



AESC Giga Factories Plot 2

Design and Access
Statement





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1.0 INTRODUCTION

1.1 Statement Overview

This Design & Access Statement has been prepared by RPS, on behalf of AESC UK Limited, in support of a full planning application for the manufacture and storage of batteries for vehicles with distribution / ancillary / offices / welfare floorspace and associated infrastructure provision, parking, drainage and landscaping.

The site is located within the International Advanced Manufacturing Park One (IAMP One), a joint venture between Sunderland and South Tyneside Councils.

This document sets out the design development process and details the scheme within this full application and has been written in accordance with CABE publications “Design & Access Statements – How to write, read, and use them,” based upon the principles of inclusive design.

The process has been fully informed by a consideration of issues, including:

- **Use:** What buildings and spaces will be used for;
- **Amount:** How much would be built on the site;
- **Layout:** How the buildings and public and private spaces are arranged on the site and the relationship between them and the buildings and spaces around the site;
- **Scale:** How big the buildings and spaces are;
- **Landscaping:** How open spaces will be treated to enhance and protect the character of the place;
- **Appearance:** What the buildings and spaces will look like;
- **Inclusivity:** How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.



Aerial View with Planning Application Boundary - NTS

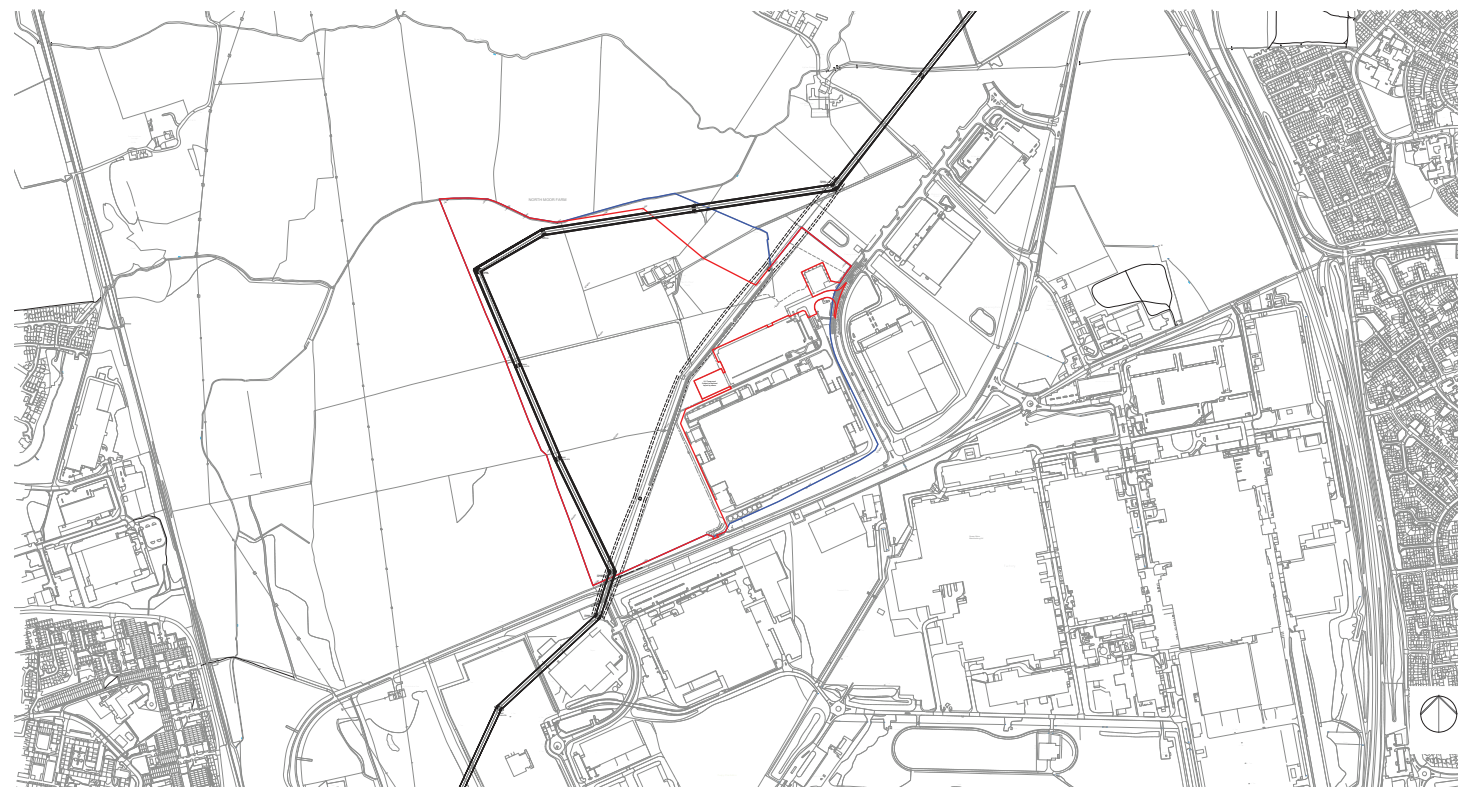
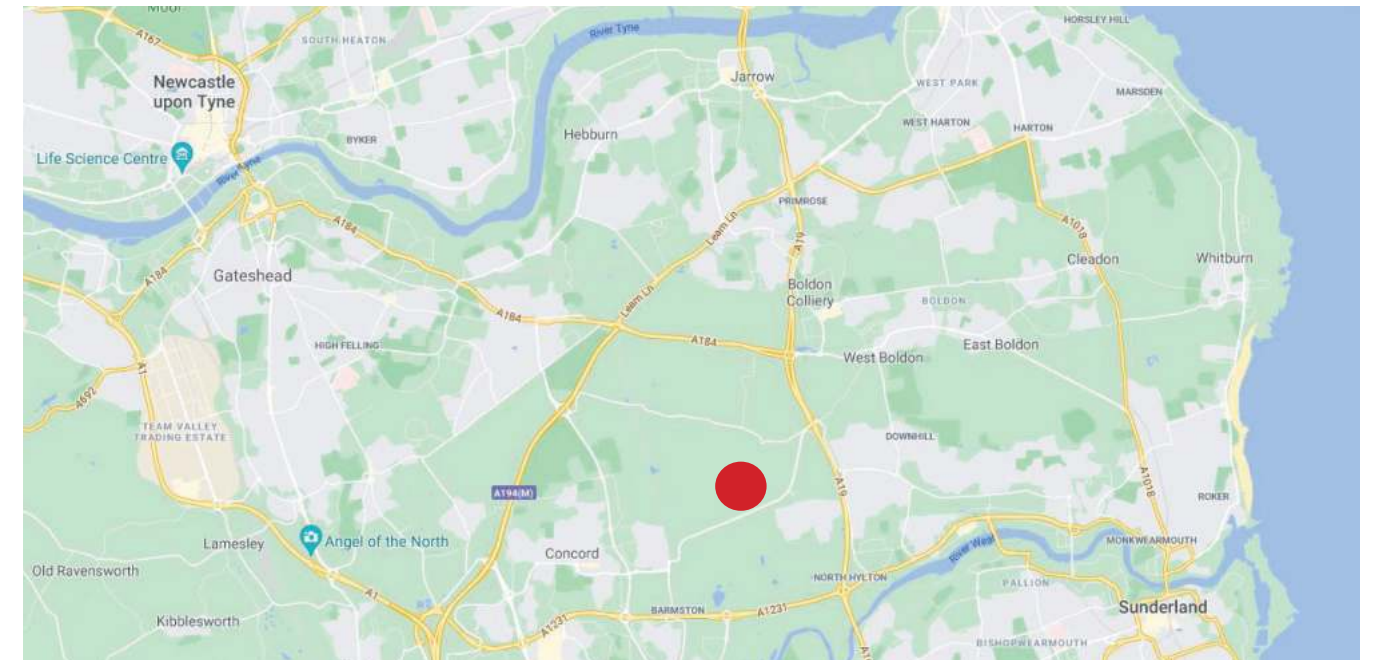
2.0 LOCATION AND CONTEXT

2.1 Site Location

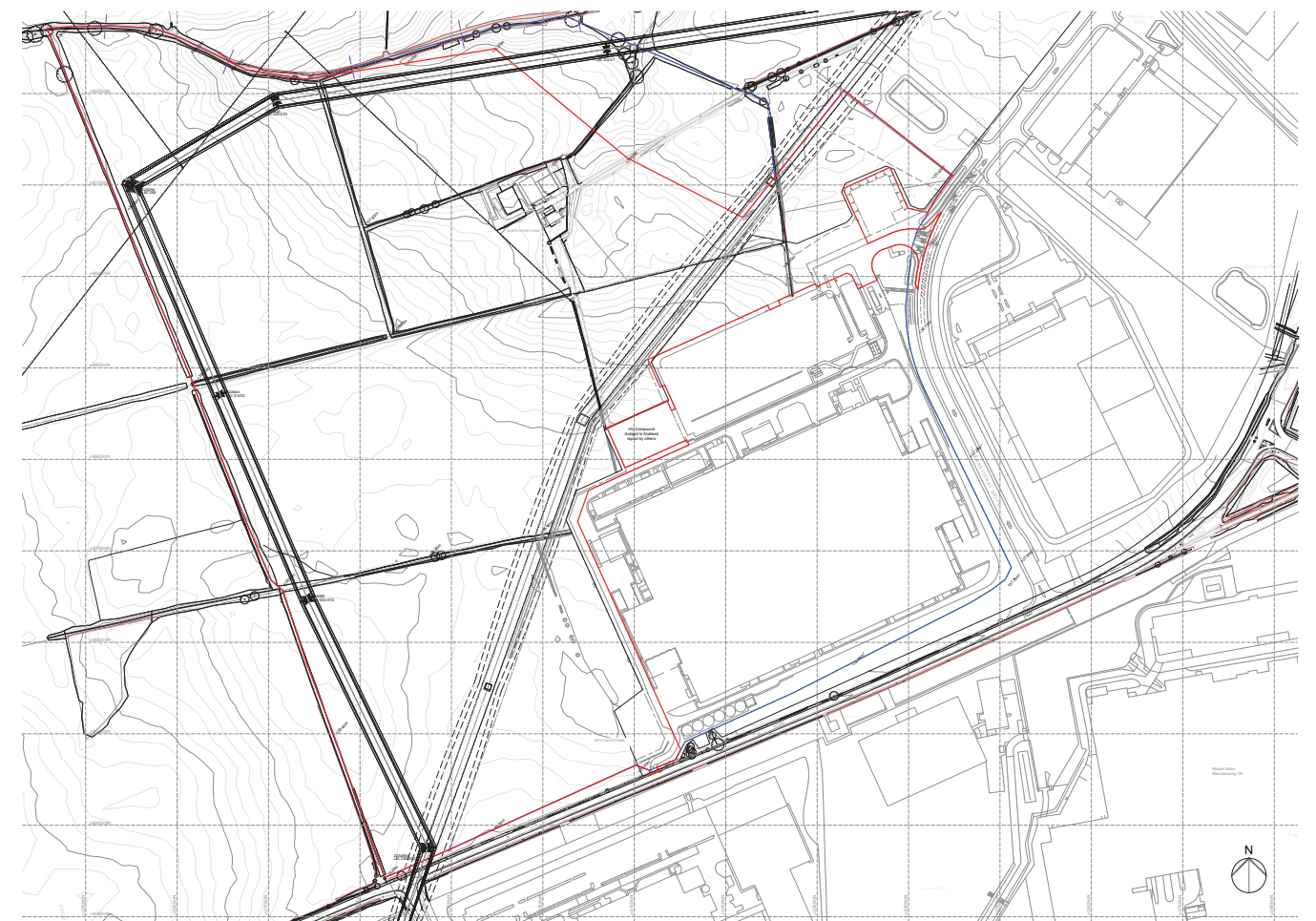
150 Ha of land at the International Advanced Manufacturing Park, or IAMP, is allocated for advanced manufacturing and automotive uses in the IAMP Area Action Plan (AAP) (adopted Nov 2017).

In 2018 the IAMP One application was approved which was for 61.03 Ha, including 2.5 Ha of land which is allocated for flood / ecological mitigation lying outside of the overall development area and in the Green belt land. In 2020 the IAMP One Phase 2 application included an additional 6.5 Ha located within the SW corner of IAMP One. Therefore the total development area for IAMP One that has permission is 65.03 Ha and will deliver 1.688m ft².

