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3 SITE & SCHEME DESCRIPTION

3.1 Introduction

- 3.1.1 The Site forms part of the overall IAMP area, as identified in the IAMP Area Action Plan (AAP) 2017-2032 (adopted 2017) and comprises the second phase of the consented and (in part) under construction IAMP ONE development. IAMP TWO is to be delivered and determined under the Nationally Significant Infrastructure Project (NSIP) process.
- 3.1.2 Figure 1.1 illustrates the location of the Site in the context of its surroundings. Figure 1.2 illustrates the site in the context of the wider IAMP development. Plate 3.1, below, shows an aerial image of the site and surrounding area, including the relevant IAMP ONE boundaries.



Plate 3.1: Aerial View of the Site & Surroundings

- 3.1.3 The triangular piece of land north and west of West Moor Farm was not included in the 2018 IAMP ONE planning application due to issues relating to the availability of up-to-date ecological survey information and the then occupancy of the West Moor Farm property.



- 3.1.4 West Moor Farm was acquired by IAMP LLP in 2017 and is now vacated. In order to allow the delivery of a comprehensive approach to development at the site, the demolition of the existing buildings was assessed as part of the 2020 EIA and approved by SCC as part of the 2020 IAMP ONE Phase Two planning approval (ref. 20/00556/OU4). Subsequent to planning approval in June 2020, a separate application for the demolition of West Moor Farm was submitted in June 2021 (ref. 21/01330/FUL) to allow the timing of the demolition to be brought forward. This was required due to repeated incidents of anti-social behaviour and vandalism at the property.
- 3.1.5 The demolition of West Moor Farm was considered as part of the 2020 EIA and reported within the *IAMP ONE Phase Two Development Environmental Statement (Wardell Armstrong, 2020)*, and approved via the 2020 planning consent. In addition, the demolition is also supported by a suite of technical reports submitted as part of the 2021 application package. As such, with the exception of Chapter 12 Ecology & Biodiversity¹, the demolition of West Moor Farm has not been considered as part of the 2021 EIA undertaken to inform this ES. For full details of the findings of the 2020 EIA, reference should be made to the 2020 ES submitted to support the 20/00556/OU4 application, as well as the technical reports submitted to support the 21/01330/FUL application.

3.2 Site location & description

The site

- 3.2.1 The site lies wholly within the administrative area of Sunderland City Council.
- 3.2.2 The site comprises a triangular area of agricultural land (primarily arable), the land and associated hardstanding associated with West Moor Farm and cottage (to be demolished) located in the south-eastern corner of the triangular site and land within the wider IAMP ONE site (associated with Plots 1 and 2 and the adjacent section of access road).
- 3.2.3 There are no watercourses or waterbodies present within the Site area. The overall area within the application redline boundary for the Site is approximately 25 ha in size and the triangular area of land that forms Phase Two of IAMP ONE is approximately 6.85 ha in size. The agricultural land has been established (Sunderland UDP,

¹ As the mitigation measures proposed in relation to bats and barn owl are relevant to the assessment undertaken in relation to this detailed (IAMP ONE Phase Two) application.

September 1996) as Grade 3b and is, therefore, not best and most versatile (BMV) agricultural land. The existing field and roadside hedgerow boundaries, including occasional trees (i.e. ash, birch, sycamore, 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 confirmed that the hedgerows within the Site are species poor.

- 3.2.4 The land is largely level, with only minor variations in elevation. The wider area comprises very gently undulating topography dropping gradually down 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.
- 3.2.5 There is an existing access to the A1290 from the West Moor Farm property; located approximately 300 m to the east of the junction into the Nissan site from the A1290. The site also incorporates an access track linking northwards to North Moor Farm, which is now in the ownership of IAMP. The implementation of the proposed development would result in both of these accesses being closed to vehicular use.

