3.0 DESIGN PROPOSALS

3.3 Appearance

The same palette of materials and colours are to be applied to all of the buildings within the site. This consistency in design will help visually harmonise the wider site, as well as with the wider campus, including the Nissan campus to the South.

To add interest, individually designed office elevations will be developed to the elevations where staff and visitor interactions will be regular. This help to provide a more human scale to this elevation, and provides visual interest when more closely interacting with the building fabric.

All curtain walling, ribbon windows, doors and louvres will be finished to contrast and compliment the wall cladding colours. Curtain wall glazing will be used on the entrance zones to add visual interest and prestige. The glazing highlights the entry to the building, reducing the need for unnecessary signage and visual clutter.

The roof will be expressed as two low pitched barrels with eaves containing a hidden gutter detail and permanent edge protection provided with handrail system. Photovoltaic panel arrays will be incorporated into the roof design. The selection, detailing and maintenance of all external materials was considered at the outset of the original design process and only products with proven lifespan and quality will be specified.

The selection of materials must have due regard to the embodied energy for construction, environmental impact and ongoing maintenance. The use of recyclable materials, renewables and low carbon sources will be considered and implemented where appropriate.

Where possible External Plant and Process equipment has either been contained within the building volume, or dedicated plant rooms, or screened behind louvres to ensure that these remain screened from view.

Gatehouse Elevation B

Gatehouse Elevation C

Ancillary buildings and structures such as the gatehouse, cycle shelters and other points where there is closer interaction with visitors and staff will have cladding and detailing that is more human in scale.