The proposals are to create a new Gigawatt Battery Manufacturing Plant 3 adjacent to the ongoing AESC Plant 2 currently being constructed. This new proposal includes a new Factory Building, Assembly and Warehousing Building, and an AESC UK Office HQ Building additional to the approved Gigawatt Battery Manufacturing Plant 2 development (Reference 21/01764/HE4). The new facilities will create employment opportunities for up to 1000 new jobs.



Site Location Plan with Planning Application Boundary - NTS



Existing Site Plan - NTS (Ref RPS drawing No.200)

3.0 DESIGN PROPOSALS

3.1 Site Layout

The proposal for the site is to provide manufacturing space and support accommodation for the production of automotive batteries to enable the drive towards the removal of fossil fuel in automotive vehicles.

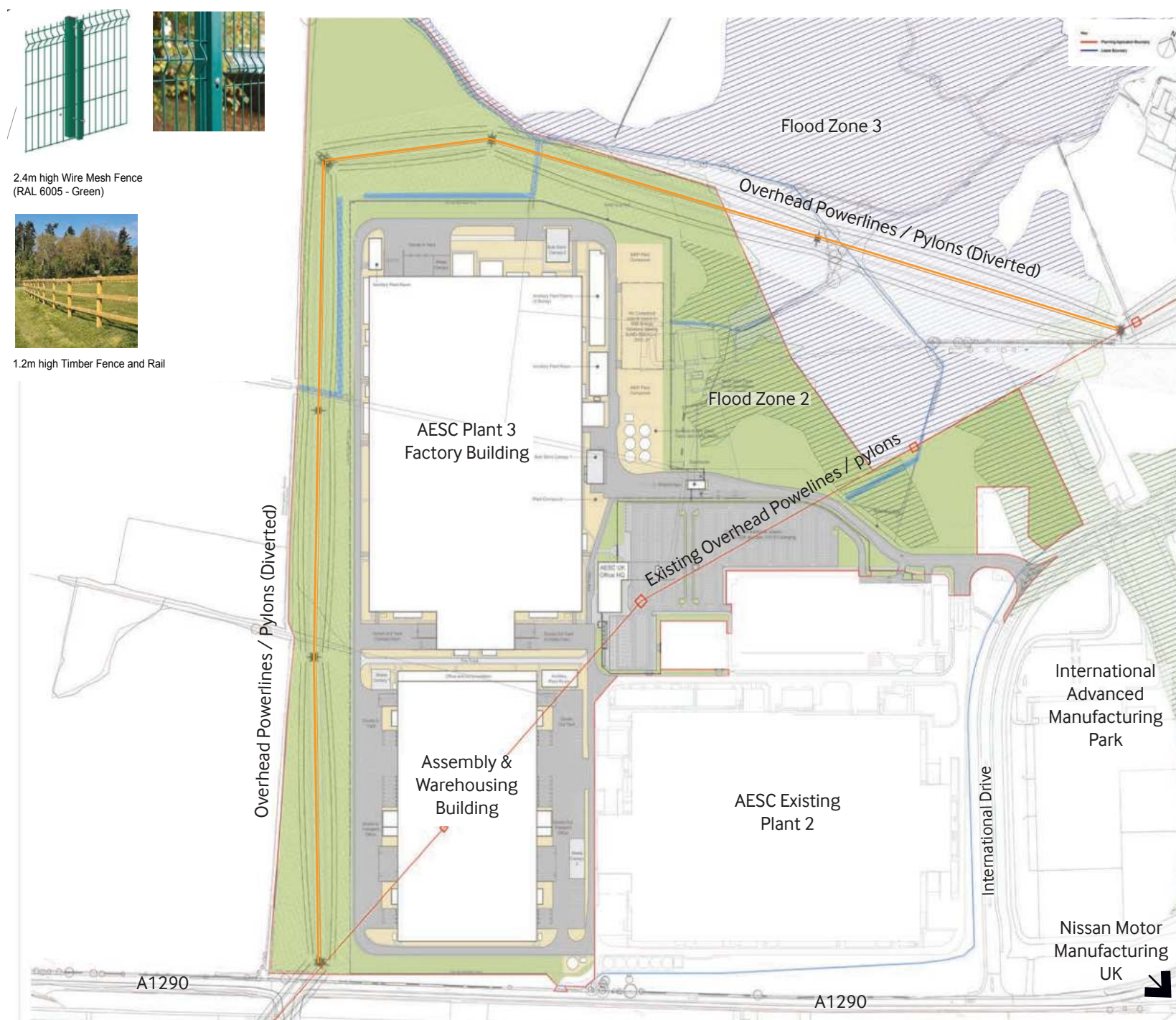
This will include a manufacturing plant and support buildings such as; packing and storage warehouse and support accommodation, office building, security gatehouse, waste segregation and utilities buildings.

The site boundaries and their various constraints have established the overall site available for the masterplan.

Specific boundary constraints are described below:

- North West – Limit of IAMP Phase 1, Existing National Grid Overhead HV Powerline which have been relocated.
- North East – Flood zone, adjacent to IAMP Infrastructure Attenuation Pond
- East – Adjacent to new IAMP Highway Infrastructure – International Drive, and to new industrial IAMP units (SNOP)
- South – Adjacent to A1290 Highway, including space allocation for future dualling and Foul Water Rising Main. Adjacent to Nissan Motor Manufacturing UK.
- West – Relocated National Grid Overhead HV Powerlines.

The required building footprint has been established by the demand of product output and requirements for the process equipment to provide this demand. This building footprint has been used in early masterplan studies to determine the optimum building orientation to provide safe and efficient site access from International Drive as well as provide space for suitable boundary treatments to the Highway boundary on the South elevation.



Proposed Site Layout - NTS (Ref RPS drawing No.204 overlay with existing constraints)

3.0 DESIGN PROPOSALS

3.2 Scale

Maximum building heights are carefully considered and rationalised to create a simple and legible building form. Building heights can be described as follows;

Battery Manufacturing Factory

- Eastern Upper ridge 33m + handrail, walkways, & PV.
- Western Upper ridge 26m + handrail, walkways, & PV.
- Lower ridge 18m + handrail, walkways, & PV.
- Eaves 30.5m, 23.5m, & 15.5m.

Supporting Building Heights:

Proposed AESC UK Office HQ

- Second Floor Eaves at 14.80m
- First floor Eaves at 10.80m

Proposed Assembly and Warehousing

- Ridge 18m + handrail, walkways, & photovoltaics
- Eaves at 14m.

Proposed Gatehouse

- Eaves at 4.5m

Proposed Waste Canopies

- Waste Canopy (1) Ridge +8.4m
- Waste Canopy (2) Ridge +9.5m

Proposed Bulk store Canopies

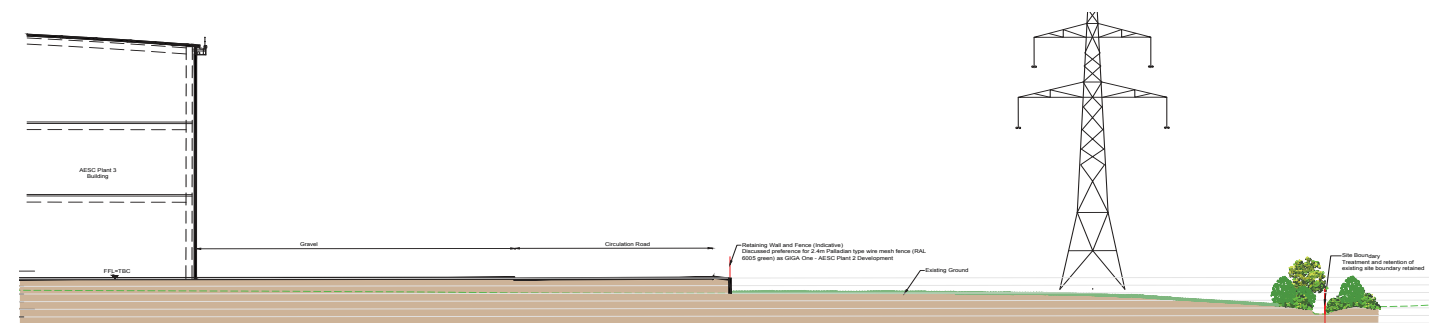
- Bulk Store Canopy (1) Ridge +9m
- Bulk Store Canopy (2) Ridge +13m

Proposed Plant Rooms

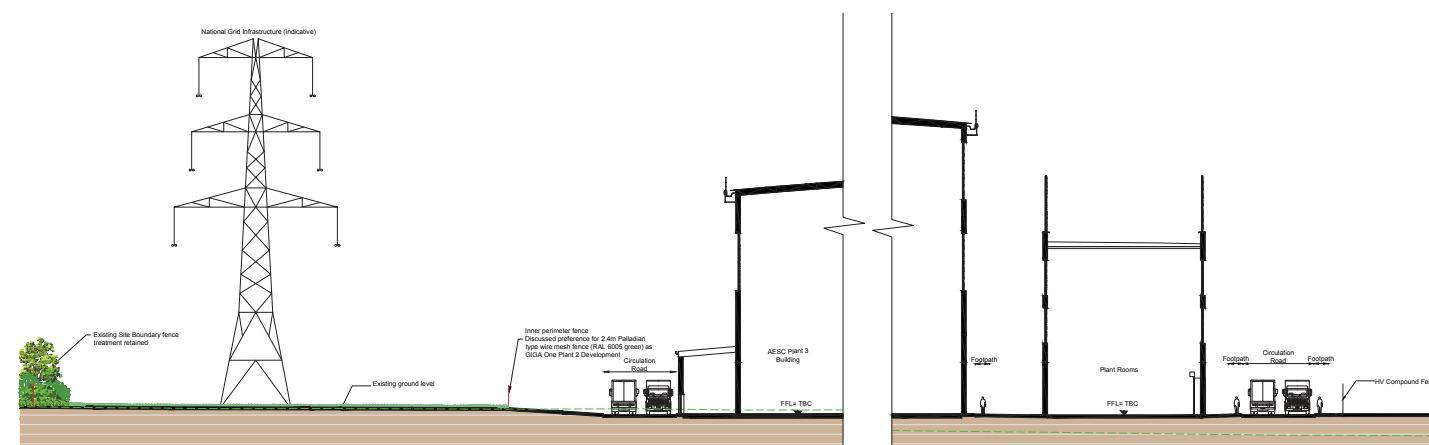
- Factory Plant room (1) Ridge +26m
- Factory Plant Room (2) Eaves at +17.5m
- Factory Plant Room (3) Ridge +8m
- Pack Warehouse Plant Room Ridge +8m

Proposed Sprinkler Tank and Pump House

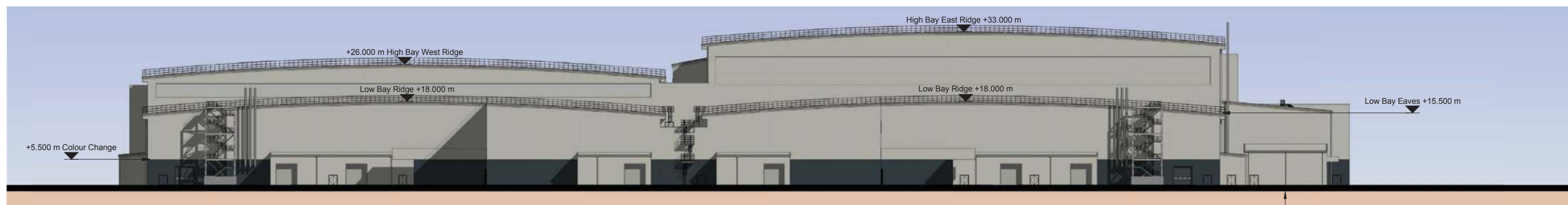
- Pump House Ridge +5m
- Sprinkler Tanks +8m



Proposed Site Section (1-1) - NTS (Ref RPS drawing No.207)



Proposed Site Section (2-2) - NTS (Ref RPS drawing No.207)



Proposed Factory South Elevation - NTS (Ref RPS drawing No.210)