Surrounding land uses

- 3.2.6 Within the immediate surroundings of the Site, agricultural land continues to the west and north, the wider IAMP area is situated to the north-east and east, and the Nissan site is situated to the south of the A1290. The closest 'residential' property to the Site is North Moor Farm, located approximately 170 m to the north. The residential areas of Sulgrave and Usworth Hall are located over 1 km to the west of the Site and those of Town End Farm and Hylton Castle are located over 1.5 km to the east. A high voltage overhead transmission line on lattice steel towers (orientated south-west to north-east) is located immediately beyond the Site's north-western (diagonal) boundary. At time of writing this application is not determined thus assessments have been made taking into account the current alignment.

Transport network

- 3.2.7 The A1290 forms the southern boundary of the Site. Minor improvements to this (i.e. localised widening at the northern junction with International Drive, the internal spine road for IAMP ONE (see para. 3.3.21)) are undertaken as part of the IAMP ONE Phase One consent. In due course, the A1290 will be widened to dual carriageway as part of the road improvements associated with IAMP TWO.
- 3.2.8 The A19 (T) is located approximately 1 km to the east of the site and is one of the region's key north-south routes. The A194 (M) (orientated south-west to north-east)

is located approximately 2.5-3 km to the north-west of the site. In addition, a network of 'A' roads and more minor roads provide connections to and within the nearby settlements.

3.2.9 Sensitive receptors in the vicinity of the development are shown on Figure 8.2.

3.3 Description of the development

Introduction

3.3.1 The 2020 planning application (ref. no. 20/00556/OU4) sought outline planning permission for: *'...the erection of industrial units (up to 98,937.2 m²) (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 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 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.

3.3.2 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), and the 2020 application was granted planning consent in June 2020.

3.3.3 Subsequent to receiving planning consent, amendments to the scheme design have been proposed; thereby necessitating the submission of a new planning application comprising:

- 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.
- A change of use (still within Class B2) to operations associated with an electrode and battery manufacturing facility, including the storage and use of hazardous substances. (Permit applications are being prepared for the industrial processes, separate to the Planning application).

3.3.4 The proposed development consists of an industrial unit (orientated west to east) and

is illustrated by Drawing 101 Proposed site Plan. The maximum height of the roof line remains at 30 m in accordance with the previously approved parameter plan, although there are now proposed to be solar PV panels on the roof, perimeter safety barriers, and information about the stacks is now available and so this is included on the elevations (see Drawing 105 Proposed Factory Elevations).

Proposed development



Plate 3.2: Architect's oblique aerial visualisation of the development

- 3.3.5 The proposed development consists of a single, three-storey industrial unit (Class B2 General Industrial) that is to house an electrode and battery manufacturing facility with a maximum capacity of up to 9 GWh / annum, which is to be split across two battery manufacturing plants separated by a central spine of offices. Included within the unit will be an integral electrode manufacturing plant. The plant will manufacture battery modules that will be fitted into battery packs, ready for installation into vehicles.
- 3.3.6 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 40 7 kWh electric vehicle charging bays.



- 3.3.7 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.
- 3.3.8 Flues associated with onsite processes (e.g. steam boilers, low temperature hot water boilers and the lab, etc.) will be situated along both the northern and southern aspects of the facility, as well as along the centre of the facility (see Drawing 107 Proposed Factory Roof Plan). Whilst these will be higher than the eaves, they will not be higher than the central ridgeline of the roof.
- 3.3.9 The roof is to be designed to allow the installation of photovoltaic solar panels (laid flat to the roof) at a future date and, as such, a Glint Assessment has been undertaken to accompany the application. This is included as a standalone report in the appendices.
- 3.3.10 Owing to the use of inhalable nickel powder in quantities exceeding 1 tonne per annum within the manufacturing process, the site will be classified as an ‘upper tier’ COMAH site (see para. 3.3.39).
- 3.3.11 For further details of the onsite processes, please refer to Appendix 3.2. A Sustainability Appraisal is provided as a standalone document in Appendix 3.3 of this ES and an Energy Statement is provided as a standalone document in Appendix 3.4.
- 3.3.12 A series of plans have been prepared to accompany the detailed planning application and define the proposed form of the IAMP ONE Phase Two development². These were used to inform the assessments reported in the technical chapters of this ES. A full list of development plans is set out in the Planning Statement.
- 3.3.13 A Masterplan has been developed for the Site (see Drawings 101, 103 and 104) that show how the proposed development will be taken forward, based upon the parameters set out previously. The landscape strategy is based on this masterplan layout.
- 3.3.14 The technical assessments reported within this ES are based upon the masterplans for the detailed application. As the development extents within these plans do not exceed those that formed the worst-case scenario assessed within the 2020 EIA, the scope of assessment remains comparative between the 2020 and 2021 EIAs.
- 3.3.15 The access junction and pedestrian provisions into the site are detailed upon Drawing

