



## CONTENTS

1.1	Introduction.....	1
1.2	Scope & Methodology.....	2
1.3	Site & Scheme Description .....	4
1.4	Planning Policy Context.....	13
1.5	Community Consultation & Consideration of Alternatives .....	13
1.6	Air Quality.....	15
1.7	Noise.....	16
1.8	Landscape & Visual Impact .....	16
1.9	Ecology & Biodiversity.....	20
1.10	Cumulative Effects.....	21
1.11	Summary .....	22

## NON-TECHNICAL SUMMARY

### 1.1 Introduction

- 1.1.1 This Non-Technical Summary (NTS) summarises in non-technical language the findings of the Environmental Statement (ES) that reports on the potential effects of the revisions to the battery plant development at IAMP ONE (i.e. 'the site') on the environment and people of the local area. This includes information from the Section 73 application for a minor material amendments to the battery plant planning permission (hereinafter referred to as the 'S73 application') and 3 small standalone applications for other changes proposed within the site boundary.
- 1.1.2 The site is situated within the south-western corner of the overall International Advanced Manufacturing Park (IAMP) ONE area (see Figure 1 below).
- 1.1.3 Access into the land proposed for development is via the existing, consented access road from International Drive.

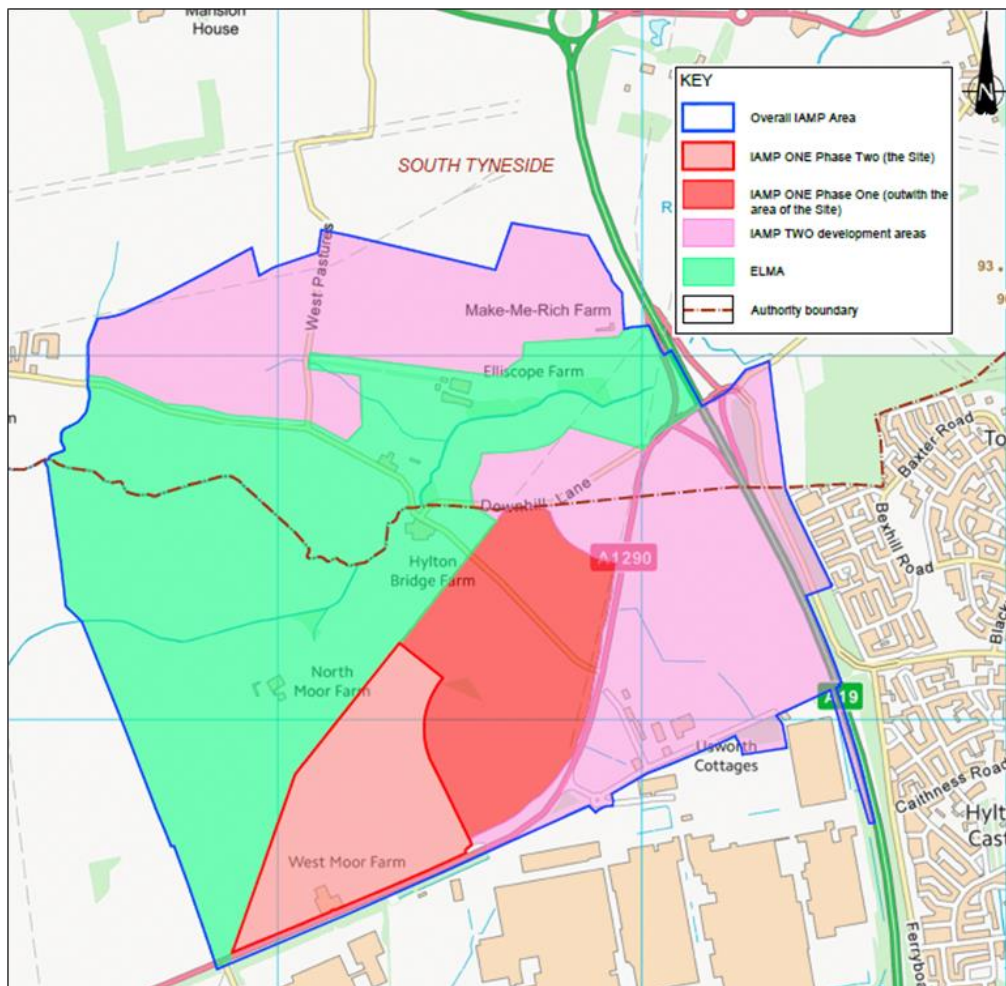


Figure 1: Overall IAMP Site Extents

1.1.4 Chapters 1 and 3 of the ES detail the context for the project and the project characteristics. Effects on the environment of the project area, on planning and development, and on the people of the area have been considered. Cumulative effects for the individual environmental aspects, as well as on the natural environment and the people and property of the local area, have also been considered.

