunities for supply chain businesses, linked to growth in the automotive sector and other advanced manufacturing sectors, to locate in the North East. It will provide high quality, modern bespoke accommodation.</p>
Nissan's links with the IAMP	<p>We understand and recognise interest in how the IAMP and the existing Nissan plant will interact together. We are working closely with the automotive sector to understand the supply chain requirements to ensure that our designs for the IAMP are compatible with these requirements.</p> <p>The draft masterplan for the Stage 1 Consultation shows how a network of highways and a package of infrastructure improvements will provide links between the IAMP and the Nissan plant. The placement of the Hub is also intended to provide facilities at a location accessible to employees of Nissan as well as new businesses in the IAMP.</p> <p>At the Stage 2 Consultation we will provide further details on how the transport network within IAMP and any highway improvements will meet the needs of the Nissan plant, the new businesses to be located in IAMP as well as the needs of other users of the highway network.</p> <p>Highways England plans to improve two A19 junctions located in close proximity to the IAMP. These schemes will be progressed by Highways England as separate applications.</p>
Issues with current operations in the area	<p>Several of the comments we received related to current operations in the area, for example traffic movements and light pollution.</p> <p>Our work will identify any measures to be delivered by</p>

	the IAMP which may help in addressing some of the issues around the current operations.
Impact of the IAMP on the Nissan plant and operations	<p>Our environmental and transport assessment work will take account of the existing conditions in the area associated with the nearby and neighbouring uses, including the Nissan plant. This will include providing an extensive description of the existing characteristics of the surrounding area in relation to topics such as traffic and transport; noise; air quality; and visual impact. The assessments, to be published in greater detail at the Stage 2 Consultation, will outline the current situation and clearly detail the principal potential impacts of the IAMP project on the surrounding area, including on Nissan's operations – and how these will be mitigated if necessary.</p> <p>Nissan remains a key stakeholder for the Project and we will continue to engage with the automotive industry as the design for IAMP evolves.</p>

Economic impact and jobs

Recurring theme	IAMP LLP Response
The accuracy and deliverability of the potential new job figures	<p>As part of the Stage 1 Consultation we have sought to give as much information as possible in relation to the proposed development across the consultation documents. It must be acknowledged that the proposals are at an early stage of design and more detailed information will be provided as part of the Stage 2 Consultation.</p> <p>We currently anticipate that the IAMP will be capable of creating up to 5,200 new jobs for the region, bringing a significant economic boost to the area and new employment opportunities. Further details and justification for the employment opportunities within IAMP will be provided as part of the Stage 2 Consultation.</p>
Whether links with education and apprenticeships will feature as part of the IAMP development	<p>We are committed to ensuring the IAMP delivers a variety of opportunities for the local area and wider North East region.</p> <p>Whilst it is too early in the consenting process to make specific commitments to the level of apprenticeships and the specific nature of the available jobs; we can commit to the principle of</p>

	<p>ensuring that local opportunities are maximised.</p> <p>When IAMP LLP progresses contracts for the construction of infrastructure and buildings, those contracts will include the appropriate corporate policies of both SCC and STC, which provide guidance regarding use of local business and employment.</p> <p>The local authorities are also working closely with local education providers to make sure that the region's current and future workforce will be equipped with the necessary skills before work starts to deliver the IAMP site.</p>
<p>How the IAMP will work with the existing business community</p>	<p>We are considering the socio-economic impacts of the IAMP project as part of the on-going environmental impact assessment (EIA). Some of the principal findings from the EIA will be published in greater detail as part of the Stage 2 Consultation.</p> <p>At this stage, we do not anticipate that the IAMP will have a significant adverse impact on existing businesses located in the area. We anticipate that the IAMP is more likely to have a beneficial impact on the business community through increases in economic activity and attracting additional private sector investment to the North East.</p> <p>We are also committed to engaging and working with the regional business community as part of the pre-application consultation process, making sure to seek and incorporate their views as the Project evolves. Businesses have also been consulted as part of the AAP process and attended events, with strong support for IAMP and the economic growth opportunities it will create.</p> <p>As part of the Stage 2 Consultation, we intend to host an event via regional business organisations to outline the opportunities that the IAMP could deliver as well as address any concerns and issues from existing businesses. Expressions of interest relating to land and property opportunities at the IAMP received via the consultation will also be logged and stored for the relevant time when supply chain opportunities become available.</p>
<p>Evidence of demand of the IAMP and facilities</p>	<p>The need and demand for a facility such as the IAMP in this location has been extensively researched and demonstrated as part of preparation of the AAP for</p>

