

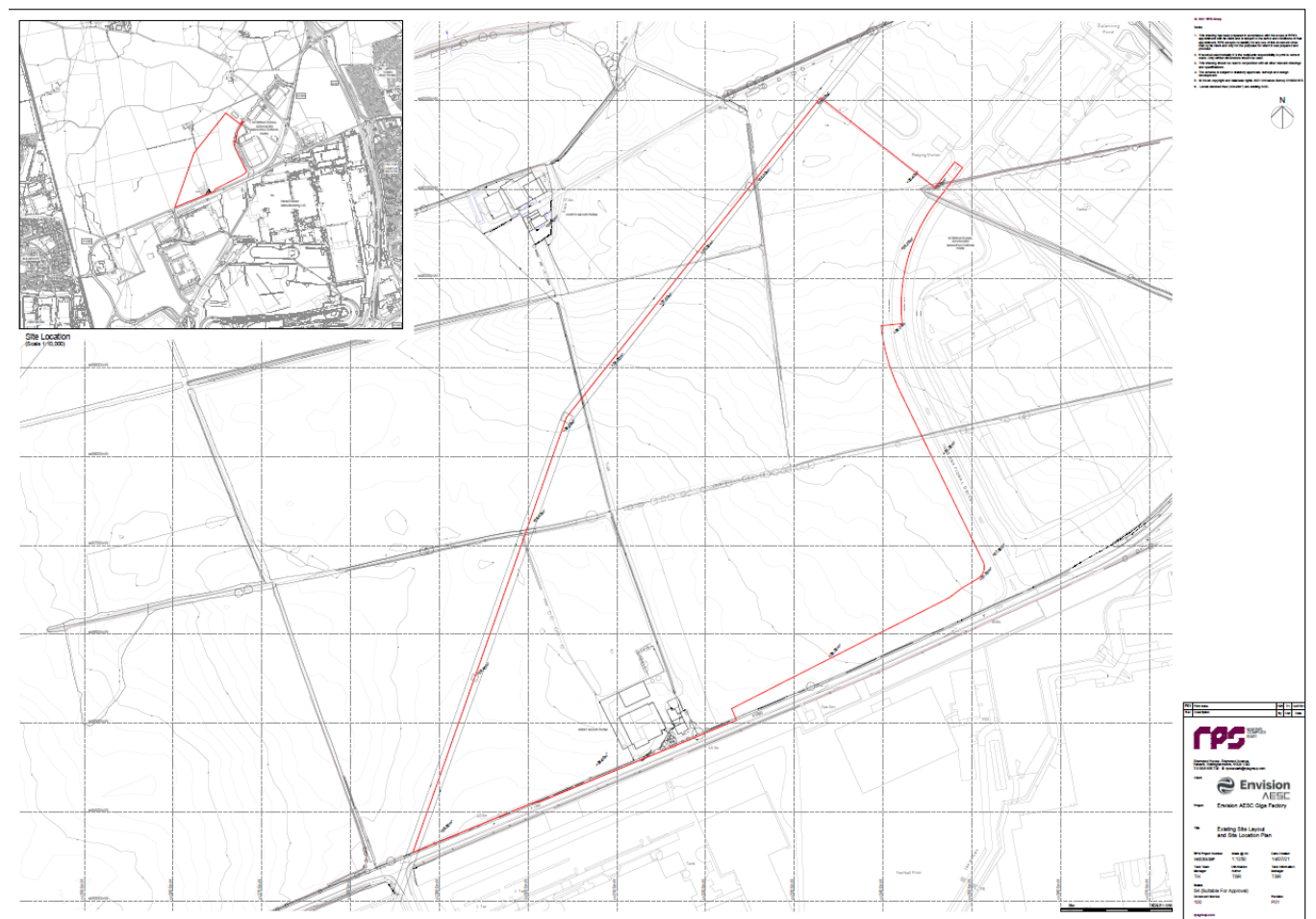
**Reference No.:** 21/01764/HE4 ES and (Reg)4

**Proposal:** **Erection of industrial unit to be used for the manufacture of batteries for vehicles with ancillary office / welfare floorspace and associated infrastructure provision, accesses, parking, drainage and landscaping.**

**Location:** Land to The North Of Washington Road And West Of International Drive Washington.

**Ward:** Washington North  
**Applicant:** Mr Daniel Gribben  
**Date Valid:** 29 July 2021  
**Target Date:** 18 November 2021

## Location Plan



## PROPOSAL:

The proposal is for the erection of industrial unit to be used for the manufacture of batteries for vehicles with ancillary office / welfare floorspace and associated infrastructure provision, accesses, parking, drainage and landscaping.

Envision AESC is a world leading manufacturer of lithium-ion batteries for the automotive industry and has been producing highest quality batteries in Sunderland for the Nissan LEAF electric vehicle for 9 years. The business headquarters is in Japan, but they also have manufacturing sites in China, the United States and here in Sunderland, where 300 people are currently employed.

As the demand for electric vehicles is forecast to grow significantly over the coming years, supporting the transition to a net zero carbon future, additional capacity for battery manufacturing is needed. To meet this increased future demand, Envision AESC is proposing to invest in a new manufacturing facility that will be capable of producing batteries for more than 100,000 electric vehicles 100,000 per year.

The proposals are to relocate the 300 jobs from the existing battery plant at the current Envision AESC facility to a new larger state-of-the-art facility, which will employ a total of 1,000 staff (including the existing staff). Subject to planning permission, it is proposed that construction would start in early 2022, with the first battery production in 2024. Several options are under consideration for how the existing plant will be utilised once the proposed development is operational and the outcome of this review will determine how many of the current workforce do transition to the new plant.

The proposed development is EIA development and has been advertised accordingly. The application is accompanied by an Environmental Statement as well as other technical reports to support the submission.

## **Planning History to the site**

IAMP is allocated within the IAMP Area Action Plan (adopted November 2017) for up to 392,000 sqm of advanced manufacturing and automotive uses on 150 hectares of land, with 110 hectares of land designated for ecological and landscaping mitigation. IAMP is split into two employment areas: a Northern Employment Area and a Southern Employment Area as defined by the IAMP Area Action Plan ('AAP'). These employment areas are separated by a belt of agricultural land which lies within the Green Belt. This land is to be delivered as an Ecological and Landscape Mitigation Area (ELMA). The River Don and its tributary (Usworth Burn) runs through the centre of the ELMA. Of the 110 hectares of land for the ELMA, 43.6 hectares relate to IAMP ONE and 66.4 hectares relate to IAMP TWO.

The first phase of IAMP, known as IAMP ONE, was granted planning permission in May 2018 for up to 156,840 sqm of floorspace for automotive and advanced manufacturing uses. To date, three buildings and the internal spine road (known as International Drive) have been completed, whilst the IAMP ONE Ecological and Landscape Mitigation Area ('ELMA') has been created.

Within IAMP ONE, planning permission was granted for a reconfiguration of land to allow the occupancy of larger units (up to 1m sqft) in June 2020 IAMP ONE permission. This application is known as IAMP ONE Phase 2. It includes part of IAMP ONE approval that already has planning permission, as well as a further triangular area of land to the south west which would provide extra development land.

## **Image provided from the applicants Planning Statement**



Source: © Google Earth

The proposed battery plant lies within IAMP ONE Phase 2. This planning application proposes 108,615sqm of floorspace which is 9677.8sqm higher than the previously approved total for IAMP ONE. The key reason for the floorspace cap as part of the previous planning applications was to prevent a harmful impact on the strategic highway network in advance of the A19 / A1290 Downhill Lane junction improvements taking place.

Due to the nature of operations within the facility the staff numbers will be less than those assessed in the traffic generation assumptions for the 2018 IAMP ONE and 2020 IAMP ONE Phase 2 projects. This is because the highly automated processes to be deployed means that staff numbers are relatively low compared to the floor area. Furthermore, large areas are not accessible to staff and will be used solely for housing plant. As such, even though the floorspace will be higher, the number of vehicle movements will be less, and hence the impact on the highway network will be less than that previously assessed and consented. Out of the total floorspace, 3,750sqm of ancillary office accommodation will be provided. The technical aspects of the additional floorspace will be covered in the main section of the report.

## Planning History :

### **IAMP ONE Phase One : Reference 18/00092/HE4**

Full planning permission for light industrial, general industrial and storage or distribution (Class B1(c), B2 and B8), with ancillary office and research and development floorspace (Class B1(a))



and B1(b)) with associated access, parking, service yards and attenuation basins, as well as the temporary construction route, internal spine road, utility diversions, with two accesses onto the A1290 and associated infrastructure, earth works and landscaping (under construction). Outline planning permission for the erection of industrial units for light industrial, general industrial and storage or distribution (Class B1(c), B2 and B8) with ancillary office and research and development floorspace (Class B1(a) and B1(b)) with internal accesses, parking, service yards, attenuation basins, electricity substations, foul pumping station, realignment of the access road to North Moor Farm and associated infrastructure, earthworks and landscaping (All Matters Reserved).

Update on application: The first unit (SNOP) and infrastructure, as well as the ecological mitigation area, have been delivered.

Approved May 2018.

#### **IAMP ONE Phase One : Reference 19/00245/REM**

Reserved matters approval for the access, layout, scale, appearance, and landscaping of the development for Plot 4 of hybrid planning application 18/00092/HE4.

This unit has been built and is occupied by Faltec

Approved May 2019

#### **IAMP ONE Phase One : Reference 19/00280/REM**

Reserved matters approval for the access, layout, scale, appearance and landscaping of the development for Plots 5 and 6 of hybrid planning application 18/00092/HE4.

Approved April 2019

Comment - this unit has been built and has temporarily been fitted out as a Nightingale Hospital and is currently being used for the vaccination roll out.

#### **IAMP ONE Phase TWO : Reference 20/00556/OU4**

Erection of industrial units (up to 98,937.2sqm) (Gross Internal Area) for light industrial, general industrial and storage & distribution uses (Class B1(c), B2 and B8) with ancillary office and research & development floorspace (Class B1(a) and B1(b) with internal accesses, parking, service yards, electricity sub-stations, attenuation basins and associated infrastructure, earthworks and landscaping, as well as the demolition of the existing buildings at West Moor Farm. (All matters are Reserved for future approval) .

Approved June 2020

A total of 156,840 m<sup>2</sup> (Gross Internal Area (GIA)) of floorspace has been approved for IAMP ONE and 57,902.8 m<sup>2</sup> GIA of floorspace has already been built out for IAMP ONE Phase 1. The floorspace for IAMP ONE Phase 2 (i.e. the Proposed Development) will form part of the 156,840 m<sup>2</sup> GIA total but will increase the overall GIA which will be assessed as part of this application.

## **West Moor Farm Cherry Blossom Way : 21/01330/FUL**

Demolition of buildings comprising West Moor Farm

Approved 12<sup>th</sup> August 2021

### **TYPE OF PUBLICITY:**

Press Notice Advertised (EIA Regulations)

Site Notice

Neighbour Notifications

### **CONSULTEES:**

**Newcastle International Airport** – An interim response has been received from the airport stating they are currently reviewing Glint and Glare Assessment. The airport has confirmed on the 10<sup>th</sup> September 2021 it has no objections to the proposal.

**Washington North** - Ward Councillor Consultation – no response received

**Castle - Ward** – Ward Councillor Consultation no response received

**Planning Policy** – No adverse comments to the proposal

**Network Management** - – No adverse comments to the proposal, conditions recommended

**Planning Policy** : This response has been prepared with regard to the International Advanced Manufacturing Park Area Action Plan (IAMP AAP) as well as other Development Plan policies where applicable. It focuses predominantly on the principle of the proposal which in this case relates to a building which would be used for the manufacture of batteries for vehicles.

It is noted that the site is located within the International Advanced Manufacturing Park (IAMP) within the southern employment area.

### **Principle of Development**

IAMP AAP Policy S1: Spatial Strategy for Comprehensive Development sets out the broad strategy for the IAMP site. Alongside this, IAMP AAP Policy S2: Land Uses indicates that development within the employment areas must be for the principle uses relating to production, supply chain and distribution activities directly related to the automotive and advanced manufacturing sectors. The definition of which is set out in IAMP AAP paragraphs 86

IAMP AAP Policy S3: Scale and Quantum of Principal and Supporting Uses sets out a maximum threshold for Principal Uses of 356,000 square metres of B1(c), B2 and B8 development. It is noted that the development would equate 108,615 square metres of floorspace for Principal Uses. When combined with existing permissions it would not result in the maximum threshold being exceeded.

It is considered that the proposal, which would provide batteries for automotive production is in alignment with IAMP AAP Policy S1. Also, the proposal when factoring in previous approved applications at the IAMP and the floorspace associated with this application, would not exceed the maximum thresholds for the IAMP site set out in IAMP AAP Policy S2. The proposal is therefore in accordance with Policy S1 and S2 of the IAMP AAP.

## **Design**

IAMP AAP Policy D1: Masterplan Design sets out a range of design principles which development should comply with. This includes, but is not limited to, maximising the interface with Nissan to ensure effective movement between the existing site and the IAMP AAP area. In addition, development plots using an 'open grid' to create a variety of plots sizes. Also, at Criterion B, indicates that proposals must be accompanied by a Design Code. It is noted that the application includes a Design Code.

IAMP AAP Policy D2: Public Realm indicates that development proposals should provide a Public Realm Strategy and include the range of principles set out within the policy. In addition, CSDP Policies BH1: Design Quality and BH2: Sustainable Design and Construction should also be considered.

## **Heritage**

CSDP Policies BH7: Historic Environment and BH8: Heritage Assets set out applicable policy in relation to heritage which should be considered in relation to the proposal.

## **Highways and Access**

IAMP AAP Policy T1: Highways Infrastructure sets out the principle that a public realm strategy for the IAMP is required to accompany development proposals. In addition, Criterion B, requires development proposals to include a Transport Assessment which is aimed to assess which specific highways improvements are necessary to ensure the acceptability of the proposals in planning terms and to ensure comprehensive development of the IAMP. Also, at Criterion C, the policy sets out that development proposals must be supported by the submission of a Travel Plan designed to ensure that the development is acceptable in transport sustainability and accessibility terms. Furthermore, Criterion D, states that consent shall not be granted for development which would adversely affects the safe and efficient operation of the local / strategic highway networks; or compromise either the delivery of the highway improvements (set out in criterion A) ; or prejudice the comprehensive development and delivery of the IAMP as a whole.

IAMP AAP Policy T2: Walking, Cycling and Horse Riding provides policy criteria in relation to pedestrian links, cycling and horse riding. Amongst other matters, it sets out that development must ensure that roads and spaces are designed to consider the needs of all types of users so that conflict between road users and vulnerable users is minimised. It also sets out that development must include appropriate cycling facilities such as parking, showers and storage as part of new developments.

IAMP AAP Policy T3: Public Transport indicates that development must include provision of enhanced bus services, as detailed in the policy, alongside other criteria.

IAMP AAP Policy T4: Parking sets out Development must ensure that appropriate provision for car parking is provided in accordance with the Councils' standards. It should be noted that the Council Parking Standards are Contained within the Development Management Supplementary Planning Document (DM SPD). Amongst other matters, the policy also sets out that development must ensure that 25% of the total car parking provision is for the use of car-sharing only, as well as making provision for disabled badge parking spaces and car and bicycle charging points.

Site access and highways impact matters should also be considered against CSDP Policies ST2: Local Road Network and ST3: Development and Transport.

## **Landscape and Visual Impact**

IAMP AAP Policy EN1: Landscape sets out criteria in relation to landscape impact. The broad aim of the policy is to minimise the impact on landscape character and visual amenity, seek landscape enhancements, as well as to integrate building into the surrounding landscape. At Criterion B, the policy indicates that development proposals must include a landscape and visual impact assessment which demonstrates an understanding of the likely significant effects of the proposed development.

## **Ecology and Biodiversity.**

IAMP AAP Policy EN2 sets out criteria in relation to ecology. Amongst other matters, it sets out that in order to enhance biodiversity, development must (inter alia) avoid, minimise and mitigate or compensate any adverse impacts on biodiversity and provide net gains where possible. Criterion B sets out the need for development to be accompanied by an Ecological Impact Assessment as part of an Environmental Impact Assessment.

CSDP Policy NE2: Biodiversity and Geodiversity, at Criterion 2, states that development that would have an impact on the integrity of European designated sites that cannot be avoided or adequately mitigated will not be permitted other than in exceptional circumstances.

In relation to biodiversity net gain, Policy EN2 also sets out that development must, avoid, minimise and mitigate or compensate any adverse impacts on biodiversity and provide net gains where possible. This is also reflected in CSDP Policy NE2: which indicates that where appropriate, development must demonstrate how it will provide net gains in biodiversity.

## **Green Infrastructure, Trees and Hedgerows**

It is noted that the planning application sets out that there are existing trees on site. Therefore, CSDP Policy NE3: Woodlands and Hedgerows is considered relevant. It sets out at Criterion 3 that consideration to trees and hedgerows both on individual merit as well as their contribution to amenity and interaction as part of a group within the broader landscape setting. In addition, Criterion 4 indicates that development should ensure that where trees woodlands and hedgerows are impacted negatively by proposed development, justification, mitigation, compensation and maintenance measures are provided in a detailed management plan.

IAMP AAP Policy EN3: Green Infrastructure sets out criteria in relation to green infrastructure. This includes that development must create green linkages along main roads through the provision of tree-lined streets and landscaped areas for public rights of way.

## **Amenity**

In relation to amenity, CSDP Policy HS1: Quality of Life is considered relevant. In addition, IAMP AAP Policy EN4: Amenity sets out the principle that proposal should not adversely impact the amenity of neighbouring occupiers and residents. In addition, Criterion C of the policy indicates that a Construction Environmental Management Plan (covering matters including noise, traffic and dust during the construction phase) will be required.

## **Conclusion**

The development would provide a facility for manufacturing of batteries to be used in vehicle production. This use would align to the accepted principal uses set out in IAMP AAP Policy S2. Moreover, when adding the scale of the proposal to the applicable permissions already granted on the IAMP site, the proposals would not exceed the permitted upper threshold for employment space set out in IAMP AAP Policy S2. The principle of the proposal is therefore considered

acceptable.

In relation to technical matters, it is considered that the design, amenity, landscape, visual, heritage, ecology, biodiversity, access, highways and public transport impacts should be considered. In addition, the impact of the proposal on existing trees should also be considered.

**Environmental Health** - no objections to the proposed development subject to the inclusion of the following conditions on any granted consent: noise, construction management plan

**Land Contamination** – No objections subject to conditions being imposed

**The Highways England** – Highways England have issued a one month holding objection to the proposed development. A meeting took place on the 6<sup>th</sup> September to discuss the use of planning conditions to ensure the development can be implemented in a satisfactory manner. The holding objection was subsequently removed on the 7<sup>th</sup> September 2021 and has proposed conditions set out in the Transport Section of the main report below are considered acceptable.

**Marine Management Organisation** – No objection to the proposed development

**Natural England** – Has offered no objections to the proposal based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.

**NE Ambulance Service NHS Trust** – No response received

**Fire Prevention Officer** – No objections at the planning application stage, further comment will be made at the Building Regulation submission stage

**Northumbria Police** – No objection to the proposal, would like to be further consulted on the lighting strategy.

**Northern Powergrid** – No objection subject to work to safe method of practise if planning permission is granted.

**Northern Gas Networks** – Initial objection has been removed following clarification of plans and impact on gas main

**Flood and Coastal Group Engineer** – No objections subject to condition being imposed on verification information.

**Environment Agency** – No Objections

We have **NO OBJECTIONS** to the proposed development as submitted. However, we have the following advice to offer:

**Flood Risk - Advice to LPA/Applicant** The development is classed as highly vulnerable which is acceptable within Flood Zone 2 if the exception test has been undertaken. As this development is part of a larger development which has already been granted planning permission, we do not consider the exceptions test necessary as it has been covered in the previous applications. Furthermore, we do not consider the proposed development to have an increased risk of on or off-site flooding.

**Control of Major Accident Hazards (COMAH) Regulations - Advice to Applicant**



The applicant will need to apply for a permit under the Control of Major Accident Hazards (COMAH) Regulations. The regulation of measures necessary for prevention and mitigation of major accidents will be considered in detail by the COMAH Competent Authority and under the COMAH regulations 2015.

### **Environmental Permitting Regulations - Advice to Applicant**

The applicant may also need to apply for a permit under the Environmental Permitting (England and Wales) Regulations 2010 (as amended). Under the 2 Environmental Permitting (England and Wales) (Amendment) Regulations 2016, permitted sites should not cause harm to human health or pollution of the environment.