1.1.5 Assessments have been undertaken in accordance with best practice and approved methodologies. This information is set out within each technical chapter of the ES. Consultations with the relevant statutory organisations and others are referenced, where these have occurred. Supporting information is included within the Appendices to the ES. Plans and figures illustrating the findings of the assessments are also provided.

## **1.2 Scope & Methodology**

1.2.1 In March 2020, the IAMP ONE Phase Two Development planning application (ref. no. 20/00556/OU4) was submitted to Sunderland City Council and planning consent was approved in June 2020. Following this permission, a planning application was submitted for a battery plant (application ref. 21/01764/ HEA), which was approved in October 2021. The battery plant permission overlapped with the 2020 permission. A new planning application was required for the battery plant due to the following:

- A change of use from a light industrial use (whilst still remaining as class B2) specifically for the manufacture of lithium-ion batteries.
- Small changes to the redline boundary (e.g. along the southern perimeter, and changes to accommodate the access road junction) resulting in a small reduction of the site area.
- A change to the position and orientation of the industrial unit.

1.2.2 Construction work commenced on the battery plant in July 2022, following the discharge of the pre-commencement conditions.

1.2.3 The ES addendum to which this NTS relates supports a S73 application and three stand-alone applications for the revised proposed development of the site for the creation of an electrode and battery manufacturing facility with the capacity to produce up to a maximum of 9 Gigawatt hour (GWh) per year.

- 1.2.4 To support the 2020 planning application, an Environmental Impact Assessment (EIA) was undertaken and the '*IAMP ONE Phase Two Development Environmental Statement (Wardell Armstrong, 2020)*' was submitted as part of the application package.
- 1.2.5 Within the 2020 EIA, a worst-case scenario was assessed. As the 2020 ES provides a detailed account of the site as it currently exists and there is no exceedance of the previously assessed building envelope / design extents, it is considered that the findings of the EIA detailed within the 2020 ES remain valid where they pertain to the development of the site within the established parameters for this type of development.
- 1.2.6 Where changes to the proposed development are proposed, a reassessment via a second EIA was undertaken. The 2021 ES reports the findings of the second EIA in relation to the proposed changes at the site.
- 1.2.7 For this further application only those assessments that are considered to have the potential to change have been redone. In addition a revised Glint Assessment (ES Appendix 3.4) has also been prepared (as a standalone report).

#### ***Informal Consultation***

- 1.2.8 Informal consultation with Sunderland City Council was initially undertaken between June and November 2019 and again in April 2021 regarding the scope (i.e. the content) and preparation of the ES.

#### ***Methodology***

- 1.2.9 The assessment of impacts on the environment for each technical discipline typically considers the following:
- Site activities and / or sources of potential impact for that particular topic.
  - Potential Effects occurring as a result of the construction and the operation of the proposed development, including cumulative effects.
  - Mitigation measures, which may be embedded within the design of the proposed development or provided as additional measures.
  - Residual Effects, which are those that remain once mitigation measures are assumed to be in place.
  - Whether any monitoring or follow-up is necessary to ensure that mitigation remains effective and appropriate.

- Cumulative Impacts, which may occur in association with other aspects of the project or with other development projects that have been consented but not constructed or are awaiting determination.
- Any limitations to the assessment.

1.2.10 Assessment methodologies in this addendum have followed those used for the 2018 IAMP ONE EIA and the 2020 EIA and are in accordance with industry best practice and standards. The assessments have been undertaken by experienced, qualified professionals.

1.2.11 Assessments will typically consider the sensitivity (or value) of a receptor, the likely magnitude of impact anticipated as a result of the proposed development and the resulting effect, and whether the effect is considered to be Significant or Not Significant (in EIA terms).

### **1.3 Site & Scheme Description**

#### ***The Site***

1.3.1 The site lies wholly within the administrative area of Sunderland City Council (SCC).

1.3.2 The site forms part of the overall IAMP area as identified in the adopted IAMP Area Action Plan (AAP) (2017-2032) and constitutes the second phase of the consented and under construction (in part) IAMP ONE development. IAMP TWO is the second and larger part of the IAMP. The northern part of this area is being progressed via planning applications for 168,000sqm of floorspace for automotive and advanced manufacturing floorspace with the associated highway infrastructure and land for ecological and landscape mitigation (Sunderland planning application reference 21/0280/HE4 and South Tyneside planning application reference ST/1172/21/FUL).

1.3.3 The battery plant is currently under construction and hence the site is now a construction site. The site, which is 26.3 hectares, last used as agricultural land (primarily arable) and contained West Moor Farm and cottage which have been demolished.

1.3.4 The agricultural land has been established (Sunderland UDP, September 1996) as Grade 3b and is, not best and most versatile (BMV) agricultural land. The existing field and roadside hedgerow boundaries, including occasional trees (i.e. ash, birch, sycamore and hawthorn), are present on the eastern edge of the triangular site and the southern edge of the wider site. The walkover survey of the site in 2019 and again in 2023 confirmed that the hedgerows within the site are species-poor.

