Battery Plant, IAMP Planning Statement

Envision AESC UK Ltd

13 July 2023

LICHFIELDS

LICHFIELDS

Lichfields is the pre-eminent planning and development consultancy in the UK

We've been helping create great places for over 60 years.

lichfields.uk

22551/42/HE/LN
26781812v1

Contents

1.0 Introduction

Purpose of the Statement

1.1 This Planning Statement has been prepared by Lichfields on behalf of Envision AESC UK Ltd ('the Applicant'). Its purpose is to accompany an application submitted pursuant to Section 73 of the Town and Country Planning Act 1990 (as amended) (hereinafter referred to as the 'S73 application') seeking minor material amendments to the planning permission for the battery plant at IAMP[1] (hereinafter referred to as the 2021 battery plant permission).

1.2 This Planning Statement has also been prepared to accompany three standalone planning applications for development within the approved red line boundary of 2021 battery plant permission. These applications relate to the development of a gas governor house, High Voltage (HV) substation and bulk store canopy to help facilitate the approved battery plant development.

1.3 It is important to note that the principle of the battery plant has already been established and approved by the Council through the 2021 permission.

Background

1.4 Envision AESC is a world leading manufacturer of lithium-ion batteries for the automotive industry and has been producing highest quality batteries in Sunderland for the Nissan LEAF electric vehicle for eleven years. The business is headquartered in Japan, with additional manufacturing sites in China, the United States and Sunderland where 300 no. people are employed.

1.5 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 obtained full planning permission in October 2021 (planning reference 21/01764/HE4) for the development of a new manufacturing facility that will be capable of producing batteries for more than 100,000 no. electric vehicles per year (hereinafter referred to as the '2021 battery plant permission').

1.6 This development will help Sunderland and the UK become one of the best international locations for automotive and advanced manufacturing. The development will help ensure that Envision AESC, the International Advanced Manufacturing Park ('IAMP') and Sunderland are at the forefront of innovations in battery technology and are playing a critical role in leading the de-carbonisation revolution through the promotion of clean energy and new energy electric vehicles. The development will relocate 300 no. jobs from the existing battery plant at the current Envision AESC facility to a new larger state-of-the art facility, which will employ a total of 1,000 no. staff (including existing staff).

[1] Planning application reference 21/01764/HE4, approved 6th October 2021

The Proposed Changes

1.7 Due to operational, health and safety requirements and in response to detailed discussions with Building Control, the Health & Safety Executive and the Environment Agency, the Applicant is now proposing several amendments to the approved facility.

1.8 In summary, there has been a reduction in the footprints of the main factory building and the office due to processes rationalisation and operational requirements. The other changes generally relate to alterations to the associated plant and equipment, and minor changes to the car parking area. It is considered that these constitute minor material amendments to the planning permission and can dealt with through a S73 application. Three larger changes are proposed relating to the inclusion of the HV sub-station, gas governor house and bulk stores canopy 2. These changes were considered too great to be included in the S73 application and hence three planning applications are being submitted for these works. Overall, the proposed changes even when considering the three new planning applications do not result in a scheme which is substantially different to that previously approved.

1.9 Further details of the scheme amendments are provided in Section 3 of this Statement and within the accompanying Design and Access Statement

Accompanying Documentation

1.10 This Planning Statement should be read in conjunction with the complete suite of and plans which accompany the S73 application and the three standalone applications. A full schedule of the drawings and documents submitted for each application is included at Appendix 1 of this Statement.

Structure of the Statement

1.11 The remainder of this Planning Statement is structured as follows:

- Section 2: The Application Site;
- Section 3: The Proposed Development;
- Section 4: Planning Assessment;
- Section 5: Planning Conditions; and
- Section 6: Conclusion.

2.0 The Application Site

Site Context

2.1 The application site comprises of approximately 25 ha of land to the south-western end of the Southern Employment Area ('SEA') within the IAMP ONE site boundary. The site is currently a construction site. Previously it comprised of agricultural land and included the former West Moor Farm and cottage which have now been demolished.