The operator is required to have appropriate measures in place at the site to prevent pollution to the environment, harm to human health, the quality of the environment, detriment to the surrounding amenity, offence to a human sense or damage to material property. If this is not included within the application then it is likely that we would reject any application received for an environmental permit under these Regulations.

The permit will control activities, emissions and processes on the site. Your permit application must demonstrate that people and the environment will be protected from these activities and emissions.

Mitigation is likely to be required to control:

- ☐ Odour;
- ☐ Process effluent;
- ☐ Emissions to all media (including but not limited to air, land, water, waste, sewer); and
- ☐ Particular attention shall include but not be limited to; the process, emissions and their control, and all materials to be held on site.

We will not be able to issue a permit until this information has been provided/demonstrated. Further information can be found at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk). Further information on how to control emissions from Hazardous Waste Sector processes can be found under the Environmental permitting pages of the Business and Industry section of our website.

**Discharge of Trade Effluent - Advice to LPA/Applicant** Effluent discharged from any premises carrying on a trade or industry and effluent generated by a commercial enterprise where the effluent is different to that which would arise from domestic activities in a normal home is described as trade effluent. If you are not able to discharge effluent it will be classed as waste and you must then comply with your duty of care responsibilities. Doc No LIT 11652 Version 4.0 Last printed 18/11/20 Page 132 of 204. If you wish to discharge effluent after appropriately treating it to groundwater or surface water please contact the Environment Agency (Tel: 03708 506 506) as a permit under the Environmental Permit Regulations will be required.

If proposing to discharge to mains, a trade effluent consent or a trade effluent agreement with your water and sewerage company must be obtained before you discharge trade effluent to a public foul sewer or a private sewer that connects to a public foul sewer. Further guidance is available at: <https://www.gov.uk/guidance/pollution-prevention-for-businesses> **CL: AIRE**

**Definition of Waste - Advice to Applicant** CL: AIRE Definition of Waste: Development Industry Code of Practice (DoW CoP) guidance can be found at

<http://www.claire.co.uk/projects-and-initiatives/dow-cop/28-framework-and-guidance/111-dow-cop-main-document>

The DoW CoP sets out the lines of evidence that are needed to demonstrate that the excavated materials are not or have ceased to be waste. These are based on four factors:

- ☐ Protection of human health and the environment (acceptable risk assessment of pollution)
- ☐ Suitability for use without further treatment (no further processing and/or treatment, as demonstrated by a specification and a site specific risk assessment including chemical, geotechnical properties and biological aspects);

- ☐ Certainty of Use (outlined in the Remediation Strategy and Material Management Plan);
- ☐ Quantity of Material (outlined in the Remediation Strategy and Material Management Plan);
- and

To demonstrate the factors a Materials Management Plan (MMP) needs to be produced to ensure all factors are considered and the correct determination is made. A Verification Plan needs to be set out in the MMP and must identify the recording method of materials being placed, as well as the quantity of materials to be used. It should also contain a statement on how the use of the materials relate to the remediation or design objectives.

In general, any material that has to be treated in order to render it suitable for its intended use is considered to be a waste and waste controls apply. To demonstrate this to the Environment Agency's satisfaction, the processes and requirements detailed in the DoW CoP need to be followed in full.

Requirements include:

- ☐ desktop study of the site;
- ☐ conceptual modelling of the site(s) concerned;
- ☐ site investigation details (if appropriate); and
- ☐ and any details of contamination (if relevant)

Regardless of whether the site is contaminated or not there the following documents should be produced:

- ☐ Risk Assessments;
- ☐ Options Appraisal Report;
- ☐ Remediation Strategy (Contaminated soils) **or** Design Statement (Clean naturally occurring soils);
- ☐ Materials Management Plan; and
- ☐ Verification Report once the work is completed.

The decision to use the CL: AIRE Definition of Waste: Development Industry Code of Practice is the responsibility of the holder of the materials. The project manager should collate all relevant documents; permissions, site reports, MMP etc. and consult with an independent Qualified Person (QP) to confirm that the site meets the requirements and tests for use of the DoW CoP. The Qualified Person must review the documentation and let the developer know that a Verification Report will be required before signing a Declaration. If the site meets the tests that materials are suitable for re-use, certain to be re-used, are not excessive in volume and pose no risk to the environment or harm to human health then the QP can make a formal Declaration to CL: AIRE.

The formal Declaration must be submitted to CL: AIRE and the Environment Agency by a Qualified Person **before** any excavation activities or transfer of materials occurs. In these circumstances the Qualified Person is meeting the requirements of the Regulator to ensure appropriate environmental and human health protection is in place for the development to go ahead.

Materials not used in accordance with the DoW CoP process in full may be deemed waste and will require a relevant permit for deposit. Materials illegally deposited or deposited at inappropriate sites may be subject to relevant landfill taxes, payable by all parties. Only robust due diligence is a defense against joint liability. For clarification, it is important to note that DoW CoP declarations **cannot** be made retrospectively. In addition to this if you wish to re-use material under the 'site of origin scenario' and this material has previously been imported to that site as waste without authorisation for example a historical illegal deposit then it does not originate at that site. It is not site derived material and you **cannot** use DoW CoP site of origin scenario for this activity, you will require an appropriate waste authorisation such as an environmental permit.

**Waste General Duty of Care - Advice to Applicant** Anyone who produces, imports, keeps, stores, transports, treats or disposes of waste must take all reasonable steps to ensure that waste is managed properly. This duty of care is imposed under section 34 of the Environmental Protection Act 1990: You must:

- keep waste to a minimum by doing everything you reasonably can to prevent, reuse, recycle or recover waste (in that order) - get help to do this
- sort and store waste safely and securely
- complete a waste transfer note for each load of waste that leaves your premises
- check if your waste carrier is registered to dispose of waste
- not allow the waste carrier to dispose of your waste illegally (and report them to Crimestoppers if they do)

You have extra responsibilities if you're dealing with hazardous waste. Any questions relating to waste should be directed to [ne-waste@environment-agency.gov.uk](mailto:ne-waste@environment-agency.gov.uk).

### **Movement of Waste - Advice to Applicant**

The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable to any off-site movements of wastes. The code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales. The law requires anyone dealing with waste to keep it safe and make sure it's dealt with responsibly and only given to businesses authorised to take it. The code of practice can be found here: [https://www.gov.uk/government/\\_\\_\\_data/waste-duty-care-code-practice-2016.pdf](https://www.gov.uk/government/___data/waste-duty-care-code-practice-2016.pdf) If you need to register as a carrier of waste, please follow the instructions here: <https://www.gov.uk/register-as-a-waste-carrier-broker-or-dealer-wales>

**Tyne And Wear Archaeology Officer** - As no significant archaeological remains were identified in the evaluations that have previously been undertaken at this site, and West Moor Farm has already been subject to historic building recording, I consider that no further archaeological work is required if the proposed works are approved.

**South Tyneside MBC** – No comments on the proposed scheme, 3 comments in respect of Highways were received, these matters are all addressed in the main report. The scheme has been reviewed by both National Highways and the Local Highways Authority who are satisfied all relevant information has been submitted to be reviewed and make a recommendation on the application.

**Nexus** – This application represents a continuation of several major developments of the IAMP generating a collective need for better bus services from the IAMP to certain areas of wider Tyne and Wear. There is also a collective need for these developments at this location to provide appropriate investment in public transport given the Enterprise Zone status. As it stands, Nexus understands the position of Sunderland and South Tyneside Local Authorities that the COVID-19 pandemic has meant that it has not been appropriate to trigger procurement or feasibility of a DRT service at this time. Nexus are hopeful that the gradual return to normality will allow for further progress to be made regarding this matter in the future and will work with the Local Authorities when appropriate – in line with condition 38 of IAMP One planning approval.

Nexus welcomes the acknowledgement in the Travel Plan that there is a high potential for journeys to be made via cycling. The IAMP site has cycling access on International Drive and the NMU route on Follingsby Lane, which lend themselves well to this development. Nexus also welcomes the creation of Travel Plan Coordinator position, and that of initiatives to promote the use of public transport, walking, and cycling. The recent decision of Go North East to extend a number of its nightly services across Gateshead, Sunderland, and County Durham is

welcome by Nexus. The increased frequency will greatly improve sustainable travel accessibility for many employees to the IAMP site. These services should be promoted internally by the Travel Plan Coordinator.

As per the Nexus Planning Liaison Policy, Nexus recommends that the Local Planning Authority will take into consideration incentives to encourage public transportation use. For commercial and industrial developments, where the development will be the place of work for 50 or more full time staff, the developer should fund one initial monthly ticket per employee. The ticket in question, a Pop/Pay As You Go card, should be preloaded with £50, or equivalent to four weeks travel subject to the employee applying for the card. This should be promoted and thus encourage a greater take up of public transport overall once the development is complete.

**Gateshead MBC** – No response received

**National Planning Casework Team** – received confirmation the EIA has been deposited with the National Planning Case Unit.

**The Coal Authority** – No comments the application does not a formal consultation with the Coal Authority

**Northumbrian Water :-** In making our response to the local planning authority Northumbrian Water will assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate and treat the anticipated flows arising from the development.

We do not offer comment on aspects of planning applications that are outside of our area of control. It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site. Should you require further information, please visit <https://www.nwl.co.uk/services/developers/>

Having assessed the proposed development against the context outlined above we can confirm that the drainage proposals are acceptable if approved and carried out within strict accordance with the submitted drawing entitled "Proposed Drainage Layout dated 1/7/21 Ref: 21B34-SYS-HDG-Z0-CH-01 P01". We request that this drawing is listed in the approved documents list and adhered to if planning consent is granted. It should be noted that we are not commenting on the quality of the flood risk assessment as a whole or the developers approach to the hierarchy of preference. The council, as the Lead Local Flood Authority, needs to be satisfied that the hierarchy has been fully explored and that the discharge rate and volume is in accordance with their policy

**Public Health** – Health Impact Assessment – no adverse comments to the assessment

**Conservation Area Team comments:** This proposal will have some impacts on heritage assets, more specifically the direct physical impact of the demolition of West Moor Farm and the indirect impact on the setting of Penshaw Monument located some 4km south of the application site, including views to and from the Monument.

West Moor Farm is a good example of a 19th and 20th century farm, the farmhouse itself being an attractive stone building that is quite well preserved. The farm has however been subject to numerous alterations that have compromised its overall historic value and as a non-designated heritage asset it is of limited significance. Penshaw Monument is a grade I listed building of exceptional architectural and historic significance and a major regional landmark. It's exceptional significance is derived from its historic role as a commemorative monument to John George Lambton, a nationally and internationally significant and well respected politician and

person, its symbolic Greek Temple architectural design and association with regional important architects John and Benjamin Green, its rarity value nationally as a monument (rather than a statue) commemorating a single person in such a public and prominent location, and its overall purpose to remind people of the Earl of Durham and his work and to be seen from as many places and people as possible and to be accessible to all. Added to this is the cultural significance it now has as a symbolic landmark representing the region. Its setting is intrinsic to the significance of the Monument, the surrounding landscape allowing an appreciation of its aesthetic and landmark qualities. Its prominent elevated siting atop Penshaw Hill, its height, scale and imposing classical Greek Temple form combine to heighten the importance of the structure and serve its very purpose to be seen from miles around from all directions and allowing the Monument to take on further significance in becoming a regional landmark. Views are an integral part of the contribution of its setting to its significance drawing both its historic and architectural interest together.

## Appraisal of Proposals

The demolition of West Moor Farm, more particularly the stone farm house, is regrettable but accepted as necessary for the development of phase 2 of IAMP one. In respect of the balanced judgement required under NPPF paragraph 203 for the total loss of a non-designated heritage asset the proposal is considered justifiable having regard to the limited significance of the Farm complex and the economic benefits of the proposed development. In accordance with the requirements of NPPF Paragraph 205 and CSDP Policy BH9 an Archaeological Building Recording has been undertaken of West Moor Farm in advance of demolition and is acceptable to the Tyne and Wear Archaeology Officer as an archive record to be deposited in the Tyne and Wear Historic Environment Record.

In respect of Penshaw Monument the proposed development will have some impact on views both towards the Monument from the application site and surrounding land to the north, and views from the Monument towards the application site. The supporting Heritage Impact Assessment and Landscape and Visual Impact Assessment has considered the impact of the proposal on these views. In terms of views from the Monument it is agreed that due to the distance of the site from the Monument and site's industrial context within the wider Nissan and IAMP developments the impact of the proposed development on its setting will be **negligible**.

In respect of views towards the Monument the viewpoint visualisations submitted illustrate that the proposed development by virtue of its siting, height and massing will clearly impact on views of the Monument from north of the development site from where the significance of the Monument can be appreciated, more specifically blocking views of it from a relatively short stretch of Follingsby Lane. However, in the context of wider views of the Monument from the north these views are more compromised as a result of the distraction of wind turbines within the views and the surrounding industrial context of the Nissan and emerging IAMP complexes. Similar views of the Monument will also be retained from a substantial length of Follingsby Lane west of the selected viewpoints.

On balance, therefore, having regard to the relative limited value of views of Penshaw Monument that would be affected by the proposed development, and the considerable extent of retained views of equal or better quality, the impact of the proposal will have only minor adverse impact on the setting of Penshaw Monument and in **turn only minimal-negligible harm to its significance**.

This would still fall within the category of less than substantial harm so the requirements of NPPF paragraph 202 would apply in that the public benefits of the proposal would need to outweigh the minimal harm to its significance. NPPF Paragraphs 199 and 200 require that great weight should be given to a designated heritage asset's conservation and that there should be clear and convincing justification for any harm to the asset. The provisions of the above NPPF Paragraphs are generally reflected in CSDP Policies BH7 and BH8. There should therefore be



genuine and sufficient public benefits that outweigh any harm to the listed building that will need to be considered as part of the planning balance.

In this regard it would seem probable that a major development for employment uses of this type would bring considerable public / economic benefits in the form of significant inward investment and job creation that would outweigh the minimal degree of harm to the significance of Penshaw Monument. This would however need to be fully considered as part of the planning balance.

N.B. The Tyne and Wear Archaeological Officer should be consulted for advice on potential additional archaeological evaluation and further excavation.

Final Date for Receipt of Representations: **04.09.2021**

## **REPRESENTATIONS:**

One letter of Support has been received from Spawforths representing Barratt David Wilson Homes. The developer would like to discuss landscape mitigation.

Local Planning Authority response: There are no other submitted development proposal currently under consideration by the Local Planning Authority. Therefore, there are no requirements for the applicant to have demonstrated this in their Landscape and Visual assessment submission. The requirements are clear set out in the Planning Practise Guidance (Environmental Impact Assessment) which states that:

*“The local planning authorities should always have regard to the possible cumulative effects arising from any existing or approved development” (ID: 4-024- 20170728) (last updated 28 July 2017).*

I can confirm that the LPA has not requested any additional Landscape Visual impact assessment work as it is not required for the reason stated above.

The applicant has also responded on the 5<sup>th</sup> September 2021, stating that they do not need to do this work for the same reasons as the LPA have concluded above.

## **POLICIES:**

### **Core Strategy and Development Plan**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the determination of planning applications to be in accordance with the Development Plan unless material considerations indicate otherwise. Accordingly, the adopted development plan relevant to the application site comprises the following:

- International Advanced Manufacturing Park Area Action Plan (adopted 30 November 2017);
- Sunderland Core Strategy and Development Plan 2015-2033 (adopted January 2020); and
- Sunderland Unitary Development Plan (adopted September 1998).

### **International Advanced Manufacturing Park Area Action Plan**

*“A nationally important and internationally respected location for advanced manufacturing and European-scale supply chain industries. A planned and sustainable employment location that*

*maximises links with Nissan and other high value automotive industries as well as the local infrastructure assets, including the ports, airports and road infrastructure.”*

*“an attractive working environment that creates the conditions in which businesses can establish and thrive and where people choose to work. A unique opportunity for increased job and business creation and the promotion of regional prosperity whilst taking advantage of natural assets and green infrastructure including the River Don corridor.”*

The International Advanced Manufacturing Park Area Action Plan (‘AAP’) provides the planning policy framework for the comprehensive development of approximately 392,000 sqm of floorspace for uses relating to the Automotive and Advanced Manufacturing sectors. This is to be delivered on 150 hectares of land, with 110 hectares of adjacent land safeguarded for ecological and landscape mitigation. The AAP was jointly adopted by both the Council and South Tyneside Council on 30 November 2017.

The AAP’s vision for the IAMP is:

The AAP states that the type of place which the Council want to create is:

The following AAP Policies are considered relevant to the development proposals:

The following AAP Policies are considered relevant to the development proposals:

**Policy S1: Spatial Strategy for Comprehensive Development** – sets out the strategy for the comprehensive development of the IAMP for the principal uses associated with the automotive and advanced manufacturing businesses and states that this will be delivered by:

*“Revising the Green Belt boundary to release 150ha of land from the Green Belt.*

*Allocating approximately 150ha of land for the development of principal uses (as defined in Policy S2) in the Employment Areas.*

Designating approximately 110ha of land as an Ecological and Landscape Mitigation Area to provide for mitigation and/or compensation of the ecological and landscape impacts of the IAMP development.

Requiring Masterplans, Design Codes and Phasing Plans to be submitted which demonstrate how development:

- will meet the objectives of the AAP and will not prejudice comprehensive development of the IAMP;
- ensures the proposed development is designed and orientated to relate well to the existing employment area and Enterprise Zone and established infrastructure;
- contributes fully to the delivery of the IAMP as a project of national significance;
- contributes fully, in a proportionate and timely manner, towards providing the infrastructure identified in the IDP;
- contributes fully, in a proportionate and timely manner, to providing for the mitigation required for the IAMP, including environmental mitigation; and
- is capable of being implemented without breaching the provisions of the Planning Act 2008.”

**Policy S2: Land Uses** supports the IAMP AAP objectives to build on the area’s international reputation in the automotive industry; support Nissan; and attract European- scale ‘super-suppliers’ linked to the automotive industry. This policy states:

Development of the Employment Areas must be for the Principal Uses of production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors, as defined in paragraphs 86-87, and related Supporting Uses; and ensure premises are retained for their original permitted use in the long term, the DCO must contain ***requirements to that effect, or otherwise the Councils may consider making a direction under*** Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 to that effect.

***Policy S3: Scale and Quantum of Principal and Supporting Employment Uses –***

states that consent will be granted for up to 392,000sqm of space consisting of:

- i) 356,000sqm of employment space for the Principal B1(c), B2 and B8 classes; and
- ii) up to 36,000sqm of employment space for Supporting B1(a) and B1(b) class uses, only where this is related to the Principal Uses defined in Policy S2.

The other AAP policies considered relevant to the development proposals are summarised as follows:

- Policy D1 (Masterplan Design);
- Policy D2 (Public Realm);
- Policy T1 (Highway Infrastructure);
- Policy T2 (Walking, Cycling and Horse Riding);
- Policy T3 (Public Transport);
- Policy T4 (Parking);
- Policy IN1 (Infrastructure Provision);
- Policy IN2 (Flood Risk and Drainage);
- Policy EN1 (Landscape);
- Policy EN2 (Ecology);
- Policy EN3 (Green Infrastructure);
- Policy EN4 (Amenity);
- Policy Del1 (Phasing and Implementation); and
- Policy Del2 (Securing Mitigation).

**National Planning Policy**

Paragraph 7 of the NPPF (revised on 20 July 2021) confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, broadly defined as *“development that meets the needs of the present without compromising the ability of future generations to meet their own needs”*. Paragraph 8 sets out the following three interdependent dimensions of sustainable development which are to be pursued in mutually supportive ways:

**An economic objective** - to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

**A social objective** - to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

**An environmental objective** - to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The NPPF confirms that plans and decisions should apply a presumption in favour of sustainable development. Paragraph 11 notes that development proposals that accord with an up to date plan should be approved without delay, or that where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole, or where the application of policies within the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed.

## 1. Principal of Development

This full planning application known as IAMP ONE Phase 2 application **does seek to increase the amount of floorspace above that already approved through the IAMP ONE permission and planning application 20/00556/OU4**. The purpose of adding the triangular area of land is to increase flexibility in the development layout, which has result in an increase just under 10,000 sqm.in the building area.