Proposed Elevation A - NTS

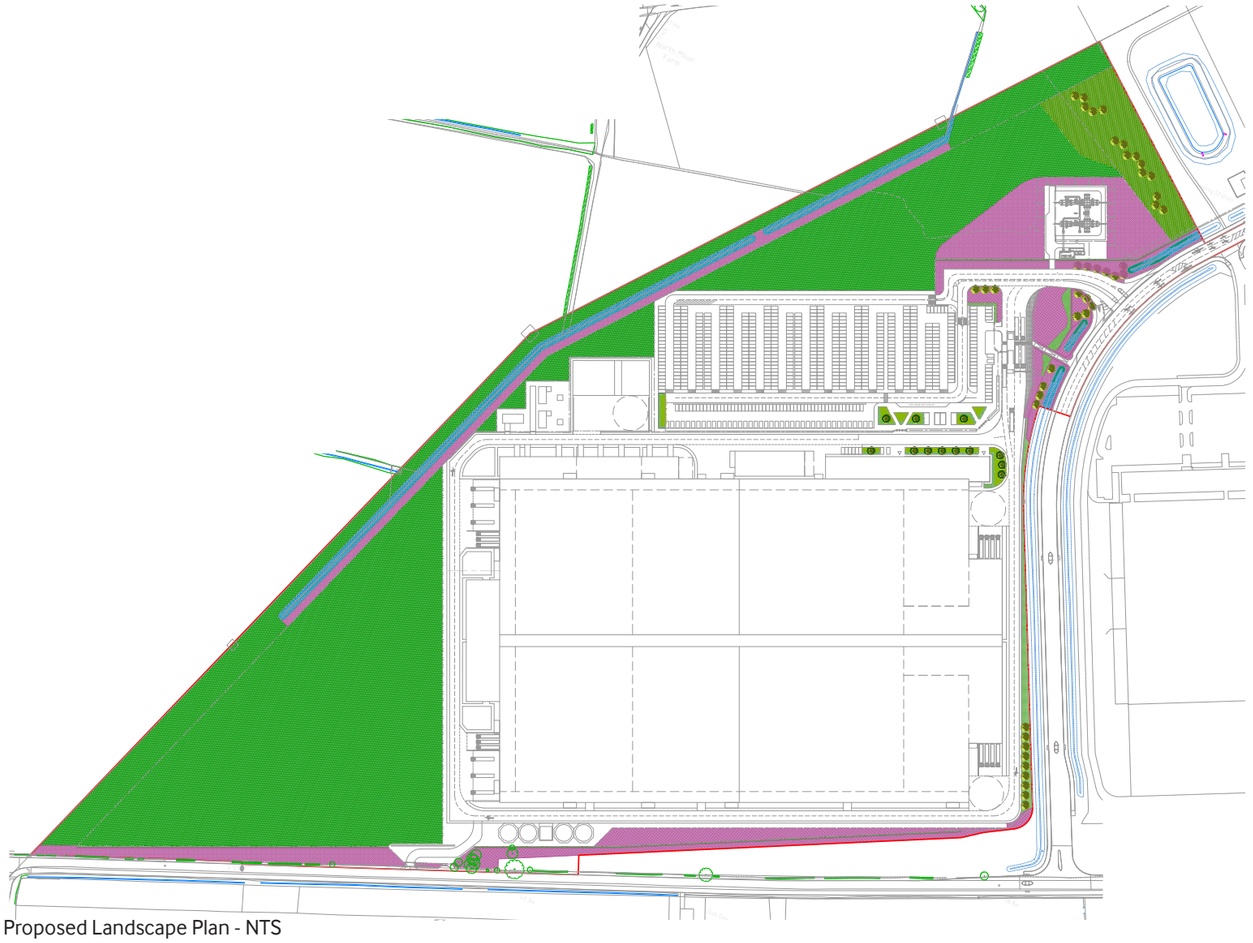
3.0 DESIGN PROPOSALS

3.4 Landscaping and Boundary Treatment

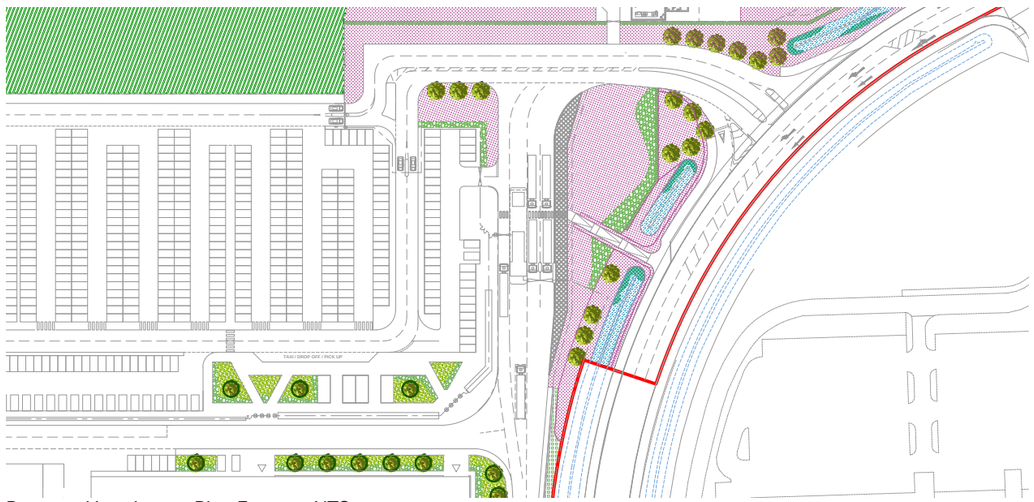
A holistic approach to landscape design has been adopted throughout the development, creating a coherent landscape character. Existing landscape assets have been retained and successfully incorporated throughout the development wherever possible. A comprehensive palette of soft landscape materials that complement the scale and form of the new development ensures that users will benefit from an attractive and welcoming environment. Trees, hedgerows, shrubs, grasses and swathes of wildflowers are incorporated within the planting scheme to provide seasonal interest, optimise biodiversity and enhance legibility.

Native buffer planting along the western boundary is proposed to help screen the development, with species selected to avoid conflict with overhead services. To the north of the site, an ecological enhancement area includes a wet woodland buffer with groups of native specimen trees. A range of marginal vegetation species, including wildflower grassland mixes that can tolerate wet soils are proposed along the banks of swale features along the site boundaries.

Within the site, specimen trees and a range of ornamental shrubs are proposed at key arrival points, providing shade, structure and enhancing legibility. Native hedgerows act to screen fencing and provide structure and definition within the site.



Proposed Landscape Plan - NTS



Proposed Landscape Plan Extract - NTS

Example - Landscape Buffer

Example - Entrance Feature

Example - Wild Flower

4.0 ACCESS

4.1 External Site Access

Access into the site has been designed with the intent to segregate vehicle types as soon as possible, and to provide separate access for cyclists and pedestrians from the local highway. Within the site, personal vehicles will be parked in a secure car park and all HGV traffic will be directed through security controlled barriers to the perimeter service roads.
Care has been taken to ensure pedestrian access to the building does not have to cross HGV routes, and in front of the office accommodation vehicle access will be controlled by barriers.