Figure 2.1 Aerial showing the battery plant being constructed

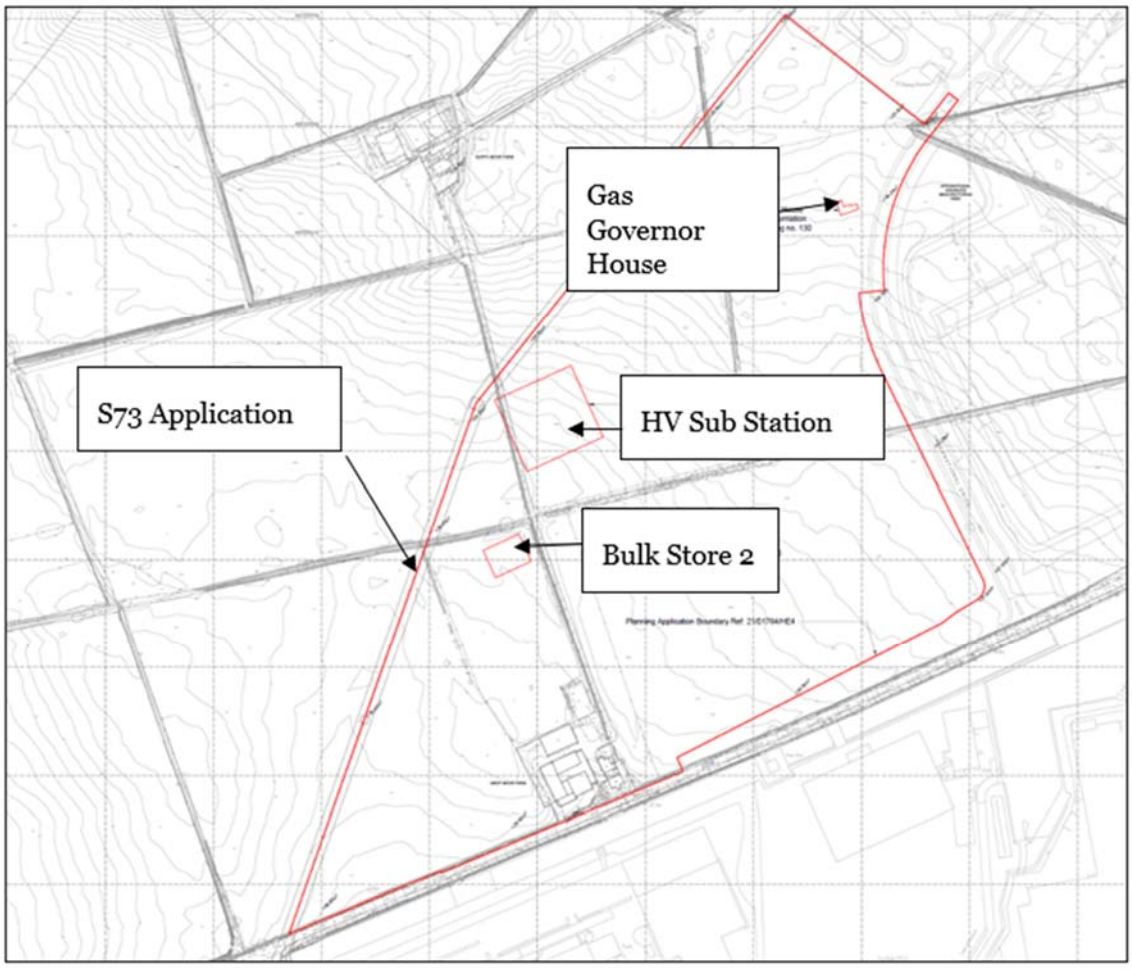
Source: Google Earth

Figure 2.2 Photograph of the battery plant being constructed taken from the site compound

Figure 2.3 Photograph of the battery plant being constructed – taken from the site car park

2.2 The redline boundary of the wider application site, including the boundaries for the three standalone planning applications is set out in Figure 2.1.

Figure 2.4 Redline boundaries of the application sites



Source: RPS

Surrounding Area

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

2.4 The site is bound by International Drive to the east, which provides the internal spine road through IAMP ONE. A drainage ditch and newly planted shrubs separate the site from the road. Large industrial warehouses which have been recently constructed as part of the IAMP ONE development lie beyond International Drive to the east.

2.5 Two recent photographs are provided in Figures 2.5 and 2.6 which show the three bespoke manufacturing buildings which have been completed within IAMP ONE, together with International Drive. Two of the buildings are occupied by Nissan's suppliers (SNOP and Faltec). The third building, which was to be occupied by the Centre of Excellence in Sustainable Advanced Manufacturing ('CESAM'), was previously fitted out as a Nightingale hospital in response to Covid-19 and was used as a temporary vaccination centre.

Figure 2.5 Photograph of the three industrial units looking westwards

Figure 2.6 Photograph of the three industrial units looking eastwards

2.6 Agricultural land bounds the application site to the north and west, with North Moor Farm located a short distance to the north. The residential areas of Sulgrave and Usworth Hall are located over 1km to the west and those of Town End Farm and Hylton Castle are over 1.5km to the east.

Transport Network

2.7 The A1290 forms the southern boundary of the application site. Minor improvements including localised widening at the northern junction with International Drive have taken place as part of the IAMP ONE Phase One planning permission. In due course, the A1290 will be widened to dual carriageway as part of the road improvements associated with IAMP TWO.

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 also provide connections to and within the nearby settlements.

Designations

2.9 Relevant planning designations within the vicinity of the application site are set out below in Table 2.1, however this is not an exhaustive list.

Table 2.1: Planning designations

Type of Designation	Name and Proximity to the Application Site
Ecological Designations	Durham Coast SSSI; Durham Coast SAC; Northumbria Coast RAMSAR; Northumbria Coast SPA: Approximately 8.9km to the north east Hylton Castle Cutting SSSI: Approximately 2.9km to the east Wear River Bank SSSI: Approximately 2.9km to the south east There are a range of Local Wildlife Sites within 2km of the site including Usworth Burn, Elliscope Farm / Hylton Bridge, Strother House Farm, Severn Houses and Barmston Pond. Further details are provided in the Ecology and Biodiversity Chapter of the Environmental Statement
Ancient/Scheduled Monuments	Hylton Castle: Approximately 2.8km to the east Colliery Engine House: Approximately 2.9km to the south west
Listed Buildings/Structures	Penshaw Monument (Grade I): Approx. 4.2km to the south Hylton Grove Bridge (Grade II): Approx. 1.1km to the north east Usworth Hall (Grade II): Approx. 1.6km to the north west Low Barmston Farmhouse (Grade II): Approx. 1.8km to the south Downhill Farm (Grade II): Approx. 2.5km to the north east Hylton Chapel (Grade I): Approx. 2.8km to the east
Flood Risk Zone	The majority of the application site lies within Flood Zone 1 and is not at risk of flooding from the seas, rivers or reservoirs. There are no watercourses or waterbodies within the site. Flood Zone 2 encroaches onto the northern end of the proposed development and affects part of the site entrance off International Drive.

Planning History

The recent planning history of IAMP and the immediate area is summarised in Appendix 2.

3.0 The Proposed Development

The Approved Development

3.1 In October 2021, the Council granted full planning permission for the following development (planning permission reference 21/01764/HE4):

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

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

The Proposed Changes

3.3 As mentioned earlier, due to operational, health and safety requirements and in response to detailed discussions with Building Control, the Health & Safety Executive (HSE) and the Environment Agency, the Applicant is now proposing several amendments to the approved facility.

Section 73 Application

3.4 An application for a minor material amendment to an existing planning permission can be made pursuant to Section 73 of the Town and Country Planning Act 1990 (as amended). Whilst there is no statutory definition of a 'minor material amendment', Planning Practice Guidance[2] states that *"it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved"*. What constitutes a 'minor material amendment' is a matter for the Local Planning Authority to determine, having regard to changes in the context of the scheme.

3.5 This S73 application proposes to bring forward minor material amendments to the 2021 battery plant permission. The changes relate to the following:

1 Overall reduced main factory building footprint due to processes rationalisation and operational requirements;

2 Reduced office footprint to suit client operational requirements;

3 The gatehouse has been optimised to suit health and safety and client operational requirements as now discussed:

Following confirmation of the site as a COMAH Upper Tier site, Envision AESC engaged with the HSE, Environment Agency (EA), Emergency services and Local Authority Building control to seek guidance and advice on additional site provision requirements to ensure compliance with COMAH best practice guidelines and codes of practice. The Tyne and Wear Fire Service COMAH department notified Envision that

[2] Paragraph: 017 Reference ID: 17a-017-20140306

an Emergency Control Centre (ECC) should be established on site and outwith the main building structure.