	<p>the site.</p> <p>A Strategic Employment Study was carried out in 2013 that explored the likely demand for such facilities in the future, demonstrating the need for the IAMP. This went on to inform the Sunderland City Deal in partnership with South Tyneside, granted in 2014, of which plans for the IAMP were a core feature.</p> <p>We are working closely with the local authorities and surrounding existing businesses to understand the interest in such facilities and the volume and nature of the enquiries being received, to ensure that the submitted plans respond to tangible demand for high quality advanced manufacturing space in this location.</p> <p>We welcome the expressions of interest during the consultation process from businesses in being part of the IAMP, both within the core manufacturing area and at the Hub. We will ensure to keep a detailed log of such expressions throughout the pre-application period.</p>
<p>Impacts of Brexit on plans for the IAMP</p>	<p>Given the uncertainty surrounding the UK's decision to exit the European Union, it is too early to predict in any detail how the national and regional economy will be affected.</p> <p>However, we welcome the Government's continued commitment to the Northern Powerhouse policy, with the IAMP being highlighted as key driver for local growth in a recent funding announcement for the North East. We also welcome the Government's publication of the green paper on delivering an Industrial Strategy (which included details of the funding for the IAMP) in particular the commitments to strengthening the UK's automotive and advanced manufacturing industries and increasing productivity in areas outside of London.</p> <p>In October 2016, Nissan announced that two new models would be built at the plant (Qashqai and X-Trail) in addition to the previously announced new Juke model. This will consolidate and also grow the plant's output, ensuring a continued presence of Nissan in the UK and the North East of England.</p>

Use of the site and Green Belt

Recurring theme	IAMP LLP Response
<p>How the site was selected and whether there are brownfield sites that are more suitable for IAMP</p>	<p>SCC and STC have prepared an Area Action Plan (AAP), a planning policy document, for the IAMP site. The AAP which, as well as guiding how the IAMP should be developed over the next 15 years, also considered the exceptional circumstances for developing parts of the Green Belt. 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> <p>The AAP will be the subject of inspection and examination, before the plan and its policies are adopted and the use of the land agreed.</p>
<p>Maintaining Green Belt role and function</p>	<p>The principles of retaining a defensible future green belt boundary to prevent urban sprawl and the merging of communities are set out in the AAP. The AAP will be the subject of examination, before the plan and its policies are adopted and the use of the land agreed and the new green belt boundaries confirmed.</p> <p>In responding to the policy framework set by the AAP, significant areas within the IAMP DCO red line area have been identified to be retained as ecological and landscape mitigation within the Green Belt.</p> <p>Further detail on the approach to the land to be retained within the Green Belt and creating clear and defensible boundaries for this area will be explained as part of the Stage 2 Consultation.</p>

Environmental Impacts

Recurring theme	IAMP LLP Response
<p>Mitigating the impact of IAMP</p>	<p>We understand that those living in the surrounding areas want assurances and further detail on the likely impacts of the Project. We are carrying out further assessments as part of the EIA. Whilst the PEIR published as part of Stage 1 Consultation sought to provide a snapshot of the progress of these assessments, more detailed information will be published as part of the Stage 2 Consultation.</p>