² These include those submitted as part of the 2020 application as well as this application.

101 Proposed Site Plan, Drawing 103 Proposed Landscape Plan and Drawing 104 Proposed Site Layout.

Land use & floorspace

3.3.16 Land use will be as described in para. 3.3.3, above, in terms of the anticipated industrial and ancillary offices. A breakdown of the Gross Internal Area (GIA) is provided in Table 3.1, below, and is illustrated by Drawing 101 Proposed Site Plan.

Table 3.1 Schedule of Gross Internal Area (GIA)	
Factory:	
First Floor	83,185 m ²
Second Floor	15,070 m ²
Third Floor	1,570 m ²
Office:	
Ground Floor	1,875 m ²
First Floor	1,875 m ²
Spine Core:	
First Floor	2,865 m ²
Plant Rooms	2,030 m ²
Cold Store	105 m ²
Tote Room	40 m ²
HV/LV Sub-station	80 m ²
Gatehouse	100 m ²
TOTAL GIA	108,795 m²

3.3.17 Excluding the sub-station and the gatehouse, the total GIA for the battery plant and offices is **108,615 m²**.

3.3.18 The 2020 outline application sought the same amount of floorspace as that approved through the IAMP ONE permission (156,840 m² / 1.688 sq ft.) and, as such, this detailed application seeks permission for a very small increase of 9,678 m² to make the 108,615 m² GIA. It should be noted that the additional (9,678 m²) area would not be accessible to staff. It would solely be used for the purpose of housing plant with high levels of automation and staff would be excluded on the grounds of health and safety.

3.3.19 This remains 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.

Heights & levels

- 3.3.20 Similar to the 2020 application, the maximum height of the building within the 'Extent of Development' (Parameter Plan 4, of the previous ES) remains 30 m above the average existing ground level within the part of the Site where the building is proposed. This height includes exhaust flues, as well as any permanent plant and machinery associated with the development (including future photovoltaic panel provision).

Building Design

- 3.3.21 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 this site will comply with this Design Code. The accompanying Planning Statement prepared by Lichfields outlines how this scheme complies with AAP policy. A DAS is provided as part of the detailed planning application for the site, reinforcing this requirement.
- 3.3.22 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.
- 3.3.23 Full details of the building design are provided as part of this application.

Access

- 3.3.24 Access into the development plots will be from International Drive, with the same parameters applied to the approved IAMP ONE Phase One site applied to the IAMP ONE Phase Two site.
- 3.3.25 International Drive connects to the A1290 at two locations; one in the south (to the west of the Nissan site access) and one in the north (to the south-west of the A19 Downhill Lane junction). Access to North Moor Farm is currently provided from the A1290 via Downhill Lane and Follingsby Lane (the existing farm track is used by construction vehicles), but access to North Moor Farm from the A1290 at West Moor

Farm will be closed as part of the development proposals. Access to the ELMA area will be obtained from the existing track at North Moor Farm.