- 1.3.5 The land is largely level, with only minor variations in elevation. The wider area comprises very gently undulating topography dropping gradually to the River Don (690 m – 700 m to the north). Further to the south, south of the River Wear, the land rises to a high point of 136 m at the Penshaw Monument.
- 1.3.6 There is an existing access to the A1290 from the former West Moor Farm property located approximately 300 m to the east of the junction into the Nissan site from the A1290. This access is currently being used as a site access in connection with the construction of the battery plant. Once the battery plant becomes operational, this access will become an emergency access, with the main access to the battery plant being provided from International Drive.

#### ***The Approved Development***

- 1.3.7 The 2020 planning application (ref. no. 20/00556/OU4) sought outline planning permission for: *'...the erection of industrial units (up to 98,937.2 m<sup>2</sup>) (gross internal area) for light industrial, general industrial and storage and distribution uses (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, electricity substations, attenuation basins and associated infrastructure, earthworks and landscaping, as well as the demolition of the existing buildings at West Moor Farm.'* All matters were reserved for determination at a later stage. Access was reserved for future approval as the precise location of access routes into / within the site were unknown at the time of writing and submission. Access to the site was to be from the A1290 via International Drive.
- 1.3.8 Within the 2020 ES, Figure 3.1B Indicative Masterplan Option B illustrated the development of the site with one industrial unit (orientated south-west to north-east). The 2020 application was granted planning consent in June 2020.
- 1.3.9 The now approved battery plant development (ref 21/01764/ HEA) consists of a single, three-storey industrial unit (Class B2 General Industrial) that is to house an electrode and battery manufacturing facility with the capacity to produce up to a maximum of up to 9 GWh capacity / year. This is to comprise of two battery manufacturing plants separated by a central spine of offices (Class E(g)(i)). Included within the unit will be an integral electrode manufacturing plant.
- 1.3.10 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.

- 1.3.11 The proposed facility will manufacture lithium-ion battery pouch cells and modules for electric vehicle (and other applications) via four production areas comprising of: i) electrode manufacture; ii) cell production; iii) formation and testing; iv) and module assembly. An overview of the production process is proved within Appendix 3.1 of the ES for the battery plant permission (21/01764/HEA).



**Figure 2: Architect's oblique aerial visualisation of the approved battery plant development (permission 21/01764/HEA)**

- 1.3.12 The development is in accordance with Policy S2 (Land Uses) of the adopted IAMP Area Action Plan (AAP) 2017-2032 in that usage remains B2 production, supply chain and distribution activities directly related to the Automotive and Advanced Manufacturing sectors and related supporting uses, with ancillary E(g)(i) office space.
- 1.3.13 A series of plans were prepared to support the detailed battery plant planning application 21/01764/HEA and define the proposed form of the IAMP ONE Phase Two development<sup>1</sup>. A selection of these, including the Masterplan (Drawing 101

<sup>1</sup> These include those submitted as part of the 2020 application as well as this application.

Proposed Site Plan / Drawing 103 Proposed Landscape Plan), were used to inform the assessments reported in the technical chapters and are included at the rear of this ES. A full list of development plans was set out in the Planning Statement.

- 1.3.14 A draft Design Code was submitted with the 2018 IAMP ONE ES to provide the overarching design principles for the IAMP and to set out pragmatic, flexible guidance for the individual plots or buildings within the IAMP. The Design Code is to be read in conjunction with the AAP (policies D1, D2, T1-T4, IN1, IN2 and EN1-EN4), which set out the key agreed parameters and a series of strategic policies, design guidelines and masterplan principles. The design of building and plot within the site will comply with this Design Code. The accompanying Planning Statement prepared by Lichfields outlined how this scheme complies with AAP policy. A DAS was provided as part of the detailed planning application for the battery plant, reinforcing this requirement.
- 1.3.15 The industrial unit will be of a modern design, set within a landscaped plot, with the necessary vehicle parking, loading/unloading and manoeuvring area(s). The building 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 incorporate the latest design specifications for energy efficiency and the use of sustainable resources.
- 1.3.16 The landscaping of the site will also follow the same principles as have been applied to the IAMP ONE Phase One development area, with perimeter screen planting, planting to individual plots, low topsoil bunding, retention and reinforcement of existing perimeter hedging and tree planting (see Drawing 103 Proposed Landscape Plan). Planting to 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. An additional planting buffer will be developed within the south-western triangular corner of the site, using native woodland tree and scrub species, to provide enhanced visual screening of the development in views from the A1290 (eastbound). The objective of this is to provide biodiversity net gain, in-line with the requirements of SCC's adopted Core Strategy & Development Plan (CSDP).
- 1.3.17 A Landscape Management & Maintenance Plan and a Habitat Management Plan have been prepared for the IAMP ONE (Phase One) site, and a planning condition of IAMP ONE requires the preparation of a Landscape & Ecological Management Plan



(LEMP) for the development plots and public realm areas within the development area (prior to the commencement of any planting within these areas). This will include details of how the landscaping scheme will be managed and maintained in the future. It is likely that this requirement will extend into the area of the site.