It was recommended that the Security gatehouse should have a provision for an ECC, which could be used by the Fire and Emergency services in the event of a major incident on site.

To this end, the gatehouse layout design was modified to make an allowance for an ECC area within it. This has been approved by the local Fire authority, Building control and COMAH Compliance consultants, ABB, who are currently contracted to deliver Giga 1 plant COMAH compliance.

4 The footprint of Bulk Store Canopy 1 has been reduced to minimise health and safety risks in association with known on-site storage of material. This change is now discussed:

The battery manufacturing process requires the use of wet electrolyte chemical in order to enable ion transfer between anode and cathode electrodes in the battery cell during the charging and discharging process. Electrolyte will be delivered to site in 20,000 litre tankers and will be dispensed directly to the process via a low pressure, Nitrogen push gas applied to the tanker. The electrolyte chemical comprises mainly of ethyl and diethyl carbonate carrier solvent material (~80%) with the remaining 20% consisting of lithium salts and other proprietary additives which enable the cell to operate as a battery cell. The carrier solvents are flammable with a flashpoint of over ~25 degrees C. The additives contain harmful substances hazardous to health. As a result of the flammability and toxicity of the electrolyte material, on site ready use tanker storage has been minimised as far as is reasonably practicable to minimise the overall risk exposure to staff and the environment in the event of an emergency incident.

The original bulk electrolyte store canopy concept design had a provision for up to 6 no. 20,000 litre tankers. This has subsequently been reduced to 4 no. total tankers following process and delivery system design confirmation and following COMAH driven, hazard reduction activities.

5 Revised cycle and motorcycle shelter to improve access and security;

6 Reduced car park area to suit British Parking Association Standards – the number of car parking spaces has not changed;

7 Switch rooms relating to providing power to Life Safety equipment to the main facility generally relocated outside of main facility footprint;

8 Ancillary plant rooms detached from main building to suit construction phasing and design development;

9 Revised water tanks and pump house to accommodate increase in volume demand;

10 Number and location of flue stacks revised due to design development;

11 Number and location of stair towers revised due to fire safety requirements, as now discussed;

Envision engaged RPS, an Architectural design company who in turn engaged BB7, Fire Engineering Consultants, to develop a fully code-compliant building and fire strategy design.

As internal processes, layouts and MEP requirements have evolved during ongoing design development, the fire strategy has evolved also to ensure ongoing code compliance, e.g., with regard to means of escape, max fire-fighting hose length distances, dry riser requirements, access/egress, fire-fighting access corridor ongoing review and adjustment. This has resulted in the need to vary the design from original concept where necessary, to ensure ongoing compliance with relevant standards.

12 Road width and footpaths minimised to reduce hard landscaping; and

13 Plant Room annex height increased to include screening to equipment.

3.6 In the context of the above, when considering the amended scheme as a whole, the proposed amendments are considered to be acceptable as minor material amendments under Section 73 of the Town and Country Planning Act 1990.

3.7 The S73 application is also proposing alterations to some of the conditions. These changes are discussed in Section 5 of this Statement.

Gas Governor House (standalone application)

3.8 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, including the connection to the adopted highway, is approximately 0.13 ha.

3.9 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.

3.10 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 (standalone application)

3.11 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. A waste collection area was previously proposed in this area.

3.12 The total planning application site area, including the connection to the adopted highway, is approximately 1.09 ha.

3.13 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.

3.14 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.

3.15 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.

3.16 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 (standalone application)

3.17 As part of the COMAH compliance preparation activity, Envision submitted a Pre-Construction Safety Report (PCSR) to the HSE for consideration and feedback. As part of HSE feedback, the HSE recommended that it is best practice, where practicable, to adopt "drive through" style bulk delivery buildings and infrastructure to allow safer movement of vehicles while on site and to allow easier drive-away capability in the event of an unplanned incident.

3.18 Envision took this advice on board and changed the design to move the bulk NMP tanks from inside to outside of the main building in a dedicated canopy/enclosure, as well as implementing the recommended "drive-through" style bulk delivery arrangement.

3.19 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, including the connection to the adopted highway, is approximately 0.85 ha.

3.20 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.

3.21 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.

3.22 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.

3.23 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.

Hazardous Substances Consent Application Update

3.24 Envision AESC first submitted a Hazardous Substance Consent application in 2021 which was approved (Reference: 21/02826/HAZ), in accordance with "*The Planning (Hazardous Substances) Regulations 2015 (Regulation 5)*".

3.25 As the Giga 1 plant design developed, there was a later requirement to add an Ammonia Chiller plant which necessitated the need to re-submit a Hazardous Substance Consent notification, which added Ammonia gas to the consent application.

3.26 Envision AESC submitted a second Hazardous Substance Application to Sunderland City Council in February 2023 with a public notification placed in the local press. This covered all hazardous substances involved in the manufacture of lithium-ion battery cells and modules including,

- Anhydrous Ammonia
- ACUTE TOXIC Cat 2,3 (H2): Cobalt lithium manganese nickel oxide powder
- FLAMMABLE LIQUIDS Cat 2,3: Hydrogen Fluoride, Hydrofluoric Acid, Diethyl Carbonate

3.27 At the time of writing this report, the second Hazardous Substances Application was pending Sunderland City Council determination / feedback.

Planning Policy Context

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

3.29 The application site forms part of the wider IAMP area which is allocated for approximately 392,000sqm of floorspace for uses relating to the Automotive and Advanced Manufacturing sectors in the adopted AAP. Wider policy objectives include the need to deliver additional employment opportunities in order to support the growth of the Northern Powerhouse; retain skilled workers; capitalise on the region's strengths in key sectors such as manufacturing, transport and logistics; and supporting inward investment in highly accessible locations close to key transport networks.

3.30 National and local planning policy set out a range of policies that relate to design, environmental and technical issues which need to be taken into account in the determination of planning applications. These are considered in the following chapters of this Planning Statement.

3.31 There have been no material changes to the planning policy context since the 2021 battery plant permission that would require reassessment as part of the S73 application and three stand-alone applications. The planning policy context provided in the Planning Statement dated July 2021 is therefore still relevant.

4.0 Planning Assessment

4.1 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning applications are to be determined in accordance with the development plan unless material considerations indicate otherwise.