Bulk Stores 1

3.0 DESIGN PROPOSALS

3.2 Scale

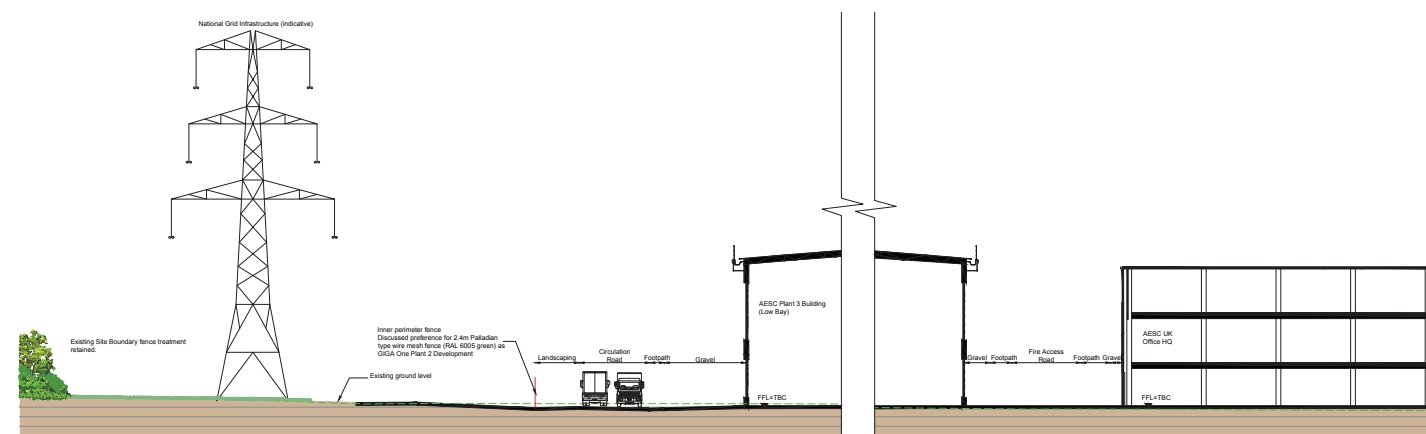
The manufacturing plant has several types of processes in a linear route which sets the height requirements for the various parts of the building. These building heights have been rationalised to create a simple and legible building form, the roof height varies to provide an efficient building skin to the overall process and ensures that rainwater management is efficient and robust due to the sensitivity of the internal process to water ingress.

The tallest part of the process is on the Northeast of the factory building and the roof height here has been set at 33m to ridge, with a small number of flues, perimeter handrails, and Solar PV panels projecting beyond this point. The lower parts of the manufacturing plant roof are 26m and 18m to ridge and smaller ancillary stores, canopies, and the goods out area project out beyond the main footprint to provide relief to the building elevations.

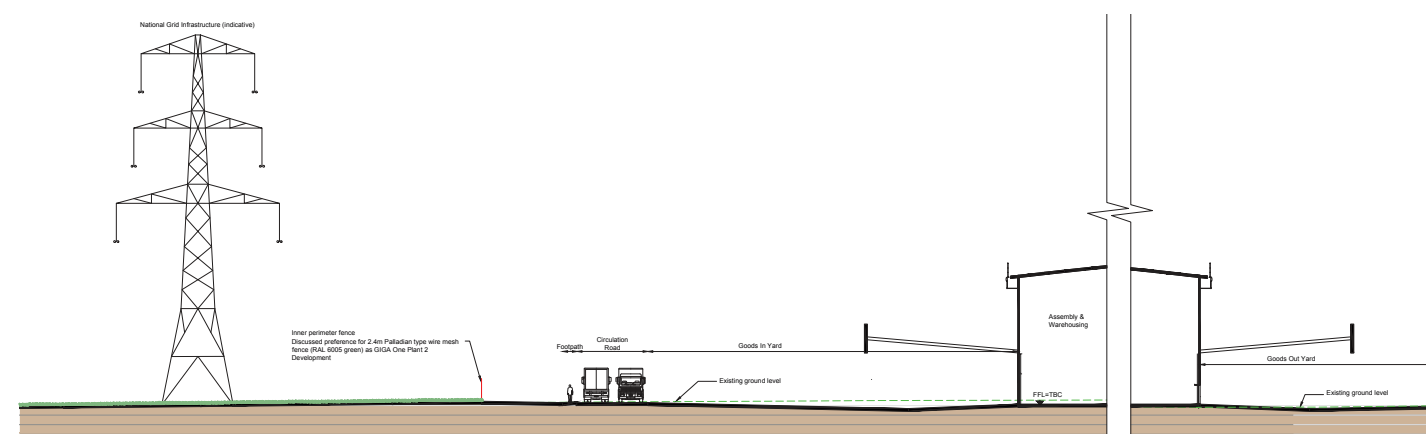
Stair cores, principally provided for fire escape and Fire Authority access (location and number subject to detailed design), have been placed on the building perimeter, projecting from the elevations, and also help to provide relief to the elevations to break down the overall building mass.

Similarly, the Assembly and Warehousing Facility has several types of processes located at the North and South of the building with area for racked storage in the centre. The requirement of storage has dictated the overall height of the building and has been set to 18m to continue the form of the manufacturing plant.

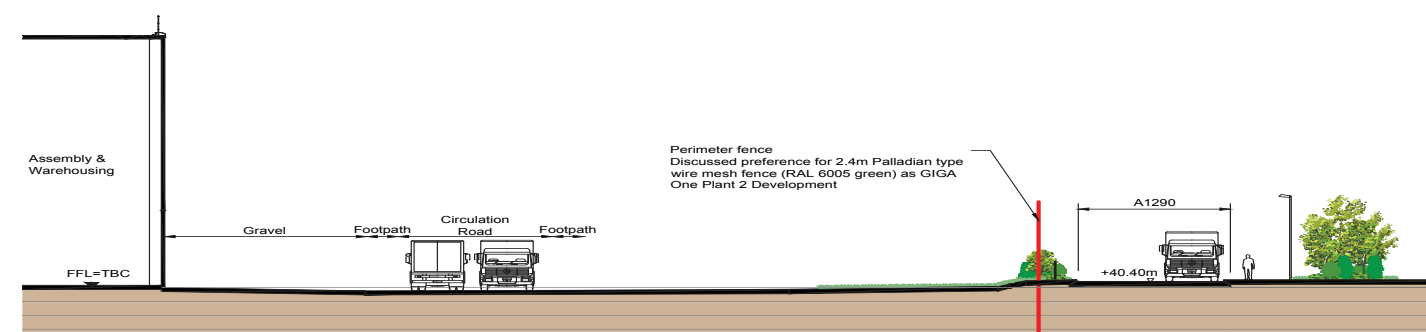
Ancillary buildings, attached offices and roof access stairs, and canopies project out beyond the footprint to provide relief to the elevations.



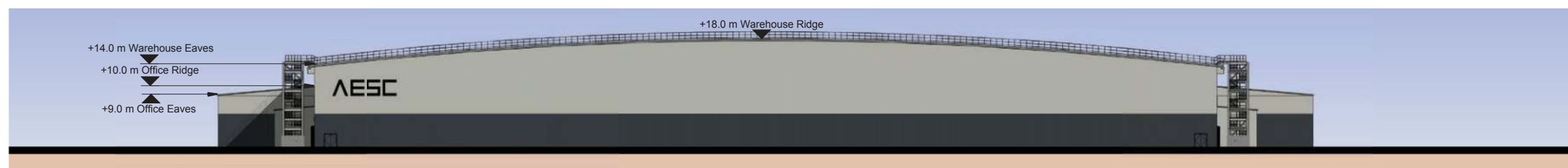
Proposed Site Section (3-3) - NTS (Ref RPS drawing No.208)



Proposed Site Section (4-4) - NTS (Ref RPS drawing No.208)



Proposed Site Section (5-5) - NTS (Ref RPS drawing No.208)



Proposed Assembly and Warehouse South Elevation - NTS (Ref RPS drawing No.213)

3.0 DESIGN PROPOSALS

3.3 Appearance

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

To add interest, towards the east of the site and accessed through the car park, the AESC UK office HQ building creates a main entry focal point for visitors and staff. The elevations have been developed to compliment the material palette of the surrounding facilities with opportunities to include accent colours and geometries inspired by the production process of the batteries and the raw materials utilised as well as represent the company brand identity. The selection of materials for the office HQ construction 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.

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

The manufacturing plant roof will be expressed as two low-pitched barrels with eaves containing a hidden gutter detail and permanent edge protection provided via a handrail system. Photovoltaic panel arrays will be incorporated into the roof design.

The roof of the assembly and warehousing building will be expressed as a singular low-pitched barrel with similar eaves, gutter, and handrailing details. Photovoltaic panel arrays will also be

incorporated into its 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.

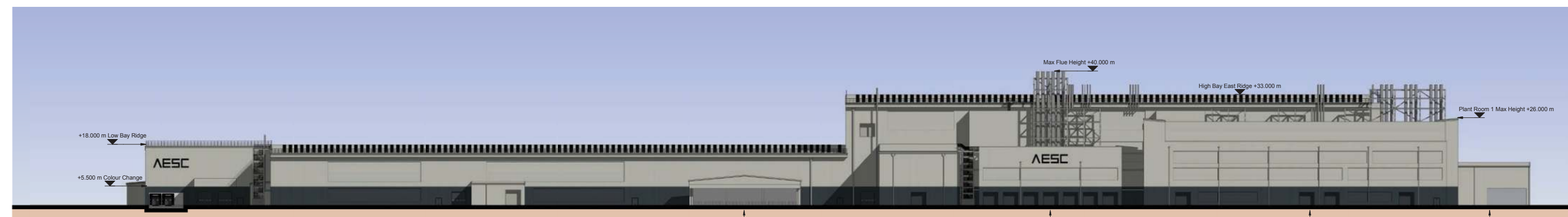
Where possible external plant and process equipment has either been contained within the building volume or within dedicated ancillary plant rooms.



Proposed Gatehouse Elevations - NTS (Ref RPS drawing No.219)



Proposed Office HQ East Elevation - NTS (Ref RPS drawing No.216)



Proposed Factory East Elevation - NTS (Ref RPS drawing No.210)

3.0 DESIGN PROPOSALS

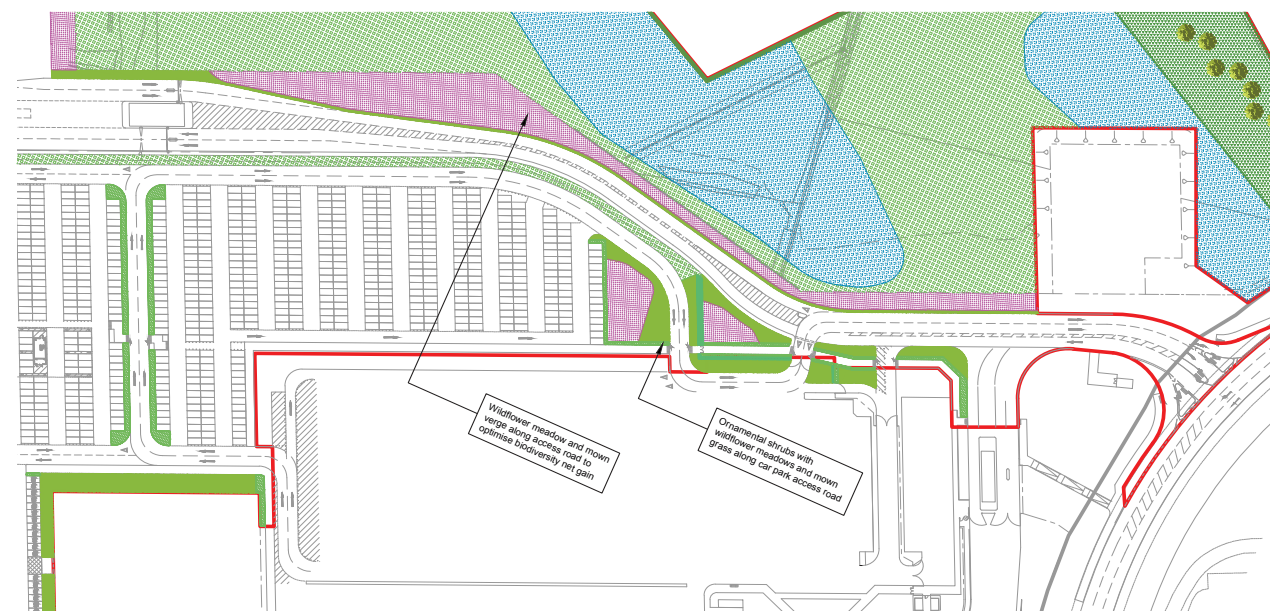
3.4 Landscaping and Boundary Treatment

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.