- 1.3.18 The overall IAMP development extents include 110 ha of land allocated as Ecological and Landscape Mitigation Area (ELMA) within the IAMP AAP (see Figure 1). This land will be used to implement some of the mitigation and compensation for impacts of the IAMP development on the habitats and species of the area.
- 1.3.19 A detailed surface water design strategy has been prepared for the battery plant, 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).
- 1.3.20 The development of this plot has been allowed for within all of the drainage design work undertaken in respect of the IAMP ONE Phase One site and, as such, no additional works are required other than to manage the surface and foul drainage associated with development within the site boundary.

### **The Proposed Changes**

- 1.3.21 This NTS accompanies the variation application and three standalone planning applications:
- 66-11kV HV Sub-station
  - Gas governor house
  - NMP canopy
- 1.3.22 The S73 application proposes to bring forward minor material amendments to the battery plant planning permission (application reference 21/01764/HE4) which was granted by the Council in October 2021. The scope of the amendments sought through this application have been made with respect to health and safety improvements. Full details of the amendments are detailed within the accompanying Design and Access Statement and include:
- Optimised gatehouse to suit health and safety and client operational requirements.

- Revised cycle and motorcycle shelter to improve access and security.
- Reduced car park area to suit British Parking Association Standards.
- Space allocation for HV substation compound increased due to design development and plant requirements.
- Gas Governor house and bulk store canopy 2 included due to new requirements.
- Bulk Store canopy 1 footprint reduced to minimise health and safety risks in association with known on-site storage of material.
- Reduced office footprint to suit client operational requirements.
- Switch rooms relating to providing power to Life Safety equipment to the main facility generally relocated outside of main facility footprint.
- Ancillary plant rooms detached from main building to suit construction phasing and design development.
- Revised water tanks and pump house to accommodate increase in volume demand.
- Overall reduced main factory building footprint due to processes rationalisation and operational requirements.
- Number and location of flue stacks revised due to design development;
- Number and location of stair towers revised due to fire safety requirements.
- Road width and footpaths minimised to reduce hard landscaping.
- Fence lines revised to reflect the 2021 battery plant application, with boundary treatment details having been approved under discharge of conditions application 22/00692/DIS.
- Plant Room annex height increased to include screening to equipment.

39.6° HFoV Photomontage (Proposed)

Viewpoint B, IAMP One Phase Two Development s73 Variation Application



**Figure 3 Proposed revised buildings**

***Gas governor House***

- 1.3.23 The proposed gas governor house is located in the northeast corner of the wider application site boundary, situated between the gatehouse and the development site main access point from International Drive approximately 30m from the mains gas location. The site area is approximately 0.13 ha.
- 1.3.24 The Gas Governor House is accessed from within the curtilage of the red line boundary of the wider application site. Provisions have been made for maintenance vehicle access to an area of hardstanding surface.
- 1.3.25 The gas house building footprint measures 5.6m x 3.3m measures and is a single storey development with a height of 2.5m. The material is an anthracite grey GRP finish to match the surrounding buildings within the masterplan development.

***HV Substation Compound***

- 1.3.26 The substation compound will be located in the northwest corner of the wider application site, situated between the ancillary plant rooms, the car park and the north-western boundary. The total site area is approximately 1.09 ha.

- 1.3.27 The compound footprint has been established by the demand of product output and requirements for the process equipment to be provided. The compound has been positioned and orientated to coordinate with the ancillary plant rooms, providing safe and efficient site access connection from International Drive and suitability of car park for heavy goods vehicles, as well as providing space for suitable boundary treatments to the west and northern boundaries.
- 1.3.28 The secure HV substation compound is 72m x 48m and includes an 11kV substation and 2 no. transformer units with future provision for an additional transformer. The 11kV substation is a single storey unit with a max height of 6m. The transformers are each 12 x 10m with an 8m separation from the compound boundary.
- 1.3.29 External materials consist of a metal profiled cladding system to match that of the new factory and ancillary plant rooms, therefore matching the surrounding buildings within the masterplan development.
- 1.3.30 The substation compound is serviced by a concrete access road for maintenance vehicle. The remainder of the landscaping within the compound will be a permeable gravel layer. In line with the development site masterplan outside the compound boundary native buffer planting along the western boundary is proposed to help screen the development, with species selected to avoid conflict with overhead services.

### ***Bulk Store Canopy 2***

- 1.3.31 The proposed bulk store canopy 2 building will be located in the western section of the wider application site adjacent to Area A of the main Factory Building. The total site area is approximately 0.85 ha.
- 1.3.32 The building footprint measures 34m x 25m with a max ridge height of 13m. The bulk store canopy 2 consists of 2 no. delivery bays and a bunded tank farm. This has been established by the demand of raw material product arriving on site and requirements for the manufacturing process.
- 1.3.33 The store has been positioned and orientated to coordinate with the proposed factory. The layout within the bulk store is defined by the provision of the HGV drive through within the bulk store area providing safe and efficient site access connection from International Drive. This includes storage tanks located in an open standalone drive through canopy to reduce Health and Safety risk in association with on-site storage of materials.