Landscaping

3.3.26 An indicative landscape design was prepared for the IAMP ONE Phase One site extents (2018 ES, Chapter F, drgs. F9.1-F9.7) in order to minimise impacts on landscape character and visual amenity. The same principles have been applied to the landscaping of this Site (see Drawing 103 Proposed Landscape Plan) and include the following:

- Screen planting of indigenous trees and shrubs established 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. 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.
- Existing hedging and tree planting 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.
- Swales created within the site will be seeded with an appropriate wildflower / marginal species mix to increase biodiversity and enhance visual amenity.
- Screen planting (existing and as proposed) along the A1290 road frontage will be maintained.
- Feature tree and shrub planting will be used at the entrance to accentuate the sense of arrival and highlight the access point.
- Street furniture, lighting and signage will be co-ordinated across the development as a whole to create a unified style.
- Links will be provided for pedestrians and cyclists into the development area.
- To minimise light intrusion and reduce the prominence of the development at night, from surrounding areas, external lighting within the development will be fully cowled or else directed downwards / inwards, away from the perimeter of the site.

3.3.27 A Landscape Management and Maintenance Plan, as well as a Habitat Management Plan, has been prepared for the IAMP ONE (Phase One) site. A planning condition of IAMP ONE requires the preparation of a Landscape and 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.

Ecology

3.3.28 The IAMP development extents include 110 ha of land allocated as Ecological and Landscape Mitigation Area (ELMA) within the IAMP AAP (see Figure 1.2). This land is used to implement some of the mitigation and/or compensation for impacts of the IAMP development on the habitats and species of the area. Further ecological mitigation to address site-specific losses associated with the development of the site has been identified and set out in Chapter 12 of this ES.

Flood risk & drainage

Surface drainage strategy

3.3.29 A detailed site-specific surface water design strategy has been prepared for the proposed development, designed by RPS Consulting and Systra utilising such measures as underground storage tanks, porous paving for parking areas, and 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). For further details, reference should be made to Appendix 10.1 Flood Risk Assessment & Drainage Strategy.

Public storm sewer

3.3.30 There are no public surface water sewers within or adjacent to the site. The closest surface water sewer is within Cherry Blossom Way, to the south. Northumbrian Water Ltd (NWL) has previously stated that surface water from the development should be directed to watercourses rather than to sewers.

Foul drainage

3.3.31 As reported previously within the 2020 ES, NWL has confirmed that there is adequate spare capacity in their network at Manhole 2701, located adjacent to the old section

of the A1290 highway west of the Site (following the realignment of that part of the road in 2017) and containing an 1,125 mm diameter combined sewer.

- 3.3.32 A new trunk foul sewer system has been designed, part of which drains to a foul sewage pumping station that was constructed as part of IAMP ONE. A discharge rate of 51 l/s (litres per second) was agreed with NWL for the installation, which discharges westwards to the combined sewer at MH2701. Two additional pumping stations will be provided for IAMP TWO, which will operate in sequence. The first collects sewage from the development north of the River Don and transfers it southwards to a second facility, which also collects sewage from most of the IAMP TWO development south of the Don. This second facility sends its discharge westwards to the combined sewer at Manhole 2701.

Generally

- 3.3.33 The IAMP ONE Phase Two site development has been allowed for within all of the above drainage design work, with no additional works required (other than to manage surface and foul drainage associated with the plot within the site boundary).

Sustainability

- 3.3.34 It is intended that energy efficiency and sustainability will form an intrinsic part of the development proposals for the Site. Key aspects are set out below.

Energy use

- 3.3.35 Good practice will be applied across the development, making maximum use of natural heating and cooling processes in order to minimise energy consumption. The benefits of natural daylighting will be maximised in all building types, whilst ensuring that excessive solar gain is avoided through careful design. Buildings will seek to make best use of natural ventilation, (where possible) including the cooling available from night-time dissipation of heat.
- 3.3.36 Where possible, a proportion of the development's energy requirements will be addressed through the provision of onsite generation of renewable energy; this includes roof-mounted photovoltaic panels. Other sustainable aspects could be incorporated into the future development, ensuring it is energy efficient and facilitating the reduction of CO₂ emissions, including:
- Water efficiency, reducing water demand through low usage / water-efficient fittings.

