



## Meeting note

<b>File reference</b>	BC030001
<b>Status</b>	Final
<b>Author</b>	Kathryn Dunne
<b>Date</b>	8 December 2017
<b>Meeting with</b>	IAMP LLP and Pinsent Masons
<b>Venue</b>	Telecon
<b>Attendees</b>	Kathryn Dunne – Infrastructure Planning Lead Emré Williams – Case Manager Richard Hunt – Senior EIA and Land Rights Advisor  Les Clark – Sunderland City Council COO for Place (Representing IAMP LLP) Jonathan Riley – Pinsent Masons Mark Reynolds – Sunderland City and South Tyneside Councils IAMP project coordinator (across Councils)
<b>Meeting objectives</b>	Update telecon to discuss the International Advanced Manufacturing Park (IAMP) Two, following the section 35 Direction Variation dated 4 December 2017
<b>Circulation</b>	All attendees

### Summary of key points discussed and advice given:

Attendees were aware of the openness policy and that any advice given will be recorded and placed on the Planning Inspectorate's (PINS) website and that any advice given does not constitute legal advice upon which applicants (or others) should rely.

It was acknowledged that a section 35 Direction variation was issued by the Department for Communities and Local Government on 4 December 2017. As a result, some business and commercial development forming part of IAMP will now be the subject of an application for planning permission through the Town and Country Planning Act (TCPA). The TCPA development is now referred to as IAMP One and the project of national significance is IAMP Two. The Applicant will provide PINS with an updated project description for the PINS webpage.

The Applicant explained that the 'International Advanced Manufacturing Park Area Action Plan', promoted by both Sunderland City Council and South Tyneside Council,

was adopted at the end of November 2017. As a result, the land on which the IAMP is proposed has now been formally released from the greenbelt.

The Applicant has appointed Henry Boot Developments Limited as their developer partner for the entirety of IAMP – both IAMP One and IAMP Two.

The Applicant explained it is working closely with Highways England regarding the two adjacent road proposals (A19/A184 Testo's Junction Improvement and A19 Downhill Lane Junction Improvement). The Applicant will provide PINS with a joint statement to publish on the IAMP Two webpage in January 2018 regarding the interaction of these proposals.

The Applicant has commenced pre-submission consultation on IAMP One (TCPA proposal). The Applicant explained the unique timescale demands placed upon them to ensure the supply chain is in place to deliver the new Nissan models, hence their decision to bring forward IAMP One ahead of the DCO application for IAMP Two. They are proposing to submit their TCPA planning application to the local planning authority in early January 2018.

The Applicant explained that numerous consultation/examination events are being held in the region currently, including both local planning authorities bringing forward their Local Plan and an energy from waste scheme to the west of the Nissan site; in addition to the two NSIP proposals mentioned above (A19/A184 Testo's Junction Improvement and A19 Downhill Lane Junction Improvement).

The Applicant explained they are progressing with discussions on land acquisition and are aiming to have acquired most of the land interests by agreement prior to submission of the IAMP Two application.

The Applicant is currently reviewing whether they fall under the transitional provisions of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

PINS welcomes discussion on the Applicant's proposed timeframes, including submission of draft documents, at the next meeting.