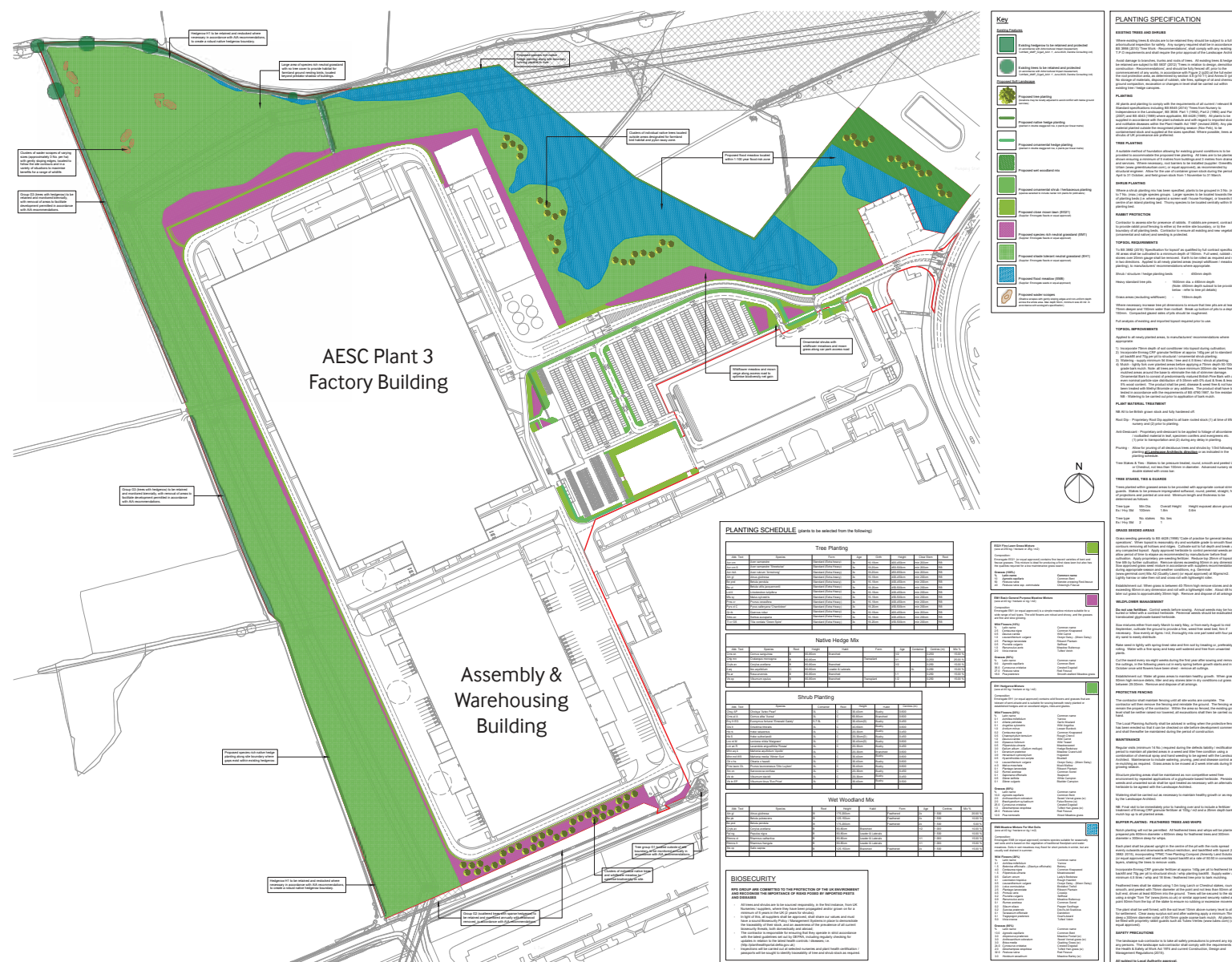
A comprehensive palette of soft landscape materials that complement the scale and form of the new development ensures that users will benefit from an attractive and welcoming environment. Trees, hedgerows, shrubs, grasses and swathes of wildflowers are incorporated within the planting scheme to provide seasonal interest, optimise biodiversity and enhance legibility.

Native buffer planting along the southern boundary is proposed to help screen the development, with species selected with careful consideration to avoid conflict with existing 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 Extract - NTS (Ref RPS drawing No.205)



Proposed Landscape Plan - NTS (Ref RPS drawing No.205)



Example - Landscape Buffer



Example - Entrance Feature



Example - Wild Flower

4.0 ACCESS

4.1 External Site Access

Access into the site has been optimised 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.

The car parking area are laid out in aisles to avoid traffic conflicts and congestion with standard size bays of 2.4m wide by 4.8m long, with 6m roads in-between for manoeuvring.

Personal Vehicular Access

- Personal Vehicular Access
- Access and entry pre-determined by one way IAMP infrastructure and Plant 2 development.
- Primary access point at east from International Drive.
- In addition to the existing 685 parking spaces + 40 visitors spaces, a further 780 additional parking spaces including 10% EV spaces and 5% accessible spaces to provide a total of 1465 staff parking spaces + 40 visitor spaces.

HGV / LGV

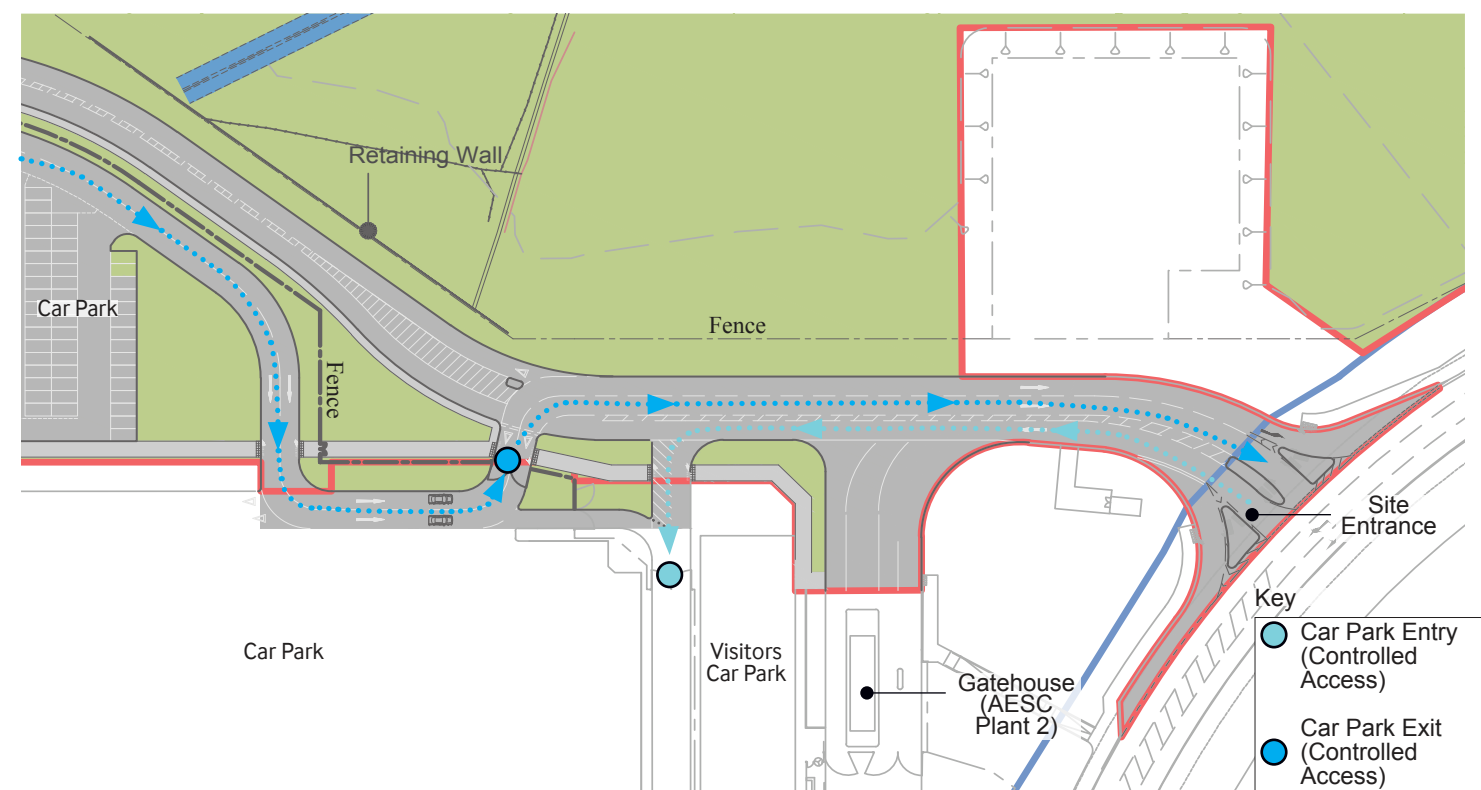
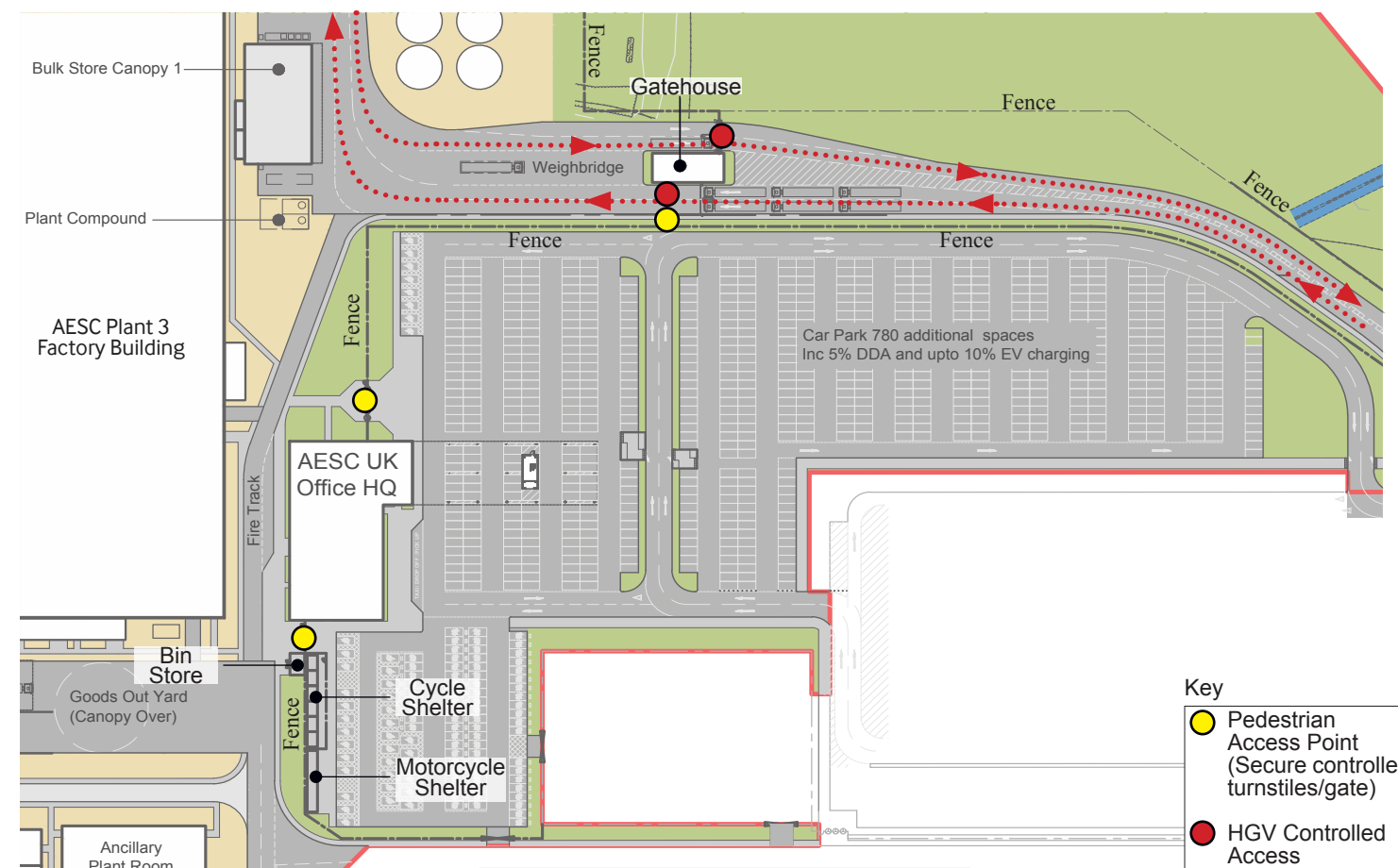
- HGV's will have separate, controlled access
- Perimeter bi-directional service road
- Goods In Yard – with level access doors and dock levellers
- Goods Out Yard – with level access doors and dock levellers

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, in addition to the existing 80 cycle and motorcycle spaces for a total of up to 160 cycle and motorcycle space.
- 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 existing security office.
- Secondary (Emergency Access) from South A1290 at West Moor Farm.
- Emergency only fire tracks between the assembly and warehousing facility and manufacturing plant 3, and manufacturing plant 3 and Office HQ.