4.2 This Section of the Statement therefore assesses the conformity of the proposals against the development plan and the planning policy requirements identified in Section 4 under the following headings:

- Transport and Highways;
- Flood Risk and Drainage;
- Noise and Vibration;
- Air Quality;
- Landscape and Visual Impact;
- Ecology and Biodiversity;
- Heritage; and
- Glint.

4.3 The Planning Statement from the 2021 battery plant permission considered the principle of development, economic benefits, design, archaeology, amenity, health, climate change, energy, ground conditions, loss of agricultural land and waste. These matters were assessed as part of the 2021 application and, as the revisions to the proposed development are not relevant to the topics identified above, they are not considered again as part of this Planning Statement.

Transport and Highways

4.4 A Transport Assessment has been prepared by Systra to accompany the Section 73 application and three stand-alone applications. The assessment provides confirmation that previously forecast traffic levels will not increase and summarises changes to the baseline conditions since the previous application.

4.5 The most notable changes to the traffic and transport baseline conditions are those associated with the A19 Downhill Lane junction. Improvements to the A19 Testo's junction were completed and considered with the previous assessment. National Highways have undertaken works to improve this junction that expanded the previous junction by providing a second bridge to the south to establish a full circulatory system. The north-facing slip road was disconnected from the A19 and instead now ties into the link roads as part of the A19/A184 Testo's Junction Improvement. Washington Road to the east of the A19 and the A1290 to the west of the A19 have been realigned slightly to tie-in to the new Downhill Lane junction circulatory system. Downhill Lane to the east of the A19 has been realigned to the south to tie into Washington Road at a location further away from the circulatory system. The new layout provides improved connectivity with the local road network and facilities for pedestrians, cyclists and horse riders are enhanced by providing a separate non-motorised user bridge over the A19 and Washington Road. The completed upgraded junction was officially opened in March 2022.

4.6 The traffic data that supported the previous planning application was informed by traffic surveys undertaken in 2018, prior to the completion of the A19 Testo's junction and A19 Downhill Lane junctions being improved and prior to COVID-19. Systra has undertaken a review of traffic flow changes by comparing the 2018 data with new traffic surveys conducted in 2022. Traffic flows at four junctions were considered and journey times on two routes were compared. The results showed no overarching trend across the four junctions considered, with consistent changes between the morning and evening peak periods. Junctions reported average flow increases of 20% and average decreases of 22% across all arms in the AM Peak and average increases of 19% and average decreases of 15% in the PM Peak. Journey times across the network decreased in both the AM and PM periods by 14-43% except for the A19 northbound movement (south of Wessington Way to north of Testo's), which showed an increase of 2%.

4.7 The assessment concludes that the amendments being sought by the Section 73 application are predominantly associated with health and safety improvements and do not amend the conclusions of the previous Transport Assessment. Meetings with National Highways have been held to confirm this position. With regard to the proposed three standalone planning applications, the access arrangements to these elements are considered efficient and safe. The traffic generated by the new proposals are forecast to be low and further assessment of impact unwarranted, either individually or cumulatively.

Flood Risk and Drainage

4.8 As recorded in the 2021 Flood Risk Assessment ('FRA'), the main source of flood risk to the application site is from flooding of the River Don and the Usworth Burn north of the site. A site-specific hydraulic model was created to investigate flood behaviour in the vicinity of the wider IAMP project. The poor drainage characteristics of the existing land mean that surface flooding in local depressions is common during wet weather. A series of field ditches provide some land drainage. There is a moderate risk of surface flooding to localised low spots.

4.9 There are no other material sources of flood risk affecting the application site. There is no existing formal drainage on site and the ground conditions do not support a mobile water table that would give rise to groundwater flooding.

4.10 In view of potential consequences to the Nissan factory of the future Flood Zone 2 (0.1% AEP + CC) regime, it was proposed to raise levels across the Giga 1 development sufficient to block overland flow in such extreme conditions and to protect existing and future development beyond the A1290. The River Don model showed that, even in the future 100-year flood with 50% climate-change (the 'upper end' category), any increase in water levels across the IAMP ONE scheme was no more than 0.03m.

4.11 There is a very low risk of flooding to the development or to adjacent land in storm conditions that are so severe as to exceed the operating parameters to which the development drainage is designed. In such conditions, flooding of the access roads and parking areas can be expected though once water levels rise above kerbs or other perimeter structures then water will spill onto the adjacent landscaped areas. The floor level of the proposed factory is set approximately 0.5m above the access road around the factory and there should be no residual risk of internal flooding to the factory itself. The FRA concludes that the assets proposed are at very low risk of flooding or of causing flooding and are

considered to lie within Flood Zone 1. Provision has been made for surface drainage capacity where necessary for these elements as documented in the 2023 drainage strategy.

4.12 There are residual risks of increased flooding in design-exceedance conditions only, when the design parameters for drainage and for flood risk are exceeded. The scheme has been designed so that flood behaviour in those conditions would not directly affect the factory building itself and additional flooding would be limited to access roads, parking areas and landscaped areas.

4.13 In account of the above, the vulnerability classification of the proposed elements of the gigafactory is compatible with the level of prevailing flood risk.

Noise and Vibration

4.14 The Environmental Statement Addendum (ESA) prepared by Wardell Armstrong includes a revised Noise and Vibration Assessment for the construction and operational phases of the revised development to assess potential impacts upon the nearest existing sensitive receptors comprising of Hylton Bridge Farm and Rustica Trattoria & Inn.

4.15 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 adjacent Nissan plant was audible and included a constant, low-level, low-frequency droning noise and reversing alarms.

4.16 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 undertaken during the construction phase to ensure that any potential impacts that may occur are reduced as far as practicably possible. Condition 9 of the planning permission included a requirement to submit a Construction Environmental Management Plan (CEMP) with a Construction Noise and Vibration Assessment. This has been done and was approved under discharge of conditions application 22/00653/DIS).

4.17 During the operational phase of the revised 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.

4.18 In conclusion, there is no difference in assessment than from the 2021 battery plant permission.

Air Quality

4.19 The ESA prepared by Wardell Armstrong includes an updated Air Quality Assessment which considers the potential air quality effects of both the construction and operational phases of the proposed development.