	<p>Our environmental assessment considers the potential effects of the IAMP project on the environment and surrounding area across a wide range of topics, including visual impact on the surrounding area; noise; air quality; impacts on ecology; and traffic and transport (amongst others).</p> <p>The PEIR published as part of Stage 1 Consultation sets out how we are approaching each of these aspects. The further detailed environmental information to be published at Stage 2 Consultation will outline the principal potential environmental impacts of the IAMP for each environmental topic and how these will be mitigated.</p>
<p>How delivery of the IAMP will be phased to reduce impacts</p>	<p>We are currently preparing a Phasing Strategy that describes how the construction of the Project will be phased.</p> <p>We currently plan to deliver the principal strategic elements of infrastructure such as the main highway network, drainage and utilities infrastructure at the start of the IAMP construction programme. We are also currently investigating the feasibility of providing early delivery of environmental mitigation.</p> <p>Our environmental assessments consider the expected impacts during both construction and operation of the IAMP and will set out mitigation measures to address the principal impacts. In addition a Construction Management Plan will provide a framework for best practice during construction of the site, identifying ways of working that help reduce any impacts. We will work closely with the local authorities on the principles of the management plan, which will describe the practices and measures to be implemented to control, minimise and mitigate the impacts of the project during its construction.</p>
<p>Concerns around air pollution; smells from the site; noise impacts on the local housing population; and the impact of lighting on the area.</p>	<p>We understand the concerns expressed by members of the surrounding communities regarding specific impacts such as noise; light; smells and general air pollution.</p> <p>Our published PEIR outlined how we are looking at each of these topics individually as part of our on-going environmental assessments.</p> <p>Whilst it is too early at this early stage of consultation to provide detailed answers of how these types of</p>

	<p>impacts will be mitigated, the consultation has proved useful in providing a better understanding of local concerns.</p> <p>We have been gathering environmental information on the local area, such as existing noise levels and air quality data. We are now assessing the potential impacts of the Project in relation to existing conditions. For instance we are assessing the likely views of the IAMP development from key viewpoints in the surrounding area. We commit to reporting back to the communities on our principal findings on these issues as part of the Stage 2 Consultation.</p>
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Flooding

Recurring theme	IAMP LLP Response
Increased water discharge into the River Don and risk of flooding	<p>The management of surface water run-off at the site is a key consideration for the Project team. As part of the ongoing design of the IAMP, we are creating a surface water drainage strategy for the proposed development, as required by organisations such as the Local Flood Authorities and the Environment Agency.</p> <p>Our assessments are considering how water currently moves around the site and ways to manage this when the IAMP is developed. As part of the Project we are proposing extensive drainage infrastructure, which will serve to collect, store and discharge water in a way that does not increase the risk of flooding beyond the site. A detailed approach to this issue will form part of the DCO submission and we will seek to agree it with the local authorities and relevant statutory consultees.</p> <p>Further detail relating to the proposed drainage infrastructure will be made available at the Stage 2 Consultation.</p>

Ecology

Recurring theme	IAMP LLP Response
How will the scheme protect particular	Since the scheme's inception we have worked closely with the Environment Agency, Natural England, local

<p>species such as otters and kingfishers</p>	<p>authority ecology officers, the RSPB and other parties. The scheme includes an extensive environmental mitigation area to ensure species are protected and impacts on them are minimised wherever possible.</p> <p>We are currently working up our proposals for new ecological habitats to be provided as part of the IAMP proposals, including a landscape and ecological mitigation area. Further details on these proposals will be part of our Stage 2 Consultation material.</p>
<p>How will the scheme protect plants and habitats</p>	<p>We are including a landscape and ecological mitigation area within the scheme. This, alongside other measures, will ensure there is no net loss of ecological value within the area. This includes grassland and hedgerows, and buffer tree-planting along the A19.</p> <p>Our on-going assessments and mitigation will highlight any opportunities to retain existing habitat features and, if necessary, re-locate these within the site.</p>

Education

Recurring theme	IAMP LLP Response
<p>How will the project support R&D activity within the region's universities and colleges</p>	<p>Our plans for the Hub include uses such as education and training facilities – business stakeholders have identified this as key to the success of IAMP, building on the engagement that businesses in the local area already have with local HE/FE institutions.</p> <p>We are working closely with the local authorities and relevant Government departments to create an education and skills package in the North East, which will help underpin the success of the IAMP and identify opportunities for education facilities within the IAMP site.</p>
<p>How will local schools engage with the development of the IAMP</p>	<p>Engagement with local schools and education institutions will be important to the success of the IAMP, as set out above. IAMP LLP recognises that engaging school children in manufacturing and the presence of significant international businesses, will be key to providing the workforce of the future and creating additional economic activity locally.</p>

