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1 INTRODUCTION

1.1 Context

1.1.1 The IAMP[1] ONE Phase Two Development planning application (ref. no. 20/00556/OU4) was submitted to Sunderland City Council (SSC) in March 2020 and planning consent was granted[2] in June 2020.

1.1.2 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 (eg 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.
- The IAMP ONE Phase 2 ES did not assess the processes associated with the manufacture of lithium ion batteries.

1.1.3 A This Environmental Statement (ES) accompanies the detailed planning application for the 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 annum (see Chapter 3 for more details).

1.1.4 The description of the development is '*Erection of industrial unit to be used for the manufacture of batteries with ancillary office / welfare floorspace and associated infrastructure provision, accesses, parking, drainage and landscaping*.'

1.1.5 To accompany the previous 2020 outline 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. The original ES is included as Appendix 1.1.

1.1.6 Within the 2020 EIA, a worst-case scenario (i.e. Option 3B) of one, large industrial unit on the Site was proposed and 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 much of the findings of the

[1] International Advanced Manufacturing Park.
[2] The conditions to planning consent are listed within Appendix 1.2 of this ES.

EIA remain valid.

1.1.7 Where changes to the proposed development are proposed, a reassessment via a second EIA has been undertaken. As such, this ES is not intended to be read as a standalone document and should be read in conjunction with the 2020 ES.

1.1.8 In addition to the technical assessments included within the 2020 ES, climate change has been considered within as a separate chapter (i.e. Chapter 15) of this ES. A Glint Assessment has also been undertaken and is included in Appendix 3.4 of this ES.

1.1.9 This ES has been prepared by Wardell Armstrong LLP in conjunction with Lichfields, Systra and Ecology Solutions. It accompanies the detailed planning application for the proposed creation of a battery plant (with the capacity to produce up to a maximum of 9 GWh/annum) at the Site, which is to form part of the second phase of IAMP ONE. The circa 25 ha Site includes 6.85 ha of land within the overall IAMP site area.

1.1.10 Consent has been granted for the wider IAMP ONE area[3] for 156,840 m^2 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. IAMP TWO is the second and larger part of the IAMP. It has been confirmed as a project of national significance is to be delivered by a Development Consent Order (DCO).

1.1.11 Figure 1.1 illustrates the location of the site in the context of the surrounding area. Figure 1.2 illustrates the different parcels of land within the overall IAMP site, and the relationship of this application area to these.

1.1.12 Part of the land within the IAMP ONE Phase One site (hereafter referred to as 'IAMP ONE') that has already been granted planning approval is included within the redline boundary for this application. This is to demonstrate that IAMP ONE can be delivered effectively in relation to access, landscaping and flexibility of future development. The overall application area, therefore, includes the extent of land associated with Plots 1 and 2 and the access road (full width) as far as the eastern end of Plot 2, within IAMP ONE.

1.1.13 The 2018 ES for IAMP ONE, the 2019 Preliminary Environmental Information Report (PEIR) for IAMP TWO and the 2020 ES for IAMP ONE Phase 2 ES provide more information on the background to the overall project, the need for the development

[3] Planning application ref. 18/0092/HE4.

and the planning policy framework established by the IAMP Area Action Plan (AAP) for the overall development area.

1.1.14 This detailed application is being submitted to SCC as the relevant planning authority. Informal consultation on the scope of the 2021 EIA was carried out with SCC in April 2021 and feedback from this has informed the preparation of this ES.

1.1.15 In addition to this ES, the detailed planning application comprises the application forms, notices and covering letter, the Planning Statement for the Proposed Development, a Design & Access Statement (DAS), a Health Impact Assessment (HIA), a Heritage Statement, the draft Design Code for the IAMP development, and relevant supporting plans and illustrations.

1.1.16 The Coronavirus Regulations as amended amend Regulation 23 of the 2017 EIA Regulations (as amended), which relate to the availability of the document via the insertion of the new Regulation 23 A. In order to comply with Regulation 23 A, the ES has been provided to SCC in a format that can be uploaded to their website. Therefore, the application and the full application will be available to view online at the website address http://www.sunderland.gov.uk/online-applications/ or during the opening hours of SCC, at the following address:

Development Management

Sunderland City Council

Civic Centre

Burdon Road, Sunderland SR2 7DN.

1.1.17 During the COVID 19 pandemic, it may not be possible to view this information at SCC's offices. In such circumstances, and should you require a digital / electronic copy of the ES, please use the details for Wardell Armstrong (hkennedy@wardell-armstrong.com) or liaise with the planning team at SCC for further assistance.