Personal Vehicular Access

- Access and entry pre-determined by one-way IAMP infrastructure
- Primary Access point at North from International Drive
- 685 + 40 visitor parking spaces inc 5% accessible and upto 10% EV spaces

HGV / LGV

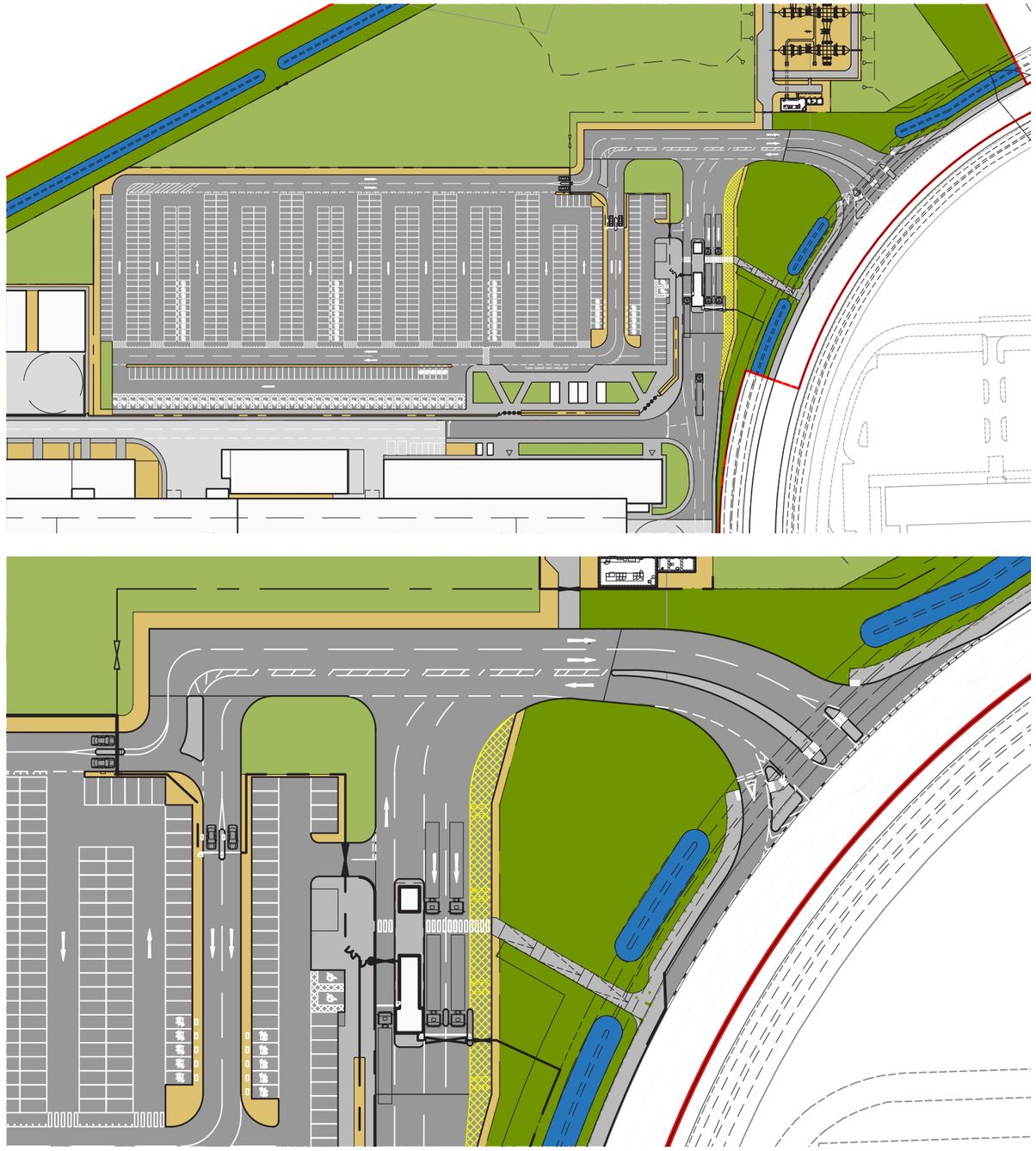
- HGV's will have separate, controlled access
- Perimeter bi-directional service road
- Goods In Yard – with level access doors and dock levellers
- Goods Out Yard – with level access doors and dock levellers