	Further work and liaison with local schools and education providers will be undertaken as part of the Stage 2 Consultation.
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The new bridge to be provided from IAMP to the east of the A19

Recurring theme	IAMP LLP Response
Cycle route provision	We note and welcome the interest in cycling provision as an integral part of the IAMP plans. Discussions have taken place with the North East Access Forum and the key principles relating to a network of footpath, bridleway and cycle ways in and around the IAMP project have been included within the consultation process. This includes plans to incorporate cycleways into the design of the bridge across the A19, linking existing provisions on either side of the trunk road.
Does the bridge require a cost benefit analysis	<p>The new bridge across the A19 serves a necessary function as part of the overall traffic management proposals for the IAMP, linking it into the strategic network (the A19) and the local road network. The cost of the bridge forms part of a wider cost benefit analysis for the whole project, alongside the other highways, utility and environmental infrastructure.</p> <p>Further information relating to the design and suitability of the proposed highway infrastructure will be provided at the Stage 2 Consultation.</p>
Highways England proposals for the A19 and linkages to the IAMP proposals	<p>We are working closely with Highways England, as a key statutory consultee, to understand how proposed significant upgrades to the Downhill Junction of the A19 and proposed infrastructure improvements as part of the IAMP will complement each other.</p> <p>Detailed traffic modelling of the road network has been carried out, which shows that the new bridge is necessary to alleviate traffic congestion on the road network when the IAMP is fully operational.</p> <p>More detailed information on the transport assessments and its findings will be published at the Stage 2 Consultation.</p>

<p>Scope to replace the A19 (Washington Road) footbridge with a road bridge</p>	<p>The viability of replacing the existing footbridge with a vehicular bridge has been considered in detail. This approach was however ruled out early in the design process due to the considerable change in levels at this part of the site and the impact that a road bridge in this location could have on local residents.</p>
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Cycle paths and walkways

Recurring theme	IAMP LLP Response
<p>Consideration given to provide cycle and walking routes and minimise conflict between the two</p>	<p>We want to ensure that our approach to movements around the IAMP site is sustainable and encourages a variety of travel options to, from and within the site. We have therefore undertaken discussions with the North East Local Access Forum and its member organisations as part of the masterplan development.</p> <p>The detailed design process is considering both cycle and walking routes, with all new roads proposed to have shared use of cycleways on both sides. We are also considering how both cyclists and pedestrians will interact at key junctions and access points.</p> <p>More detailed diagrams and proposals for cycle and walking routes will be available for comment at the Stage 2 Consultation.</p>
<p>Connection to existing cycle networks in surrounding area</p>	<p>The cycle network we are proposing within the IAMP will make a connection to existing provisions on the eastern side of the A19. A new cycle connection will also be provided along Follingsby Lane to link the IAMP with the area to the west. We welcome involvement and suggestions from the Access Forums, local cyclists and organisations and will seek to incorporate these as detailed design work evolves.</p>
<p>Assurances that cycle to work schemes will be promoted when units are filled, and potential for cycle hub</p>	<p>We are developing a Framework Travel Plan for the IAMP and this will consider a range of measures to promote sustainable travel. This plan will consider the opportunities for cycle to work schemes to be promoted by end users.</p> <p>A number of ancillary uses are currently being considered for the 'Hub' – proposed for a central and accessible location at the heart of the IAMP and</p>

	surrounding business district. Whilst we do not currently propose a 'cycle hub', such a use would not be restricted by our plans.
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Traffic and Public Transport