4.20 A construction phase risk assessment has concluded that there is a risk of potential dis-amenity dust and fine particulate matter releases associated with the earthworks,

construction and trackout activities during construction of the development. Mitigation to control and limit dust generation during construction has been approved in the Dust Management Plan which was approved under discharge of conditions application 22/00653/DIS).

4.21 A qualitative review of the potential air quality effects relating to road traffic emissions during the operation of the proposed development has been undertaken. A review of the baseline indicates pollutant concentrations in the local area are well below the relevant air quality objectives and limit values.

4.22 All traffic arising from IAMP ONE has been assessed in the previous 2018 Environmental Statement[3] prepared by Golder Associates and the 2020 IAMP ONE Phase Two Environmental Statement[4] prepared by Wardell Armstrong. The planning application was granted, and the Air Quality Chapter concluded a Negligible (Not Significant) effect upon air quality. There are no vehicle increases proposed as part of this development and, therefore, there will be no adverse air quality changes arising. A Negligible (Not Significant) effect is predicted. No significant cumulative impacts on air quality have been identified.

4.23 A detailed assessment has also been undertaken to consider the potential for air quality effects arising as a result of emissions from the battery manufacturing processes that will take place at the site. The assessment concludes that there will be a Negligible to Slight Adverse (Not Significant) effect for nearby existing sensitive human receptors, and a Negligible (Not Significant) effect for the closest existing sensitive ecological receptor points. No significant cumulative impacts on air quality have been identified.

4.24 Overall, the assessment conclusions do not differ from those in the 2021 battery plant permission.

Landscape and Visual Impact

4.25 Landscape planting for the revised development will be along similar lines to that for the 2018 and 2020 IAMP ONE permissions[5], as well as the 2021 battery plant permission, including 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.

4.26 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.

[3] Planning permission reference 18/00092/HE4

[4] Planning permission reference 20/00556/OU4

[5] Planning permission references 18/00092/HE4 and 20/00556/OU4

4.27 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.

4.28 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.

4.29 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.

Ecology and Biodiversity

4.30 A site visit during June 2023 confirmed that there were almost no semi-natural habitats remaining within the development area as the steel framework for the main buildings on site was already erected with the development site having been previously cleared and levelled. A Biodiversity Construction Environmental Management Plan (BCEMP) was submitted to the Council and approved under discharge of conditions application 22/00697/DIS. This document includes method statements in relation to a range of elements, including site clearance, pre-construction badger (and other species) check surveys and invasive species (Catoneaster and Crocosmia which were found within the former garden of West Moor Farm). An Ecological Clerk of Works (ECoW) has been appointed to oversee the implementation of the BCEMP. The BCEMP contains a work schedule which sets of when specific activities will be undertaken.

4.31 The site does not lie within or in close proximity to any designated areas of ecological interest. Land within the application site previously comprised of former agricultural land consisting 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 area which consists of bare ground and ephemeral vegetation. The habitats present were common within the wider landscape and readily replicated. A walkover survey of the site in 2023 confirmed that the hedgerows within the site are species-poor. As such, the habitats are of local value only; however, little of this currently remains since construction has commenced.

4.32 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.

4.33 Overall, the onsite landscape strategy will continue to deliver over a 3% biodiversity net gain for the IAMP scheme.

4.34 In the context of the above, 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.

Heritage

4.35 The heritage impact of the approved IAMP Battery Plant was assessed in July 2021 as part of the Heritage Impact Assessment ('HIA') that was submitted as part of the application. This established that the battery plant would have a negligible impact upon the setting of Penshaw Monument (Grade I), resulting in a very minor adverse impact on the appreciation of the monument and its heritage significance. The impact upon the setting of Hylton Grove Bridge (Grade II) was found to be neutral, with no impact upon its historic and architectural significance. A very low adverse impact upon the setting of Downhill House and Downhill Farm was identified, but it was concluded that this would not affect the overall significance of these buildings.

4.36 The Council's Conservation Team had no objections to the proposed development. It was agreed that due to the distance of the site from Penshaw Monument and the site's industrial context within the wider Nissan and IAMP developments, the impact of the proposed development on its setting would be negligible. It was also agreed that although the development would have an impact on views of the monument from the north of the site, these views were already compromised by wind turbines and the surrounding industrial context. On balance, having regard to the relative limited value of views of Penshaw Monument that would be affected by the proposed development, and the considerable extent of retained views of equal or better quality, the harm caused by the development was considered to be 'minimal-negligible'. It was considered that the development for employment uses would bring considerable public benefits that would outweigh the minimal degree of harm to the significance of Penshaw Monument.

4.37 The revisions that have been made to the approved development are very minor and would not change the overall scale, character or appearance of the development within the setting of the heritage assets that were previously assessed. Most of the alterations affect the lower lying areas of the proposed development, including the ancillary structures and office space attached to the northern elevation of the building. It is unlikely that these changes would be perceptible within the setting of the surrounding heritage assets given the intervening distance, vegetation and development. The main part of the proposed factory building would remain largely identical to what was previously approved and would screen the areas where most of the proposed alterations would be made. In this context, the proposed alterations to the battery plant would not result in a greater level of impact upon the setting and significance of the surrounding heritage assets beyond what was originally established in 2021. The conclusions that were previously reached therefore remain valid.

Glint

4.38 A revised Glint Assessment has been prepared by Wardell Armstrong to demonstrate the possible effects that reflected sunlight from a proposed roof mounted solar array would

have on receptors in the vicinity. These receptors include residential properties, road, rail, air traffic and national trails.

4.39 The A1290 is the only route predicted to be capable of experiencing any medium intensity yellow glint (with some potential for temporary after image). Medium intensity glint is limited to 38mins a year (weather adjusted) and the panels predicted to be capable of causing this glint will be partially (if not entirely) screened by the roof itself and the proximity of the road to the building. Any glint would originate from high up and would not be in the direct view of drivers concentrating on the road. Drivers are well used to driving in conditions where the sun is low in the sky, and this is far more intense than glint from panels. It is not expected that this glint will pose a risk to road safety.

4.40 Follingsby Lane is predicted to receive glint due to lack of complete screening. This road lies north of the Proposed Development. Glint will not pose a material risk to motorists as it is all of a low intensity, nevertheless anti-reflective measures are recommended for north-facing solar panels. No glint was predicted on flight paths, railway lines or footpaths. No cumulative, simultaneous glint from existing sites was predicted for receptors with potential to receive glint from the proposed site.