1.1.18 All consultation responses on this ES and the detailed planning application should be issued to SCC.

1.2 The Applicant

1.2.1 The applicant is Envision AESC. Founded in 2007, Envision's heritage is within the wind energy sector, and is currently one of the industry's leading wind technology companies. Headquartered in Shanghai, Envision has regional offices across Asia,

Europe, North and South America, as well as establishing global R&D and engineering centres in Singapore, Denmark, Germany, the United States and Japan.

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

1.2.3 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 these batteries.

1.2.4 Envision AESC UK Ltd. is proposing to invest £450m in the facility, and the key headlines for the project are as follows:

- Capacity to produce 9 GWh of batteries per year.
- Construction is planned to start in early 2022, with the first battery production in 2024.
- Once operational the site will employ approximately 1,000 people, drawing on the significant skills and experience of the existing workforce.
- Will be powered by 100% renewable energy, including a proposal for on-site generation from solar panels.
- Confirms Sunderland as the heart of automotive electrification activities in the UK, building on both Nissan's and Envision AESC's initial investments in LEAF and the current battery plant.
- Provides opportunities for the materials used in battery produced to be sourced from local suppliers, further enhancing the benefits for the North East and UK economies.
- The factory would be situated on the International Advanced Manufacturing Park (IAMP), in Sunderland – adjacent to the Nissan site, and less than 1 Km from the current Envision AESC battery plaThe wider IAMP site is located within the administrative areas of SCC and South Tyneside Council (STC). Figure 1.2, Site Extents, shows the relationship between the Site and the wider IAMP development areas, in the context of the surrounding area and the relevant local

authority boundaries.

1.2.5 The two Councils are working closely with Nissan, the UK government (at national and regional levels) and with government agencies such as Highways England in the development of the IAMP site.

1.3 Requirement for an Environmental Statement

1.3.1 The statutory requirement for an EIA derives from the 1985 European Council Directive (No85/337/EEC) amended in 1997 by Council Directive 97/11EC that requires the study of the effects of a development upon human beings, flora, fauna, soil, water, air climate the landscape, material assets, cultural heritage, and the interaction between these. The Town & Country Planning (EIA) Regulations 2017 (as amended) (hereafter referred to as the '2017 EIA Regs') translate the EIA Directive into the UK's planning legislation.

1.3.2 An EIA is needed for projects likely to have significant effects on the environment by virtue of their nature, size or location. Whether or not a development requires an EIA to be undertaken depends on the nature of the development. An EIA is compulsory for major types of development listed in Schedule 1 of the 2017 EIA Regs; Schedule 2 of the 2017 EIA Regs indicates types of other development for which an EIA is required when certain thresholds and criteria are met, indicating that the development is likely to have significant effects on the environment. Changes or extensions to either a Schedule 1 or a Schedule 2 development that may have significant adverse effects on the environment also fall within the scope of the 2017 EIA Regs. Under the terms of the 2017 EIA Regs, the Proposed Development, as an industrial estate development on a site >5 ha, constitutes a Schedule 2 development.

1.3.3 The formal requirements for the content of an accompanying ES are set out in Schedule 4 of the 2017 EIA Regs. Whilst every report should provide a full factual description of a project's effects, the emphasis of Schedule 4 is on the 'significant effects' to which the project is likely to give rise. Other effects of little or no significance in relation to planning considerations usually need only brief reference in the ES to demonstrate that their possible relevance has been considered. There is general guidance given on the definition of what constitutes a significant effect, but this is not exhaustive, and much is dependent on expert opinion, including the views of regulatory authorities, as well as local conditions at the site.

1.3.4 The 2017 EIA Regs (Schedule 4, para. 4) provide a checklist of environmental

components that should form the basis of an impact assessment. This includes the following:

- Air
- Biodiversity (in particular, species and habitats protected under The Habitats Directive and The Birds Directive)
- Climate
- Cultural heritage (including architectural and archaeological heritage)
- Human health
- Land
- Landscape
- Material assets
- Population
- Soil
- Water and
- The interaction between any of the above.

1.3.5 This checklist provides the reference point for this ES.

1.3.6 The 2017 EIA Regs also require an EIA to assess the potential significant effects arising from the vulnerability of the development to major accidents and disasters, as relevant to that development (addressed in Chapter 14 of the ES).