Recurring theme	IAMP LLP Response
A19/Testos cannot cope with the extra traffic	<p>We recognise the significant interest in traffic and transport associated with our plans. As part of our on-going environmental assessments, detailed traffic modelling has been undertaken of the road network, with Highways England, including the existing and proposed Highways England improvements to the Testos junction.</p> <p>This modelling demonstrates that the proposed new junction arrangement that Highways England will deliver at Testos junction will work in a satisfactory manner when IAMP is fully operational.</p>
Consideration of Metro access at the site	<p>A study has been commissioned by Nexus to consider options for public transport in the area around the IAMP site and the linkages to the project and beyond. The findings of this study will help inform the detailed masterplan for the IAMP, to be published at the Stage 2 Consultation.</p>

Housing

Recurring theme	IAMP LLP Response
Consideration given to providing housing on site rather than industry, and the impact on local housing need	<p>As noted earlier in this section, the local authorities have prepared an AAP for the site which will serve to guide development of a comprehensive and high quality employment destination.</p> <p>The policy for the site restricts us to certain uses on the site and does not include the provision for delivery of new housing.</p> <p>The local authorities are responsible for identifying and allocating land suitable for housing growth as part of their Local Plan process.</p>

Consultation

Recurring theme	IAMP LLP Response
The scope and methods of consultation	This ICR and supporting appendices outline who was consulted; how consultees were defined; and the methods used to encourage participation in the Stage 1 Consultation. Consultation was carried out in line with the published SoCC, which was agreed with the relevant local authorities before launch of the Stage 1 Consultation.
How Stage 2 Consultation will differ from Stage 1 Consultation	<p>We plan to carry out Stage 2 Consultation in Spring 2017. This will involve the publication of much more detailed information for communities and statutory consultees to view and comment on. This will be in line with commitments made in the published SoCC.</p> <p>Whilst the approach will be similar in scope to the Stage 1 Consultation, we welcome suggestions from communities and interested parties on preferred methods of communication and how we could further encourage participation.</p>
Ways in which the IAMP consultation interacts with Highways England's plans	<p>Highways England's proposed DCO applications are for improvements to two A19 junctions located in close proximity to the IAMP. All the consultation documents we published made it clear that our consultation is concerned only with the IAMP project and not the Highways England proposals.</p> <p>Highways England is running its own consultation events for the junction improvements. We have been working closely with Highways England to ensure there is no confusion between the two sets of consultation events, and we have been signposting interested parties to the relevant means of submitting responses to the relevant organisations (Highways England or IAMP LLP).</p>
Comments surrounding the IAMP being a 'done deal'	The IAMP project will need both policy support (through the AAP) and consent (through a DCO) before it can proceed. There will be many opportunities for local communities and organisations to raise objections or put forward their ideas on ways to improve the design or address some of the environmental impacts associated with the project. This includes the Examination of the AAP (to be undertaken in April 2017); the Stage 2 Consultation on

	IAMP and the submission of representations as part of the Examination of the IAMP DCO application. All the views and opinions expressed through these further consultations and examinations (by an independent inspector for the AAP and an independent examining authority for the DCO) will be taken into account before decisions on whether the AAP policies should be approved or the DCO application consented.
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Design

Recurring theme	IAMP LLP Response
Consideration given to the height of buildings and the use of colour on the buildings	<p>We recognise interest from the local communities in what the buildings and materials used will look like. We are currently working on a Design Code for the IAMP, which will provide a series of design principles to guide the development of the site. The Draft Design Code and further illustrative information on the design of buildings will be published as part of the Stage 2 Consultation. We will also provide information on the maximum height of buildings within different parts of the IAMP site.</p> <p>This will take into account the feedback from local communities and other consultees about the design of the buildings.</p>
Consideration of alternative layouts	<p>The design of the IAMP is an iterative process and has been the subject of extensive professional consideration and consultation. The use of specific parts of the site have been explored by the local authorities as part of the AAP process, with alternatives explored and presented during the consultations on the AAP.</p> <p>We are currently preparing a Design and Access Statement, which will support the DCO submission. This will outline the opportunities and constraints at the site and how the masterplan has evolved to take account of these.</p>
Is there funding to deliver the Masterplan	Yes - the scheme is being progressed on the basis that the scheme promoter, IAMP LLP, will secure the necessary funding to implement the consented scheme.