5.0 Planning Conditions

Introduction

5.1 This section considers the amendments to the conditions which are being proposed through the S73 application under the following headings:

- Conditions to be deleted;
- Conditions to be amended;
- New conditions; and
- List of conditions.

Conditions to be Deleted

5.2 Pursuant to the 2021 battery plant permission, the Applicant has discharged all pre-commencement planning conditions. In the event that planning permission is granted for the S73 application, it is proposed that these conditions are deleted from the decision notice

5.3 The conditions proposed for deletion are listed in Table 6.1

Table 5.1 Conditions proposed for deletion from any new planning permission

Condition No.	Subject	Application Ref.	Date Approved
8	Dust Management Plan	22/00043/DIS	18.2.22
9	Construction Environmental Management Plan	22/00653/DIS	20.4.22
10	Construction Traffic Management Plan	22/00068/DIS	20.4.22
12	Permanent means of enclosure	22/00692/DIS	19.4.22
13	Soil Handling Strategy	22/00661/DIS	19.4.22
14	Phase 2 Site Investigation and Risk Assessment	22/00662/DIS	12.4.22
15	Remediation Scheme	22/00528/DIS	20.4.22
18	Ecological Mitigation Measures	22/00070/DIS	18.2.22
19	Ecological Implications	22/00071/DIS	23.2.22
20	Ecological Construction Environmental Management Plan	22/00697/DIS	10.4.22

Conditions to be Amended

Condition 2 – Approved Plans

5.4 It is requested that condition 2 is amended as follows to include the drawings submitted through the S73 application, as well as those approved from the non material amendment application for the retaining wall:

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

Approved Plans

- Existing Site Plan and Location Plan 100-P03
- Proposed Site Plan 101-P05
- Proposed Site Plan 101-P06
- Existing and Proposed Site Sections 102-P04
- Proposed Landscape Plan 103-P03
- Proposed Site Layout 104-P04
- Proposed Factory Elevations 105-P02
- Proposed Factory Plans 106-P03
- Proposed Factory Roof Plan 107-P05
- Proposed Gatehouse Elevations 108-P03
- Proposed Gatehouse Plan 109-P03
- Proposed Bulk Stores Canopy Elevations 110-P02
- Proposed Bulk Stores Canopy Plan 111-P02
- Proposed Sprinkler Tank and Pump House Elevations 114-P03
- Proposed Sprinkler Tank and Pump House Plan 115-P03
- Proposed Illustrative View (1) 116-P02
- Proposed Illustrative View (2) 117-P02
- Proposed Surface Water Drainage Layout 160-P01
- Proposed Foul Water Drainage Layout 161-P01
- *Eastern retaining wall (ENV1-RPS-ST-XX-DR-C-111550, received 10th November 2022)*
- *South west retaining wall (ENV1-RPS-ST-XX-DR-C-111551 received 10th November 2022)*
- *Pumping details SLD-V-12-45- STD-GP-S Rev A*
- *Pumping details SLD-V-18-50-STD-GP-S Rev A*
- *Pumping details LD-V-18-55-STD-GP-S Rev A*

The drawings shown in italics are those which are previously approved and which are being carried forward onto any new permission.

Condition 3 – Floor Restriction

5.5 Condition 3 restricts the amount of floorspace, with the reason being to maintain the strategic road network operations and highway safety. National Highways' remit is to ensure the safe operation of the strategic highway network (SHN), which in this case relates to the A19 and the Downhill Lane junction with the A19 (A19 / A1290 junction). Any increase in the number of vehicle movements from the battery plant could impact on the SHN, which National Highways would wish to avoid. It is proposed to amend condition 3 to instead of restricting the floorspace to restricting the staff numbers. This will ensure that there are no increases in vehicle trips from the level approved in the 2021 battery plant permission. The suggested re-wording for condition 3 is provided below, with the staff numbers being those provided within the Highways Operational Management Plan which was submitted with the original battery plant application in July 2021 which remains current.

Title: Staff Restriction

Condition: The development hereby approved shall not be occupied by more that 152 day shift workers (office / administration / management staff) and more than 212 staff per shift over 4 shifts, with the day shifts starting at 6am and finishing at 6pm and the night shift starting at 6pm and finishing at 6am, unless otherwise agreed through the Highways Operational Management Plan referred to within condition 11.

Reason: In the interest of maintaining Strategic Road Network Operations and Safety in accordance with Policy T1 of the IAMP AAP.

Condition 4 – Design and Access Statement

5.6 It is proposed that condition 4 is amended to relate to the revised Design and Access Statement submitted with the S73 application, as follows:

Condition: Development shall take place in accordance with the principles of the Design and Access Statement prepared by RPS 19th June 2023.

Reason: In the interest of good design and to ensure a comprehensive and coordinated approach to the development to accord with the aims and objectives of the NPPF and Policies S1 and Del1 of the IAMP AAP and policy BH1 of the Core Strategy and Development Plan.

Condition 32 - Materials

Condition 32 (materials) has been partly discharged with respect to the submission of details relating to the materials, colours and finishes to be used on walls[6] and the roof[7]. Details relating to the doors and windows are still outstanding and therefore a new materials condition is proposed which relates to the doors and windows only. The suggested re-wording for this condition is as follows:

Condition: No doors or windows shall be installed until details of the materials, colours and finishes of the doors and windows have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be implemented in accordance with the approved details.

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

New Conditions

5.7 The 2021 battery plant permission includes a primary sub-station within the northern part of the site; however, there is no condition against which the approved details can be submitted. The following condition is therefore suggested:

Title: Primary Sub-Station Details

Condition: No development shall commence on the primary sub-station until details of plant and equipment, as well as the security fencing, have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall take place in accordance with the approved details.

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

List of Conditions

5.8 The revised list of conditions is provided below. No changes are suggested to the conditions not mentioned in this Planning Statement.