Proposed Site Layout - NTS (Ref RPS drawing No.204)

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

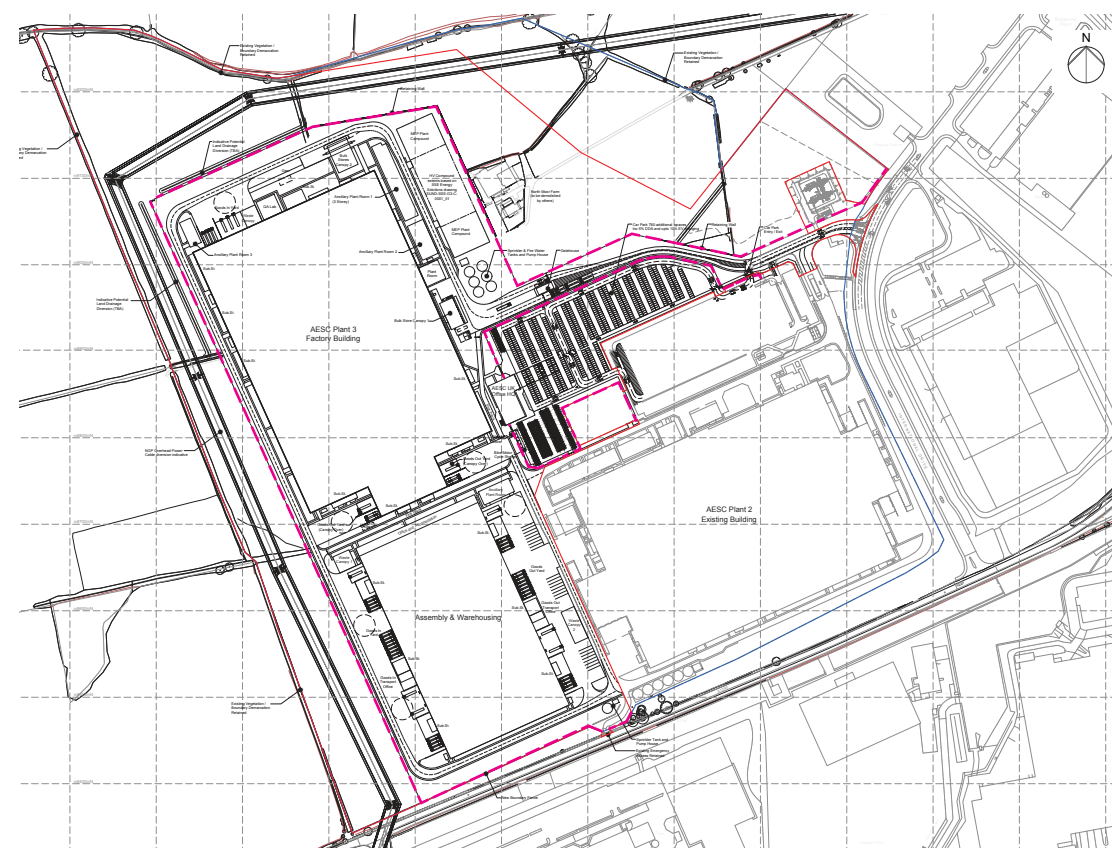
Natural surveillance and active frontages was a key factor in the overall design of the site and the positioning of the offices overlooking the proposed car parking offers the occupier a high degree of visual control. The building design and layout has been considered to minimise visual obstacles and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

Physical Protection

The site building perimeter to the north and west is defined by a 2.4m high wire mesh fence to encourage biodiversity and maintain a high level of security on site. The Northeast boundary of the development will retain the existing 1.2m timber post and rail fencing and return back to a 2.4m high wire mesh fence along the International drive and A1290 providing a higher level of security to the main buildings while minimising visual impact. In addition, the car park is segregated with an additional 2.4m high fence with automatic barriers and gates.

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.



Proposed Site Plan - NTS (Ref RPS drawing No.201)



Precedent Wire Mesh Fence, height 2.4m. (RAL 6005, Green)



Precedent Timber Post and Rail Fence, height 1.2m

6.0 SUPPORTING BUILDINGS

6.1 Proposed AESC UK Office HQ

The AESC UK office HQ will be located central to the development; it functions as a central management point for the overall scheme. The building shape and foot print has been established through design development, to satisfy client operational requirements and site constraints.

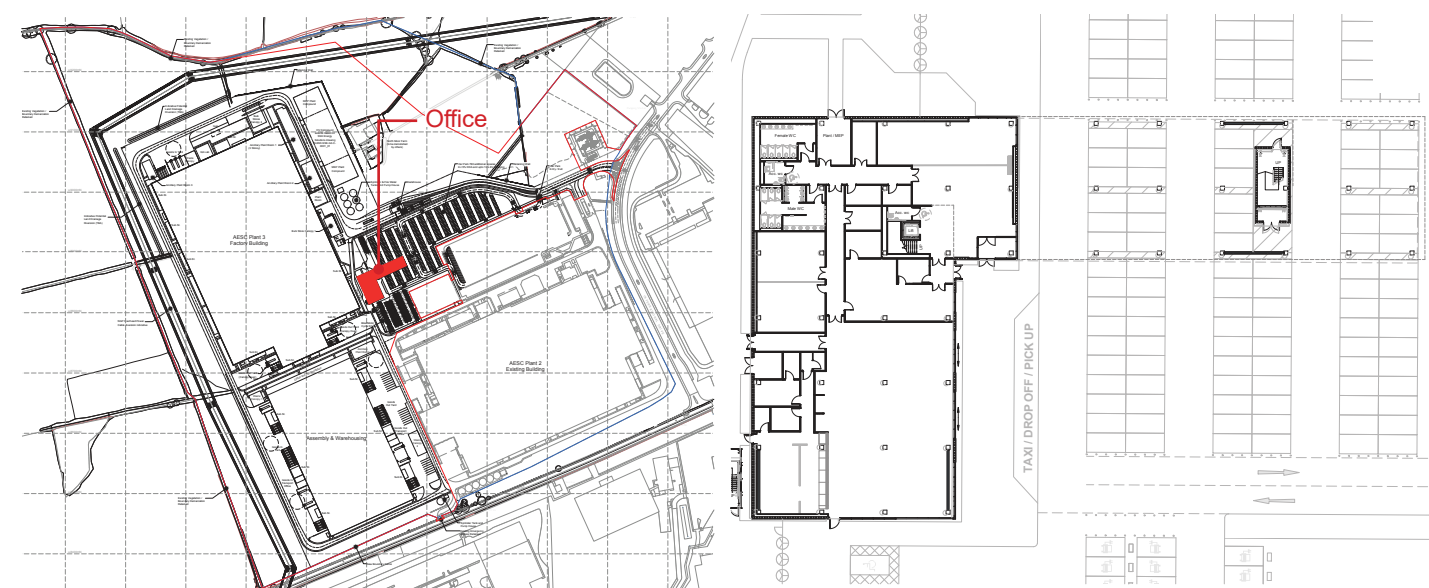
The three storey Office HQ building has been positioned and orientated to provide a visual connection to the overall development and operations with direct and secure access to the car park, including drop off/pickup. The office HQ will act as a landmark for efficient way finding and a welcome point for visitors and staff to interact.

Accessed from the south, the office HQ ground floor will include a reception/waiting area, an exhibition space with movable partitions to accommodate large events, a canteen for staff and visitors as well as, sanitary facilities and MEP. The upper floors are flexible office spaces to cater for the needs of management, security and site operations.

Living green roofs will be integrated as an effective and practical use of space whilst aiding in sustaining and management of drainage constraints. Photovoltaic panel arrays will also be incorporated into its roof design.

External materials consist of a metal panelling system to compliment the surrounding buildings within the masterplan development, while introducing new materials and colour palettes to celebrate and express the production and manufacturing process as well as the brand identity and vision of the company. 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. Mitigation measures will be introduced to ensure acoustic requirements are satisfied within the office building.

Cycle shelters are conveniently located close to the entrance of the building, to provide cyclists a safe, secure and well-lit facility. Similarly, Accessible DDA compliant parking will be provided adjacent to the building entrance. Levels will be appropriate to allow safe and convenient access to all.



Proposed Office HQ Location - NTS

Proposed Office HQ Location - NTS (Ref RPS drawing No.217)



Proposed Office HQ South Elevations - NTS (Ref RPS drawing No.216)



Proposed Office HQ North Elevations - NTS (Ref RPS drawing No.216)

6.0 SUPPORTING BUILDINGS

6.2 Proposed Assembly and Warehousing

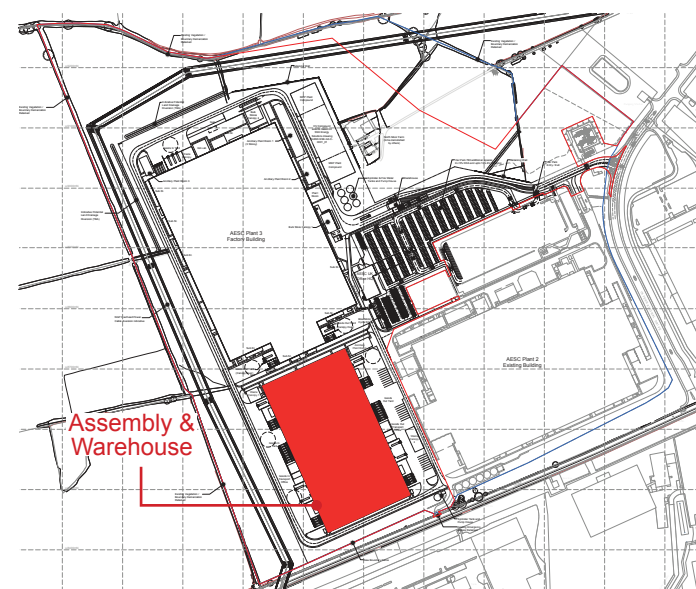
The proposed assembly and warehousing building will be located to the south of the development and adjacent to A1290 Highway. The location has been dictated by operational and process requirements in relation to Plant 2 and 3.

Internally, the Assembly and Warehousing Facility has several types of processes located at the North and South of the building with area for racked storage in the centre. The requirement of storage has dictated the overall height of the building and has been set to 18m to continue the form of the adjacent manufacturing plants.

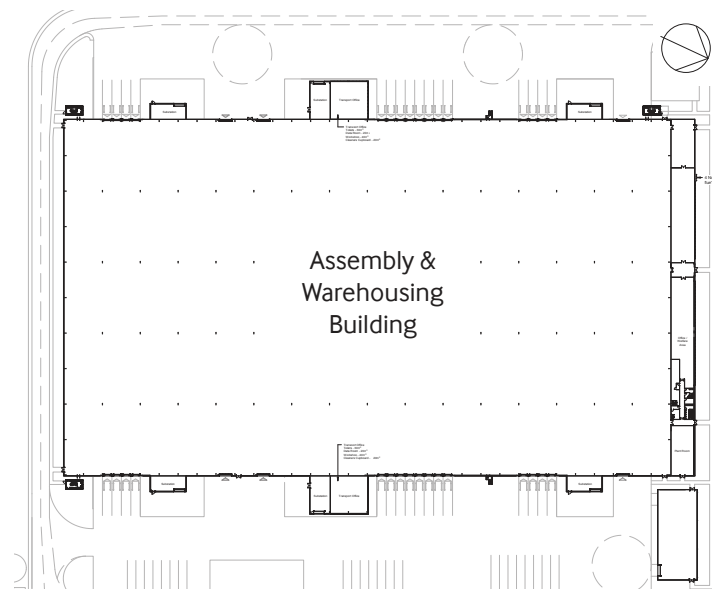
The roof of the assembly and warehousing building will be expressed as a singular low-pitched barrel with similar eaves, gutter, and handrailing details. Photovoltaic panel arrays will also be incorporated into its roof design.

Ancillary buildings, attached accommodation, roof access stairs, and canopies project out beyond the assembly and warehousing building footprint to provide relief to the elevations and screening to associated service yards.