- 1.3.34 External materials consist of a metal profiled cladding system to match that of the adjacent factory and ancillary plant rooms therefore matching the surrounding buildings within the masterplan development.
- 1.3.35 Access into the store is connected via the perimeter service road to International Drive where all HGV traffic will be directed through security-controlled barriers to the perimeter service roads.

#### ***Construction Methodology & Phasing***

- 1.3.36 Construction of the approved development commenced in July 2022 and is anticipated to last for a duration of circa 18 months / 72 weeks. The first phase of work comprised the removal of topsoil from the areas proposed for built development (including roads and parking areas) and construction of the access road(s) into the site. Where possible, topsoil removed from within the development area was retained for use onsite within bunding / landscaped areas.
- 1.3.37 In advance of construction work commencing at the site, a pre-commencement ecological survey / walkover and report was completed, to ensure that there is no disturbance to any ecology (i.e. fauna and flora) as a result of construction operations (discharge of conditions application ref. 22/00697/DIS).
- 1.3.38 The hours (excluding deliveries) during which construction is anticipated to occur onsite are 07:00 – 18:00 hours on Mondays to Fridays and 08:00 – 17:00 hours on Saturdays, with no working on Sundays and Bank or Public Holidays.
- 1.3.39 Construction access to the site and contractor compound (located at the western edge of the site) is from the A1290 to the north, adjacent to West Moor Farm. Access for construction vehicles may also be from International Drive.
- 1.3.40 A Construction Traffic Management Plan (CTMP) was prepared and approved (discharge of conditions application ref. 22/00068/DIS, setting-out the routes to be followed by construction traffic so as to avoid sensitive areas and areas of notable congestion, and the times when construction deliveries to the site will be permitted (typically 08:00 – 14:30 hours, Mondays to Saturdays). These will ensure that there is no potential conflict with times when shift changes take place within the adjacent Nissan factory.
- 1.3.41 A Construction Environmental Management Plan (CEMP) was be prepared and approved prior to the commencement of works onsite (discharge of conditions application ref. 22/00653/DIS), including mitigation identified within the ES relating



to construction activities. The CEMP includes a Site Waste Management Plan (SWMP) and Dust Management Plan (DMP), setting out the measures by which construction can take place with minimal impact on the local environment.

## **1.4 Planning Policy Context**

1.4.1 The following plans and guidance are primary material policy considerations relevant to this outline planning application:

- The National Planning Policy Framework (July 2021).
- Planning Practice Guidance (March 2014) and as amended.
- The Adopted Development Plan, comprising:
  - Sunderland Core Strategy and Development Plan 2015-2033, adopted January 2020.
  - International Advanced Manufacturing Park (IAMP), Area Action Plan (AAP), adopted November 2017.

1.4.2 Following the approval of IAMP ONE Phase 2 application in June 2020, SCC has undertaken consultation on a number of policy documents, including the Allocations & Designations Plan (ADP). It has also undertaken consultation on the following Supplementary Planning Documents (SPD):

- Draft Development Management SPD.
- Washington Meadows SPD Scoping Report.
- Local Wildlife Site Report.

### ***Planning History***

1.4.3 IAMP ONE has an extensive planning history and includes the following:

- 2018 outline planning permission for automotive and advanced manufacturing uses (2018/00092.HE4);
- 2020 outline planning permission (20/00556/OU4) for automotive and advanced manufacturing uses, which includes West Moor Farm and an additional triangular area of land to the west that was not included in the 2018 permission;
- 2021 planning permission for the demolition of West Moor Farm (21/01330/FUL); and
- 2021 detailed planning permission for the battery plant (21/01764/HE4).

## **1.5 Community Consultation & Consideration of Alternatives**

### ***Community Consultation***

- 1.5.1 Consultation with the local community was undertaken following discussions with Sunderland City Council on the type of consultation considered to be appropriate for the proposed planning application. This was agreed as a leaflet drop, targeted at specific residential and commercial areas in the vicinity of the site and immediate surroundings, in addition to organisations and businesses with connections to the IAMP site. Owing to the lockdown restrictions related to COVID-19, a public exhibition was not undertaken.
- 1.5.2 The leaflet drop was undertaken in July 2021 and there were very few comments received in response to this. A summary of the consultation is provided within Appendix 5.1 at the rear of the battery plant permission (21/01764/HEA) ES. This also included a copy of the leaflet and a figure identifying the area within which it was circulated.
- 1.5.3 A response on behalf of a landowner within IAMP TWO raised various questions in relation to the proposed outline planning application and indicated that further comments would be provided once the planning application is submitted.
- 1.5.4 Responses from the general public ranged from no objections; the suggestion that IAMP should be suspended, and that manufacturing could be leaving the area rather than moving-in; that bringing jobs to the area is welcomed, but increased traffic is not; and the Metro line should be extended to Washington using the nearby closed Leamside Line.
- 1.5.5 During the determination of the planning application for the battery plant, Sunderland City Council undertook their own statutory consultation. As part of this process, comments were received in relation to Washington Meadows to the west which advised that this site was not considered as part of the Landscape and Visual Impact Assessment. However, as discussed in Chapter 0002 (Scope and Methodology) of this ES Addendum, Washington Meadows has not been considered as a committed protect (as it is neither an existing nor approved project) and hence there is no requirement for this site to be assessed as part of this EIA.
- 1.5.6 No further consultation has been carried out by the applicant for the s73 and three accompanying applications; however, the Council will undertake their own consultation on submission of the application.