1 Time Limit

2 Approved Plans

3 Staff Restriction

4 Design Code

5 Flood Risk and Drainage Strategy

6 Site Operations and Activities Associated

7 Deliveries Associated with the Periods of Construction

8 Noise Management

[6] Discharge of conditions application reference 22/02073/DIS, approved 19.10.2022

[7] Discharge of conditions application reference 23/00265/DIS, approved 15.5.2023

9 Verification

10 Unexpected Contaminants

11 Highways Operational Management Plan

12 Site Operation and Associated Activities

13 Refuse and Recycling Storage

14 Public Transport Strategy

15 Framework Travel Plan

16 Travel Plans

17 External Lighting

18 Hazards Operational Management Plan

19 Emergency Response and Preparedness Plan

20 Site Waste Management Plan

21 Primary Sub-Station

22 Hard Landscaping

23 Materials

24 Landscape and Ecological Management Plan

25 Soft Landscaping

26 5 Years Replant

27 Update of Ecology Information

6.0 Conclusion

6.1 This Planning Statement provides an assessment of the proposed amendments to the 2021 battery plant permission and an assessment of three standalone planning applications for other developments proposed within the red line boundary of the battery plant for a gas governor house, HV substation compound and bulk store canopy. It is important to note that the principle of the battery plant has already been approved.

6.2 With regards to the wider development, the approved battery manufacturing facility will help Sunderland and the UK become one of the best international locations for automotive and advanced manufacturing. The development will help ensure that Envision AESC, the IAMP and Sunderland are at the forefront of innovations in battery technology and are playing a critical role in leading the de-carbonisation revolution through the promotion of clean energy and new energy electric vehicles. The development will relocate 300 no. jobs from the existing battery plant at the current Envision AESC facility to a new larger state-of-the art facility, which will employ a total of 1,000 no. staff (including existing staff).

6.3 Due to operational requirements, several amendments to the approved facility are now proposed with respect to health and safety improvements. When considering the revised scheme as a whole, the proposed amendments are considered to be acceptable as minor material amendments under Section 73 of the Town and Country Planning Act 1990. Indeed, this Planning Statement has demonstrated that the amendments are acceptable in the context of relevant local and national planning policy and that the scheme will continue to deliver significant economic, social and environmental benefits to the North East region. The three standalone planning applications for the gas governor house, HV substation compound and bulk store canopy are to be delivered within the red line boundary of the approved facility and are also considered to be acceptable from a planning standpoint.

6.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Furthermore, paragraph 11 of the NPPF is clear in stating that Local Planning Authorities should approve development proposals that accord with an -up-to-date development plan without delay. It is therefore clear from the detailed planning assessment summarised within this Planning Statement that the application proposals are in accordance overall with both local and national planning policy. On that basis, the presumption in favour of sustainable development applies and the planning application should be approved.

Appendix 1 Drawing /Document Schedule

This appendix provides a list of the documents and drawings submitted with each application. The Design and Access Statement, Environmental Statement Addendum, Transport Assessment, this Planning Statement and the covering letter relate to all four applications. A stand-alone Flood Risk Assessment and Drainage Strategy Addendum has been prepared for S73 application and a single Flood Risk Assessment covers the three other applications.

Section 73 Application

The submitted documents are as follows:

- Envision AESC Giga Factory Design and Access Statement (RPS, 19/06/2023)
- Environmental Statement Addendum (Wardell Armstrong, June 2023)
- Giga 1 Flood Risk Assessment and Drainage Strategy Addendum (Systra, 05/07/2023)
- Giga 1 Battery Plant Transport Assessment of Section 73 Amendments & New Applications (Systra, 22/06/2023)

The drawing list is as follows:

Drawing Title	Drawing No.	Revision
Existing Site Layout and Site Location Plan	100	P03
Proposed Site Plan	101	P06
Proposed Site Sections	102	P04
Proposed Landscape Plan	103	P03
Proposed Site Layout	104	P04
Proposed Factory Elevations	105	P02
Proposed Factory Plans	106	P03
Proposed Factory Roof Plan	107	P04
Proposed Gatehouse Elevations	108	P03
Proposed Gatehouse Plan	109	P03
Proposed Bulk Stores Canopy Elevations	110	P02
Proposed Bulk Stores Canopy Plan	111	P02
Proposed Sprinkler Tank and Pump House Elevations	114	P03
Proposed Sprinkler Tank and Pump House Plan	115	P03

3D Visualisation (View 1)	117	P02
3D Visualisation (View 2)	117	P02
Proposed Surface Water Drainage Layout	160	P01
Proposed Foul Drainage Layout	161	P01

HV Substation Application

The submitted documents are as follows:

- Envision AESC Giga Factory Design and Access Statement (RPS, 19/06/2023)
- Environmental Statement Addendum (Wardell Armstrong, June 2023)
- Giga 1 Battery Plant Flood Risk Assessment – Subsidiary Works at Giga 1 (Systra, 22/6/2023)
- Giga 1 Battery Plant Transport Assessment of Section 73 Amendments & New Applications (Systra, 22/06/2023)

The drawing list is as follows:

Drawing Title	**Drawing No.**	**Revision**
Proposed HV Substation Compound Location Plan	140	P02
Proposed HV Substation Compound Plan	141	P01
Proposed HV Substation Compound Elevations and Section A-A	142	P01

Gas Governor House Application

The submitted documents are as follows:

- Envision AESC Giga Factory Design and Access Statement (RPS, 19/06/2023)
- Environmental Statement Addendum (Wardell Armstrong, June 2023)
- Giga 1 Battery Plant Flood Risk Assessment – Subsidiary Works at Giga 1 (Systra, 22/6/2023)
- Giga 1 Battery Plant Transport Assessment of Section 73 Amendments & New Applications (Systra, 22/06/2023)

The drawing list is as follows:

Drawing Title	**Drawing No.**	**Revision**
Proposed Gas Governor House Location Plan	130	P02
Proposed Gas Governor House Plan	131	P01

Bulk Stores Canopy 2 Application

The submitted documents are as follows:

- Envision AESC Giga Factory Design and Access Statement (RPS, 19/06/2023)
- Environmental Statement Addendum (Wardell Armstrong, June 2023)
- Giga 1 Battery Plant Flood Risk Assessment – Subsidiary Works at Giga 1 (Systra, 22/6/2023)
- Giga 1 Battery Plant Transport Assessment of Section 73 Amendments & New Applications (Systra, 22/06/2023)

The drawing list is as follows:

Drawing Title	Drawing No.	Revision
Proposed Bulk Store Canopy 2 Location Plan	120	P02
Bulk Stores 2 Canopy Elevations	121	P01
Proposed Bulk Stores Canopy 2 Plan	122	P01
Proposed Bulk Stores Canopy 2 Sections	123	P01

General Drawings

The following two drawings are being submitted for information purposes. The first drawing is a single plan showing the red line boundaries for all four applications. The second drawing is an overlay of the Proposed Site Plan over the approved Proposed Site Plan for the 2021 battery plant permission.