The Hub

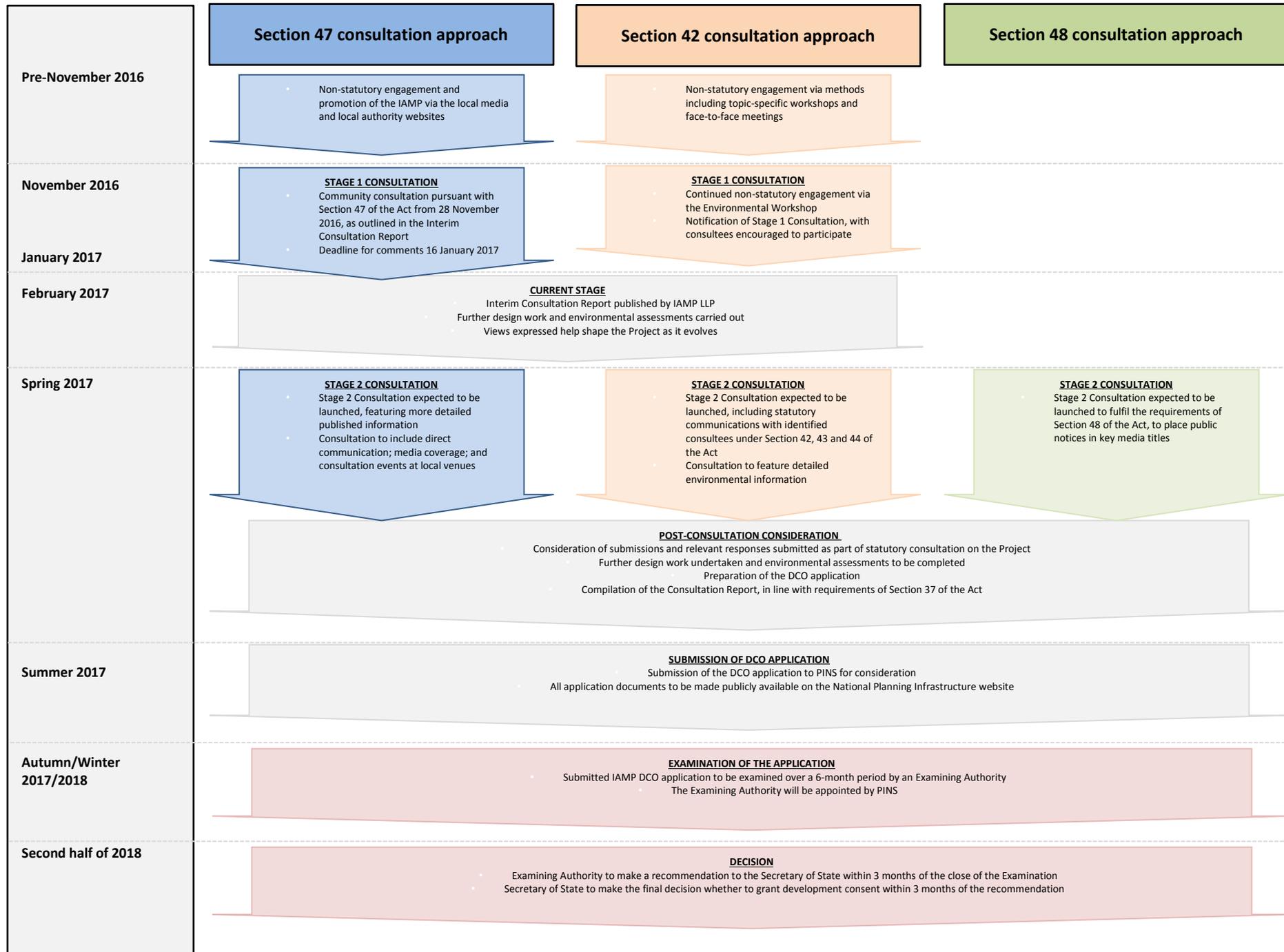
Recurring theme	IAMP LLP Response
Potential negative effects on competing local businesses	<p>The purpose of policy as set out in the AAP is to ensure there is a broad mix of different services in the Hub area. The size of units and type of businesses proposed for the Hub means they are not intended to compete with other local centres.</p> <p>The Hub is intended to provide essential services for the IAMP and Nissan employees.</p>
Ease of access for pedestrians visiting the IAMP site	<p>We acknowledge that this is an important consideration and our detailed masterplan, to be published at the Stage 2 Consultation, will show how we propose to address this. The success of the Hub will be closely linked to providing easy access for vehicles, cyclists and pedestrians and to integrate the Project with the surrounding road, cycle and footpath network. This is a core consideration for the masterplan.</p>
Questions regarding the need for specific uses at the Hub and details such as opening hours	<p>Market research and expressions of interest indicate that there is likely to be a need for a hotel and other service functions to form part of the Hub. With new jobs and companies locating at the IAMP, it is anticipated that hotel accommodation and support facilities will be required.</p> <p>At this early stage in the design of the Project we are not yet in a position to provide details on how the Hub will operate and any likely opening hours.</p>
What will happen to the existing buildings on site e.g. aircraft museum	<p>As part of the DCO process we are working with existing landowners, tenants and those with an interest in the land. We have made provision within the proposals for IAMP for the existing Land, Sea and Air Museum to be retained.</p>