### ***Alternatives***

- 1.5.7 Consideration of the reasonable alternatives studied by the developer and a description of these is a requirement of The Town & Country Planning (Environmental Impact Assessment (EIA)) Regulation 2017. Typically, consideration of alternatives includes such aspects as a 'Do Nothing' option, potential alternative sites, designs, site accesses or alternative technologies.
- 1.5.8 The battery plant application (21/01764/HEA) is now approved. As such, alternative sites, accesses and the 'Do Nothing' option are not relevant. The variation application and associated 3 applications are driven by health and safety reasons and practical technical reasons. It is, therefore, considered that, given the work previously completed in this regard, there is no requirement for any further consideration of reasonable alternatives as part of this submission.
- 1.5.9 The ES Addendum technical assessments consider if there have been changes in the likely effects brought about by the revised development proposals compared to those approved by permission 21/01764/HEA.
- 1.6 Air Quality**
- 1.6.1 A revised air quality assessment has been completed that considered the potential air quality effects of the construction and operational phases of the revised proposed development in relation to both human and ecological sensitive receptors. Included as part of this was a detailed assessment of potential air quality impacts as a result of emissions to air from the onsite electrode and battery manufacturing processes.
- 1.6.2 A review of the baseline shows that existing pollutant concentrations within the local area are well below the air quality objectives and limit values.
- 1.6.3 IAMP ONE and all traffic arising from it was assessed as part of the 2018 ES and concluded negligible air quality changes resulting in an effect that was Not Significant. This was also reported within the ES prepared for the 2020 IAMP ONE Phase Two application. As the revised proposed development will not result in an increase in traffic flows above those that were previously assessed, the effect upon air quality as a result of traffic is assessed as **Not Significant**; pollutant concentrations would remain below the air quality objectives and limit values.
- 1.6.4 In relation to process emissions, the revised proposed development has continued to be designed such that the maximum modelled process contributions and predicted environmental concentrations do not exceed the relevant air quality objectives for

the existing sensitive receptors (i.e. human and ecological) considered. Taking into account the process contributions and (for both short-term and long-term emissions) the predicted environmental concentration, the overall air quality effect is assessed as **Not Significant**.

1.6.5 This assessment is no different from that of the battery plant permission (21/01764/HEA).

## 1.7 Noise

1.7.1 A revised noise and vibration assessment has been undertaken for the construction and operational phases of the revised proposed development to assess potential impacts upon the nearest existing sensitive receptors, Hylton Bridge Farm and Rustica Trattoria & Inn.

1.7.2 A noise survey was undertaken for the wider IAMP ONE application, the data from which has been used to inform the current assessment. The baseline data was used to establish thresholds for construction and operational noise. Noise from the Nissan plant was audible and included a constant, low-level, low-frequency droning noise and reversing alarms.

1.7.3 Owing to the distance between the properties and the site, potential impacts as a result of noise and vibration due to activities associated with construction are assessed as **Not Significant**. The use of current best practice working methodologies are being adopted during the construction phase to ensure that any potential impacts that may occur are reduced as far as practicably possible.

1.7.4 During the operational phase of the revised proposed development, the character of the residual sound (which will contain broadband noise from road traffic and industrial noise from the Nissan Plant to the south) and the character of the specific sound of the proposed development will be very similar. The revised proposed development is, therefore, considered to be in keeping with the immediate area.

1.7.5 This is no different from the assessment for the battery plant permission (21/01764/HEA).

## 1.8 Landscape & Visual Impact

1.8.1 The landscape planting for the amended battery plant scheme is along similar lines as the approved battery plant permission (21/01764/HEA) and will include native trees and scrub (where the constraint of overhead power lines prevents tree

planting) along the site perimeter. Internally, a species-rich grassland will be created outside of the development area, to ensure that the development results in a biodiversity net gain. Other landscaping will include the reinforcement of the hedging alongside the A1290 (where this is to be retained) and along the new roadside edge, plus hedgerow tree planting. The residual effects discussed, below, include consideration of the proposed landscaping.

