

PINS REF: TR010024

**IAMP LLP SUBMISSION TO EXAMINING AUTHORITY – A19 DOWNHILL LANE JUNCTION
IMPROVEMENT – 28th October 2019**

1 Occupation of IAMP ONE

1.1 During ISH2, the Examining Authority requested further information on the buildings currently being constructed on IAMP ONE. The following table summarises the current position, with the plots shown shaded grey on the attached plan.

IAMP ONE plot	Occupier	Building size	Nature of Use
Plot Three	SNOP	21,856 sqm	SNOP is a French automotive component manufacturer, of pressed metal parts. It is a supplier to NMUK and has secured contracts for supply of components for new Juke and Qashqai models to be manufactured in Sunderland.
Plot Four	Automotive supplier	24,794 sqm	Japanese manufacturer of interior and exterior vehicle trim products. It is a long-term supplier to NMUK and also supplies to the wider UK automotive sector.
Plot Five	CESAM	11,732 sqm	The building is owned by Sunderland City Council and will be let to and occupied by CESAM - the Centre for Sustainable Advanced Manufacturing. CESAM is a partnership between industry, local government and academia. The building will provide an Innovation Centre that will help businesses to embrace and adopt manufacturing innovation. CESAM will support the delivery of Driving the Electric Revolution (DER) ¹ ; and Connected & Autonomous Vehicles and Robotics & Autonomous systems (CAV & RAS). These have a UK-wide manufacturing application, across the automotive, energy offshore, aerospace, rail and construction/built environment sectors.
Total		58, 382sqm	The IAMP ONE planning permission is for a maximum of 156,840 sqm. The current proposals occupy 37% of that available floorspace.

¹ Driving the Electric revolution is part of the Industrial Strategy, seeking to make the UK a global leader in the manufacture of core technologies which underpin electrification – ‘Power Electronics, Machines and Drives’ (PEMD). It is supported by an Industrial Strategy Challenge Fund. With regard to automotive, the ‘Road to Zero’ (UK Government, July 2018) sets out the targets for achieving low and zero emission vehicle production and sales.

2 IAMP ONE – operational shift offsets.

- 2.1 The planning permission for IAMP ONE includes a condition (no 24) that a ‘Highways Operational Management Plan’ (HOMP) is prepared before any buildings are occupied. The HOMP (which was agreed and the condition discharged in March 2019) includes (amongst other matters) reference that occupiers at IAMP ONE will be required to operate shift patterns that are offset by an hour from NMUK’s morning and afternoon shift start/finish times, to avoid additional congestion at the current Downhill Lane junction and on the A19. The HOMP notes that this particular requirement remains until the following works are complete - the A19 schemes at Testo’s roundabout and Downhill Lane Junction; the IAMP TWO works to: dual the A1290; provide the new local road network bridge across the A19 (Washington Road bridge); and provide the new connection across to the A1290 and into NMUK. Notwithstanding the above, this particular element of the HOMP will remain in place with the agreed offset to Nissan shift patterns until such time as this arrangement is no longer necessary to mitigate the impact of IAMP ONE on the capacity and safety of the strategic and local road networks, which will be subject to approval by the Local Planning Authority in consultation with Highways England and the Local Highways Authority. The HOMP would then be amended.
- 2.2 The assembly lines at NMUK operate with an integrated supply chain that enables components to reach the assembly line at the point required in the manufacturing process. Most supply businesses to NMUK for example will seek to operate similar shift patterns to ensure production keeps track with customer requirements, parts leave the supplier and arrive at the assembly line on a continuous basis, and supplier/client liaison can take place at all times of the assembly timing/cycle.



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Schedule of Accommodation
 All areas are approximate gross internal

Unit	Manufacturing	Office	Total	Car Parking	Site Area
1	387,024 sq ft (34,584 sq m)	16,376 sq ft (1,500 sq m)	394,339 sq ft (35,724 sq m)	700	10.0 acres (7.64 ha)
2	397,848 sq ft (36,460 sq m)	16,376 sq ft (1,500 sq m)	404,268 sq ft (37,360 sq m)	720	12.2 acres (9.79 ha)
3	100,230 sq ft (9,278 sq m)	96,372 sq ft (8,944 sq m)	196,332 sq ft (18,080 sq m)	276	17.5 acres (17.0 ha)
4	144,733 sq ft (13,397 sq m)	13,930 sq ft (1,284 sq m)	238,763 sq ft (22,085 sq m)	420	15.7 acres (12.54 ha)
5	97,738 sq ft (9,061 sq m)	42,247 sq ft (3,912 sq m)	139,779 sq ft (12,893 sq m)	300	10.5 acres (8.394 ha)
6	60,051 sq ft (5,565 sq m)	4,747 sq ft (441 sq m)	64,798 sq ft (6,007 sq m)	100	6.03 acres (4.84 ha)
7	19,208 sq ft (1,770 sq m)	2,111 sq ft (196 sq m)	21,319 sq ft (1,966 sq m)	70	3.32 acres (2.66 ha)
8	72,248 sq ft (6,684 sq m)	1,177 sq ft (109 sq m)	73,425 sq ft (6,804 sq m)	130	4.6 acres (3.64 ha)
Total Development (Green Line Area)			2,810,463 sq ft (260,146 sq m)	99.05 acres (80.13 ha)	
Red Line Boundary Area			102,122 ± 21 sq ft (9,471 ± 2.1 ha)	124.28 acres (100.21 ha)	

no. date revision by



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Henry Boot Developments

project
 IAMP ONE
 Sunderland

drawing
 Indicative Master Plan

scale 1:2500 @ A1 drawn 2

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