IAMP AAP Policy S1: Spatial Strategy for Comprehensive Development sets out the broad strategy for the IAMP site. Alongside this, IAMP AAP Policy S2: Land Uses indicates that development within the employment areas must be for the principle uses relating to production, supply chain and distribution activities directly related to the automotive and advanced manufacturing sectors. The definition of which is set out in IAMP AAP paragraphs 86

IAMP AAP Policy S3: Scale and Quantum of Principal and Supporting Uses sets out a maximum threshold for Principal Uses of 356,000 square metres of B1(c), B2 and B8 development. It is noted that the development would equate 108,615 square metres of floorspace for Principal Uses. When combined with existing permissions it would not result in the maximum threshold being exceeded. This is considered acceptable as it will not exceed the overall limits proposed in the AAP policy as a whole.

**The key considerations of the application will be discussed in the report below**, taking into account the Environmental Impact Assessment and the supporting information, which will allow the Local Planning Authority to evaluate the application and establish if there is any significant adverse impacts, all relevant material considerations and direct mitigations that is required to make the development acceptable and to comply with both National and Local Planning Policies

The submission includes an Environmental Impact Assessment (EIA). The proposed development is, for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('2017 Regulations'), an "industrial estate development project on a site exceeding 0.5ha", pursuant to part 10 (a) of Schedule 2 of the 2017 Regulations. For such developments, EIA is required in situations where development is likely to have significant effects on the environment by virtue of factors such as its nature, size or location.

The purpose of this Environmental Impact Assessment (EIA) is so the development before the grant of planning permission can consider together the findings from a systematic analysis of the likely significant environmental effects of a scheme to conjunction with statutory consultees and other key stakeholders, which will allow the Local Planning Authority to consider all relevant material considerations in understanding the impacts arising from the development and make a sound and robust decision on the proposed submission ensuring all appropriate mitigation is provided. The Environmental Impact assessment submitted is required to demonstrate the likely significant effects arising during the construction and operational stages of the scheme and the potential cumulative effects which may arise when considered with the nearby approved schemes.

**Amount of Floorspace currently onsite:** The planning application does seek to increase the amount of floorspace above that already approved through the IAMP ONE permission (which totals **156,840sqm** or around 1,688,212 sqft). The purpose of adding the triangular area of land is to increase flexibility in the development layout, which has resulted in an increase from the previous approval on the site.

Detailed / reserved matters permission has been granted for three units (Plots 3, 4 and 5/6), with their floorspace totalling 57,902.80sqm (623,261sqft).



<b>Plot</b>	<b>Floorspace (Gross Internal Area)</b>
Plot 3	21,856sqm
Plot 4	24,576sqm
Plot 5/6	11,470.80sqm
Total	57,902.80sqm

The remaining floorspace is 98,937.2sqm (1,064,951sqft) and the IAMP ONE Phase 2 application is seeking permission for this increase this floor area above the planning permission which is consented through application 20/00556/OU4. Floorspace (Gross Internal Area) Total Approved IAMP One Floorspace 156,840sqm Amount approved / and constructed 57,902.80sqm Amount Remaining 98,9327.20sqm. This application is seeking full consent due to the increase in floor area.

The proposals would also set aside the necessary land to facilitate to dualling of the A1290.

### **Summary of Principle of Development proposed by the full planning application**

The National Planning Policy Framework states that the planning system should proactively drive and support sustainable economic development, including delivering the businesses, industrial units and infrastructure that the country needs.

The IAMP, including the IAMP ONE Phase 2 site, are allocated for approximately 392,000sqm of floorspace for uses relate to the Automotive and Advanced Manufacturing sectors in the adopted AAP. 110ha of adjacent land is allocated for ecological and landscape mitigation associated with the IAMP and remains in the Green Belt.

Wider policy objectives include the need to deliver additional employment opportunities in order to: support the growth of the Northern Powerhouse; retain skilled workers; capitalise on the region's strengths in key sectors such as manufacturing, transport and logistics; and supporting inward investment in highly accessible locations close to key transport networks.

National and local planning policy set out a range of policies that relate to design, environmental and technical issues which need to be considered in the determination of planning application, these will be considered in other sections of the report.

In terms of the principle of development, it is considered to comply with the policies as set out in the Adopted Area Action Plan November 2017, the development will be required to be subject to a restricted floor area condition to ensure the development is with the permitted limits of early release site under the Section 35Z direction for the Secretary of State and to comply with Policy S2 and S3 of the Adopted IAMP AAP and relevant Core Strategy and Development Plan Policies.

Therefore, the proposal development which would provide batteries for the automotive production is in alignment with IAMP AAP Policy S1. Also, the proposal when factoring in previous approved applications at the IAMP and the floorspace associated with this application, would not exceed the maximum thresholds for the IAMP site set out in IAMP AAP Policy S2. The proposal is therefore in accordance with Policy S1 and S2 of the IAMP AAP

## **2. Economic Benefits**

The Adopted Area Action Plan for the IAMP outlines the following vision:

“A nationally important and internationally respected location for advanced manufacturing and European scale supply chain industries. A planned and sustainable employment location that maximises links with Nissan and other high value automotive and advanced manufacturing

industries as well as the local infrastructure assets, including the ports, airports and road infrastructure.”

The applicant has submitted the following statement which is contained with the Planning Application.

The IAMP will play a vital role in providing suitable land to facilitate the expansion of the existing UK and North East automotive manufacturing hub, leveraging in private sector investment and supporting economic growth. The Sunderland City Deal anticipated that the IAMP could generate 5,200 new jobs and £295m in private sector investment by 2026/27. These figures relate to a 100ha site, however, the size of the IAMP has been increased to 150ha and hence the benefits, including the creation of over 7,600 jobs, will be substantially greater.

It will also underpin the continued success of the automotive and advanced manufacturing sectors in the North East – recognised internationally as an automotive manufacturing locating due to the presence of Nissan. Nissan has been based in the region since 1985 and its presence has led to the expansion of an ‘automotive cluster’. This is centred on the Nissan plant (northwest of Sunderland) with a number of manufacturers linked to the Nissan supply chain located nearby.

Based upon the scale and prestige of the proposed development, it is considered that the IAMP offers the potential to make a considerable contribution to strategic economic objectives at the local (City Deal) and larger than local (Northern Powerhouse) level.

The Northern Powerhouse initiative focuses on addressing the key challenge of rebalancing the wider North East economy and setting it on a new self-sustaining path of economic growth. The IAMP Area Action Plan Commercial and Employment Technical Background Report considers the contribution that could be made by the proposed development of the IAMP to the Northern Powerhouse initiative, stating that:

“This rebalancing will involve securing the major opportunity presented by manufacturing growth based upon the successful automotive cluster and other advanced manufacturing and cascading the additional wealth generated throughout the wider economy through a revitalised city centre economy based upon central business district growth.”

IAMP One Phase 1 has already delivered 3 units on site, plots 3, 4,5 and 6.

IAMP ONE Phase 2 will provide important economic benefits which will help drive forward economic growth within Sunderland and the wider region, including both temporary and permanent new jobs both during the construction and operational phases both on-site and within the wider supply chain, increased economic output and increased business rates.

Further to the statement in application 20/00556/OU4, the Overlap between phases 1 and 2 has been demonstrated by the application coming forward which requires additional floor area for a large unit. This full application is a stand-alone permission and it will be judged on its individual merits. However, as the development overlaps with IAMP One phase one it is vital that the in-combination impact is assessed in line with the parameters of the early release site restrictions and that the objectives of comprehensive development is achieved and is deliverable.

IAMP LLP is a combination of South Tyneside Borough Council and Sunderland City Council. The Local Planning Authority fully supports the comprehensive redevelopment of the IAMP development. Planning Permission was granted on the 25<sup>th</sup> May 2018 and permission commencement 1<sup>st</sup> June 2018, Reserved matters application were submitted in 2019 for plots 4,5 and 6 and both developments are now complete on site. Plots 5 and 6 is currently under permitted development rights until 31<sup>st</sup> December 2021 changed its use to be utilised as a Nightingale Hospital.

### **Summary Conclusion on the Economic Benefits**

The economic benefits were a key driver in deallocating the land as Green Belt the development in terms of economic regeneration. The proposed development is considered in terms of becoming benefits to be complaint with the key objectives set out in the Adopted Area Action Plan and National Planning Policy Framework paragraphs 81,82 and 83 in terms of local business need and supporting wider opportunities for development and paragraph 81 encourages sustainable economic growth and regeneration

### **3. Loss of Agricultural Land**

Agricultural Land Use grading is assigned by investigating the physical properties of the soil resources and interrelated factors such as topography and climate; and assessing how they limit the site's suitability for agricultural use.

The grade or subgrade is determined by the most limiting factor (limitation) present. For example, if wetness and droughtiness are the only factors limiting the quality of the land to Subgrade 3b and Grade 2, respectively, such land is classed as Subgrade 3b

The report summaries the findings on site as follows:

Grade 2, very good quality agricultural land, occurs in the north-west of the site. The soils here are well or moderately well drained and consist of light to medium-textured topsoils and subsoils, although gleyed and slowly permeable heavy-textured horizons occur below 60 cm depth in many places. The ALC grade of this land is limited by very slight soil wetness or, where the subsoils are at least moderately stony, very slight soil droughtiness.

Subgrade 3a, good quality agricultural land, also occurs in the north-west. These soils are imperfectly drained, typically consisting of medium-textured topsoils overlying light to medium-textured upper subsoils and, at between 45 cm and 65 cm depth, gleyed and slowly permeable heavy-textured lower subsoils. The grade-limiting factor in this case is soil wetness.

Subgrade 3b, moderate quality agricultural land, covers most of the site. The soils consist of medium-textured topsoils overlying gleyed and slowly permeable heavy-textured subsoils at around 30 cm depth. The profiles are poorly drained and soil wetness is the factor which restricts the land to this subgrade.

Other land on the site consists of buildings and woodland.

The report has taken all the other material considerations into account such as the wetness of the land and climate change.

The report has concluded that site is Agricultural Land Classification of Grade 3. The Natural Environment Policy NE12 of the Core Strategy and Development Plan states that Agricultural land: Development which would result in the loss of Best and Most Versatile agricultural land should be considered in the context of the agricultural land's contribution in terms of economic and other benefits.

The application falls wholly within the defines of the Adopted Area Action Plan for IAMP, which defines that the land is allocated for specific purposes. The site of the application lies within the Southern Employment Area and the economic benefits of building on this land are considered to be compliant with policies S1, S2 and S3 of the Adopted Area Action Plan, as the development is

bring forward comprehensive development with principle uses of the buildings in line with the permitted floorarea available within the Section 35 direction to bring the land forward ahead of the Development Consent Order.

The land contained within IAMP One Phase Two redline is classified as 3b and as stated above it is not considered to be the best and most versatile agricultural land, therefore the proposed loss of the land is not considered detrimental and the benefits from the development of IAMP One and Two are considered significant in the delivery of the National Significant Infrastructure Project. The proposed development on the 3b graded land is considered acceptable and not in conflict with National and Local Planning Policy NE12 of the adopted Core Strategy and Development Plan as the land is not classified as high enough to warrant further justification for development. The land has formally been allocated for employment development through the adopted Area Action Plan.

#### **4 Site and Scheme /Design**

##### **Compliance with the Draft IAMP Design Code Plot Design Principles and Building Design Principles**

The proposed development site primarily consists of arable agricultural land and several vacant buildings at West Moor Farm, which was acquired by IAMP LLP in 2017. To allow for the comprehensive development of IAMP, the demolition of West Moor Farm was previously approved by the Council as part of the IAMP ONE Phase Two planning permission. However, a separate application for the demolition works has been brought forward due to repeated and ongoing incidents of anti-social behaviour and vandalism taking place at the site. This application has been approved subject to conditions to allow the demolition to take place.

The existing field boundaries within the development site include hedgerows with occasional trees. West Moor Farm which is still currently standing at the time this report was drafted faces south onto the A1290 which is separated by a timber fence and trees. The land is largely level with only minor variations in elevation.

The farm and associated building currently have an existing access to the A1290 from West Moor Farm which is located approximately 300m to the east of the junction with Cherry Blossom Way into the Nissan site from the A1290. The site also incorporates an access track linking northwards to North Moor Farm.

The immediate surrounding area is currently defined by a range of agricultural and industrial uses. The site is bounded by the A1290 to the south with a dense tree belt screening much of the industrial development beyond. Wind turbines and the roofs of factory units can however be glimpsed to the south above the tree line from north-east corner of the site.

The development site is bound by International Drive to the east, which has recently been constructed and provides the internal spine road through IAMP ONE and the three buildings which are currently occupied.

A drainage ditch and newly planted shrubs separate development site from the main Spine Road.

Agricultural land bounds the application site to the north and west, with North Moor Farm located a short distance to the north.

A high voltage overhead power line (275kV) carried on pylons runs from south-west to north-east just beyond the site's northern and western boundaries. The Local Planning Authority is currently part of a wider consultation for the diversion of these overhead powerlines (application reference 21/01670/S37).

The residential areas of Sulgrave and Usworth Hall are located over 1km to the west and those of Town End Farm and Hylton Castle are over 1.5km to the east.

## **Scale and Nature of the proposed development**

The proposed development consists of a single, three-storey industrial unit (Class B2) that is to house battery manufacturing facility, comprising of two battery manufacturing areas separated by a central spine of offices. The facility will have an annual maximum production capacity of 9 GWh.

The proposed facility will manufacture lithium-ion battery pouch cells and modules for electric vehicle (and other applications) via four production areas comprising of: electrode manufacture; cell production; formation and testing; and module assembly. The facility will employ 1,000 staff consisting of 848 shift-based staff and 152 day-based (office) staff. Envision will operate a four-shift pattern, whereby staff will work in four teams across two rotating 12-hour shifts. This means that there will be 212 shift-based staff on site at anyone time, plus the 152 office / administration / managerial staff. This provides a total of 364 staff. During the 30 minute hand over period, there will be 424 staff onsite. As the shift changes times are 06:00 and 18:00 the vast majority of office staff will not be on-site at the shift change over times.

The proposed development will be of a modern design set within a landscaped plot, supported by necessary vehicle parking, loading/unloading bays and manoeuvring areas. The building itself will be operated over a 24-hour, 7-day week period and, as such, external operational areas will require to be lit during the hours of darkness to the minimum levels required for their safe operational use.

The building will also incorporate the latest design specifications for energy efficiency and the use of sustainable resources.

All aspects will be covered in the relevant sections of the report below to ensure they are compliant with the Design Code and all material considerations are considered in terms of the Environmental Impact Assessment to ensure the significance of the proposed development has been considered in terms of Local and National Planning Policies and as such if there are any impacts that cause a significant impact that these can either be mitigated or suitable addressed as part of the planning balance judgement on this proposed development.

## **Design of the proposed building**

The proposed cladding system comprises of a metal profiled system in a pure grey/hamlet colour. The same palette of materials and colours will be applied to all buildings within the site. This consistency in design will help to visually harmonise the wider IAMP site, as well as within the wider campus including Nissan to the south.

The proposed development has an individually designed office elevations this is an area where it is anticipated that staff and visitor interactions will be regular. It is anticipated from



the developer that this will help to provide a more human scale to the elevation, providing visual interest when closely interacting with the building fabric.

All curtain walling, ribbon windows, doors and louvres will be finished to contrast and compliment the wall cladding colours. Curtain wall glazing will be used on the entrance zones to add visual interest and prestige. The glazing highlights the entry to the building, reducing the need for unnecessary signage and visual clutter.

The roof will be expressed as two low pitched barrels with eaves containing a hidden gutter detail and permanent edge protection provided with handrail system. Photovoltaic panel arrays will be incorporated into the roof design.

The selection, detailing and maintenance of all external materials was considered at the outset of the original design process and only products with proven lifespan and quality will be specified. It is anticipated that if members are minded to Grant Consent that appropriate conditions be imposed to ensure the proposed palette of materials is compliant with the Design Code which is currently in place for IAMP One.

The proposed building will comprise of the following :

The building will be 248.5m x 385.2m at the widest points, with its height being as following

- Upper ridge: 30m+ handrail, walkways and PV
- Lower Ridge: 16.5m + handrail, walkways and PV
- Eaves: 26.5m and 13m.

The tallest part of the proposed building is on the west of the building, where the roof height has been set to 30m to the ridge, with only a small number of flues, perimeter handrails and solar PV panels projecting beyond this point.

This building height is the same as the maximum building height accessed within the 2020 IAMP ONE Phase 2 ES and which was approved as part of that planning permission. Members should be aware this the same height, which was assessed as part of the 2020 application, the parameters plan is listed as an approved drawing, this consent is still live and could be implemented. The highest building nearby is the Nissan Paint shop which has a maximum height of 28m.

The manufacturing plant has various types of processes in a linear route which sets the height requirements for different parts of the building. These building heights have been rationalised to create a simple and legible building form, the roof height varies to provide an efficient building skin to the overall process and ensures that rainwater management is efficient and robust due to the sensitivity of the internal process to water ingress.

The lower part of the manufacturing building roof is 16.5m and smaller ancillary stores and goods in and goods out areas project beyond the main building footprint to help provide relief to the building elevations.

Stair cores, principally provided for fire escape and fire authority access have been placed on the building perimeter, projecting from the elevations and also help to provide some relief to the elevations to break down the overall building mass.

The proposed development will be designed with a view of achieving a BREEAM 'Very Good' rating and hence the impacts of the project will be considered from a lifecycle perspective.

Solar PV panels are proposed on the roof of the building and will be the primary means of reducing carbon emissions, along with Air Source Heat Pumps (ASHPs) in the office areas, improved fabric efficiency and potentially Waste Water Heat Recovery ('WWHR'). The impact proposed PV on the roof of the building are considered acceptable in terms of its scale, massing and layout. The proposed PV are also considered acceptable in terms of sustainability. Newcastle Airport have been consulted on the proposed development, they have reviewed the submitted Glint and Glare report and as such have offered no objection to the proposed PV solar panels.

## **Summary Conclusion of Design**

The submitted documents clearly set out design principle being proposed for the IAMP One and IAMP One Phase Two and the impending Development Consent Order.

In respect of the proposed scheme the plans for the proposed development are considered to be in compliance with the key draft design code principle set out for IAMP as a whole.

In respect of the building and associated development it is vital that should members be minded to grant consent that a condition is imposed to ensure full compliance with the IAMP One Draft Design Code in order to comply with policies S1, S3, D1,D2,T1,T4,IN1,IN2,EN1,EN2,EN3,Del1 of the adopted Area Action Plan.

## **5 Glint and Glare Report**

A Glint and Glare report has been submitted in respect of the PV solar panels located on the roof of the building. The report has assessed the impact using the following methodology

Glint, glare and dazzle are often used interchangeably but are defined as part of this planning application as the following:

**Glint** – Also known as a specular reflection is produced as a direct reflection of the sun on the surface of the solar panel. It occurs with the reflection of light from smooth surfaces such as glass, steel, and calm water.

**Glare** – A scattered reflection of light. Glare is significantly less intense than glint and is produced from rougher surfaces such as concrete, tarmac, and vegetation.

**Dazzle** – An effect caused by intense glint and glare, which can cause distraction, and if strong enough reduce the ability of the receptor (pilot or otherwise) to distinguish details and objects.

The assessment has considered the potential for cumulative glint effects caused by both the

proposed site and existing sites. Cumulative effects using the methods described above are applied to other solar PV sites to determine the overall effect expected at receptors surrounding the site.

The report has concluded that the proposed development does not have any significant adverse impacts and as such the proposed PV solar are considered acceptable in principle.

## **6 Community Consultation ( Statement of Community Involvement)**

Chapter 5 of the submitted Environmental Impact statement covers the issues of community consultation and consideration of alternatives.

Due to the ongoing COVID 19 pandemic the application had to refine its community consultation and couldn't hold a public exhibition. Therefore, the consultation was carried out using a leaflet drop.

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 appended to the Environment Impact Statement.

The Local Planning Authority have been in direct dialogue with the applicant with respect to the consultation process for the Statement of Community Involvement. The LPA is satisfied that the best practical means had been applied to ensure business and residents were made aware of the proposed application.

## **6 Health Impact Assessment**

The application was submitted with a Health Impact Assessment as well as health and associated impacts are considered as part of Environmental Impact Statement key considerations.

Chapter 8 of The National Planning Policy Framework states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

Planning Practice Guidance states, "the design and use of the built and natural environments, including green infrastructure, are major determinants of health and wellbeing"

Planning Practise Guidance states that planning and health need to be considered together in terms of creating environments that support and encourage healthy lifestyles. Planning Practise Guidance also notes that policies and proposals may need to have regard to the following issues:

- proximity to locations where children and young people congregate such as schools, community centres and playgrounds

- evidence indicating high levels of obesity, deprivation, health inequalities and general poor health in specific locations;
- over-concentration of certain uses within a specified area;
- odours and noise impact;
- traffic impact; and
- refuse and litter

The adopted Core Strategy and Development Plan also has introduced policy SP7 Healthy and Safe Communities.