- Water recycling systems.
- Energy conservation, adopting a 'fabric first' approach to achieving an efficient building fabric with a high thermal mass.
- Use of low energy light fittings.
- Energy metering and auditing.

Drainage

3.3.37 As noted above, the Proposed Developments incorporates Sustainable Drainage Systems (SuDS) into the layout of the Site to ensure rainwater is (as far as possible) returned to the ground and not discharged to the wider foul or surface water network.

Waste

3.3.38 Developments (including during construction) will be encouraged to minimise waste disposal with the use of waste audits promoted as far as possible.

Travel

3.3.39 Provision for pedestrians and cyclists will be incorporated into the overall layout of the development area, and facilities for cycle storage have been incorporated into the site layout.

3.3.40 A Construction Traffic Management Plan (CTMP) will be prepared and implemented. This will include a Green Travel Plan, to ensure that travel to the Site by construction workers is as sustainable as possible, promoting car sharing and use of public transport in order to reduce individual car journeys to the Site.

Accessibility

3.3.41 A Travel Plan is provided as part of this planning application, in-line with the wider framework Travel Plan previously prepared for IAMP ONE. The Proposed Development will be fully compliant with the requirements of the Disability Discrimination Act. All entrances to and exits from buildings will be designed with level thresholds and appropriate vertical access to all levels will be provided. Accessible parking areas will be located adjacent to the main circulation points to minimise travel distances.

Control of Major Accident Hazards (COMAH)

3.3.42 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.

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

3.3.44 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 (Major Hazard Identification).
- Preparation of a MAPP document.
- Environmental Risk Tolerability Assessment (CDOIF Assessment).

3.3.45 In addition to the above, a selection of following (not extensive) 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.
- QRA and analysis.

3.3.46 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.

3.3.47 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 (HSE) to agree the correct interpretation of the COMAH Regulations to the proposed development.

3.4 Construction methodology

Construction phasing

- 3.4.1 Subject to planning permission, construction of the proposed development is anticipated as commencing in March 2022 and last for a duration of circa 18 months / 72 weeks. The first phase of work will comprise 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 will be retained for use onsite within bunding / landscaped areas.
- 3.4.2 Utility and drainage provision for the site, overall, has been designed into the works for the wider IAMP ONE site area; connection(s) will be provided as part of the preliminary onsite works.
- 3.4.3 In advance of construction work commencing at the site, it is anticipated that a pre-commencement ecological survey / walkover and report will be required to ensure that there is no disturbance to any ecology (i.e. fauna and flora) as a result of construction operations.
- 3.4.4 The hours during which construction (not including deliveries, see below) is anticipated as occurring onsite are:
- Mondays to Fridays (07:00 – 18:00 hours);
 - Saturdays (08:00 – 17:00 hours); and
 - No working on Sundays and Bank or Public Holidays (unless with prior agreement with the Planning Authority).

Construction site access

- 3.4.5 Construction access to the site and contractor compound (located at the western edge of the site³) will be from the A1290 to the north, adjacent to West Moor Farm. Access for construction vehicles may also be from International Drive.

Construction access routes

- 3.4.6 Construction vehicles will be contractually obliged to follow an agreed route to and from the Site, as set out in a CTMP. Heavy Goods Vehicles (HGVs) accessing the development Site will do so via the A19 (north or south) and then travel via the A1290

³ This area was subject to an archaeological evaluation by AD Archaeology Ltd. in early 2021, the results of which found no significant archaeological features in the evaluation trenches; only shallow furrows belonging to former post-medieval ploughing regimes and no further archaeological work is required (see Appendix 17.1).

to the internal site access road. This routing is intended to avoid, as far as possible, sensitive areas such as schools, hospitals, built-up residential areas and sections on the existing road network that experience notable congestion.