***Landscape character and landscape resource during construction***

- 1.8.2 Whilst construction works are now taking place in close proximity to the area of Green Belt, effects are indirect and temporary and are assessed as **Not Significant**. There are changes to the character of the landscape from the presence of plant and machinery within the site, as well as from the permanent loss of internal lengths of hedgerow and some hedgerow trees. Effects are also adverse and reversible, but **Not Significant**. Minimal changes to the landform are anticipated. Lighting is required during construction for security and the winter months, but this would be short-term and temporary. The effects would be adverse, but **Not Significant**.
- 1.8.3 Effects of construction on the landscape character area within which the site is located are assessed as a high magnitude of change on a low-medium sensitivity receptor and, as such, **Not Significant**. Indirect effects on the wider landscape character areas would be **Not Significant**.

***Landscape character and landscape resource post-completion***

- 1.8.4 The operational effects of the proposed development would be permanent and long-term. Effects (indirect) on the adjacent areas of Green Belt land from the presence of the completed development would be partially buffered by the perimeter landscaping of the site; these have been assessed as **Not Significant** in the context of the Nissan factory close by.
- 1.8.5 There would be changes to the scale of the site from the presence of the large-scale building and from its association with the wider IAMP ONE development area. The generally medium scale of the existing landscape (within a wider area of medium to large scale) is likely to increase to large scale. The scale of the wider landscape is influenced by the presence of the existing and under-construction buildings within IAMP ONE Phase One (which are largely c. 13-15 m in height, with one that is c. 19m tall at its highest point). The magnitude of change is assessed as medium-high on a low-medium sensitivity receptor and, as such, the change in landscape scale would



be Significant. There would be changes to the degree of enclosure experienced within the site and from the presence of lighting associated with the development plots and spine road. Loss of existing hedgerows and trees would be compensated by the provision of replacement tree and scrub planting as well as the infilling of gaps within the retained hedging. This will, in the longer-term, make a positive contribution to the landscape character of the local area. Overall, other than from the change in landscape scale, the effects of the developed site on the landscape resource of the local area are assessed as **Not Significant**.

- 1.8.6 Changes within the site will result in changes within the Coalfield Lowland Terraces (Usworth Lowland) Landscape Character Area. This is assessed as Significant, but indirect effects on the wider landscape character areas from the presence of the developed site are assessed as **Not Significant**.

***Cumulative effects on landscape character and landscape resource – post-completion***

- 1.8.7 Cumulative effects on the landscape resource, from the presence of the operational Site in combination with the development of the IAMP ONE Phase One and IAMP TWO areas, would relate to the increased loss of hedgerows and trees from within the development area. Whilst this would be expected to be a Significant effect for the larger IAMP ONE Phase One and IAMP TWO sites, the additional cumulative effect on the landscape resource of the proposed development, with the wider IAMP development, is assessed as **Not Significant** taking account of mitigation provided by the landscape enhancement in the Ecological and Landscape Mitigation Area for the wider IAMP development, the ELMA.
- 1.8.8 No significant cumulative effects are predicted on the landscape resource from the combination of the proposed development with the various consented but not constructed developments and planning applications awaiting determination (ES Chapter 2, Table 2.5). Equally, no significant effects on landscape character are anticipated from the proposed development in combination with the wider IAMP ONE Phase One and IAMP TWO sites. Notwithstanding the prediction of a Significant effect on the Urban Fringe, Boldon Fell Landscape Character Area as a result of IAMP TWO, the greater distance of the site from this Landscape Character Area means that cumulative effects would be **Not Significant**.

- 1.8.9 **No significant cumulative effects** on landscape character, direct or indirect, are identified for the combination of the site and the various consented but not constructed, and planning applications awaiting determination.

***Visual Amenity – Post-Completion***

- 1.8.10 There is relatively limited visibility of the existing site from within the surrounding area. This is mainly limited to locations close to the site or more distant, elevated positions to the north-west and south of the site. Effects have been assessed for the operational stage of the development, only, as it is considered that the short-term nature of construction works would not give rise to significant effects on visual amenity.

***Residential Receptors***

- 1.8.11 Significant effects on visual amenity have been identified for the occupants of the properties at Hylton Bridge Farm and the two roadside properties at Hylton Grove Farm in the short-to medium-term. In the longer-term, however, with the assimilation of the proposed development into the general area and the implementation of the proposed mitigation, this would reduce to **Not Significant**. There is also scope for positive effects for the local area. No other significant visual effects have been identified for residential receptors.

***Users of Transport Routes and Rights of Way***

- 1.8.12 Notwithstanding the close proximity of visual receptors using the A1290, no significant effects on visual amenity have been identified for users of this or other roads or rights of way (including the dismantled railway line on the eastern edge of Washington, west of the site). Views from the road for users of the A1290 within the section of road passing the site, when assessed in their totality, would experience a range of near-distance, transient and oblique views of the site, seen in the context of the wider industrial development of this area; this is assessed as **Not Significant**.

***Users of Formal and Informal Open Space and Recreation Areas***

- 1.8.13 No significant effects on visual amenity have been identified for visitors to the Penshaw Monument, or for visitors to the North East Aircraft Museum.