**Strategic Policy SP7** Healthy and safe communities states “The council will seek to improve health and wellbeing in Sunderland by:

1. working with the NHS to improve health outcomes, particularly in areas with the poorest health and reduce health inequalities generally;
2. protecting existing health facilities and/or supporting the provision of new or improved facilities  
(Policy VC5);
3. promoting and facilitating active and healthy lifestyles;
4. supporting the integration of health facilities and services with other community uses (education, sport, cultural and leisure) through multi-purpose buildings;
5. managing the location/number of and access to unhealthy eating outlets (Policy VC4); 6. ensuring that new developments: -
  - i. are age friendly, inclusive, safe, attractive and easily accessible on foot or by bicycle;
  - ii. have a strong sense of place which encourages social interaction;
  - iii. are designed to promote active travel and other physical activities through the arrangement of buildings, location of uses and access to open space;
  - iv. promote improvements and enhance accessibility to the city’s natural, built and historic environments;
  - v. do not have unacceptable adverse impacts upon amenity which cannot be adequately mitigated (Policies HS1 and HS2);
  - vi. appropriately address any contaminated land to an acceptable level (Policy HS3); and
  - vii. submit a Health Impact Assessment (HIA) as part of any application for large-scale development. Where significant adverse health impacts are identified, development should be resisted unless appropriate mitigation can be provided.”

Policy NE1 (Green infrastructure) states “the aim of the Council to maintain and improve the Green Infrastructure Network through enhancing, creating and managing multifunctional greenspaces and bluespaces that are well connected to each other and the wider countryside. The policy states that development should (inter alia): • Incorporate existing and/or new green infrastructure features within their design and to improve accessibility to the surrounding area; •

Link walking and cycling routes to and through the corridors, where appropriate; and • Include and/or enhancing formal and natural greenspace and bluespace provision”.

Policy HS1 (Quality of life and amenity) requires that development must demonstrate that it does not result in unacceptable adverse impacts which cannot be addressed through appropriate mitigation, arising through air quality, noise, dust, vibration, odour, emissions, land contamination and instability, illumination, run-off to protected waters or traffic. It states that development must ensure that the cumulative impact would not result in unacceptable adverse impacts on the local community and that development will not normally be supported where the existing neighbouring uses would unacceptably impact on the amenity of future occupants of the proposed development.

Policy ST1 (Urban Core accessibility and movement) requires accessibility to and movement through the Urban Core to be enhanced by (inter alia) improving the cycle network, improving 'legibility'/and signage for pedestrians. Policy ST3 (Development and transport) states that development should provide safe and convenient access for all road users, in a way which would not compromise the free flow of traffic on the public highway, pedestrians or any other transport mode, including public transport and cycling; or exacerbate traffic congestion on the existing highway network or increase the risk of accidents or endanger the safety of road users, including pedestrians, cyclists and other vulnerable road users. The policy also requires that development should incorporate pedestrian and cycle routes within and through the site, linking to the wider sustainable transport network.

### **IAMP Area Action Plan (AAP) 2017 to 2032 (adopted November 2017)**

A number of masterplan objectives are identified, of relevance for this assessment which the applicant has undertaken, these primarily concerns the issues listed below:-

- Increase access to the site through sustainable transport networks;
- Optimise access and permeability for cyclists and pedestrians within the developed areas of the IAMP to encourage people to walk and cycle to work; and
- Providing opportunities for recreation enhancing connections to the Great North Forest Trail, increasing access to the countryside particularly for neighbouring areas, which will also increase opportunities for recreation which can benefit the user's health and well-being.

The following policies policy D1 Masterplan Design, policy D2 Public Realm and policy EN4 Amenity are key considerations for the Local Planning Authority when considering the Health Impact Assessment and whether the development will have an significant adverse implication in the determination of the application or whether suitable and appropriate mitigation can be provided.

The submitted Health Impact Assessment has identify and assessed any potential effects on the health of the population arising from the proposed IAMP ONE Phase Two development, and to recommend any interventions or mitigation measures required to minimise potential adverse effects on health.

The Health Impact Assessment also considers the potential to reduce inequalities in health between priority groups resulting from the development across the assessment area.

The scope of the assessment for IAMP ONE was agreed with the Local Planning Authority in a meeting on 11 December 2017, this was considered acceptable and approved as part of the

IAMP One submission. The same approach has been followed for this Health Impact Assessment for IAMP ONE Phase 2. A separate Health Impact Assessment has been conducted in 2019/20 for the wider IAMP TWO DCO.

This Health Impact Assessment will be assessed in conjunction with the planning submission including the Environmental Statement, relevant chapters include the air quality, noise and landscape & visual impact chapters and supporting appendices to the chapters of the Environmental Statement.

The report is based on the, The World Health Organisation has defined health as “a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity”. This definition demonstrates that health constitutes a wide range of interdependent fields rather than just biomedical conditions. For the purpose of this assessment, the WHO's definition of health has been adopted.

The Health Impact Assessment is a comprehensive document. The document considers the pathways of the proposed development a summary of key findings from the assessment.

The Health Impact assessment has been reviewed by the Council Public Health and they have provided the following response. The Health Impact Assessment supports a planning application for IAMP ONE phase 2, which complements the existing planning permission for IAMP ONE, and includes an additional triangular area of land to the south west of the approved IAMP ONE boundary made available via the vacation of West Moor Farm. The application does seek to increase the floorspace of unit within the development by just under 10,000 sqm. As such this change has not impacted the boundary of the baseline area or the supporting community profile that is presented.

The Health Impact Assessment was conducted via desktop assessment, using appropriate methodology – based on a health determinant, pathways, outcomes model – and using a broad definition of health as recommended by the WHO. Determinants, pathways and outcomes were agreed with the Council, including through advice from Public Health, and with reference to published toolkits and the council's Core Strategy and Development Plan. It included consideration of air quality, noise and landscape/visual impact that are part of the Environmental Statement.

The Health Impact Assessment separately considered the impacts in the construction phase and the operational phase; whilst a decommissioning phase was not considered, it is assumed that impacts would be similar to those in the construction phase. It focussed on the impact for an agreed range of priority groups and attempted to quantify the extent to which impacts were anticipated to be positive or negative, whether they would be temporary or permanent, and over what timescale they would be likely to impact. Only determinants that could be affected by planning process and through changes to the built environment were considered, though other determinants were acknowledged. Recommendations which aim to maximise the positive health impacts and mitigations to minimise the negative health impact have also been provided; whilst these are not requirements for the Local Planning Authority, due consideration is recommended.

Similar to the initial Health Impact Assessment of IAMP ONE, outcomes of the assessment were that negative impacts are mostly minor or occasionally moderate, short-term and temporary (i.e., limited to the construction phase) whilst the positive impacts of whatever size are for the longer term and in many cases were viewed as permanent.

In summary, the report is good and thorough piece of work offering an honest and realist assessment of the likely scope and duration of impacts both positive and negative. Mitigations suggested appearing to be appropriate and reasonable and recommendations are worthy of consideration in order to maximise the benefits of the development. In most cases health or a mitigation against health risk have been designed or planned in. Compliance with the stated methods and approaches will be paramount.

We previously highlighted the benefit of designing in a community hub and/or liaison function to support good communication and engagement with the local community, alongside messages about the longer term benefits. We noted that it is a stated intention to include such as hub within the IAMP TWO development.

A key difference with this application is the introduction of the COMAH statement which was not present in previous application 20/00556/OU4.

Envision AESC is proposing to build a large scale battery manufacturing facility and is reviewing the proposed factory's COMAH status within the Control of Major Accident Hazards Regulations 2015.

Due to the large volume of a Schedule 1 Part 1 material being processed as key component of the manufactured batteries it is expected, but still to be confirmed, that this site will be classed as an Upper Tier COMAH site. This means that a pre-construction and pre-operation safety report will have to be submitted prior to each stage and maintained throughout the lifetime of the plant. This will be subject a Hazardous Substance Consent to the Local Planning Authority in due course. This will involve consultation with the HSE and other statutory bodies.

These are extensive documents will review the safety of the proposed site that require in depth analysis of the site hazards.

As part of the preparation of the reports the following is currently planned:

- Review of design decisions and justification.
- Review of design standards for processing equipment;
- MAHAZID;
- Preparation of a MAPP document; and
- Environmental Risk Tolerability Assessment (CDOIF Assessment).
- In addition to the above task, a selection of following (not extensive) list may be used to understand the risks and how to mitigate them:
  - DSEAR Review;
  - HAZIDs and HAZOPs;
  - Layer of Protection Analysis (LOPA);
  - Major Hazard Consequence Modelling; and
  - QRA and analysis. 2.25 Envision AESC is aware of its responsibilities and will ensure that that the plant will use Best Available Techniques (BAT) and As Low as Reasonably Practical (ALARP) principle to ensure the safety of the site. The use of BAT and ALARP will be demonstrated through the safety report for the factory and will be maintained throughout the plant's operational lifetime.

Given that the scale and nature of the processes to be operated in the battery factory have no direct current comparator in the UK, Envision AESC is currently holding discussions with the Health and Safety Executive to agree the correct interpretation of the COMAH Regulations to the factory. The Local Planning Authority will be the competent authority for determining this planning application.



## **Summary Conclusion on Health Impact Assessment**

The proposed development is likely to provide a range of socio-economic outcomes for the Baseline Area which will directly and indirectly impact on the health and well-being of Baseline Area and priority groups. The health impacts of the proposed development will differ between the construction and operational phases.

It is assessed that overall, the proposed development will have a short-term, temporary, negligible to minor adverse impact on the health of the Baseline Area population and priority groups during construction, predominantly from the impacts presented through the logistical arrangements of the construction phase e.g. the change in character of the area, as well as from potential dust, noise and vibration that would be generated from construction activities. These impacts can be effectively reduced through the mitigation proposed, including through a Construction Environmental Management Plan. These can be further enhanced through consideration by the applicant of the recommendations. Construction activities will generate new employment which has the potential for direct and indirect positive health outcomes.

In terms of the operational phase, it is assessed that overall, the proposed development will have a long-term, permanent, minor positive impact on the health of all priority groups and on the general public. This positive health outcome is linked to the provision of the creation of social networks, the promotion of physical activity and enhanced green infrastructure. The generation of employment opportunities will have a long-term, permanent, moderate or major positive impact on health for the 0-17 year olds, unemployed and the general population as there are likely to be high quality prospects for skilled jobs available in the future and opportunities presented for apprenticeships and connections with schools.

A number of additional intervention measures have been recommended beyond the proposed mitigation which would seek to enhance negligible or positive impacts. These do not affect the overall assessment conclusions but provide points for consideration as information is available to discharge conditions in respect of noise, dust etc.

Given the large-scale use of solvents, the development will be subject to regulation under the Environmental Permitting Regulations and a permit will be required under these regulations before the factory can commence operation. Envision AESC is aware of its responsibilities and will ensure that that the plant will use BAT to minimise the factory's environmental impact.

The use and storage of any hazardous substances will be controlled through the environmental permitting regulations, which is a separate consenting regime and is separate from the planning process.

The proposed development is therefore considered to comply with the requirements set out in policy SP7 of the adopted Core Strategy and Development Plan. However, elements of the proposed mitigation will need to be conditioned the Construction Environmental Management Plan and Construction Traffic Management Plan these will need to comply with policies HS2 and policy ST2/ST3 of the adopted Core Strategy and Development Plan.

## **7 Transport and Accessibility**

Section 13 of the Environment Impact Statement covers the issue of Access and Transportation. The application has been accompanied by the Transport Assessment and Travel Plan information.

**The key highways consideration are set below: the application has been reviewed both by the Local Highways Authority and Highways England now known as National Highways.**

Access to the site will be from the A1290 via International Drive, whilst an emergency access will be provided onto the A1290 to the south. At the main site entrance, separate access lanes are provided for car and HGVs / delivery vehicles.

Once within the site, any cars would travel into the car park or to the drop off / pick up area near the main entrance to the building, whilst the HGVs / service vehicles would travel through a gatehouse and along an access route which travels around the eastern, southern and western sides of the buildings. Signage would be provided to direct vehicles to the correct areas. A separate access lane is provided for any emergency vehicles adjacent to the gatehouse. The car park includes 685 spaces for staff and 40 spaces for visitors, which provides a total of 725 spaces. Of these, 37 (5%) would be accessible located adjacent to the main entrance. The development also makes provision for 40 electric vehicle ('EV') points.

Provision for pedestrians and cyclists has been incorporated into the overall layout of the development area. A cycle shelter, which accommodates up to 80 bicycles / motorcycles, is proposed close to the main entrance to the building. The level of cycle parking provision will be continuously monitored and reviewed. If necessary, provision will be increased if demand begins to approach capacity.

The expectation is that the daily movement of construction staff will, wherever possible, take place via multi-occupancy trips using car sharing. Given the nature of the working patterns in the construction industry, these trips can be anticipated as occurring outside of the typical peak commuting periods.

This planning application has been subject to detailed pre-application discussion with the Local Highway Authority. As such, the supporting transport evidence provides all the necessary information to enable a review and recommendation. Below are comments on the evidence submitted which includes a Transport Statement, a Framework Travel Plan, a stage 1 Road Safety Audit, an updated Initial Public Transport Strategy and the original IAMP ONE Transport Assessment.

It is noted that a condition is proposed to control the amount of floorspace for this application, to ensure built development does not exceed the amount of gross internal floorspace granted for the B1, B2, and B8 permitted uses for the IAMP ONE planning application with the reference 18/00092/HE4 and subsequent Phase 2 permission with the reference 20/00556/OU4. The inclusion of a suitably worded planning condition is considered acceptable.

Should any further planning applications or reserved matter applications come forward which exceed the permitted maximum floorspace, then a reassessment of traffic impacts will need to be considered. This would require a new Transport Assessment or addendum to the original which will need to review the operation and capacity of the highway network along with any road safety considerations.

## **Transport Statement**

The submission of a Transport Statement is considered acceptable and consistent with the approach taken for the IAMP ONE Phase 2 application which has been determined. A Transport Assessment is not required given that the overall quantum of development and the previously approved amount of B1, B2, B8 floorspace is only marginally increased by just less than 10,000 square meters of non-operational floor area. As such, there will be no requirement for further traffic surveys or the operational assessment of junctions.

The applicant is proposing a total of 848 operational staff working over a four-shift pattern. It is noted that some trips will already be allocated on the road network as the applicant states that 300 employees currently located within the Nissan site will be transferring to the proposed facility. A maximum occupancy of 424 employees is predicted to be on site during the shift change over times for operational staff covering both arrivals and departures over a 30-minute time period. These are the peak periods of demand on the road network occurring at 06:00 and 18:00 each day. This falls within the requirements of the Highway Operational Management Plan and is considered acceptable.

A maximum number of 152 office-based staff is proposed to be on site as a worst-case scenario. This could be less due to flexible working or working from home arrangements as a result of changes to working behaviour following covid-19 lockdown. This can be considered further as part of travel planning requirements.

The assumptions and approach regarding trip generation are noted. In terms of the multi-modal trip generation, it is noted that car-sharing as a measure to reduce single occupancy car trips is based on pre-covid travel conditions. This is considered appropriate based on the 2018 survey data and as a longer-term measure, however, initially there may be a reluctance on the take up of this option.

The road traffic collision history has been reviewed and there are no factors that impact directly or influence the proposal.

## **Highway Access**

The main proposed point of highway access is located on the new spine road built to serve IAMP phase One as the main route for staff, deliveries, and servicing for the development. The location of the access is on the outside bend of the spine road (International Drive) and the layout affords good visibility and capacity and does not conflict with access to adjacent plots. This arrangement is considered acceptable.

The main access and car park access is to operate as a priority junction with right turn pockets from the spine road. The junction has been designed to accommodate staff arriving and departing on a shift basis with larger HGV freight directed to a security gatehouse. Freight movement and deliveries are to be co-ordinated by the end-user to ensure no conflict with staff arrivals and departures.

Other than works within existing highway limits, the access road is likely to remain private access only and would not be adopted as public highway.

An additional gated access point is to be created for emergency egress only onto A1290. It is noted that this is only to be used for staff to vacate the building should the main access be un-usable for safety protocol reasons relating to hazardous materials used on site. It is recommended that visibility splays be established by removing vegetation to provide clear sight lines. This can be achieved within highway limits. The access for this purpose is considered acceptable.

## **Road Safety Audit**

It is noted that a stage 1 audit has been undertaken to assess the proposed layout of the main access junction and emergency access. This was requested during pre-application discussions. Additional lane entry to accommodate dedicated lanes with an off-slip filter lane has been provided to accommodate HGV and prevent queuing on the spine road. The preliminary design of the junction includes four lanes and based on the increased width has traffic islands and

refuges provided to assist the safe crossing of pedestrians and cyclists. The audit includes recommendations to alter some road marking arrangements to assist turning manoeuvres for HGV's and alterations to lanes and traffic islands. These recommendations are considered achievable and are minor in terms of the overall proposal. A signing proposals plan will also be required at the detailed stage.

A detailed design will need to be provided as part of section 278 works to alter public highway and will be subject to the next stage of the road safety audit process.

### **Staff and Visitor Car Parking**

The applicant is proposing a total of 725 car parking spaces comprising 40 visitor parking bays and 37 accessible parking bays. Up to 80 electric vehicle charging points are proposed with 50% delivered initially. These should be distributed between the staff, visitor and accessible bays.

The number of spaces to be provided is less than the standard level of provision based on the gross floor area requirement for a traditional B1/B2/B8 use. However, given the numbers of staff / operatives proposed alongside an automated battery assembly process and a four-shift pattern arrangement for operatives the level of parking provision is considered appropriate.

The Council's recently introduced requirement for the completion of an accessibility questionnaire has been provided in accordance with the adopted Development Management SPD to help inform on the levels of parking provision. The result of the questionnaire provided a low accessibility score on some elements. It is recommended that this be considered as part of the wider IAMP Public Transport Strategy to improve accessibility through improved public transport provision. However, this is outside the scope of this application and is a requirement of the wider IAMP development.

### **Sustainable Transport**

Infrastructure requirements for non-motorised user provision including new footways, cycleways and bus stop infrastructure have been addressed for the IAMP ONE planning application with the reference 18/00092/HE4 and subsequent reserved matter applications. These works have been delivered to allow safe access for pedestrians and cyclists which includes new shared use footway/cycleways and crossing points. Some improvements to existing bus stops have also been implemented to improve provision for bus passengers.

It is noted that cycle shelters and racks are to be provided on site to accommodate up to 80 cycles and motorcycles.

### **Servicing and Deliveries**

The statement advises that the typical freight movements to and from the facility will be 34 HGV trips per day. This level of HGV movements is not considered to be significant, and it is noted that the internal layout has been designed to accommodate up to 50 HGV's. Based on this it is considered that there is sufficient capacity within the development to accommodate waiting HGV deliveries and that this will deter vehicles waiting at inappropriate locations off site.

### **Highway Mitigation Schemes and Measures**

As this application falls within the parameters of the IAMP ONE permission to build units with a maximum gross internal floor area, the additional increase with non-operational floor area it is considered the associated highway mitigation measures still apply. For clarity, these measures include the local highway widening scheme on a section of the A1290 which is complete and open to traffic and the Highway Operational Management Plan. This is subject to the inclusion

of a condition referred to under the 'Planning Statement' heading above.

## **Highway Operational Management Plan (HOMP)**

The requirement to maintain a one-hour shift offset for IAMP ONE traffic from the current pattern operated by Nissan for day and late shifts remains applicable. The applicant has confirmed that the intention is to operate on a four-shift pattern basis and that this complies with the requirement of the HOMP. This is considered to be acceptable.

It is noted that a pdf version of the HOMP has been provided with current details relating to the end user of this application (ENVISION AESC UK). Both a clean copy and a tracked changes version of the HOMP will need to be provided to include details of all occupiers located within IAMP ONE. It is noted that the HOMP is a live document and will change as units are built and occupied.

## **Highways England Major Junction Improvement Schemes**

Highways England are currently working on the A19 corridor to deliver major upgrades and improvements to provide capacity and road safety measures at two key junctions. The A19/A184 Testo's junction scheme is practically complete and fully open to traffic with some ancillary works remaining. The A19/Downhill Lane junction scheme, which is directly linked is still on site with a programmed completion of May 2022. The delivery of these schemes is a requirement set out within the HOMP.