Pedestrian / Cycle Access

- Pedestrian & Cycle access via IAMP infrastructure to boundary. 3m wide shared route, continuing into site via security office
- Up to 80 Cycle & Motorcycle spaces
- Access and circulation designed for optimum flow during shift changes
- Staff access to facility via controlled turnstile entry
- Visitor access to facility via security office
- Designated drop off & pick up points will be provided

Emergency Access

- Emergency by-pass lane at security office
- Secondary (Emergency Access) from South A1290 at West Moor Farm



5.0 PERSONAL SAFETY & CRIME PREVENTION

Crime Prevention
Consideration has been given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime but also to how occupiers and visitors to the site can move freely without risk.

Access and Movement
Spaces and pedestrian routes are currently well defined with easy to recognise entrances, this provides convenient movement without compromising security.
Proposed car parking is provided in the most prominent locations possible.

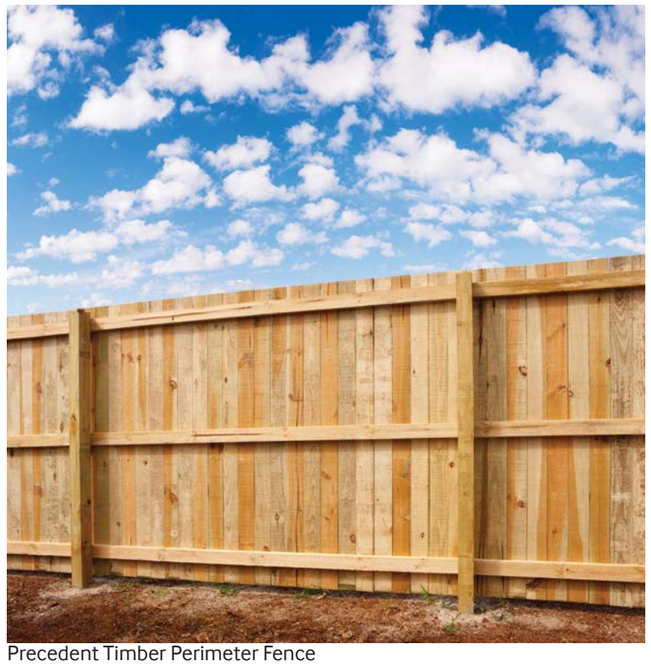
Structure
The building will be designed with robust materials; metal-faced cladding on a steel frame.
Where appropriate, glazing will be toughened, laminated sections and where possible all windows and doors will be certified secure products.

Surveillance
Natural surveillance and active frontages was a key factor in the overall design of the site and the positioning of the offices overlooking the proposed car parking offers the occupier a high degree of visual control. The building design and layout has been considered to minimise visual obstacles and eliminate places of concealment; any potential "dark" areas will be well illuminated.

Physical Protection
Site Secure with a Paladin 2.4m high perimeter fence. In addition, the car park is segregated with an additional 2.4m high paladin fence with automatic barriers and gates. To the North the site benefits from a 1m high close boarded timber fence for acoustic purposes.

Security
The site will be manned 24/7, 365 days a year and will have full site coverage via CCTV in a dedicated security office.


Precedent Paladin Perimeter Fence


Precedent Timber Perimeter Fence

6.0 SUMMARY

This Design and Access Statement has been produced by RPS on behalf of Envision AESC UK Ltd to support a full planning application for the development of a Giga Factory for vehicles with ancillary office / welfare floorspace and associated infrastructure provision, accesses, parking, drainage and landscaping.

- The site is to provide 108,795m² (GIA) for the manufacture of batteries for vehicles.
- Total site area for the application site is 26.3 Ha / 65.03 Acres and will be accessed from International Drive, part of the adjacent IAMP infrastructure.
- The proposals are to create a new Gigawatt Battery Manufacturing Plant, which will create employment opportunities for upto 700 new jobs and relocation of 300 employees from the existing Nissan Site, resulting in 1000 employees.
- The required building footprint has been established by the demand of product output and requirements for the process equipment to provide.
- Natural surveillance and active frontages was a key factor in the overall design of the site and the positioning of the offices.

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