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Appendix 5.1 Public Consultation 2021

5 COMMUNITY CONSULTATION & CONSIDERATION OF ALTERNATIVES

5.1 Community Consultation

- 5.1.1 Consultation with the local community has been undertaken following discussions with Sunderland City Council on the type of consultation considered to be appropriate for the proposed planning application.
- 5.1.2 As part of the (2020) outline planning application, consultation was undertaken with the local community via a leaflet drop that targeted specific residential and commercial areas in the vicinity of the site and immediate surroundings, as well as organisations and businesses with connections to the IAMP site. For full details of this consultation, reference should be made to Chapter 5 Community Consultation & Consideration of Alternatives of the 2020 ES.
- 5.1.3 As part of this (2021) detailed planning application, consultation was also undertaken with the local community via a leaflet drop. Owing to the restrictions related to COVID-19, however, a public exhibition has not been undertaken.
- 5.1.4 The leaflet drop was carried out in July 2021 that entailed 2,800 leaflets being distributed businesses and households located within a defined consultation zone. A total of 33 responses were received, 15 of which also included general comments. A summary of the consultation is provided within Appendix 5.1 at the rear of this ES, which also includes a copy of the leaflet and a figure identifying the area within which it was circulated. For full details of the consultation, reference should be made to the Statement of Community Involvement (Lichfields, 2021) that has been submitted separately to accompany the application.

5.2 Alternatives

- 5.2.1 Consideration of the reasonable alternatives studied by the developer, and a description of these is a requirement under Regulation 18, 3 (d) and Schedule 4, point 2) of the 2017 EIA Regulations. The legislation notes that these are to be '*relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment.*'
- 5.2.2 Typically, consideration of alternatives may include aspects such as the 'Do Nothing' option, potential alternative sites, designs, site accesses or alternative technologies.
- 5.2.3 The site is allocated for advanced manufacturing and automotive uses within the IAMP

AAP (adopted November 2017). The Preliminary Environmental Information Report (PEIR) for IAMP TWO (March 2019) noted in the Non-Technical Summary (para. 1.3.5) that *'Alternatives to IAMP as a whole were assessed during the production of the IAMP AAP. This concluded that the land to the north of Nissan was the preferred option due to its size and availability for development, adjacency to Nissan, and its links to transport networks.'* The PEIR for IAMP TWO also included an assessment of alternatives (PEIR Chapter C, Section C3.3 and Appendix C2). This addressed the size and scale of the development, its location (with reference to the site selection criteria), the design of the development and the 'no project' alternative. A high-level comparison of environmental impacts, between the different site options, was also included, although this concluded that such a comparison is not appropriate. Alternative sites were therefore fully accessed through the preparation of the IAMP AAP and, as such, it is not considered that there is a need to consider alternative sites as part of this EIA.

- 5.2.4 In the case of the proposed development of the IAMP ONE Phase Two site, the 2020 planning application was required to secure planning permission for an additional plot of land to the south west of IAMP ONE. This plot is allocated for development within the IAMP AAP but was not included in the original 2018 IAMP ONE permission. The purpose of the 2020 outline permission was to ensure a comprehensive approach to IAMP and to provide the flexibility for units of a larger footprint to come forward within this area. The proposed development will lie within this area.
- 5.2.5 The 'Do Nothing' option would be contrary to the aims of the IAMP AAP which allocates the site for development. This option would frustrate the aims of the IAMP AAP to help meet the identified needs for advanced manufacturing and automotive uses and to delivery significant employment opportunities. However, as the site already has planning permission for development it is unlikely that it would remain undeveloped.
- 5.2.6 In terms of alternative accesses, International Drive, the new spine road through IAMP ONE has already been constructed and is operational. The proposed development would be accessed directly from this road and hence consideration of alternative accesses are not considered relevant.
- 5.2.7 It is, therefore, considered that, given the work previously completed in this regard, there is no requirement for any further consideration of reasonable alternatives as part of this submission.