## **Framework Travel Plan**

This is suitable as an overarching document to cover all the consented IAMP ONE development. Travel Plan Coordinators have been appointed to manage the current unit occupiers on IAMP ONE to enable the promotion and introduction of business specific travel planning initiatives. It is recommended that this development be part of that commitment.

A planning condition will need to be included for a detailed Travel Plan for consideration and submission. This will set out requirements and timescales for travel surveys, monitoring and reviewing.

## **Public Transport**

In terms of public transport accessibility, the Council have regular meetings with IAMP partners, Nexus and Go North East. This has resulted in securing the running of an earlier 50 bus service from South Shields, as well as additional 56's on evenings for nightshift workers. The 50A bus operates along Cherry Blossom Way on an evening to provide a service after 6.30pm from Nissan area.

It is noted that the proposal intends to remove a bus stop located adjacent West Moor Farm. The views of Nexus and or the operators of this route should be sought. Other improvements to bus stops including shelter provision remain to be completed as identified within the Initial Public Transport Strategy.

A proposal for demand responsive transport to address the public transport needs for this proposal and the wider IAMP development is yet to be commissioned due to delays as a result of covid-19. It is recommended that further engagement take place with relevant local authorities and Nexus as part of this process. This is beyond the scope of this planning application and should be progressed separately as a requirement of the hybrid permission.

## **Construction Traffic Management Plan**

A planning condition will need to be included for a detailed Construction Traffic Management Plan (CTMP). The CTMP will need to reflect any ongoing highway works on both the local and strategic road network and temporary traffic management arrangements. This applies to the Highway England major projects at A19/A1290 Downhill Lane. Consideration will also need to be given to the management of the road network to take into account Nissan shift patterns and delivery arrangements for suppliers and outgoing products.

### **Summary conclusion on highway matters**

The proposals are considered acceptable in respect of the increased floor from the previous outline approval.

It is recommended that suitable worded planning conditions be included in relation to the quantum of development to be delivered, travel planning, the highway operational management plan and a construction traffic management plan. The conditions have been proposed by National Highways and the Local Highways Authority are set out under the recommendation section of the report, proposed draft conditions for members consideration. The reason for these condition is to ensure that development has no unacceptable adverse impact on the Local Road Network CSDP Policies: In accordance with Policy ST2 (Paragraph 2) , In accordance with Policy ST3 (Paragraphs 4 & 5) In accordance with Policy T1, T2, T3 & T4 of the IAMP Area Action Plan

## **9 Flood Risk and Drainage**

A detailed surface water design strategy has been prepared for the development plot, designed by RPS Consulting and Systra utilising such measures as underground storage tanks, porous paving for parking areas, filter drains for internal roads. A detailed surface water design strategy has also been developed for the infrastructure drainage, which will manage run-off from the main access roads, and will provide connection points for surface water from the development plot(s).

The information has been reviewed by the Local Lead Flood Authority and points of clarification were asked for to ensure a satisfactory form of development could be achieved, the clarification was around the pumping issue and if this failed what was the fall back position. The applicant agent submitted this information to clarify the issue. The LLFA reviewed the information and confirmed the proposed drainage strategy was considered acceptable and a condition should be imposed in respect of a verification report before the building is occupied.

The application form identifies that foul sewage would be disposed of to the “mains sewer”. Northumbrian Water have advised that they “request that the planning application, if approved, lists the submitted drainage plans and Flood Risk Assessment / Drainage Strategy as approved documents”.

In terms of material considerations, one of the Actions within Low Carbon Action Plan says that in “Minimising all types of flood risk”... “Development Management to ensure all applications minimise the risk of flooding across the city”. Officers would draw to attention that the Agent has submitted a detailed Drainage Strategy to the satisfaction of both the LLFA and Northumbrian Water. In the absence of any other material considerations to the contrary, the proposal accords with policy IN2 of the AAP; subject to the recommended conditions.

## **10 Ecology, Landscape and Trees**

Chapter 12 of the Environmental Impact Statement covers Ecology and Biodiversity, the report has been reviewed by the Council's ecologist. The report is comprehensive and is supported by the relevant survey work.

This section of the submitted EIA covers the likely significant effects of the development proposals on the ecology and biodiversity of the site and locality, describing the baseline conditions, the effects of the proposed development on them, the measures required to avoid, mitigate or compensate for any significant adverse effects and the likely residual effects after these measures have been adopted.

The ES submitted with application 20/00556/OU4 prepared in March 2020 was informed in conjunction with Sunderland City Council (SCC) planning and ecological team, and that this time the LPA concluded with the applicant that an update on the potential presence of bats and barn owl *Tyto alba* within the West Moor Farm buildings (proposed for demolition as part of the development of the IAMP ONE area) be included. The assessment was also to include consideration of Biodiversity Net Gain, following adoption of the Sunderland City Council Core Strategy and Development Plan (CSDP) (2015 to 2033).

The assessment submitted to the LPA essentially follows the model of the previous approach under application 20/00556/OU4. The additional work that has been carried out in summary is an updated walkover survey to inform the current assessment, and reference is made to surveys and reports completed since March 2020 as well as to earlier work where this remains relevant. Regard has been given to the interest of the wider IAMP site with respect to cumulative effects.

The applicant has submitted a comprehensive EIA and developed a significant effect Matrix which is the preferred approach set out in CIEMM guidance.

Extract from applicant EIA :Table 12.1: Effect Significance Matrix			
	Sensitivity		
Magnitude	High	Moderate	Low
Major	Major Adverse / Beneficial	Major-Moderate Adverse / Beneficial	Moderate-Minor Adverse / Beneficial
Moderate	Major-Moderate Adverse / Beneficial	Moderate Adverse / Beneficial	Minor Adverse / Beneficial
Minor	Moderate-Minor Adverse / Beneficial	Minor Adverse / Beneficial	Minor-Negligible
Negligible	Negligible	Negligible	Negligible

The following legislation is relevant to this assessment:

- The Conservation of Habitats and Species Regulations 2017 (as amended).
- The Wildlife and Countryside Act 1981 (as amended).
- Natural Environment and Rural Communities (NERC) Act 2006.
- The Protection of Badgers Act 1992.
- The Hedgerows Regulations 1997.

The NPPF also considers the strategic approach that Local Authorities should adopt

with regard to the protection, maintenance and enhancement of green infrastructure, priority habitats and ecological networks, and the recovery of priority species.

Paragraphs 179 to 181 of the NPPF comprise a number of principles that Local

Authorities should apply, including encouraging opportunities to incorporate biodiversity in and around developments; provision for refusal of planning applications if significant harm cannot be avoided, mitigated or compensated for; applying the protection given to European sites to potential Special Protected Areas (SPA), possible Special Areas of Conservation (SAC), listed or proposed Ramsar sites and sites identified (or required) as compensatory measures for adverse effects on European sites; and the provision for the refusal for developments resulting in the loss or deterioration of 'irreplaceable' habitats – unless there are 'wholly exceptional reasons' (for instance, infrastructure projects where the public benefit would clearly outweigh the loss or deterioration of habitat) and a suitable compensation strategy exists.

The IAMP AAP forms part of the local development plan, and policies EN2 and EN3 are relevant to ecology and nature conservation as are the CSDP policy EN2, EN3, NE1, NE2, NE3 and NE4.

### **Habitats present within the site**

Land within the site comprises former agricultural land (within the area to the west of the north-south hedgerow adjacent to West Moor Farm) and land which has been affected by the ongoing development works within the wider IAMP ONE Phase One site (to the east of this hedgerow boundary).

Agricultural land comprises a mix of arable, improved grassland and poor semi-improved grassland. Areas of bare ground and ephemeral vegetation are present, particularly to the east where land has been used to house a construction compound for the IAMP ONE site.

Species-poor hedgerows, both intact and defunct, are present along with an area of dense scrub adjacent to West Moor Farm and a single ash *Fraxinus excelsior* tree is situated within a field boundary to the north. Occasional hedgerow trees are present within both the west-east and north-south hedgerows. An area of ephemeral standing water was present within the field to the east of the farm when the site was surveyed in January 2020, but this was absent during the most recent walkover surveys in April and May 2021.

No signs of invasive non-native species were recorded in the earlier surveys, and none were seen in the 2021 walkover.

The applicant's report conclusion of the 2021 walkover surveys is that the nature and distribution of the habitats present has not changed significantly from the information reported in March 2020. The applicant report section Appendix 12.1 sets out full details of habitats which are present and concludes these to be of local value.

Bats and Barn Owl has been considered as part of this application within the buildings. The



applicant has not requested the demolition of the building to be considered as part of this application as they already have a separate planning permission for the demolition due to anti-social behaviour taking place within the buildings. The applicant report has considered the barn owls to be considered as local value.

Wintering bird surveys have been carried out and have established the birds would be considered to be county level. Developing the site will effectively result in the loss of all existing habitats, a summary is provided below :

- 3.6 ha of arable land.
- 0.6 ha of improved grassland.
- 0.06 ha of dense scrub.
- 12.4 ha of poor semi-improved grassland.
- 5.6 ha of ephemeral vegetation.
- 420 m of intact species-poor hedgerow.
- 860 m of defunct species-poor hedgerow.

The remainder of the area is principally mainly bare ground from construction disturbance and access tracks.

In addition, proposals will result in the loss of some trees (though these will be retained wherever possible), an area of ephemeral standing water and areas of bare ground, hardstanding and built development (circa 0.65 ha) at West Moor Farm.

All the habitat types detailed above are considered to be receptors of local value, common within the wider landscape and / or readily replicated and therefore of low sensitivity. Losses of the scale anticipated are considered to be of minor magnitude, equating to Minor-Negligible Adverse Effects (**Not Significant**)

Additional information has been submitted to the LPA regarding points of clarification regarding some ecological issues/impacts.

The additional information provided confirms that a net gain for biodiversity can be achieved on site. Although lower than the 10% level which BNG will have as a target, the level of gain which can be achieved is considered to be in line with current adopted planning policies and requirements of the NERC Act.

The additional information supplied is considered to be sufficient to give confidence that the impact assessments upon protected sites and species are robust, and that the mitigation proposed is proportionate and appropriate to ensure the proposals do not have a negative impact upon the favourable conservation status of species such as bats, or will result in impacts to the detriment of the integrity of designated sites in the local area. Should planning consent be granted, a series of conditions should be applied to ensure compliance with relevant legislation and planning policies.

## **Mitigation and compensation measures**

A Biodiversity Construction Environment Plan (BCEMP) will be provided for the proposed development. This document includes Method Statements in relation to a range of elements, including site clearance, pre-construction badger (and other species) checking surveys, noise and light effects, protected species and invasive species, this would be conditioned if members are minded to grant consent.

The chapter concludes it is anticipated limited residual effects of the current application detailed above, no significant inter-cumulative effects are anticipated from the combination of effects of the site with the wider IAMP development or with other planned developments within the local area.

## **Landscaping and Trees**

The application is supported by a landscaping strategy which linking into the ecology to ensure maximum outcomes can be achieved for this development site.

The submitted landscape strategy demonstrates how it intends to link into existing landscape assets and incorporate them into the development wherever possible. The landscaping scheme includes trees, hedgerows, shrubs, grasses and large swathes of wildflowers to provide seasonal interest, optimise biodiversity, enhance legibility and create an attractive and welcoming environment.

Screen planting is proposed of indigenous trees and shrubs around the perimeter of the site, including a percentage of grey poplar in addition to native woodland species. Some evergreen species (Scots pine, holly) will be included for year-round screening. The planting along the north-western boundary will have regard for the presence of the overhead electricity transmission line and will comprise relatively lower-growing species. National Grid clearance requirements will be adhered to;

Existing hedging and tree planting that is retained on the perimeter of the site will be protected against damage during construction where possible and augmented with native hedgerow tree and shrub species; Verges within the development will be seeded with low maintenance grass mixes, to create a neat mown edge to roads and footpaths along with planting on the A1290 frontage to be maintained and additional planted.

The report concludes the maximum amount of landscaping has been provided, given the site constraints and size of the building and car parking area. Whether the car parking area could be softened by the inclusion of planting has been investigated; however, unfortunately there is not space for any landscaping. To help mitigate against noise pollution, a 1m high acoustic barrier will be located on the inside of the perimeter landscaping belt along the north western boundary. The fence will be screened as vegetation grows. If members are minded to grant consent a condition will need to be imposed to ensure delivery and compliance with the implementation and management of the proposed landscaping scheme.

## **Summary Conclusion**

This chapter of the Environmental Statement concludes the effects on the ecology and biodiversity within the site, and relates to the loss of barn owl and bat habitat associated with the demolition of the West Moor Farm buildings ( which is not a material consideration as part of this application it has a standalone consent), as well as the loss of a small area of arable land and associated hedgerows, and the effects of this on wintering and breeding birds.

The site does not lie within nor in close proximity to any designated areas of ecological interest. Analysis of the ecological interest of the Site has identified this to be of no greater than local level.

The report concludes there are No significant adverse effects on the ecology and biodiversity of the local area are predicted, including cumulative effects. Mitigation and compensation measures are proposed to ensure that the development of the site can make a long-term, positive contribution to the local ecology and biodiversity interest of the area.

The report provided adequate mitigation measures include the provision of barn owl and bat boxes as compensation for loss of the barns within West Moor Farm. Demolition of the buildings will only commence once a Natural England licence method statement is in place for key buildings (along with precautionary method statements for buildings) and checking surveys of all the buildings have been completed. Swift boxes will be provided on the new building.

A comprehensive on-plot landscape strategy is proposed, to include a diverse range of habitats consisting of native species. A net gain for biodiversity as measured by the metric is expected, in accordance with national and local planning policy, to be secured by condition. The ELMA to the north and northwest of the site will deliver significant further biodiversity benefits for the wider IAMP scheme. The LPA agrees with the report finding that are no significant adverse inter-cumulative effects have been identified in relation to ecology and biodiversity.

## **10 Landscape and Visual Assessment**

### **Demolition of West Moor Farm and associated buildings**

The proposed demolition of the buildings to facilitate the comprehensive redevelopment of the site has been carefully considered and on balance it is deemed acceptable under planning application reference 20/00556/OU4 and 21/01330/FUL subject to conditions proposed above to ensure that the development would be compliant with the National and Local Planning Policies to ensure there are no significant adverse implications. Conditions have been imposed in respect of potential ecology within the buildings. At the time of writing this report the buildings are still currently in situ. The applicant is currently in the process of applying to Natural England for the appropriate licenses. The demolition of the farm and associated building is not under consideration as part of this application.

### **Landscape Visual Impacts**

The applicant has submitted a comprehensive Landscape and Visual Impact assessment as part of the application. The details of this findings are set out in Chapter 8 of the Environment Statement.

This assessment includes consideration of construction and operational stages of the proposed development and an analysis of the likely impacts on key receptors.

All relevant and key viewpoints have been taken into consideration in the preparation and consideration of this report. The Local Planning Authority is satisfied that the proposed development will not have any significant adverse impacts on the surrounding area, section 8.25 of the Environmental Impact report concludes

Other significant impacts are on Hylton Bridge Farm and Hylton Grove Farm, again due to long range view with the building being 30 meters high. However, taken on a planning judgement the proposed development has wider economic benefits it is considered that the proposed benefits of the scheme outweigh the loss of long term views.

Overall the project as a whole will have the proposal poses **no significant cumulative effects** in relation to the landscape resource of the local area. This is also considered to be the case when considering the total effects of all the proposed developments (IAMP ONE Phase One and IAMP TWO, and current / recently approved planning applications, as above) in combination with the site (medium-high magnitude of effect on a low-medium sensitivity receptor).

The area where there is significant impact is North Moor Farm it lies within the ELMA area and to the immediate north of the site. This is a single storey property facing south-south-east towards the site. There would be direct views of the operational development within the site, seen beyond the intervening ELMA area, potentially within a distance of 190 m. The property already experiences views of the development within the existing IAMP ONE Phase One area and the proposed development within the site would extend this further to the west, as well as being markedly closer in proximity. This is assessed as a high magnitude of effect (having regard for the existing view from this property) on a medium-high sensitivity receptor (high susceptibility and medium-low value) and Significant. This is due to the height and proximity to the development site.

On balance the proposed benefits of the scheme outweigh the significant impacts on North Moor Farm buildings. There have been no objections to the proposed development received from North Moor Farm. The development is considered to be in compliance with National and Local planning policies.

## **11 Cultural Heritage and Archaeology**

Paragraph 189 of the National Planning Policy Framework it establishes the significance of the assets, including an understanding of their setting and how this contributes to significance.

The NPPF defines significance as the 'value' of a heritage asset to this and future generations because of its 'heritage interest'. The interest may be archaeological, architectural, artistic or historic. This broadly aligns with the heritage values outlined in Historic England's Conservation Principles (2008), which are evidential, aesthetic, historical and communal value.

Chapter 8 found that the cluster of listed buildings at Downhill Farm were difficult to distinguish in views from the site due to the distance, the impact of overhead pylons, the relatively level topography and tree cover, and due its position beyond the ongoing development within the IAMP ONE site. It was concluded that views of the development from the area around the listed buildings would form part of the wider view of the consented IAMP ONE site and that the effect on visual amenity would be low.



This proposal will have some impacts on heritage assets, more specifically the direct physical impact of the demolition of West Moor Farm and the indirect impact on the setting of Penshaw Monument located some 4km south of the application site, including views to and from the Monument.

West Moor Farm is a good example of a 19<sup>th</sup> and 20<sup>th</sup> century farm, the farmhouse itself being an attractive stone building that is quite well preserved. The farm has however been subject to numerous alterations that have compromised its overall historic value and as a non-designated heritage asset it is of limited significance.

Penshaw Monument is a grade I listed building of exceptional architectural and historic significance and a major regional landmark. Its exceptional significance is derived from its historic role as a commemorative monument to John George Lambton, a nationally and internationally significant and well respected politician and person, its symbolic Greek Temple architectural design and association with regional important architects John and Benjamin Green, its rarity value nationally as a monument (rather than a statue) commemorating a single person in such a public and prominent location, and its overall purpose to remind people of the Earl of Durham and his work and to be seen from as many places and people as possible and to be accessible to all. Added to this is the cultural significance it now has as a symbolic landmark representing the region. Its setting is intrinsic to the significance of the Monument, the surrounding landscape allowing an appreciation of its aesthetic and landmark qualities. Its prominent elevated siting atop Penshaw Hill, its height, scale and imposing classical Greek Temple form combine to heighten the importance of the structure and serve its very purpose to be seen from miles around from all directions and allowing the Monument to take on further significance in becoming a regional landmark. Views are an integral part of the contribution of its setting to its significance drawing both its historic and architectural interest together.

The demolition of West Moor Farm, more particularly the stone farm house, is regrettable but accepted as necessary for the development of phase 2 of IAMP one. In respect of the balanced judgement required under NPPF paragraph 203 for the total loss of a non-designated heritage asset the proposal is considered justifiable having regard to the limited significance of the Farm complex and the economic benefits of the proposed development. In accordance with the requirements of NPPF Paragraph 205 and CSDP Policy BH9 an Archaeological Building Recording has been undertaken of West Moor Farm in advance of demolition and is acceptable to the Tyne and Wear Archaeology Officer as an archive record to be deposited in the Tyne and Wear Historic Environment Record.

In respect of Penshaw Monument the proposed development will have some impact on views both towards the Monument from the application site and surrounding land to the north, and

views from the Monument towards the application site. The supporting Heritage Impact Assessment and Landscape and Visual Impact Assessment has considered the impact of the proposal on these views. In terms of views from the Monument it is agreed that due to the distance of the site from the Monument and site's industrial context within the wider Nissan and IAMP developments the impact of the proposed development on its setting will be negligible.

In respect of views towards the Monument the viewpoint visualisations submitted illustrate that the proposed development by virtue of its siting, height and massing will clearly impact on views of the Monument from north of the development site from where the significance of the Monument can be appreciated, more specifically blocking views of it from a relatively short stretch of Follingsby Lane. However, in the context of wider views of the Monument from the north these views are more compromised as a result of the distraction of wind turbines within the views and the surrounding industrial context of the Nissan and emerging IAMP complexes. Similar views of the Monument will also be retained from a substantial length of Follingsby Lane west of the selected viewpoints.

In terms of archaeological , the County Archaeologist has reviewed the information and does not consider any recording needs to be done on the site as the demolition of West Moor Farm has already been considered and the archaeologist has been actively involved in the review of the Development Consent Order proposed works.