Construction delivery timing

- 3.4.7 To minimise disruption to the immediate surrounding area, including avoiding potential conflict with times when shift changes take place within the adjacent Nissan factory, the CTMP will set out those times when construction deliveries to the site will be permitted. These will typically be restricted to Mondays to Saturdays, between 08:00 hrs and 14:30 hrs. There will be no deliveries on Sundays, Bank Holidays or public holidays.
- 3.4.8 Where appropriate, for the delivery of specific elements of equipment or materials, any large construction vehicles will be required to adhere to an allocated delivery time slot, to be agreed with the local highway authority.

Wheel washing

- 3.4.9 Any new construction site entrances will be kept clear of mud, debris and materials at all times. Deposition of mud or soils onto the public road will be minimised, including through the re-use of excavated topsoils onsite, as far as practicable. All loads leaving the site will be sheeted. Wheel wash facilities will be available for all vehicles leaving the site and roads will be inspected on a daily basis, with the additional implementation of a road sweeper, if required.

On-site Parking

- 3.4.10 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.
- 3.4.11 A specific, hard-surfaced parking area for construction staff vehicles accessing the site will be developed and designed to be shared with visitors to the site and delivery vehicles, with signage provided to direct vehicles to the correct areas.

Site security and contact details

- 3.4.12 Security at the site entrance will control access to the Site area and will be restricted to authorised vehicles, only. Adequate turning provision will be provided within the Site; thereby enabling vehicles to enter and exit in a forward gear.

3.4.13 Contact information, including mobile phone number(s) will be provided to all people anticipated as requiring access to the site. This contact information will also be made available to the local community so that direct liaison with the site can be facilitated, should there be a requirement for issues to be resolved.

Site waste management plan

3.4.14 A Site Waste Management Plan (SWMP) will be prepared that includes details of the types and volumes of excavations and construction waste arisings anticipated for the Proposed Development. The SWMP will identify where materials can be re-used, recycled or otherwise recovered, in preference to sending waste to landfill, which will only occur where no other alternatives are available. This will take into consideration factors such as any potential hazards presented by the waste type, estimated volumes of waste, benefits of re-use and whether local markets exist to receive these waste streams.

3.4.15 The SWMP will be similar to, but separate from, the Construction Demolition Management Plan (CDMP) that was submitted as part of the 2020 application in relation to the demolition of the West Moor Farm buildings.

Construction Environmental Management Plan

3.4.16 A Construction Environmental Management Plan (CEMP) will be prepared prior to the commencement of works onsite. This will include any mitigation identified within this ES, in relation to construction activities, including measures to minimise construction noise and control dust emissions from the site.

3.4.17 Industry good practice will be implemented to minimise construction noise, including:

- The use of modern and well-maintained plant and equipment.
- Switching off plant when this is not being used.
- Scheduling of noisy works outside of sensitive times (i.e. avoiding the early morning and weekend periods).

3.4.18 The Dust Management Plan (DMP), included as part of the CEMP, will include a range of site-specific mitigation measures to control dust emissions, including:

- Locating machinery and activities likely to generate dust, including stockpiles of soils, as far as possible from sensitive receptors.
- Fully enclosing the site, or specific operations, where possible, particularly where there is high potential for dust and particles to be produced.



- Avoiding runoff from site (of water or muds).
- Keeping site fencing, barriers and scaffolding clean, using wet methods.
- Removing materials with the potential to produce dust from the site as soon as practicable (unless these are proposed for re-use onsite).
- Stockpiles to be covered and any long-term stockpiles of topsoil or subsoil to be seeded, to prevent wind stripping.
- All stationary vehicles to have engines turned-off.
- Dust suppression techniques, including water sprays, to be used during extended dry conditions.
- Use of bonfires or burning of waste materials onsite.
- Use of water-assisted road sweepers on access and local roads, to remove any material tracked out of the site.
- Implementation of a wheel wash onsite.
- All loaded vehicles entering or leaving the site to be sheeted to prevent escape of materials during transport.

3.4.19 It is considered that, with the implementation of all of the above, construction will take place with minimal impact on the local environment.