8 The Way Forward

8.1 Application Milestones

- 8.1.1 Stage 1 Consultation on the IAMP marks the continuation of a multi-stage engagement process with the local community and identified stakeholders. We carried out this consultation 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 the IAMP and environmental assessments.
- 8.1.2 The diagram below provides an overview of the next steps for the IAMP application; the expected timings of future consultation; and predicted progression of the Application through the consenting process.

Approach to consultation and anticipated Project milestones



8.2 SoCC and consultation commitments

- 8.2.1 The published SoCC features an overview of how we intend to seek views and encourage participation as part of the Stage 2 Consultation. In line with the approach taken to Stage 1 Consultation and outlined in this Report, we plan to use methods such as letters to key stakeholders; a second Community Leaflet; updates to the Project website; advertising in the local media; and publishing more detailed environmental information.
- 8.2.2 We plan for Stage 2 Consultation to be pursuant to Sections 42, 47 and 48 of the Act, meaning additional methods will also be used, for example the placing of public notices in local and national newspapers, as well as the London Gazette. A further ICR will also be published following this consultation stage ahead of formal submission of the DCO application.
- 8.2.3 The commitments we have made in relation to the Stage 2 Consultation can be found from page 15 of the SoCC, in Appendix 2.

9 Appendices

9.1.1 The below table outlines the appendices that support this ICR.

Appendix Reference	Appendix content
Appendix 1	List of relevant legislation
Appendix 2	Published SoCC and list of display venues
Appendix 3	Compliance with commitments made in the SoCC
Appendix 4	Summary of consultations on the AAP
Appendix 5	DCO red line site boundary
Appendix 6	Draft masterplan for Stage 1 Consultation
Appendix 7	Consideration given to published guidance
Appendix 8	Detailed consultation methodology
Appendix 9	Map of consultation zones
Appendix 10	Community Leaflet
Appendix 11	List of identified consultees
Appendix 12	Venues where consultation documents were displayed
Appendix 13	List of community/business groups
Appendix 14	Copies of consultation letters
Appendix 15	Screenshots of the IAMP website
Appendix 16	Press releases and press coverage
Appendix 17	Notices placed in the local media
Appendix 18	Posters displayed as part of the consultation
Appendix 19	Site notice and location map
Appendix 20	Consultation event images and display boards
Appendix 21	Consultation feedback form
Appendix 22	Contact channels
Appendix 23	Use of social media and Twitter content
Appendix 24	Consultation Summary Document
Appendix 25	Locations where the PEIR was available
Appendix 26	Approach to Seldom Heard Groups
Appendix 27	List of identified statutory consultees
Appendix 28	Copies of letters to statutory consultees
Appendix 29	Minutes from the Environmental Workshop meeting