### **Summary Conclusion of Heritage**

The site of the proposed development has been in agricultural use since at least the 18<sup>th</sup> century with the farm buildings on the site mostly dating from the 19<sup>th</sup> century with some traces of earlier development. These farm buildings were altered repeatedly over time to facilitate the evolving use of the farm, but most changes appear to have taken place by the mid-20<sup>th</sup> century. Over the course of the 20<sup>th</sup> century the agricultural character of the surrounding land has been steadily eroded with the development of alternative uses including the airfield (1916-1984) and later a series of large scale industrial developments which have steadily absorbed farmland that was once connected to West Moor Farm to the south and east. The industrialisation of the area has accelerated in recent years with the IAMP development to the east.

As set out above the proposal will produce negligible adverse effects on designated heritage assets in the surrounding area and would result in the total loss of a non-designated heritage asset (albeit the loss of the non-designated heritage asset is being assessed via a separate planning application).

The negligible harm to the designated heritage asset triggers the requirement to balance harm to heritage with public benefits set out in the Para 202 of the NPPF.

On balance, therefore, having regard to the relative limited value of views of Penshaw Monument that would be affected by the proposed development, and the considerable extent of retained views of equal or better quality, the impact of the proposal will have only minor adverse impact on the setting of Penshaw Monument and in turn only minimal-negligible harm to its significance.

This would still fall within the category of less than substantial harm so the requirements of NPPF paragraph 202 would apply in that the public benefits of the proposal would need to outweigh the minimal harm to its significance. NPPF Paragraphs 199 and 200 require that great weight should be given to a designated heritage asset's conservation and that there should be clear and convincing justification for any harm to the asset.

The provisions of the above NPPF Paragraphs are generally reflected in CSDP Policies BH7 and BH8. There should therefore be genuine and sufficient public benefits that outweigh any harm to the listed building that will need to be considered as part of the planning balance.

## **12 Geology, Ground Conditions and Soils**

Chapter 11 of the submitted environment impact assessment covers Geology, Ground Conditions and Soils. The agricultural land loss has been addressed in section 3 of this report.

The following documents have been reviewed by the LPA's land contamination specialist

A Phase 1 report (WSP Parsons Brinkerhoff Report Ref: 0160314-RH-Geotechnical Desk Study Constraints- Issue 1.0, Titled: "Geotechnical Desk Study Constraints Report", Dated: March 2016) for the wider International Advanced Manufacturing Park (IAMP) site has previously been reviewed by Sunderland City Council. The previous review highlighted a number of issues that were to be addressed as part of proposed Phase 2 Ground Investigation. Dunelm Report Ref: D8044/IR, "Geoenvironmental Appraisal for land at International Advanced Manufacturing Park Phase 1", Dated: February 2018 summarises the findings of the ground investigation undertaken on Phase 1 of the IAMP site. The application site forms the western half of the Phase 1 area.

The Factual Report includes the factual information from the ground investigation, including a plan showing exploratory hole locations, exploratory hole logs, results of insitu and laboratory testing, and groundwater and ground gas monitoring results. The ground investigation was undertaken over the wider IAMP site and comprised:

- 33No. cable percussive boreholes with rotary core follow-on;
- 7No. cable percussive boreholes;
- 1No. rotary open borehole with rotary core follow-on;
- 36No. cone penetration tests (CPTs);
- 28No. mechanically excavated trial pits;
- 7No. mechanically excavated trial pits with soakaway testing; and,
- 6No. road cores, with Dynamic Cone Penetration Tests (DCPs).

The Dunelm Geoenvironmental Appraisal for land at IAMP Phase 1 summarises the findings of the ground investigation specifically for the application site.

Topsoil up to 0.6m thick was encountered across the site. Made ground was encountered in BH28 to a depth of 3.0m bgl, BH31 to a depth of 1.7m bgl in the southeast of the site. The made ground generally consisted of reworked clays with fragments of brick.

The natural soils at the site were found to vary considerably in description and geotechnical properties. In general the soils comprised firm and stiff, occasionally laminated, clays to depths of at least 19m bgl. However, it is noted that softened clays were also encountered as discontinuous layers across the site varying in thickness from 0.9m to 8.6m and encountered at depths of between 2.3m to 12.6m bgl. In addition, strata of medium dense and dense sand was encountered in BH16, 16B and 17 in the northeast corner of the site, at depths between 7m and 16m bgl, typically 1-2m thick.

Sandstone, mudstone and siltstone rock was encountered in rotary cored boreholes at depths of between 5.8m and 19.0m bgl across the site. The coal encountered in the boreholes is considered by Dunelm to represent discontinuous pockets of coal. It is considered that the Top Hebburn Fell seam is at a depth of >31.2m bgl. Given the depth to rockhead (5.8m to 19.0m bgl), there is considered sufficient rock cover to mitigate against workings in the Top Hebburn Fell seam, should they be present, at a depth of >31.2m below the site, and with a thickness of up to 0.81m.

With limited potential sources of contamination identified in the Phase 1 report the ground investigation provided general coverage across the site area. The report states that no visual or olfactory evidence of contamination was encountered.

Soil samples were submitted for laboratory analysis and the results of chemical analysis were screened against generic assessment criteria (GAC) for a commercial end-use with a SOM of 6%. Soil samples were subjected to a testing suite of speciated total petroleum hydrocarbons (TPH) and BTEX, metals, total PAHs and asbestos. Whilst no exceedances of the GAC were reported, including no asbestos being identified, an assessment of selected PAH compounds was not scheduled, and Dunelm recommend that it should be completed during a second phase of investigation.

No leachate or groundwater test results are reported despite the underlying Secondary A Aquifer being identified as a potential receptor in the Conceptual Model in Appendix A of the report.

The report states that the site is not in an area susceptible to radon emissions and as such no radon protection measures are required for new dwellings at the site.

An assessment of selected PAH compounds was not scheduled by AECOM, but would be recommended during the second phase of investigation. 3No. rounds of ground gas monitoring have been completed at the Site on a single borehole. Carbon dioxide was recorded up to a concentration of 0.1%v/v, no methane was recorded. Given the lack of identified sources this assessment is considered to be acceptable, however, the report states that once the monitoring period is complete, the complete set of monitoring results will be provided together with a gas risk assessment report with recommendations for gas protection measures for new structures. It is requested that the results for the completed gas monitoring period and the gas risk assessment are provided for review.

The Ground Investigation Report (GIR) document provides the geotechnical interpretation of the findings of the ground investigation specifically for the application site.

The primary findings of the report are:

- Ground aggressivity testing indicates all soils at the site to have an ACEC class of DS-1 AC-1.
- Ground investigation has not identified worked seams below the site of the proposed development.



- Earthworks should be undertaken in accordance with the HASHW Series 600 Earthworks Specification. Shallow earthworks are most likely to be within the Pelaw Clay which was widely encountered below topsoil across most of the site. A maximum slope angle of 1 vertical to 3.5 horizontal (1V:3.5H) is considered appropriate for the purposes of preliminary design and assessment of earthwork balance quantities.
- Re-use of Pelaw Clay in bulk earthworks particular in the construction of shallow embankments may be problematic due to the low undrained shear strength of the soils.
- Shallow groundwater is at or close to ground surface, resulting in the potential for surface water flooding generated from groundwater.
- Soakaway testing has shown the Pelaw Clay to be of low permeability. Groundwater monitoring has shown equilibrium water levels to be at or close to ground level; this combined with the measured permeability indicates that soakaways are not suitable for the proposed development.
- Long term uplift pressures may be generated by pore water pressures within soils constrained beneath the proposed pond base/ liners.
- Constraints in forming temporary and permanent excavations (e.g. basements) on site due to the presence of potentially fissured soil (Pelaw Clay) and shallow groundwater.
- Assuming average construction conditions and a high water table, a CBR value of <2.5% should be assumed for construction costing and pavement design. Where a subgrade has a CBR lower than 2.5% it is considered unsuitable support for a pavement foundation and must be permanently improved.
- Lightly loaded structures may be founded on shallow spread foundations or raft foundations bearing within the natural succession below any made ground and below the depth of influence of any seasonal, climatic or vegetation effects.
- Given the thickness of soft and firm Pelaw Clay, the underlying soft and firm laminated clays, and firm and stiff glacial till over carboniferous bedrock, for larger heavily loaded structures piled foundations are proposed.
- Floor slabs subject to higher loads or stringent serviceability limits may need to be piled to carry the loads into most competent strata underlying the site.
- Unexploded ordnance (UXO) remains a risk in areas previously identified by UXO survey by others.
- The ground investigation provides confirmation that the Phase ONE site is greenfield. The proposed commercial land use is relatively insensitive to contamination therefore it is unlikely that contamination will be a significant constraint.
- No gas protection is indicated based on the high water table and cohesive natural Pelaw Clay found within the Phase ONE site at shallow depth. Results of the monitoring support designation of the site as Characteristic Situation CS1. This position should be reviewed subsequent to a fuller assessment of the risk of shallow mining for each new building and possible creation of preferential migration pathways for mine gas.
- A previous study by others suggests that no radon protection is required.
- Preliminary assessment of chemical test data does not highlight constraints to preclude the use of Made Ground within the proposed earthworks.

## Summary Conclusion

The residual impacts for disturbance and loss of soil resources for the proposed development were assessed as Not Significant. Impacts to soil resources are site specific and, with the exception of IAMP ONE Phase One, none of the boundaries of the 'other developments' in Table 11.5 intersect with the boundary of the proposed development. In these cases, as none of the developments impact upon the soils within the Site, there is no potential for inter-cumulative effects to occur.

Although the IAMP ONE Phase Two boundary and the IAMP ONE Phase One boundary overlap by 18.74 ha, no development within the IAMP ONE Phase Two boundary is proposed as part of the IAMP ONE Phase One works and, therefore, the soils in the Site are not expected to be

subject to inter-cumulative effects. However, should IAMP ONE Phase One works occur within the IAMP ONE Phase Two boundary, in order to conform with planning policy and good practice guidance, the works would be expected to apply similar standard soil management measures as described in Section 11.8 so as to ensure that the disturbance and loss of soil resources is reduced to a level where it was acceptable in planning terms. The impact, therefore, would be as assessed for the proposed development and Not Significant, with no significant inter-cumulative effects occurring.

If members are minded to grant consent it would be considered necessary to impose the standard of land contamination conditions which can be viewed in draft at the end of this report to ensure a satisfactory form of development and to comply with both National and Local Planning Policy.

### **13 Air Quality**

The proposal relates to a new build plant to manufacture battery electrodes and rechargeable lithium-ion battery cells for electric vehicles. The proposed capacity of this plant has been identified as 9GWh per annum. The application site lies in Phase 2 of IAMP One; a distance of approximately 170m separating the site boundary and North Moor Farm (approx. 350m to the manufacturing unit), and in excess of 1.3km from housing at Baltimore Avenue to the east, and Sulgrave Road to the west.

Indications are that the proposed development will be subject to the Control of Major Accident Hazards Regulations 2015 (COMAH) by virtue of the quantity of nickel powder to be used during electrode manufacture. The COMAH assessment will consider all other linked aspects of the operation; a hazardous substances consent will also be required. This will be a separate application which the LPA will consider as competent Planning Authority in due course.

By virtue of the quantity of solvent to be used, it is considered that the process will require an environmental permit prior to commencement of operation. Should the steam raising boilers be progressed as part of the manufacturing process then it is likely that this aspect will additionally requiring conditioning to meet the requirements of the Medium Combustion Plant Directive.

The environmental permit will only be issued once process controls are shown to be capable of achieving the objectives of pollution control legislation and will meet the requirements of statutory guidance. Emissions to air will be controlled by conditions, as will a wide range of other potential environmental impacts including noise, waste, and energy use.

At this time it is anticipated that the process will fall under section 6.4, Part A(2) of Schedule 1 of the Environmental Permitting Regulations 2016, and Schedule 14 being the "surface treating of substances, objects or products using organic solvents, in particular for dressing, printing, coating, degreasing, waterproofing, sizing, painting, cleaning or impregnating, in plant with a consumption capacity of more than 150kg or more per hour and [more than] 200 tonnes per year". This would place it with the local authority for regulatory control and likely also bring it under the Industrial Emissions Directive.

There are three aspects addressed as part of the Environment Impact Assessment (Chapter 6) namely

- Road traffic emissions during the operational phase and their impact upon local air quality
- Process emissions from extract ventilation, stacks serving combustion appliances, and abatement plant.
- Air quality impacts of site preparation and construction

Road traffic emissions have been the subject of earlier assessments for IAMP One and IAMP One Phase 2. The proposed development is not expected to introduce additional vehicle flows over and above those predicted for the earlier assessments, the conclusions of which were that local air quality would not be adversely impacted and would remain below the air quality limit values. Thus, the assumption that this proposal would not result in a significant adverse change is accepted.

Air quality impacts arising from site preparation (such as earthworks) and construction have been assessed utilising the risk criteria and methodology set out by the IAQM. This is an accepted approach, resulting in the assessment of levels of risk of impacts from dust and fine particulates. In this case the risk of adverse impacts on nearest sensitive receptors is judged to be medium, and site-specific mitigation measures will be required. Typical mitigatory actions are set out in paragraph 6.6.4 and these should be included within the CEMP together with a comprehensive dust management plan.

Process emissions. Emissions to air have been modelled using the AERMOD plume dispersion model. This is an accepted dispersion model for such purposes, meeting guidance from IAQM and the Environment Agency. It has looked at several point sources being :

- Electrode manufacturing cathode stacks (4)
- Electrolyte coating stacks (4)
- Steam raising boilers (2)
- LTHW boilers (5)

Human and ecological receptors have been considered. Emissions of combustion products from boilers and VOC emissions from extraction plant have been identified and assessed. The conclusions are that resultant pollutant concentrations at sensitive receptors will not be significant. The applicant has identified certain elements of abatement plant that will be used to minimise solvent emissions to air.

It is accepted that the final plant design may vary from that indicated and used for the assessment. Process emissions will however be subject to regulatory control via Environmental Permitting Regulations 2016 which is a separate regulatory approach distinct from the planning system. The principle is to prevent, or where that is not possible, minimise emissions to the environment. The process will be unable to operate without a relevant permit. This has been touched upon under the general comments above and illustrates the relevance of dealing with the permitting element of process emissions separately.

The proposed development is considered acceptable and is considered to comply with both National and Local Planning Policy.

## **14 Noise and Vibration**

Chapter 7 of the planning application and EIA submission deals with matters of noise and vibration, in particular identifying sensitive receptors, assessing potential impacts and identifying mitigation measures where required to meet existing guidance and standards on acceptable noise exposure in the general environment

The assessment methodology set out in the noise chapter is accepted as appropriate to the proposed development. References are noted in relation to noise policy and to British Standard 4142:2014 (rating method for industrial and commercial sound), BS 8223:2014 (noise reduction in buildings), and BS 5228:2009+A1:2014 (code of practice for noise control on construction sites).

Existing noise levels have been established using measured data from the earlier IAMP One assessment in 2017; future noise levels have been predicted at the nearest sensitive receptor some 350m to the north of the proposed manufacturing unit. Table 7.7 summarises baseline levels and particularly identifies the existing background (LA90) and ambient (LAeq) values for day and night hours.

Operational noise levels have been predicted on the basis of maximum likely internal noise (within the manufacturing units) together with existing data and typical manufacturers data for external plant. Propagation and impacts are then calculated using a computational noise model (in this case SoundPLAN 8.2) and the results applied to an assessment using BS4142.

The conclusion that predicted noise levels at the nearest sensitive receptor are unlikely to exceed background is reasonable given the source data, the separation distance and the intervening soft ground. As the most significant noise sources would likely be fixed plant external to the manufacturing building, it is recommended a condition be attached to any consent to require a suitable noise assessment utilising BS 4142:2014 and actual noise levels for the specific plant to be installed. This ensures appropriate plant selection and design so as to meet the predictions set out in the EIA that there will be no significant impact upon existing background levels at the nearest sensitive receptor. Reference is made to section 7.7.4 of the EIA which identifies mitigation measures proposed for operational noise, including a low 1m fence to the northern boundary (which will not impact high level sources) and proposed noise limits for stacks (excluding boilers) and the use of silencers where necessary to attenuate tonal components.

Indications are that external plant will include boiler stacks, extraction and emission abatement systems, LTHW heating and ventilation equipment.

Noise and vibration associated with site preparation and construction have also been addressed within Chapter 7 of the Environmental Impact Assessment. Whilst it is not anticipated that there will be significant adverse impacts arising from these activities, several mitigation measures are out in paras 7.7.2 and 7.7.3. of the Environmental Impact Assessment, if members are minded granting consent these should be incorporated into the CEMP which will be required by condition.

The proposed development is therefore considered to comply with both National and Local Planning Policy, subject to conditions being imposed to ensure a satisfactory form of development is achieved.

## **15 Waste**

Chapter 9 of the Environmental Impact Assessment This ES Chapter details consideration of construction and operational waste generation. Specifically, sources, quantities, management techniques and treatment and disposal routes.

The submitted proposed site plan demonstrates the proposed layout, building construction and development plot.

The proposal intends to the ability of the existing waste facilities within the region to accommodate deliveries of materials during the demolition, construction and operational phases of the Site has been reviewed as part of the submitted Environmental Impact Assessment. It is intended that materials will be reused on the development Site, reused on alternative development sites or (as a last resort) sent to a local inert landfill.

The developer has proposed into implement a Site Waste Management Plan this will deal with all phases of development from construction to operational working practises , with this being implemented if members are minded to grant consent, With the implementation of an SWMP, it

is expected that adverse environment affects will not occur from the storage, handling, and transportation of general site waste. The need to dispose of this offsite is considered to be a Negligible-Minor Adverse impact and Not Significant.

## **Summary Conclusion on Waste**

The proposed development will require levelling and grading of the existing site, including excavation of an estimated 300 mm depth of topsoil from areas of agricultural land; construction of the new manufacturing building; construction of ancillary structures and infrastructure; and landscaping.

It is anticipated that the majority of waste arisings will be sent for disposal to local landfill sites or to suitable offsite locations for re-use. The anticipated waste volumes form a small fraction of regional waste generation and capacity. Any hazardous waste arisings would be dealt with by a specialist hazardous waste operator. Therefore, it is considered on balance No Significant effects have been identified as a result of waste arisings and management practices in relation to the proposed IAMP ONE Phase Two development.

## **16 Amenity**

IAMP ONE Phase 2 will be a continuation of the already consented and under construction IAMP ONE and will be an exemplar advanced manufacturing development of strategic importance, responding to market demand from global, national and regional occupiers. It is therefore critical that the proposals are of the highest quality, with the site master planned so that it maximises the benefits for the occupiers, users and neighbours alike.

Key to this objective will be the considered siting of buildings within a well-designed and appropriately landscaped spine road infrastructure, which will combine access by all available modes of transport, giving high priority to non-motorised users.

In terms of amenity impact from IAMP One Phase 2 the impact is considered negligible, due to the site already being partially consent under planning reference 18/00092/HE4 and 20/00556/OU4 at the time of the determination of this application the closest noise sensitive receptors where North Moor Farm, West Moor Farm.

The Chalet and 1-5 Usworth Cottages are now demolished to the east of the site. North Moor Farm is situated over 170 metres to the north of the development, the accompanying information with the application demonstrated there is proposing screen planting along the western / northern site boundary to help soften the visual impact of any units and from a strong boundary abutting the ELMA area.

Environmental Health have considered the noise assessment to ensure no adverse impacts on the neighbouring properties and they have recommended conditions to ensure the construction impacts can be controlled to minimise the impact on the surrounding properties.

- Some of the measures proposed by the developer to ensure the development does not cause any significant adverse impact are
- when works are taking place within close proximity to North Moor Farm, screening of noise sources by temporary screens may be employed;
- all machinery should be regularly maintained to control noise emissions, with particular emphasis on lubrication of bearings and the integrity of silencers;
- site staff should be aware that they are working adjacent to a sensitive area and avoid all unnecessary activities due to misuse of tools and equipment, unnecessary shouting and radios;

- as far as possible, the avoidance of two noisy operations occurring simultaneously in close proximity to the same sensitive receptor;
- adherence to any time limits imposed on noisy works by the local authority;
- implement set working hours during the week and at weekends;
- ensure engines are turned off when possible;
- should earthworks and/or construction activities need to be carried out during night-time hours, the local authority could include a planning condition which requests advance notice and details of any night working to be provided;
- provision of a Dust Management Plan to provide measures for the control of dust;
- any site lighting to be appropriately designed to ensure it does not cause light pollution;
- Measures to prevent debris from vehicle movements being displaced onto the highway;
- Controls over the route of any abnormal loads HGVs to ensure they do not travel through residential areas.