1.4 Structure of the Environmental Statement

1.4.1 The structure of this ES is as below.

Part A

1.4.2 Chapter 1 (i.e. this chapter) provides an introduction to the project and background to the application. Chapter 2 provides a description of the scope and methodology of the assessment. Chapter 3 provides a detailed description of the Site, its surroundings and the Proposed Development. Chapter 4 describes the planning policy context and Chapter 5 details the community consultation and consideration of alternatives.

Part B

1.4.3 Chapters 6 to 17 of this ES comprise the environmental assessments of the proposed development. This includes a detailed examination of the impacts (positive and negative, permanent and temporary, direct and indirect) associated with the proposed development for the topics listed within Table 1.1, below. Detailed

mitigation measures are formulated for negative impacts and the residual effects of the scheme are escribed if they occur. Chapters 18 provides a summary of the findings reported within Chapter 6 to 17.

Non-Technical Summary

1.4.4 The chapters of the ES have been summarised and are reported using non-technical language. This Non-Technical Summary (NTS) has been produced as a separate report so that it can be easily distributed to interested parties.

1.5 The Consultancy Team

1.5.1 The consultancy team advising on the delivery of the EIA for the IAMP ONE Phase Two development is listed in Table 1.1, below. The lead author(s) name is shown together with their qualifications. Each named individual is deemed to be a 'competent expert', as required by the 2017 EIA Regulations.

Table 1.1: The EIA Consultancy Team

Role	Company	Author
Introduction	Wardell Armstrong	Helen Kennedy BSc(Hons) MPhil CMLI Glen Shah BSc (Hons) MSc Affiliate IEMA
Scope & Methodology	Wardell Armstrong	Helen Kennedy BSc(Hons) MPhil CMLI Glen Shah BSc (Hons) MSc Affiliate IEMA
Site and Project Description	Wardell Armstrong	Helen Kennedy BSc(Hons) MPhil CMLI Glen Shah BSc (Hons) MSc Affiliate IEMA
Planning Policy Context	Wardell Armstrong	Ben Parkins BA (Hons) MSc MRTPI
Community Consultation & Consideration of Alternatives	Wardell Armstrong	Helen Kennedy BSc(Hons) MPhil CMLI Glen Shah BSc (Hons) MSc Affiliate IEMA
Air Quality	Wardell Armstrong	Malcolm Walton BSc Dip MCIEH Rebecca Faulkner BSc (Hons) MSc MIEnvSc MIAQM
Noise	Wardell Armstrong	Simon Urquhart IoA Dip MIOA
Landscape & Visual Impact Assessment	Wardell Armstrong	Adrian Clarke CMLI
Waste	Wardell Armstrong	Alison Kemp BSc (Hons) MSc MCIWM PIEMA
Water Resources	Wardell Armstrong Systra	Lauren Ballarini MSc BSc CGeol FGS Tim Dawe MEng CEng MICE
Geology & Soils	Wardell Armstrong	Helen Simpson BSc (Hons) PhD PIEMA
Ecology & Biodiversity	Ecological Solutions	Peter Hadfield BSc (Hons) MSc MCIEEM
Access & Transport	Systra	Shaun Edwards BEng (Hons) MCIHT
Vulnerability to Major Accidents & Disasters	Wardell Armstrong	Helen Kennedy BSc(Hons) MPhil CMLI Glen Shah BSc (Hons) MSc Affiliate IEMA
Climate Change	Wardell Armstrong	Simon Allen BSc Hons AEI
Cultural Heritage	Wardell Armstrong	Helen Kennedy BSc(Hons) MPhil CMLI Glen Shah BSc (Hons) MSc Affiliate IEMA

Table 1.1: The EIA Consultancy Team		
Role	**Company**	**Author**
Cumulative Effects	Wardell Armstrong	Helen Kennedy BSc(Hons) MPhil CMLI Glen Shah BSc (Hons) MSc Affiliate IEMA
Summary & Conclusions	Wardell Armstrong	Helen Kennedy BSc(Hons) MPhil CMLI Glen Shah BSc (Hons) MSc Affiliate IEMA plus all the above technical authors
Non-Technical Summary	Wardell Armstrong	Helen Kennedy BSc(Hons) MPhil CMLI Glen Shah BSc (Hons) MSc Affiliate IEMA plus all the above technical authors
Glint Assessment	Wardell Armstrong	Paul Evans BSc (Hons) SEnv MEI
Energy Statement	Wardell Armstrong	Paul Evans BSc (Hons) SEnv MEI
Sustainability Statement	Wardell Armstrong	Paul Evans BSc (Hons) SEnv MEI