Drawing Title	Drawing No.	Revision
Combined Planning Application Boundaries	061	P02
Overlay of Approved Application Ref: 21/01764/HE4	062	P01

Appendix 2 IAMP Recent Planning History

Address	Planning Reference	Type of Application	Description of Development	Current Known Status
IAMP ONE Phase One [1], Washington.	18/00092/HE4	Hybrid planning application	Full planning permission for light industrial, general industrial and storage or distribution (Class B1(c), B2 and B8), with ancillary office and research and development floorspace (Class B1(a) and B1(b)) with associated access, parking, service yards and attenuation basins, as well as the temporary construction route, internal spine road, utility diversions, with two accesses onto the A1290 and associated infrastructure, earth works and landscaping (under construction). Outline planning permission for the erection of industrial units for light industrial, general industrial and storage or distribution (Class B1(c), B2 and B8) with ancillary office and research and development floorspace (Class B1(a) and B1(b)) with internal accesses, parking, service yards, attenuation basins, electricity substations, foul pumping station, realignment of the access road to North Moor Farm and associated infrastructure, earthworks and landscaping (All Matter Reserved). *Comment - The first unit (SNOP) and infrastructure, as well as the ecological mitigation area, have been delivered.*	Approved May 2018
	19/00245/REM	Reserved matters application	Reserved matters approval for the access, layout, scale, appearance and landscaping of the development for Plot 4 of hybrid planning application 18/00092/HE4. *Comment - this unit has been built and is occupied by Faltec.*	Approved May 2019
	19/00280/REM	Reserved matters application	Reserved matters approval for the access, layout, scale, appearance and landscaping of the development for Plots 5 and 6 of hybrid planning application 18/00092/HE4. *Comment - this unit has been built and has temporarily been fitted out as a Nightingale Hospital and is currently being used for the vaccination roll out.*	Approved April 2019
IAMP ONE Phase Two [1], Washington	20/00556/OU4	Outline planning application	Erection of industrial units (up to 98,937.2sqm) (Gross Internal Area) for light industrial, general industrial and storage & distribution uses (Class B1(c), B2	Approved June 2020

Address	Planning Reference	Type of Application	Description of Development	Current Known Status
			and B8) with ancillary office and research & development floorspace (Class B1(a) and B1(b) with internal accesses, parking, service yards, electricity sub-stations, attenuation basins and associated infrastructure, earthworks and landscaping, as well as the demolition of the existing buildings at West Moor Farm. (All matters are Reserved for future approval)	
[1] *A total of 156,840 m²* (Gross Internal Area (GIA)) *of floorspace has been approved for IAMP ONE and 57,902.8 m² GIA of floorspace has already been built out for IAMP ONE Phase 1. The floorspace for IAMP ONE Phase 2 (i.e. the Proposed Development) will form part of the 156,840 m² GIA total (rather than be additional to this value).*				
Usworth Cottages and Chalet, IAMP TWO	20/01915/FUL	Full planning application	Demolition of numbers 1 to 5 Usworth Cottages and the Chalet, including associated garages and outbuildings. *Comment – these buildings have been demolished.*	Approved November 2020
Elliscope Farm, IAMP TWO	ST/1013/20/FUL	Full planning application	Demolition of the buildings at Elliscope Farm consisting of the main farm house, barns and chicken coop, with associated barn owl and bat mitigation including a wildlife tower. *Comment – these buildings have been demolished.*	Approved August 2021
West Moor Farm, IAMP ONE	21/01330/FUL	Full planning application	Demolition of the buildings at West Moor Farm *Comment – these buildings have been demolished.*	Approved August 2021
Three Horseshoes, Washington Road, IAMP TWO	18/01869/FUL 19/02161/VAR	Full planning application and variation of condition.	Proposed three-storey 36 bed hotel with parking on land adjacent to the Three Horseshoes, Washington Road (variation of condition application ref. 19/02161/VAR forms part of this application).	Approved October 2019. Approved March 2020
A19 Downhill Lane Junction Improvements	TR010024	Development consent order (DCO).	Project to enhance capacity of junction to support the IAMP. Includes construction of new bridge to south of existing (A1290) bridge across the A19 to create a more traditional roundabout layout above the A19. New slip roads will connect the A19 to the south. *Comments – these works have been completed.*	Approved July 2020
IAMP, Washington	21/01670/S37	S37 tower diversion	Diversion of overhead line at IAMP Comments – the diversion works are taking place on-site	Approved October 2021

Address	Planning Reference	Type of Application	Description of Development	Current Known Status
IAMP TWO and Early Infrastructure	21/02807/HE4 and ST/1172/21/FUL	Hybrid	Hybrid planning application including demolition works, erection of industrial units (up to 168,000sqm) (Gross Internal Area) for light industrial, general industrial and storage & distribution uses (Class E(g)(iii), B2 and B8)) with ancillary office and research & development floorspace (Class E(g)(i) and E(g)(ii) with internal accesses, parking, service yards and landscaping, and associated infrastructure, earthworks, landscaping and all incidental works (Outline, All Matters Reserved); and dualling of the A1290 between the A19/A1290 Downhill Lane Junction and the southern access from International Drive, provision of new access road including a new bridge over the River Don, electricity sub-stations, pumping station, drainage, and associated infrastructure, earthworks, landscaping and all incidental works (Detailed)	Pending Consideration
Land north of International Drive	23/01097/FU4	Full	Erection of switching station with security fencing and landscaping, with associated earth works and engineering operations	Pending Consideration

Birmingham
0121 713 1530
birmingham@lichfields.uk

Bristol
0117 403 1980
bristol@lichfields.uk

Cardiff
029 2043 5880
cardiff@lichfields.uk

Edinburgh
0131 285 0670
edinburgh@lichfields.uk

Leeds
0113 397 1397
leeds@lichfields.uk

London
020 7837 4477
london@lichfields.uk

Manchester
0161 837 6130
manchester@lichfields.uk

Newcastle
0191 261 5685
newcastle@lichfields.uk

Thames Valley
0118 334 1920
thamesvalley@lichfields.uk

@LichfieldsUK

lichfields.uk