In order that the Local Planning Authority can ensure that the proposed measures are provided and suitable mitigation be further added, it is recommended that a condition be imposed in respect of a Construction Environmental Management Plan (CEMP) be submitted and ensure the development is carried out in line with noise assessment and recommendations, in order to comply with both National and Local Planning Policy.

### **Summary conclusion on amenity**

Overall, the proposals comply with AAP Policy EN4 (Amenity) and CSDP Policies SP7 (Health and Wellbeing), HS1 (Quality of Life) HS2(Noise Sensitive Development) and as such if members are minded granting consent conditions as stated above would be imposed on the grant of planning permission.

## **17 Climate Change**

The proposed development's emissions were modelled with embedded mitigation in place. Two potential scenarios were considered, consisting of 'Scenario A - with gas boilers' and 'Scenario B - with all-electric heating

For Scenario A, the absolute emissions were less than 0.63 % below the baseline emissions, which would be a negligible beneficial impact (Not Significant) in the long-term. There would also still be a reliance on the combustion of fossil fuel to meet the majority of the required energy demand.

For Scenario B, the absolute emissions were more than 68 % below the baseline emissions, which would be a major beneficial impact (Significant) in the long-term. The shift to all electric to meet the energy demands for the proposed development would also benefit from the decarbonisation of the national grid.

With the proposed development, the Applicant is considering measures to exceed the minimum standards required by Building Regulations as well as meeting the Future Buildings Standard. The proposed development has set a target to be zero carbon by 2050 and, therefore, Scenario B (i.e. where the plant is entirely electric) is the preferred option to be implemented if technically and financially viable.

There is also the potential for additional onsite renewables to be added to the energy supply and Air Source Heat Pumps (ASHP) are being considered to provide further CO<sub>2</sub>e emission saving.

## **Summary on Climate Change**

The proposed development of the IAMP ONE Phase Two site has been assessed for its potential effects on the environment of the local area, with only a limited number of short to medium-term significant effects pertaining to Landscape and Access and Transport have been identified.

Significant effects on visual amenity have been identified for the occupants of North Moor Farm, the properties at Hylton Bridge Farm and the two roadside properties at Hylton Grove Farm. A Significant cumulative effect upon visual amenity has also been identified for the occupants of North Moor Farm from the operational presence of the proposed IAMP ONE Phase Two development, including inter-cumulative effects in relation to the combination of the proposed development and the wider areas of IAMP ONE Phase One and IAMP TWO. In the longer-term, these will reduce to Not Significant following the establishment of the landscape planting, the softening of views and the assimilation of the development into the area.

With the implementation of the mitigation measures proposed, no other significant residual effects (including cumulative effects) on the natural environment or on the people and property of the area have been identified. There would be a 3.17 % net gain in biodiversity as a result of the proposed development landscape strategy. Overall, it is considered that the effects of the proposed development can be suitably mitigated such that there would be no unacceptable level of harm to the environment of the local area.

The proposal is considered to be compliant in addressing the key objections of sustainable development.

## **18 Cumulative Impact**

Chapter 17 of the Environment Impact Assessment has considered the cumulative impacts of the scheme and their significance.

The proposed assessment has used the information below as how they have assessed the impacts likely to occur from the development and their cumulative impacts

- Antagonistic effects are when the effect of one impact offsets the effect of another (e.g. collision mortality removes birds from a population; assuming no immigration, these birds cannot then be killed by another development).
- Additive effects can result from multiple activities or projects, each with potentially insignificant effects that, when combined together, result in a significant effect due to their proximity in time and space.
- Synergistic effects arise where the combined impacts of multiple projects or actions result in an effect that is greater than the sum of the individual impacts.

The list of schemes was agreed with the Local Planning Authority prior to the submission of this application. The Cumulative assessment report is comprehensive and covers all necessary and relevant impacts. The report assesses the likely impact and significances of the impacts in detail in Chapter 17 of the EIA assessment.

A summary of the cumulative assessment undertaken for the various technical disciplines assessed in Chapters 6 to 16 for the proposed development in combination with other planned

developments within the local area. In addition, consideration has also been given to the potential for cumulative effects of the proposed development during construction and operation on the natural environment and on the people and property of the local area.

The LPA concurs with the findings of the report that the proposed development is considered to have a limited scope for significant intra-cumulative and inter-cumulative effects in relation to the combined effects of the proposed development on the natural environment and on the people and property of the area.

The LPA concurs with the applicant that in the short to medium-term, there would be a significant cumulative effect upon visual amenity for the occupants of North Moor Farm, only. In the longer-term, however, the effect would reduce to Not Significant by the assimilation of the development into the general area and the softening effect of the proposed perimeter planting would make a positive contribution to the landscape character and visual amenity of the local area. No additional mitigation measures are considered necessary in respect of cumulative effects.

### **Summary Conclusion on Cumulative impacts**

The Local Planning Authority does not have any evidence to the contrary and as such accept the finding of the Environment Statement section on Cumulative impacts and as such confirms that the proposed mitigation measures as set out in the main agenda report should be conditioned to ensure that a satisfactory form of development is achieved without significant adverse impacts occurring. Conditions are proposed under each relevant section of the report and the draft conditions are set out at the end of this report.

## **19. Overall Conclusion and recommendation**

The development is considered to provide further flexible and comprehensive development of the IAMP site, member are reminded that the site is allocated for light industrial, general industrial and storage & distribution uses (Class B1(c), B2 and B8) with ancillary office and research & development floorspace (Class B1(a) and B1(b) as supporting uses within the up-to-date adopted development plan, the IAMP AAP which now forms part of the Core Strategy and Development Plan

The proposed application continues to support the IAMP AAP aims and objectives to build on the area's international reputation in the automotive industry; support Nissan and attract European-scale 'super-suppliers' linked to the automotive industry. Plots 3,4 5 and 6 are fully constructed and operational.

The proposed application is considered to be acceptable from a highways, transport, ecology, flood risk / drainage, landscape, visual, heritage, health, amenity, ground conditions, noise, air quality and waste perspective and there is only one significant adverse implication that have been concluded in the Environmental Impact Assessment. The key factor in the determination of this application is the proposed development will have most substantial economic and employment benefits.



	Positive	Neutral/Negatable	Adverse
Economic	<p><b>Job Creation construction and operational stages</b></p> <p>The facility will employ circa 1,000 staff consisting of circa 850 shift-based staff and circa 150 day-based (office) staff. Access to the site will be from the A1290 via International Drive and an 800-space staff carpark will be created to the immediate north of the unit that will include forty 7 kWh electric vehicle charging bays.</p> <p><b>Continued investment in the North East and positive impacts on the wider area and economy</b></p>		
Environmental	<p><b>Landscape and Visual</b></p> <p>The site would result in limited significant effects on the landscape character and landscape resource of the area, restricted to the operational phase of the site, and limited significant effects on visual amenity, also during the operational stage, for properties close to the site.</p> <p>In the longer-term, with the assimilation of the proposed development into the general area and the implementation of the proposed mitigation, it is considered that there would, overall, be scope for some positive effects on the landscape character, landscape resource and visual</p>	<p><b>Air Quality</b></p> <p>The assessment concludes that there will be a Negligible to Slight Adverse (Not Significant) effect for nearby existing sensitive human receptors, and a Negligible (Not Significant) effect for the closest existing sensitive ecological receptor points. No significant cumulative impacts on air quality have been identified.</p> <p><b>Noise</b></p> <p>The effects of noise and vibration during construction was found to be <b>Not Significant</b> and no specific mitigation measures are required. The use of best practice during construction should, however, be employed in</p>	<p><b>Landscape and Visual</b></p> <p>Significant cumulative effect on the visual amenity of the occupants of North Moor</p> <p><b>Farm</b> is identified for the combination of the proposed development and the wider IAMP ONE Phase One and IAMP TWO (northern development area). No other significant cumulative effects on visual amenity have been identified for the remainder of the residential receptors within the study area.</p>

	<p>amenity of the local area.</p> <p><b>Design</b></p> <p>The required building footprint has been established by the demand of product output and requirements for the process equipment to provide.</p> <p>Natural surveillance and active frontages was a key factor in the overall design of the site and the positioning of the offices.</p> <p>BREEM standard</p>	<p>order to reduce the level of effect of potential impacts and examples have been provided.</p> <p>The predicted noise levels at North Moor Farm were compared to background levels. The effects of noise during operation are predicted to be at or below background sound levels (with mitigation in place) and <b>Not Significant</b></p> <p><b>Waste</b></p> <p><b>No Significant effects</b> have been identified as a result of waste arisings and management practices in relation to the proposed IAMP ONE Phase Two development</p> <p><b>Water Recourse</b></p> <p>The assessment has concluded that, with appropriate mitigation in place, the level of potential effects would be no greater than Negligible and <b>Not Significant</b>. Additionally, an assessment of potential cumulative impacts as a result of the wider IAMP development and additional nearby developments has concluded that any cumulative impacts on the water environment would be no greater than Negligible and <b>Not Significant</b></p> <p><b>Geology and Soils</b></p> <p>The proposed development is located on 24.23 ha of ALC Subgrade 3b (moderate quality,</p>	
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		<p>non-BMV) arable agricultural land and 0.85 ha of non-agricultural land. The loss of 18.74 ha of the agricultural land present within the Site has been consented by the granting of planning permission for IAMP ONE Phase One. The proposed development (IAMP ONE Phase Two) which would only involve a further loss of 5.49ha of arable agricultural land has also been approved. All land within the Site would be permanently removed from agricultural use due to the proposed development, but as the land is non-BMV, the loss is considered to be <b>Not Significant</b>.</p> <p>The application of standard good practice soil management measures would reduce levels of soil loss and disturbance to Negligible and <b>Not Significant</b>. Also, where practicable, the reuse of soils within areas of landscaping and greenspace would be maximised, with excess soils transported from Site for beneficial reuse elsewhere.</p> <p><b>Ecology</b></p> <p>A comprehensive on-plot landscape strategy is proposed, to include a diverse range of habitats consisting of native species. A net gain for biodiversity as measured by the metric is expected, in accordance with national and local planning policy, to be secured by condition. The ELMA to the north and northwest of the site will deliver significant further biodiversity benefits for the</p>	
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		<p>wider IAMP scheme.</p> <p><b>No significant adverse inter-cumulative effects</b> have been identified in relation to ecology and biodiversity.</p> <p><b>Access and Transport</b></p> <p>Mitigation measures have been identified as part of this assessment, plus the mitigation measures identified for IAMP ONE Phase One and IAMP ONE Phase Two (i.e. the provision of facilities for cyclists, pedestrians and bus travel, other sustainable transport measures, compliance with the HOMP and the development of a CTMP, <i>etcetera</i>) also remain equally applicable for this proposed development. With these measures in place, it is anticipated that any residual effects on access and transport resulting from the proposed development will be <b>Not Significant</b>.</p> <p><b>Vulnerability and Major Accidents and Disasters</b></p> <p>With appropriate measures in place to control aspects such as dust dispersion and flood risk, the vulnerability of the proposed development to major accidents and disasters (including cumulatively with other developments) in accordance with the COMAH regulations, the effect can be considered to be <b>Very Low</b> and <b>Not Significant</b>.</p>	
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		<p><b>Climate Change</b></p> <p>The overall significance of future climate change on the proposed development is deemed to be <b>Not Significant</b>. This assessment is based on the reasonable assumption that the proposed development will meet the minimum standards required by Building Regulations in place at the time of construction and will implement mitigation measures to reduce GHG emissions and build in resilience to future changes in climate.</p> <p><b>Archaeological and Cultural Heritage</b></p> <p>The proposed development will have a negligible adverse neutral impact upon the heritage assets present within the local area. Additionally, no significant archaeological features were recorded during the evaluation trenching and, as such, no further archaeological works are required at the site. Archaeology and cultural heritage should, therefore, not preclude development and, given the negligible effects, these topics have been scoped out of this EIA.</p>	
Social	<p><b>Health Impacts</b></p> <p>Overall, this Health Impact Assessment has</p>	<p><b>Cumulative Impacts</b></p> <p>In the short to medium-term, there would</p>	

	<p>identified mainly neutral or positive effects on health.</p> <p>With regard to access to open space and nature, the development is anticipated to have a positive impact on health. The landscaping scheme has been designed to include trees, hedgerows, shrubs, grasses and large swathes of wild flowers to provide seasonal interest, optimise biodiversity, enhance legibility and create an attractive and welcoming environment. The masterplan also includes areas of green space and grassing which can be used by staff for recreational use during work breaks.</p> <p>Potential health impacts relating to accessibility and active travel are positive. The site is well connected to the existing pedestrian and cycle networks and public transport, with measures being set out in the Framework Travel Plan, and subsequent Full Travel Plan, which will seek to promote walking and cycling, which may have positive health impacts particularly for employees with health conditions that are worsened by physical inactivity. Pedestrian access to buildings will be segregated from vehicles and mitigation measures for construction vehicles will be set out in the CEMP. A potential neutral/slight adverse impact on</p>	<p>be a significant cumulative effect upon visual amenity for the occupants of North Moor Farm, only. In the longer-term, however, the effect would reduce to <b>Not Significant</b> by the assimilation of the development into the general area and the softening effect of the proposed perimeter planting would make a positive contribution to the landscape character and visual amenity of the local area.</p> <p>No additional mitigation measures are considered necessary in respect of cumulative effects.</p> <p><b>Glint and Glare of PV panel</b></p> <p>No adverse impact on Newcastle Airport. Positive impact on sustainability of the building</p> <p><b>Utilities</b></p> <p>No adverse impacts from a utility's perspective</p>	
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	<p>health may result from provision of car parking spaces, which may encourage some employees to drive to the site. However, the ratios of parking provision are considered to be appropriate to cater for likely operational needs and are in line with SCC parking standards. Again, measures to reduce the number of single occupancy car trips will be set out in the Framework Travel Plan and Full Travel Plans.</p>		
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The proposed development has been robustly assessed in terms of local, national and international policies. The proposed development is considered to meet the aims, objectives and policies as set in the adopted Area Action Plan and it is further supported by the National Planning Framework document as set in the Principle of Development Section of the Report.

The proposals constitute sustainable development in the context of the National Planning Policy Framework and will clearly have a significant positive impact on the local and national economy, including employment generation. Moreover, the jobs created will be skilled, accessible, and attainable for members of the local community

The application has been submitted with an Environmental Statement which includes an ecology chapter written by an expert which has been given consideration by the Council's ecology consultant and Natural England. The Council, as public authority, can therefore demonstrate regard to Section 40 of the Natural Environment and Rural Communities Act 2006

The proposed development is considered to be in accordance with the up-to-date and relevant policies set out within the adopted Core Strategy and Development Plans and, therefore, the presumption in favour of granting planning permission applies by virtue of Section 38(6) of the Town and Country Planning Act.

There are public benefits, in the form of moderate and significant economic and social benefits, that outweigh the less than substantial harm to the setting of heritage asset (i.e. the Grade I listed Penshaw Monument) and the short terms impacts on North Moor Farm.

It is therefore recommended that Members Grant Consent , subject to the draft conditions set out below as the development is considered comprehensive development and will bring many benefits to Sunderland and the wider area set out above.

### **Equality Act 2010 - 149 Public Sector Equality Duty**

During the detailed consideration of this application/proposal an equality impact assessment has been undertaken which demonstrates that due regard has been given to the duties placed

on the LPA's as required by the aforementioned Act.

As part of the assessment of the application/proposal due regard has been given to the following relevant protected characteristics:-

- o age;
- o disability;
- o gender reassignment;
- o pregnancy and maternity;
- o race;
- o religion or belief;
- o sex;
- o sexual orientation.

The LPA is committed to (a) eliminating discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

In addition, the LPA, in the assessment of this application/proposal has given due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it. This approach involves (a) removing or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

The LPA has taken reasonable and proportionate steps to meet the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities, as part of this planning application/proposal.

Due regard has been given to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves. Particular consideration has been given to the need to?

- (a) tackle prejudice, and
- (b) promote understanding.

Finally, the LPA recognise that compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.

**RECOMMENDATION:** Members be minded to Grant Consent under Regulation 4 of the Town and Country General Regulations 1992 (as amended) and subject to the **draft** conditions set out below:

#### **Draft Conditions:**

##### **1 Time limit**

The development to which this permission relates must be begun not later than three years beginning with the date on which permission is granted, as required by section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning



and Compulsory Purchase Act 2004 to ensure that the development is carried out within a reasonable period of time.

## 2 Plans

The development hereby granted permission shall be carried out in full accordance with the following approved plans:

- Proposed Site Plan 101 P02
- Existing and Proposed Site Sections 102 P03
- Proposed Landscape Plan 103 P03
- Proposed Site Layout 104 P02
- Proposed Factory Elevations 105 P01
- Proposed Factory Plans 106 P02
- Proposed Factory Roof Plan 107 P01
- Proposed Gatehouse Elevations 108 P01
- Proposed Gatehouse Plan 109 P01
- Proposed Bulk Stores Canopy Elevations 110 P01
- Proposed Bulk Stores Canopy Plan 111 P01
- Proposed Waste Collection Canopy Elevations 112 P01
- Proposed Waste Collection Canopy Plan 113 P01
- Proposed Sprinkler Tank and Pump House Elevations 114 P01
- Proposed Sprinkler Tank and Pump House Plan 115 P01
- Proposed 3D Visualisation (View 1) 116 P01
- Proposed 3D Visualisation (View 2) 117 P01
- Flood Risk Assessment Rev 4
- Pumping details SLD-V-12-45-STD-GP-S Rev A
- Pumping details SLD-V-18-50-STD-GP-S Rev A
- Pumping details LD-V-18-55-STD-GP-S Rev A
- RPS Design and Access Statement Dated 23/07/2021
- Health Impact Assessment Dated 23/07/2021

In order to ensure that the completed development accords with the scheme approved and to comply with policy BH1 of the Core Strategy and Development Plan.

## 3 Floor Restriction

The development hereby approved shall not provide more than (a) 108,615sqm of floorspace (Gross Internal Area) and (b) any amount of floorspace which when added to that provided pursuant to planning permission 18/00092/HE4 or that provided pursuant to planning permission 20/00556/OU4 gives a total which exceeds **166,518sqm** (Gross Internal Area).

Reason – In order to control the total amount of floorspace within the outline part of the development, in accordance with Policy S3 of the IAMP AAP and in the interest of maintaining Strategic Road Network Operations and Safety.

## 4 Design Code

Development shall take place in accordance with the principles of the Design and Access Statement prepared by RPS 23<sup>rd</sup> July 2021.

Reason: In the interest of good design and to ensure a comprehensive and coordinated approach to the development to accord with the aims and objectives of the NPPF and

## 5 **Flood Risk and Drainage Strategy**

Prior to occupation of the property, a verification report carried out by a suitably qualified person must be submitted to and approved by the Local Planning Authority, to demonstrate that all sustainable drainage systems have been constructed as per the agreed scheme. This verification reports at the beginning and end of the development shall include:

- As built drawings (in dwg/shapefile format) for all SuDS components - including dimensions (base levels, inlet/outlet elevations, areas, depths, lengths, diameters, gradients etc) and supported by photos of installation and completion.
- Construction details (component drawings, materials, vegetation).
- Health and Safety file.
- Details of ownership organisation, adoption & maintenance.

The specific details of the timing of the submission of the report and the extent of the SuDS features covered in the report is to be agreed with the LLFA/LPA.

To ensure that all sustainable drainage systems are designed to the DEFRA non-technical standards for SuDS and comply with Core Strategy and the Local Plan.

## 6 **Site operations and activities associated**

Any site operations and activities associated with the periods for construction (excluding deliveries) shall only be carried out between 0700 hours and 18:00 hours on Mondays to Fridays and only between 0800 hours and 1700 hours on Saturdays, with no construction related operations and activities taking place on Sundays, Bank Holidays or Public Holidays. Except in emergencies and where agreed in advance with the LPA

Reason: To safeguard the amenities of nearby residents in accordance with the NPPF, Policy EN4 of the IAMP AAP, Policy HS1 of the Core Strategy and Development Plans.

## 7 **Deliveries associated with the periods of construction**

Any deliveries associated with the periods of construction shall only take place between 0800 hours and 1430 hours on Mondays to Saturdays.

Reason: To safeguard the amenities of nearby residents and to reduce the impact on the highway network in accordance with the NPPF, Policies EN4 and T1 of the IAMP AAP, Policy HS1 of the Core Strategy and Development Plan

## 8 **Air Quality**

No construction work shall take place, until a site **Dust Management Plan** has been submitted to and approved in writing by the Local Planning Authority and thereafter development shall take place in accordance with the approved details.