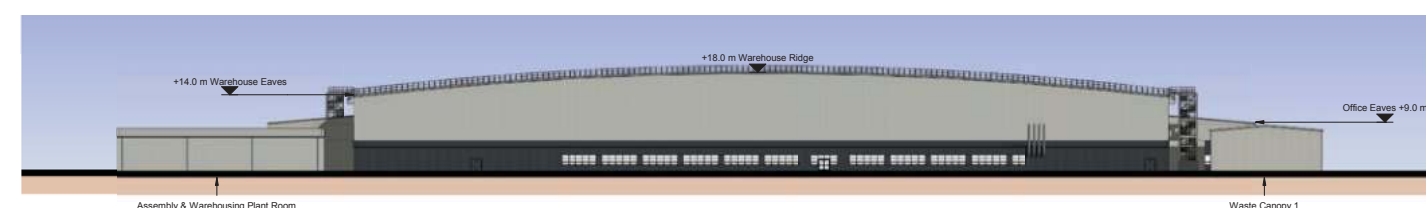
External materials consist of a metal panelling system to match the surrounding buildings within the masterplan development, thereby creating a campus style environment with a cohesive and refined appearance.



Proposed Assembly and Warehousing Location - NTS



Proposed Assembly and Warehousing plan - NTS (Ref RPS drawing No.214)



Proposed Assembly and Warehousing North Elevation - NTS (Ref RPS drawing No.213)



Proposed Assembly and Warehousing West Elevation - NTS (Ref RPS drawing No.213)



Proposed Assembly and Warehousing East Elevation- NTS (Ref RPS drawing No.213)

6.0 SUPPORTING BUILDINGS

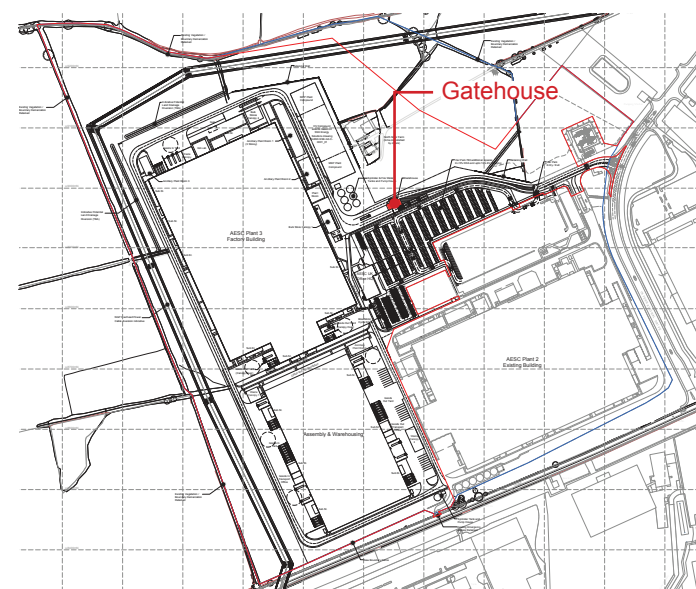
6.3 Proposed Gatehouse

The development's main access point at north from the International drive 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.

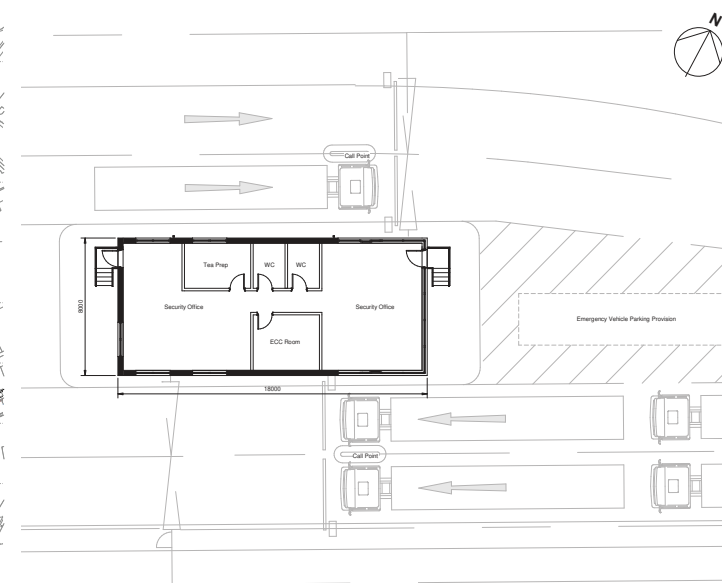
The proposed Gatehouse associated with Plant 3 development will be a separate controlled entry for vehicles (HGV and LGV) into the site's perimeter service roads, as well as, pedestrian access point through controlled turnstiles.

External materials consist of a metal panelling system to match the surrounding Ancillary buildings within the masterplan development. Windows to maximise visibility to incoming and outgoing traffic.

Living green roofs will be integrated as an effective and practical use of space whilst helping to sustain and replace lost habitats in the process.



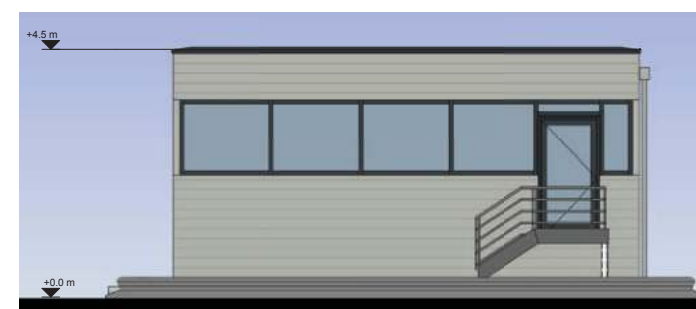
Proposed Gatehouse Location - NTS



Proposed Gatehouse Plan- NTS (Ref RPS drawing No.220)



Proposed Office North Elevations - NTS (Ref RPS drawing No.219)



Proposed Gatehouse Elevations - NTS (Ref RPS drawing No.219)

6.0 SUPPORTING BUILDINGS

6.4 Proposed Waste Collection Canopies

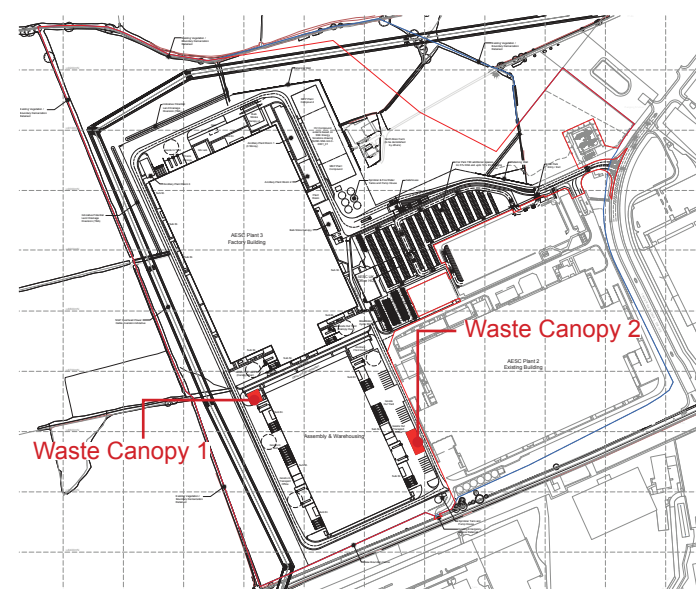
The proposed Waste Canopy 1 is located northwest of the assembly and warehousing while Waste Canopy 2 is located to the east side.

The Waste Canopy 1 building footprint measures 20.6m x 20.6m with a ridge height of 8.4m. The Waste Canopy 2 building footprint measures 16.4m x 39.6m consisting of 2 sections with a ridge height of 9.5m. This has been established by operational and manufacturing requirements which includes waste generated by site staff and visitors, waste generated by the operations carried out within the development units, waste from packaging and deliveries to the manufacturing units as well as process wastes.

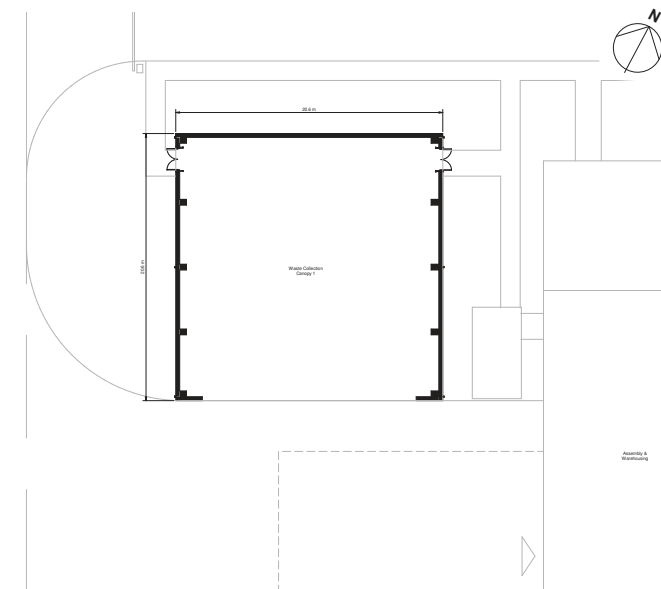
External materials consist of a metal profiled cladding system to match that of the adjacent factory and ancillary plant rooms therefore matching the surrounding buildings within the masterplan development.

Access to the canopies 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.

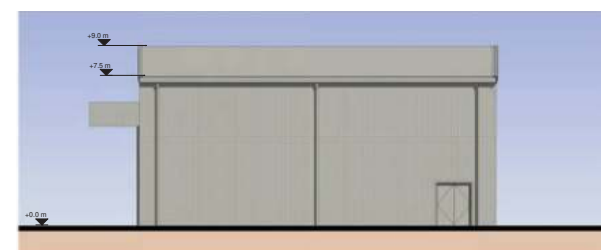
Appropriate control and mitigation measures and will be adopted for any waste stored on site. All waste generated during operation will be managed in accordance with the SWMP3 and in accordance with site operation procedures and environmental permits. This will be developed following further design process and identification of estimated process waste quantities.



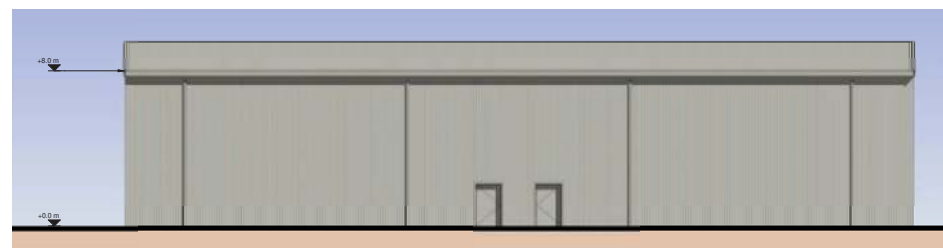
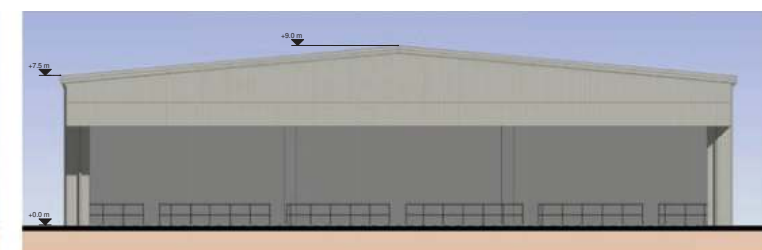
Proposed Waste Canopies Location - NTS



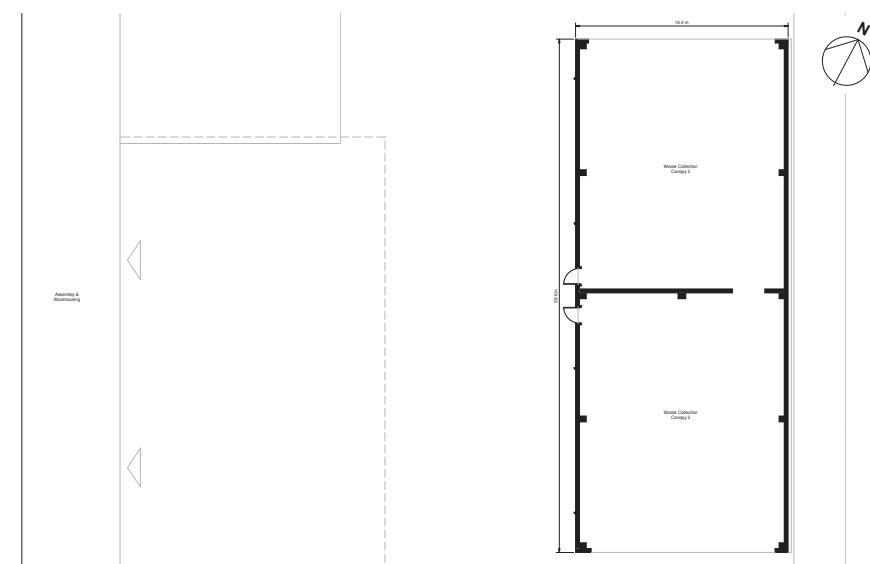
Proposed Waste Canopy 1 Plan - NTS (Ref RPS drawing No.234)



