Envision AESC UK Battery Plant

Reference number: SYS_ENVISION_GB01T21B34_HOMP

HOMP – SITE INPUT DETAILS





23/07/2021

ENVISION AESC UK BATTERY PLANT

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IDENTIFICATION TABLE				
Client/Project owner	Envision AESC			
Project	Envision AESC UK Battery Plant			
Study	HOMP – Site input Details			
Date	23/07/2021			
Reference number	SYS_ENVISION_GB01T21B34_HOMP			

Version	Name		Position	Date
1	Author	AH	Principal Consultant	23/07/2021
	Checked by	AH	Principal Consultant	23/07/2021
	Approved by	SE	Associate Director	23/07/2021
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1. INTRODUCTION

1.1 Background

- 1.1.1 The Highways Operational Management Plan (HOMP) for IAMP ONE was prepared to address Condition 24 of Planning Application 18/00092/HE4. It is a requirement for all occupiers of IAMP ONE to comply with the HOMP
- 1.1.2 The purpose of the site-wide HOMP is to ensure that adequate measures are in place to manage the traffic impacts associated with the operation of the IAMP ONE.
- 1.1.3 The HOMP is a long-term management document, which is used to manage operational traffic accessing and egressing the site. This HOMP sets out the following information for each respective occupier on IAMP ONE:
 - Staff shift patterns
 - Staff numbers
 - Travel Plan Coordinator and Staff inductions
 - Car parking, including EV Charging Points
 - Cycle parking details

1.2 Envision AESC Input

- 1.2.1 This HOMP is a 'live' document, which should be continuously updated when details of occupiers change, or become available.
- 1.2.2 This document sets out the specific details of the proposed Envision AESC battery plant on IAMP ONE for inclusion within the 'live' HOMP document.

2 ENVISION AESC UK LTD

2.1 Introduction

- 2.1.1 Envision AESC UK Ltd ("Envision") occupy an industrial unit on IAMP ONE Phase Two of 108,615 sqm Gross Internal Area (GIA) with permitted use for light industrial, general industrial and storage & distribution (Class B1(c), B2 and B8), with ancillary office and research & development.
- 2.1.2 Envision manufacture battery electrode, cell and module products for electric vehicle and other applications.

2.2 Shift Patterns

2.2.1 Envision operate a Dayshift and 4-Shift Pattern. The following 4-shift patterns will be operated by Envision:

	4 SHIFT -	DAYSHIFT	4 SHIFT - N	NIGHTSHIFT
	Shift Start	Shift Finish	Shift Start	Shift Finish
Sunday	06 :00	18 :00	18 :00	06 :00
Monday	06 :00	18 :00	18 :00	06 :00
Tuesday	06 :00	18 :00	18 :00	06 :00
Wednesday	06 :00	18 :00	18 :00	06 :00
Thursday	06 :00	18 :00	18 :00	06 :00
Friday	06 :00	18 :00	18 :00	06 :00
Saturday	06 :00	18 :00	18 :00	06 :00

2.2.2 All non-shift based staff (i.e., office/administrative/managerial) will also be required to adhere to a 1-hour off-set from Nissan operations, which will be defined within their contracted hours of employment. Specifically, no staff will be permitted to arrive on site between 06:00 – 07:00hrs and this will be outlined during the staff induction process.

2.3 Staff Numbers

2.3.1 Envision directly will employ approximately 1,000 staff based at IAMP ONE. Staff numbers can be broadly broken-down into the following:

Role / Shift	Approx. Number of Staff
Dayshift staff (Office / Admin / Managerial)	152 total
4 shift staff	212 per shift x 4 shifts = 848 total
Total No. of staff	152 + 848 = 1000
Dayshift staff per shift (12hr)	212
Nightshift staff per shift (12hr)	212

2.4 Travel Plan Coordinator & Staff Inductions

- 2.4.1 Envision has appointed a Travel Plan Coordinator (TPC) to oversee the implementation of green travel measures as part of the Travel Plan. The Contact details of the TPC are:
 - Name: Michelle Kennard
 E-mail: michelle.kennard@envision-aesc.com
 Telephone: 0191 8160171
- 2.4.2 The TPC is responsible for liaising with human resources to ensure that the aims and objectives of the Travel Plan are disseminated to staff from the outset as part of the induction process. Staff will also be made aware of the opportunities to access the site by walking, cycling and public transport and the availability of discounts and incentives.

2.5 Car Parking

- 2.5.1 Car parking within the Envision AESC UK Ltd site will comprise of:
 - A total of 725 parking spaces (comprising of 685 for employees and 40 for visitors)
 - \circ 37 accessible parking bays (5%) located adjacent to the main entrance
 - 40 Electric Vehicle (EV) Charging Points, with provision to increase to 80 if future demand requires
- 2.5.2 Access into the site has been designed with the intent to segregate vehicle types as soon as possible and to provide separate access routes for cyclists and pedestrians from the adjacent highway. Within the site, personal vehicles will be parked in a secure carpark and all HGV traffic will be directed through security-controlled barriers to the perimeter service roads.
- 2.5.3 The car park will be accessed directly from International Drive and will have dual lane oneway traffic flow to manage high volumes at shift change. Automated barriers will be utilised at low peak periods to optimise traffic flow vs security and controlled via the security office.
- 2.5.4 Designated walking routes / crossings will be provided to/from each parking aisle to the staff entrance turnstiles.

2.6 Cycle Parking

- 2.6.1 Covered cycle stands are provided close to the Main Staff entrance and provide storage for up to 80 cycles.
- 2.6.2 Cycle shelters are to be located in close proximity to the main staff entrance turnstiles. Care has been taken to ensure pedestrian access to the building does not cross HGV routes with use of controlled barriers. A 3m wide Cycle/Pedestrian route will be provided directly from International Drive past the Security office and continue to the cycle shelters.
- 2.6.3 The level of cycle parking provision will be continuously monitored and reviewed. The level of cycle parking provision will be increased if demand begins to approach capacity.