Reason: To safeguard the quality of air of nearby residents and to reduce the impact on the amenities of the nearby residential properties in accordance with the NPPF, Policies EN4 and T1 of the IAMP AAP, HS1 of the Core Strategy and Development Plan

## 9 Construction Environmental Management Plan (CEMP)

No development shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and other air pollutants and site lighting. The plan should include, but not be limited to:

- An updated detailed assessment of noise and vibration impacts on sensitive receptors specific to construction methods and practices, in accordance with British Standard 5228:2009+A1:2014, and the resulting noise levels at the nearest sensitive receptors
- Noise and vibration controls in relation to plant and vehicles – including mobile noise barriers and selection of plant. Refer to sections 7.7.2 and 7.7.3
- Identification and location of sensitive receptors
- Working times including deliveries and waste collections
- Utilisation of guidance in BS5228
- Specific dust management plan including measures in para 6.6.4
- Highway cleansing
- HGV routing, queue control and engine idling
- No waste or vegetation burning
- Complaints management system
- Protection of watercourse and ecological receptors
- Clarification of methodology and controls where any piling is required

Reason: To safeguard the amenities of nearby residents and to reduce the impact on the on the nearby residential properties in accordance with the NPPF, Policies EN4 and T1 of the IAMP AAP, Policy HS1 of the Core Strategy and Development Plan and in the interest of maintaining Strategic Road Network Operations and Safety.

## 10 Construction Traffic Management Plan

No development shall commence until a **Construction Traffic Management Plan** has been submitted to and approved in writing by the Local Planning Authority in liaison with Highways England. Thereafter development shall take place in accordance with the approved details.

- Routing of movements including details of any abnormal loads;
- Contractor parking and site compound arrangements;
- Measures to prevent debris being displaced onto the highway;
- Details of any temporary highway / rights of way closures and alternative routes;
- Temporary traffic management and site access control measures; and
- Site security and contract details.

Reason: In the interest of maintaining the Strategic Road Network operation and safety and to avoid nuisance to the occupiers of adjacent properties during the construction phases and in the interests of highway safety, in accordance with the NPPF, Policies T1 and EN1 of the IAMP AAP, Policy HS1 of the Core Strategy and Development Plan ,and Chapter 13 (Access and Transport) of the IAMP ONE Phase Two Environmental Statement

## **11 Noise Management:**

Prior to the installation of any ventilation or extraction system, or fixed external plant, they shall first be subjected to a noise assessment using BS 4142:2014. The rated noise level from any such plant or equipment, when calculated at the nearest sensitive receptor (as identified in the submitted Environmental Impact Assessment), shall not exceed a value 3dB(A) above the measured background (LA90) at both night-time and daytime. The noise assessment shall be submitted to the LPA for its agreement, together with a scheme of noise attenuation where that is required to achieve the relevant noise objective. The agreed noise attenuation scheme shall be implemented prior to operation of the plant or equipment

Reason: To safeguard the amenities of nearby residents in accordance with the NPPF, Policy EN4 of the IAMP AAP, Policy HS1 of the Core Strategy and Development Plans.

## **12 Permanent means of enclosure**

Prior to the commencement of the erection of any permanent means of enclosure, details of the enclosure shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the means of enclosure shall be erected in accordance with the approved details prior to the first occupation of the building within the plot to which the means of enclosure relates.

Reason: In the interests of the visual amenities of the locality, in accordance with the NPPF and Policy BH1 and BH2 of the Core Strategy and Development Plan.

## **13 Soil Handling**

No excavation or movement of soil should take place within the site until a **Soil Handling Strategy** has been submitted to and approved in writing by the Local Planning Authority details of the volume of soil to be moved and whether the soil will be stored on-site or transported off-site. Thereafter, development should take place in accordance with the approved details.

Reason: To ensure an appropriate form of development, in accordance with the NPPF.

## **14 Phase 2 Site Investigation and Risk Assessment**

Development shall not commence until a suitable and sufficient ground investigation and Risk Assessment to assess the nature and extent of any contamination on the site (whether or not it originates on the site) has been submitted to and approved in writing by the Local Planning Authority.

The investigation and risk assessment shall be undertaken by competent persons and a written report of the findings must be produced and submitted for the approval of the LPA. The report of the findings must include:

- i a survey of the extent, scale and nature of contamination;
- ii an assessment of the potential risks to:

- o human health;
- o property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;
- o adjoining land;
- o ground waters and surface waters;
- o ecological systems;
- o archaeological sites and ancient monuments; and
- o where unacceptable risks are identified, an appraisal of remedial options, and proposal of the preferred option(s).

The Investigation and Risk Assessment shall be implemented as approved and must be conducted in accordance with the Environment Agency's "Land contamination: risk management".

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the National Planning Policy Framework Paragraphs 183, 184, and 185.

The details are required to be submitted and approved in advance of works commencing on site to ensure the development is undertaken in a manner to protect future users of the site and the environment

## **15 Remediation Scheme**

Development shall not commence until a detailed Remediation Scheme to bring the site to a condition suitable for the intended use (by removing unacceptable risks to human health, buildings and other property and the natural and historical environment) has been submitted to and approved in writing by the Local Planning Authority.

The Remediation Scheme should be prepared in accordance with the Environment Agency document Land contamination: risk management and must include a suitable options appraisal, all works to be undertaken, proposed remediation objectives, remediation criteria, a timetable of works, site management procedures and a plan for validating the remediation works. The Remediation Scheme must ensure that as a minimum, the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Once the Remediation Scheme has been approved in writing by the Local Planning Authority it shall be known as the Approved Remediation Scheme.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the National Planning Policy Framework Paragraphs 183, 184, and 185

The details are required to be submitted and approved in advance of works commencing on site to ensure the development is undertaken in a manner to protect future users of the site.

## **16 Verification**

The Approved Remediation Scheme for any given phase shall be implemented in accordance with the approved timetable of works for that phase.

Within six months of the completion of measures identified in the Approved Remediation Scheme and prior to the occupation of any dwelling in that phase, a Verification Report (that demonstrates the effectiveness of the remediation carried out) must be produced and is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the National Planning Policy Framework Paragraphs 183, 184, and 185.

## **17 Unexpected Contaminants**

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. A Risk Assessment must be undertaken in accordance with the requirements of DEFRA and the Environment Agency's "Model Procedures for the Management of Land Contamination CLR11" and where remediation is necessary a Remediation Scheme must be prepared and submitted to the Local Planning Authority in accordance with the requirements that the Remediation Scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Once the Remediation Scheme has been approved in writing by the Local Planning Authority it shall be known as the Approved Remediation Scheme. Following completion of measures identified in the Approved Remediation Scheme a verification report must be prepared and submitted in accordance with the approved timetable of works. Within six months of the completion of measures identified in the Approved Remediation Scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the National Planning Policy Framework Paragraphs 183, 184, and 185.

## **18 Ecological Mitigation Measures**

Works will not commence on site unless checking surveys for protected species has been undertaken by a Suitably Qualified Ecologist (SQE) within one month prior to the start of works. In the event any such species/features are identified at this time which would be affected by the proposals, works will only proceed under the guidance of the SQE, and once a license has been obtained from Natural England, as advised by NE and/or the SQE

**REASON:** In order to protect the biodiversity present on site and its surroundings during construction and to comply with policy EN2 of the Adopted Area Action Plan and NE1, NE2, NE3, NE4, NE6 of the adopted Core Strategy and Development Plan and paragraphs 174,175,176 and 179 of the National Planning Policy Framework

## 19 Ecological Implications

Works within 100m of buildings at West Moor Farm, and the mitigation Barn Owl boxes installed across the wider area as part of the proposals, will not commence until a checking survey by a SQE has been completed no more than 5 days prior to the start of works, which confirms that no active Barn Owl nests are present which may be harmed or disturbed by the proposals.

**REASON:** In order to protect the biodiversity present on site and its surroundings during construction and to comply with policy EN2 of the Adopted Area Action Plan and NE1, NE2, NE3, NE4, NE6 of the adopted Core Strategy and Development Plan and paragraphs 174,175,176 and 179 of the National Planning Policy Framework

## 20 Ecological Construction Environmental Management Plan

No development, (including demolition), ground works or vegetation clearance shall commence until a **Construction Environmental Management Plan** has been submitted to and approved in writing by the local planning authority which shall include the following details: which includes the measures to be implemented to minimise the risk of harm to / ensure the protection of protected and notable species, and those habitat features to be retained through the works, and will include information on key working methods and timings relating to each habitat and/or protected species being considered. This will include details of pre-start checks and monitoring works to ensure the protection of protected and notable species including, but not being limited to, bats and Barn Owl within the mitigation boxes installed within and surrounding the site, with the inclusion of stand-off distances and/or supervision by a SQE within specified distances of such features

The approved Construction Environmental Management Plan shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

**REASON:** In order to protect the biodiversity present on site and its surroundings during construction and to comply with policy EN2 of the Adopted Area Action Plan and NE1, NE2, NE3, NE4, NE6 of the adopted Core Strategy and Development Plan and paragraphs 174,175,176 and 179 of the National Planning Policy Framework

## 21 Highways Operational Management Plan

No building shall be occupied within any part of the site until a **Highways Operational Management Plan** covering any Use Class B1(c), B2 and B8 operations has been submitted to and approved in writing by the Local Planning Authority in liaison with the Local Highway Authority and Highways England.

The Highways Operational Management Plan shall include but not be limited to the shift change times associated with all Use Class B1(c), B2 and B8 operations. The shift change times for occupiers within the IAMP One Phase 2 development will need to be off-set by at least one hour from those used at

Nissan in the morning and afternoon periods.

Reason: To ensure that requirements are met for both the strategic road network and the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies T1 of the Adopted Area Action Plan, ST1 and ST2 of the Core Strategy and Development Plan and paragraph 105 of the National Planning Policy Framework.

## **22 Site Operation and Associated Activities**

The building shall be brought into use until details of site operations and associated activities are submitted to and approved in writing by the Local Planning Authority in liaison with the Local Highway Authority. Details shall refer to the submitted:

- i. Delivery and Servicing Strategy;
- ii. And Car Parking Strategy

and be implemented in accordance with the approved details.

Reason: To ensure that requirements are met for both the strategic road network and the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies T1, T4 of the Adopted Area Action Plan, , ST1 and ST2 of the Core Strategy and Development Plan and paragraph 105 of the National Planning Policy Framework.

## **23 Refuse and Recycling storage**

The building shall not be brought into use until details of the provision of refuse and recycling storage for that building has been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details. Thereafter the refuse and recycling facilities shall be available for use prior to the first occupation of that building.

Reason: To ensure that requirements are met for both the strategic road network and the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies Del1 B of the Adopted Area Action Plan, , ST1 and ST2 of the Core Strategy and Development Plan and paragraph 105 of the National Planning Policy Framework.

## **24 Public Transport Strategy**

No building shall be brought into use until initial details of a **Public Transport Strategy** are submitted to and approved in writing by the Local Planning Authority in liaison with the Local Highway Authority and Highways England and be implemented in accordance with the approved details.

Reason: To ensure that requirements are met for both the strategic road network and the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies T3 of the Adopted Area Action Plan, , ST1 and ST2 of the Core Strategy and Development Plan and paragraph 105 of the National Planning Policy Framework.

## **25 Framework Travel Plan (FTP)**

No development shall be brought into use until a **Framework Travel Plan (FTP)** has been submitted to and approved in writing by the Local Planning Authority in liaison with the Local



Highway Authority and Highways England. The FTP should then be implemented in accordance with the approved details. The FTP shall include: a. details of appointment of a Travel Plan Coordinator for the full IAMP ONE Phase 2 development;

b. an undertaking of an initial baseline travel survey within six months of occupation of each building, with a full Travel Plan adopted within 12 months of occupation, to submitted and agreed subject to the satisfaction of the Local Highway Authority;

c. a scheme for the provision of cycle parking facilities for the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the cycle parking facilities shall be implemented in accordance with the approved details and shall be available for use and be subject to the satisfaction of the Local Highway Authority; and

d. a scheme for the provision of electric vehicle charging point infrastructure for the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the electric vehicle charging points shall be implemented in accordance with the approved details and shall be available for use and be subject to the satisfaction of the Local Highway Authority

Reason: To ensure that requirements are met for both the strategic road network and the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies T1 of the Adopted Area Action Plan , ST1 and ST2 of the Core Strategy and Development Plan and paragraph 105 of the National Planning Policy Framework.

## **26 Travel Plans**

No development shall be brought into use until details of full **Travel Plans** relating to end occupiers have been submitted to and approved in writing by the Local Planning Authority in liaison with the Local Highway Authority and Highways England. The full Travel Plans will need to form part of an overarching Framework Travel Plan for IAMP ONE Phase 2. Details shall include:

**a.** an undertaking of an initial baseline travel survey within six months of occupation of each building, with a full Travel Plan adopted within 12 months of occupation, to submitted and agreed subject to the satisfaction of the Local Highway Authority;

**b.** a scheme for the provision of cycle parking facilities for the development has been submitted to and approved in writing by the Local Planning Authority.

Thereafter, the cycle parking facilities shall be implemented in accordance with the approved details and shall be available for use and be subject to the satisfaction of the Local Highway Authority; and

**c.** a scheme for the provision of electric vehicle charging point infrastructure for the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the electric vehicle charging points shall be implemented in accordance with the approved details and shall be available for use and be subject to the satisfaction of the Local Highway Authority.

Reason: To ensure that requirements are met for both the strategic road network and the local road network to meet the needs of the development. In the interests of highway safety and highway capacity requirements and to comply with policies T1 of the Adopted Area Action Plan , ST1 and ST2 of the Core Strategy and Development Plan and paragraph 105 of the National Planning Policy Framework.

## **27 External Lighting**

The building shall not be occupied until a scheme for the provision of an external lighting scheme for the external areas associated with that building including details of the number, type, position, design, dimensions and lighting levels of the lighting which includes input from a SQE in line with current best practice guidelines, and includes measures to ensure that the proposals do not have a negative impact upon nocturnal species such as bats; this will include dark zones along those habitat corridors designed to benefit wildlife, in line with the ecological documents submitted in support of the planning application has been submitted to and approved in writing by the Local Planning Authority for the development. Thereafter, the lighting scheme shall be implemented in accordance with the approved details.

Reason: To ensure an appropriate form of development in the interest of good design, residential amenity and ecology to accord with the NPPF and Policies D2, EN1, EN2 and EN4 of the IAMP AAP

## **28 Hazards Operational Management Plan**

No building shall be brought into use until a Hazards Operational Management Plan detailing the maintenance and monitoring regimes that will be employed at each build to reduce the risk of the hazards identified in the Environmental Statement Chapter 14 (Vulnerability to Major Accidents and Disasters) of the Environmental Statement has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the Plan shall be implemented in accordance with the approved details.

Reason: In accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and Chapter 14 (Vulnerability to Major Accidents and Disasters) of the IAMP ONE Phase Two Environmental Statement

## **29 Emergency Response and Preparedness Plan**

No building shall be brought into use until an Emergency Response and Preparedness Plan detailing how each business will prepared for and respond to the hazards identified Chapter 14 (Risks and Accidents) of the Environmental Statement has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the Plan shall be implemented in accordance with the approved details.

Reason: In accordance with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and Chapter 14 (Vulnerability to Major Accidents and Disasters) of the IAMP ONE Phase Two Environmental Statement

### 30 **Site Waste Management Plan (SWMP)**

No building shall be brought into use until a Site Waste Management Plan (SWMP) covering the management of waste during the operation of that building has been submitted to and approved in writing by the Local Planning Authority. The SWMP will be prepared in accordance with the details provided within Chapter 9: Waste of the IAMP ONE Phase Two Environmental Statement. Thereafter the Plan shall be implemented in accordance with the approved details.

Reason: To ensure waste is appropriately reused, recycled or disposed of in accordance with the NPPF and Chapter 9 (Waste) of the IAMP ONE Phase Two Environmental Statement.

### 31 **Hard Landscaping**

No **hard landscaping** works (excluding base course for access roads and car parking areas) shall commence until full details of proposed hard landscaping, which includes links to the most recent BNG assessment has been submitted to and approved in writing by the Local Planning Authority. This will include all external finishing materials, finished levels, and all construction details confirming materials, colours, finishes and fixings. Thereafter, the scheme shall be implemented in accordance with the approved details and shall be completed to the satisfaction of the Local Planning Authority within a period of 24 months from first occupation / use of the building.

Reason: To enable the LPA to control details of the proposed development, to ensure a high quality hard landscaping scheme is provided in the interests of visual amenity, in accordance with the NPPF and Policy D2 of the IAMP AAP.

## **Construction Conditions**

### 32 **Materials**

No construction work shall take place on a building beyond damp course level until a schedule and / or samples of materials, colours and finishes to be used on all external surfaces of that building (including walls, roofs, doors and windows) have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

Reason: In the interest of visual amenity, in accordance with the NPPF and Policy BH1 and BH2 of the Core Strategy and Development Plan.

### 33 **Landscape and Ecological Management Plan (LEMP)**

Prior to occupation of the development hereby approved a **Landscape and Ecological Management Plan (LEMP)** must be submitted to, and be approved in writing by, the Local Planning Authority. The plan should include details of management and monitoring works to be completed, and contingency measures should the biodiversity aims and objectives not be met, to ensure the development still delivers the fully functioning biodiversity objectives of the originally approved scheme, in line with the habitat creation and enhancement measures detailed within the ecological reports, including target condition information within the BNG assessment. The plan will also provide details of monitoring checks to be undertaken on the bird and bat boxes installed

as part of the mitigation strategy both in the short and long-term (following the completion of works), including details of the frequency of checks and plans for their replacement in the event such features are damaged or lost during the lifetime of the development, to ensure the site and adjacent areas retain the potential to be used by such species in perpetuity. The approved plan will be delivered in accordance with the approved details

**REASON:** In order to protect and enhance the biodiversity of the site and its surroundings and to comply with Adopted Area Action plan policies EN2 and EN3 and EN1, EN2 and EN3 of the IAMP AAP.

## **Other Timescales**

### **34 Soft landscaping**

Prior to occupation no soft landscaping works shall commence in the plot until full details of the soft landscaping, which includes links to the most recent BNG assessment have been submitted to and approved in writing by the Local Planning Authority for this area. This will consist of a detailed planting plan and specification of works indicating soil depths, plant species, numbers, densities, locations inter relationship of plants, stock size and type, grass, and planting methods including construction techniques for pits in hard surfacing and root barriers. All works shall be in accordance with the approved plans. All existing or proposed utility services that may influence proposed tree planting shall be indicated on the planting plan. The scheme shall be completed to the satisfaction of the Local Planning Authority in accordance with a timetable of works that is submitted to and approved in writing by the Local Planning Authority within 12 months of the commencement of development within the Public Realm Area. Thereafter the approved details shall be implemented in accordance with the approved details.

Within the Development Plot and Public Realm Areas, any new planting within a period of 5 years from the date of completion of that planting that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season unless the Local Planning Authority gives written consent to any variation. Thereafter the planting shall be implemented in accordance with the approved details.

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity, in accordance with the NPPF and Policies EN1, EN2 and EN3 of the IAMP AAP.

### **35 5 years replant**

Within the Development Plot and Public Realm Areas, any new planting within a period of 5 years from the date of completion of that planting that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season unless the Local Planning Authority gives written consent to any variation. Thereafter the planting shall be implemented in accordance with the approved details.

Reason: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity, in accordance with the NPPF and Policies EN1, EN2 and EN3 of the IAMP AAP.

### **36 Update of ecology information**

If construction works cease or are suspended on any phase of development hereby approved for a period of more than 24 months then the approved measures secured through Condition 18 shall be reviewed, and where necessary, amended and updated, The review shall be informed by further ecological surveys commissioned to:

- a) establish if there have been any changes in the presence and/or abundance of prior species and habitats
- b) identify any likely new ecological impacts that might arise from any changes

Where survey results indicate that changes have occurred that will result in ecological impacts not previously addressed in the approved scheme, the original approved ecological measures shall be revised and new or amended measures, and a timetable for their implementation, shall be submitted to and approved in writing by the Local Planning Authority prior to the recommencement of development. Works will then be carried out in accordance with the new approved ecological measures and timetable.

**REASON:** In order to protect the biodiversity present on site and its surroundings during construction and to comply with policy EN2 of the Adopted Area Action Plan and NE1, NE2, NE3, NE4, NE6 of the adopted Core Strategy and Development Plan and paragraphs 174,175,176 and 179 of the National Planning Policy Framework