***Appraisal of Key Views***

- 1.8.14 The six viewpoints were selected in the ES for the recently granted battery plant permission (ref. no. 21/01764/HEA) to represent locations from where the site is most visible for the greatest numbers of visual receptors:
- 1.8.15 The magnitude of impact upon visual amenity varied between negligible-low and high and the sensitivity of receptors varies between low and medium-high. With the establishment of perimeter and internal planting and the assimilation of the proposed development into the general area, the adverse effect upon visual amenity for all views was assessed as **Not Significant** in the long-term. The variation application and 3 associated minor applications do not change that.
- 1.8.16 New photomontages have been produced to illustrate the changes to the building proposed.

*Cumulative Effects on Visual Amenity*

- 1.8.17 Overall, the proposed development of 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. In the longer-term, with the assimilation of the proposed development into the general area and the establishment of the proposed mitigation, it is considered that these would reduce to **Not Significant** and that there is scope for some positive effects on the landscape character, landscape resource and visual amenity of the local area.
- 1.8.18 This assessment does not differ from that for the battery permission (21/01764/HEA).

## **1.9 Ecology & Biodiversity**

- 1.9.1 The site does not lie within (or in close proximity to) any designated areas of ecological interest. Land within the site previously comprised of former agricultural land that consists of a mix of arable, improved grassland and poor semi-improved grassland, as well as land affected by the ongoing development works within the wider IAMP ONE Phase One site that consists of bare ground and ephemeral vegetation. There are no invasive species present within the site. The habitats present were common within the wider landscape and readily replicated and, as such, are of local value, only. However, since construction has commenced, little of this currently remains.

- 1.9.2 The habitats supported a number of over-wintering bird species, ten of which are Birds of Conservation Concern (BoCC) Red List species and one of which is listed under Schedule 1 of the Wildlife & Countryside Act (1981), and the site is considered to be of local value for the overwintering assemblage. The habitats also supported a number of breeding bird species, seven of which are BoCC Red List species and four of which are BoCC Amber List species, and the site is considered to be of local value for the breeding assemblage. Barn owl and little owl were also recorded within the area. The site supports limited bat activity and only two common pipistrelle day roosts were recorded. As such, the site is considered to be of local value to bats.
- 1.9.3 The development proposals resulted in the loss of all existing habitats within the site, which resulted in the local displacement of the fauna species present. With the proposed mitigation measures (which include offsite replacement bat and barn owl boxes) identified within Chapter 12 of the previous ES in place, the impact as a result of activities associated with construction will be **Not Significant**. During the operational phase, the impact upon bats and farmland birds as a result of disturbance from the proposed development will be **Not Significant**. As an enhancement, a series of boxes for swifts will be installed on the new structure.
- 1.9.4 In relation to the potential impact upon designated sites of ecological importance within the area, the results of the air quality assessment confirm that the maximum modelled process contributions for both nutrient nitrogen and acid deposition do not exceed 100% of the long-term critical loads (for the protection of vegetation) for the nearby Local Nature Reserves and Local Wildlife Sites. The results also confirm that the maximum modelled process contributions do not exceed 10% of the short-term or 1% of the long-term critical levels (for the protection of vegetation) for the Northumbria Coast Ramsar site and Special Protected Area. Based upon the results of the assessment, nitrogen dioxide (NO<sub>2</sub>) emissions will be **Not Significant** at the designated sites.
- 1.9.5 Overall, the onsite landscape strategy will continue to deliver a 3.17 % biodiversity net gain for the IAMP scheme. In addition, the IAMP site includes 110 ha of land allocated as Ecological and Landscape Mitigation Area (ELMA) that will be used to implement a comprehensive habitat enhancement scheme.
- 1.9.6 This assessment does not differ from that for the battery plant permission (21/01764/HEA).

## 1.10 Cumulative Effects

- 1.10.1 An assessment of the potential for the proposed development to result in cumulative effects has been undertaken. This includes consideration of the combination of environmental aspects associated with the proposed development, itself, known as intra-cumulative effects, and the combination of the proposed development and other developments within the local area, known as inter-cumulative effects.
- 1.10.2 The other developments considered are listed within Table 2.5 in Chapter 2 of the ES and include the wider areas of IAMP ONE Phase One and IAMP TWO, as well as others within the local area.
- 1.10.3 The proposed development is considered to have very limited scope for significant intra-cumulative and / or inter-cumulative effects during both the construction or operational phases. With the mitigation measures identified within the technical chapters of the ES in place, any cumulative effects would be **Not Significant**.
- 1.10.4 No other significant cumulative effects on visual amenity have been identified for any other visual receptors.

## 1.11 Summary

- 1.11.1 The proposed revised development for the battery plant 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 considered possible.
- 1.11.2 Significant effects on visual amenity have been identified for the occupants of the properties at Hylton Bridge Farm and the two roadside properties at Hylton Grove Farm.
- 1.11.3 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.