Proposed Waste Canopy 1 Elevations - NTS (Ref RPS drawing No.233)



Proposed Waste Canopy 2 Elevations - NTS (Ref RPS drawing No.235)



Proposed Waste Canopy 2 Plan - NTS (Ref RPS drawing No.236)

6.0 SUPPORTING BUILDINGS

6.5 Proposed Bulk Store Canopies

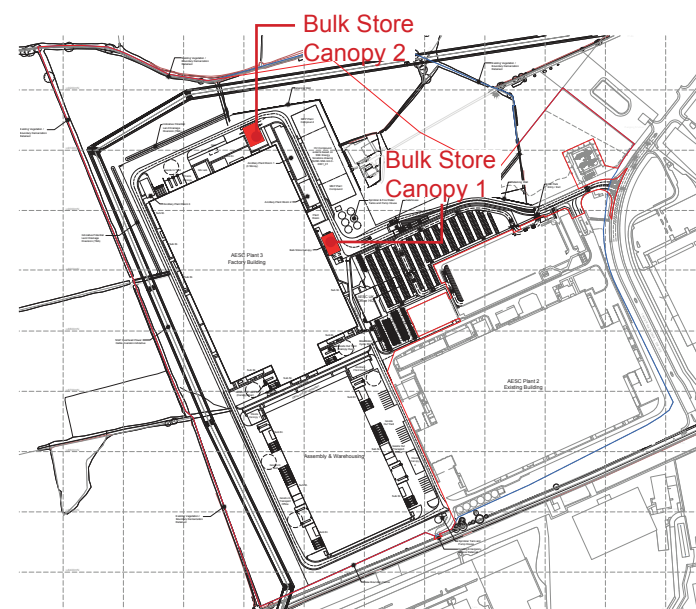
The proposed bulk store canopy 1 and 2 buildings will be located to the north of the development site adjacent to the main Factory Building as shown opposite.

The Bulk Store Canopy 1 building footprint measures 18m x 33.3 m with a max ridge height of 9m. The bulk store canopy 2 building footprint measures 14.6m x 33.6 m consisting of 2 delivery bays and a bunded tank farm with a max ridge height of 13m. This has been established by the demand of raw material product arriving on site and requirements for the manufacturing process. The store has been positioned and orientated to coordinate with the proposed factory.

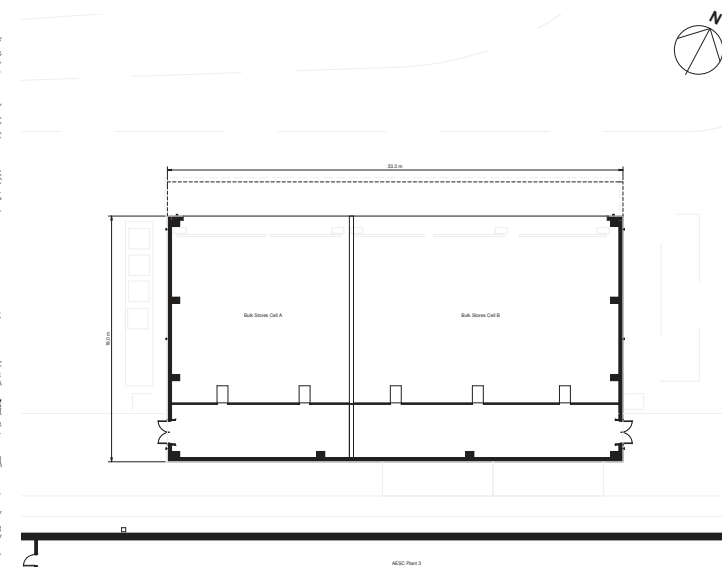
The layout within the bulk store is defined by the provision of the HGV drive through within the bulk store area providing safe and efficient site access connection from International Drive. This includes storage tanks located in an open standalone drive through canopy to reduce Health and Safety risk in association with on-site storage of materials.

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.

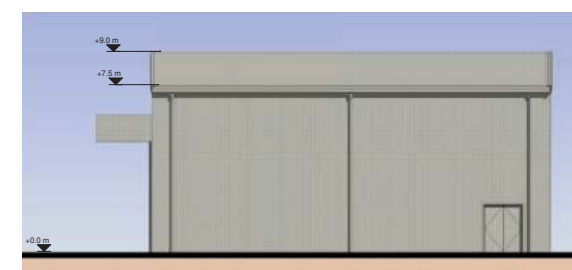
Access into the store is connected via the perimeter service road to International Drive where all HGV traffic will be directed through security controlled barriers to the perimeter service roads.



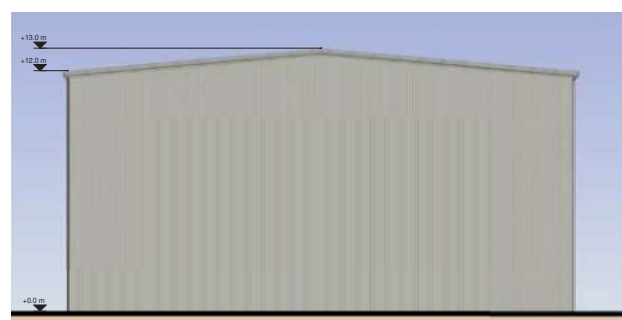
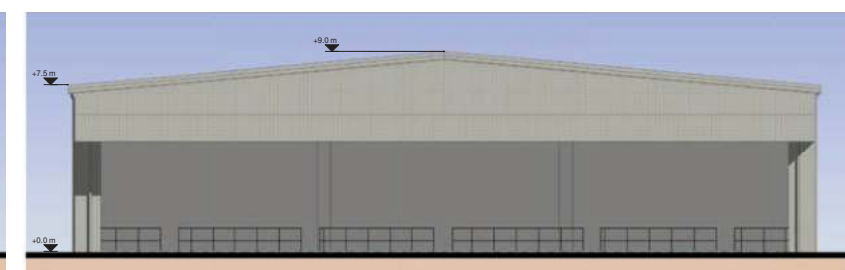
Proposed Bulk Store Canopies Location - NTS



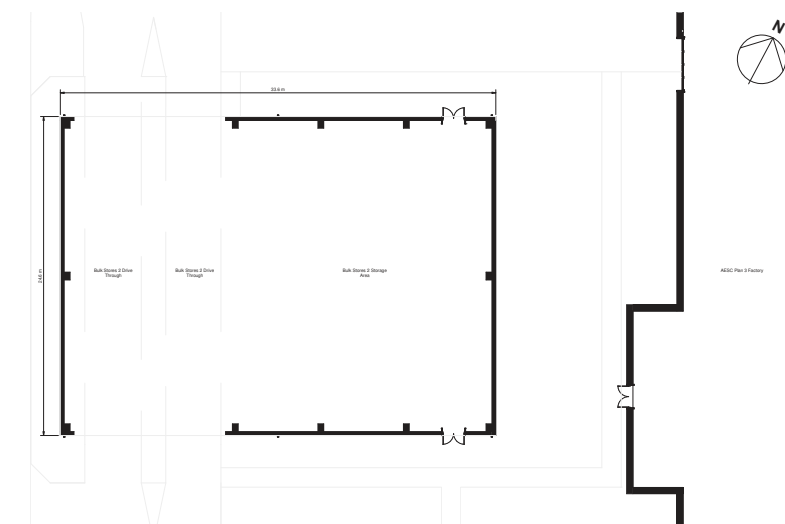
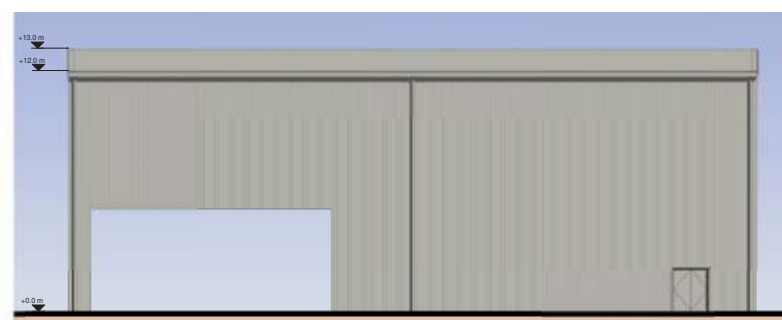
Proposed Bulk Store Canopy 1 Plan - NTS (Ref RPS drawing No.230)



Proposed Bulk Store Canopy 1 Elevations - NTS (Ref RPS drawing No.229)



Proposed Bulk Store Canopy 2 Elevations - NTS (Ref RPS drawing No.231)



Proposed Bulk Store Canopy 2 Plan - NTS (Ref RPS drawing No.232)

6.0 SUPPORTING BUILDINGS

6.6 Proposed Plant Rooms

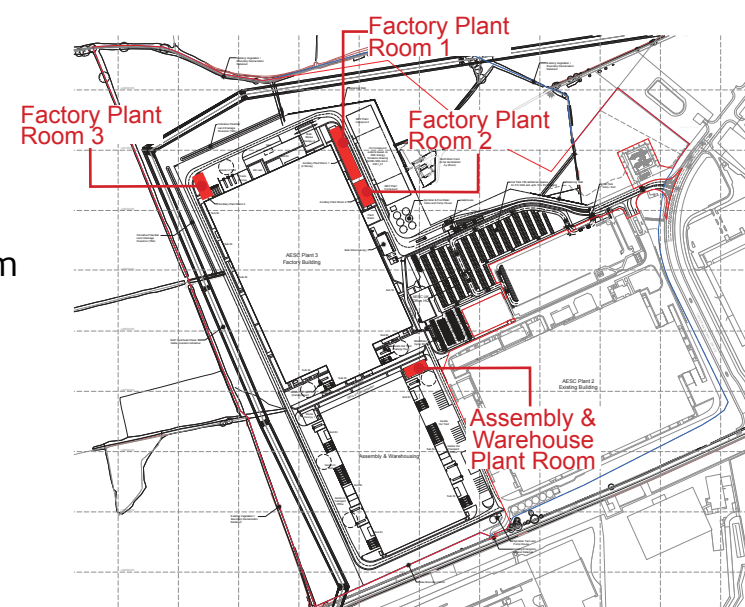
The proposed Plant Rooms are located adjacent to Plant 3 and Assembly and warehousing buildings accessed via perimeter service roads.

Proposed Factory Plant Room 1 building is a three storey building with a height of 26m. The maximum height of associated flues is 40m located in the gantry area between the Plant Room and Plant 3 Building. Proposed Factory Plant Room 2 building is a two storey building with a height of 17.5m. Proposed Factory Plant Room 3 building footprint measures 14m x 31m and is a single storey building with a height of 8m. The maximum height of associated flues is 40m located in the gantry area between the Plant Room and Factory Building.

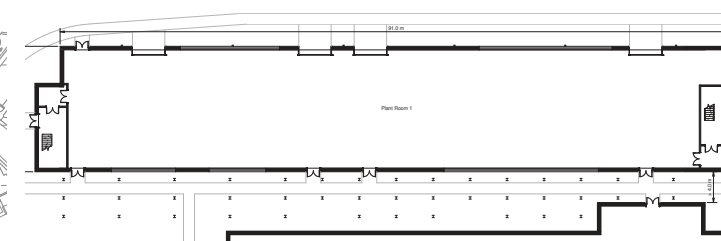
The Proposed Assembly and Warehousing Plant Room building footprint measures 16.8m x 38.3m and is a single storey building with a height of 8m.

These building heights have been rationalised to create a simple and legible building form, the roof heights vary to provide an efficient building skin to the overall process and ensures that rainwater management is efficient and robust due to the sensitivity of the internal process and equipments to water ingress.

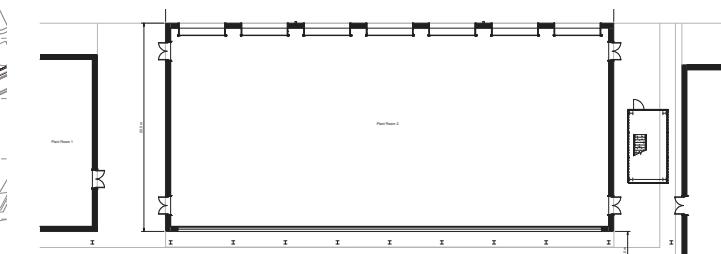
External materials consist of a metal profiled cladding system to match that of the adjacent factory and therefore matching the surrounding buildings within the masterplan development.



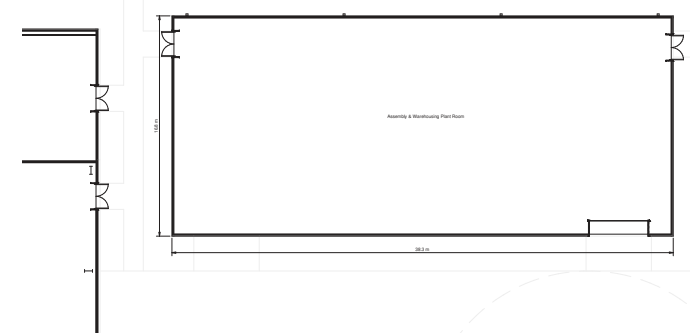
Proposed Plant Rooms Location - NTS



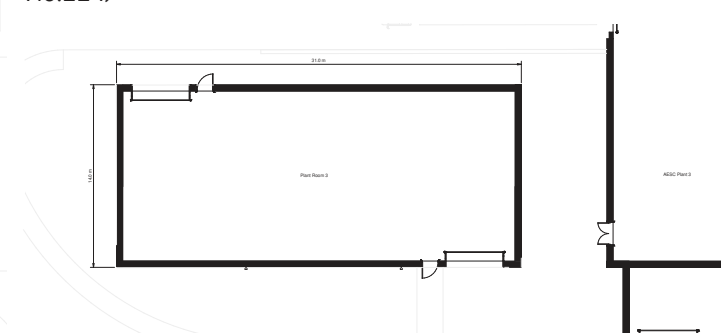
Proposed Factory Plant Room 1 Plan - NTS (Ref RPS drawing No.222)



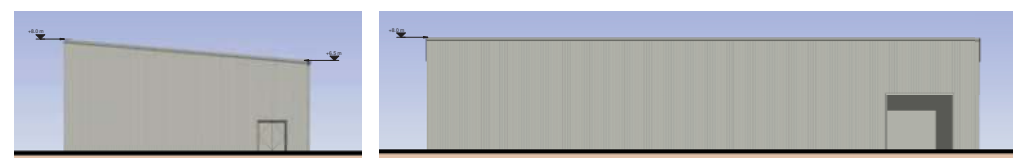
Proposed Factory Plant Room 2 Plan - NTS (Ref RPS drawing No.224)



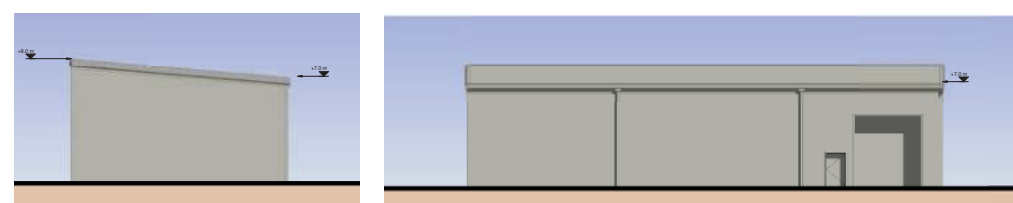
Proposed Assembly and Warehousing Plant Room Plan - NTS (Ref RPS drawing No.228)



Proposed Factory Plant Room 3 Plan - NTS (Ref RPS drawing No.226)



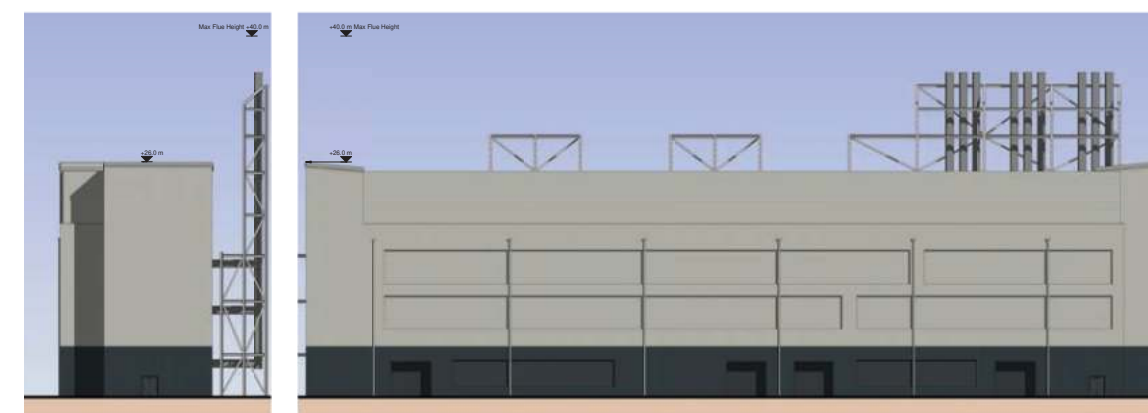
Proposed Assembly and Warehousing Plant Room Elevations - NTS (Ref RPS drawing No.227)



Proposed Factory Plant Room 3 Elevations- NTS (Ref RPS drawing No.225)



Proposed Factory Plant Room 2 Elevations- NTS (Ref RPS drawing No.223)



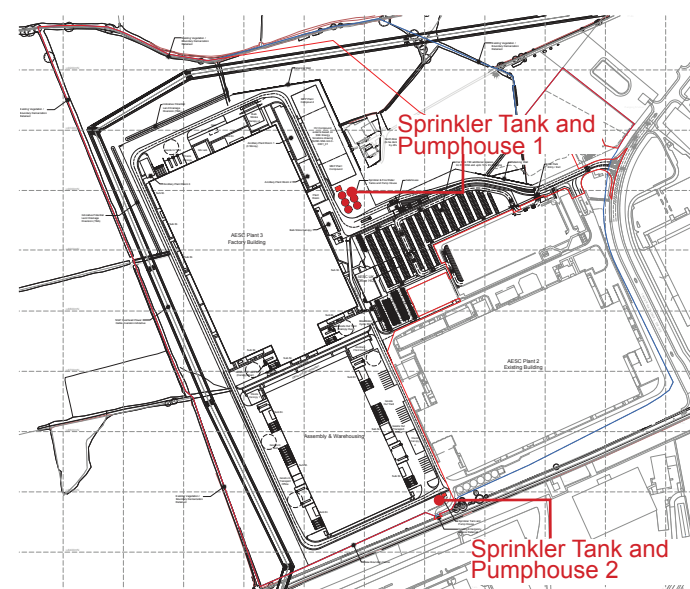
Proposed Factory Plant Room 1 Elevations- NTS (Ref RPS drawing No.221)

6.0 SUPPORTING BUILDINGS

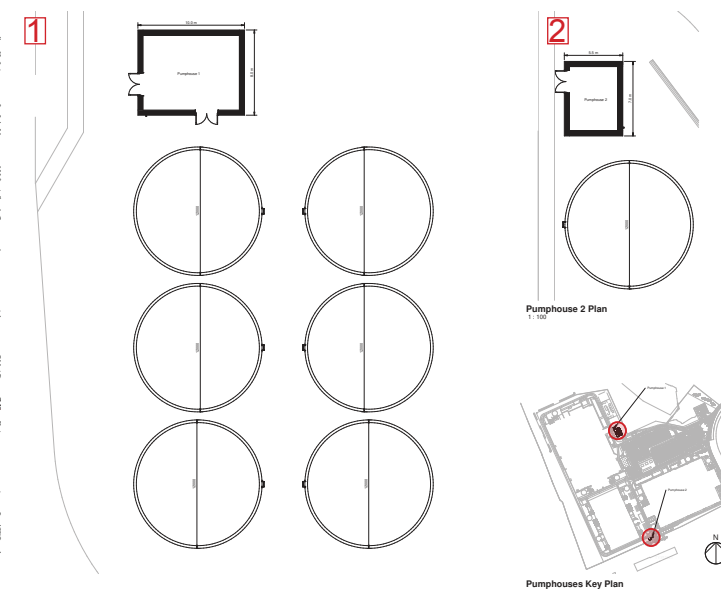
6.7 Proposed Sprinkler Tank and Pumphouse

The proposed Sprinkler Tank and pumphouse 1 is located towards the north side of the development adjacent to Plant 3, consisting of 6 Tanks and a single storey 5m high Pumphouse measuring 8m x 10m. Sprinkler Tank and Pump house 2 is located towards the south adjacent to the existing emergency access on the A1290.

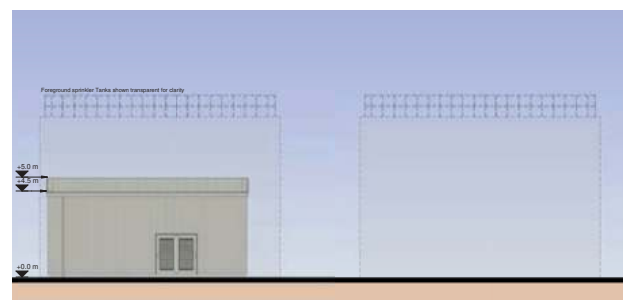
Pump house 1 and 2 external materials consist of a metal profiled cladding system to match the adjacent ancillary buildings and therefore matching the surrounding buildings within the masterplan development.



Proposed Sprinkler Tank and Pumphouse Location - NTS



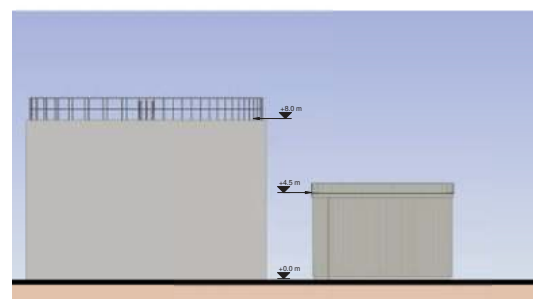
Proposed Sprinkler Tank and Pumphouse 1 and 2 Plan - NTS (Ref RPS drawing No.238)



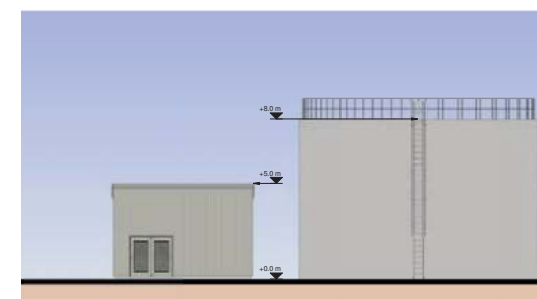
Proposed Sprinkler Tank and Pumphouse 1 South Elevation NTS (Ref RPS drawing No.237)



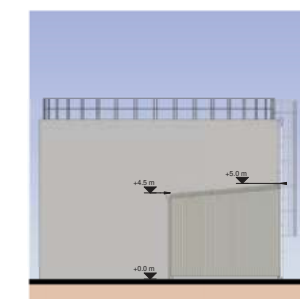
Proposed Sprinkler Tank and Pumphouse 1 West Elevation NTS (Ref RPS drawing No.237)



Proposed Sprinkler Tank and Pumphouse 2 South Elevation- NTS (Ref RPS drawing No.237)



Proposed Sprinkler Tank and Pumphouse 2 North Elevation- NTS (Ref RPS drawing No.237)



Proposed Sprinkler Tank and Pumphouse 2 West Elevation- NTS (Ref RPS drawing No.237)

7.0 SUMMARY

This Design & Access Statement has been prepared by RPS, on behalf of AESC Group in support of a Full application for the manufacture and storage of batteries for vehicles with ancillary / office / welfare floorspace and associated infrastructure provision, parking, drainage and landscaping.

- The proposals are to create a new Gigawatt Battery Manufacturing Plant 3, which will create employment opportunities for up to 1000 new jobs and provide further opportunities for the number of jobs to increase in the future.
- 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.





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