



MIRA TECHNOLOGY PARK - PLOT 44

DESIGN & ACCESS STATEMENT

JULY 2024

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INTRODUCTION OBJECTIVES & STRUCTURE

1.1 DOCUMENT OBJECTIVES

1.1.1 This Design and Access Statement has been prepared by Stephen George + Partners on behalf of MTP 2 Limited. It is submitted to Hinckley and Bosworth Borough Council.

1.1.2 The application comprises:

- 3,164SqM of Eg(ii) employment with associated car, cycle and HGV parking; service yards.
- Provision of cycle and walking infrastructure and foul and surface water attenuation and infrastructure across the application site; landscaping; utilities; and other associated works and improvements. Access to the site will be from a continuation of the distribution road heading east.

1.1.3 In preparing this Design & Access Statement, reference has been made to 'Article 9 of the Town & Country Planning (Development Management Procedure) (England) Order 2015', 'Design & Access Statements (CABE 2006)' and 'Building for Life 12 (CABE 2015)'.

1.1.4 The statement establishes design principles for the development which are appropriate to the site and the surrounding area. As required by Article 9 of the Town & Country Planning Order this Design & Access Statement will:

- demonstrate the steps taken to appraise the context of the development and how the design of the development takes that

context into account;

- explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- explain how any specific issues which might affect access to the development have been addressed.



FIG 1 UK MAP WITH MIRA TECHNOLOGY PARK LOCATION



INTRODUCTION

SITE ANALYSIS



2.1 SITE LOCATION

- 2.1.1 The Horiba MIRA Technology Park comprises various important automotive research and development facilities, creating a mixed industrial and business park character within a rural context in which much development has or is taking place alongside the A5 corridor.
- 2.1.2 The application site for Plot 44 sits within an undeveloped area at a high point on the site, known as Hungry Hill. The site is currently grassland, previously under arable agriculture. A stockpile of soils from previous development sits on the northeastern edges and will soon be utilized within infrastructure landscape works. The site is located on the northern side of the A5, a short distance north of Nuneaton. The site, which is broadly square in shape and is generally open, extends to an area of 1.18 Hectares.
- 2.1.3 The easternmost boundary of the site abuts a wooded cutting, originally created for a now disused railway line. Further to the south of this, the disused railway line has been converted to the Weddington Walk, providing a pedestrian and cycle route to Nuneaton town.
- 2.1.5 The Plot is currently accessed via the Park's Eastern Avenue, which spurs off MIRA Drive and the main roundabout within site. The Site's southern edge is currently to open field and anticipates future plot development up to the Park's southern boundary.

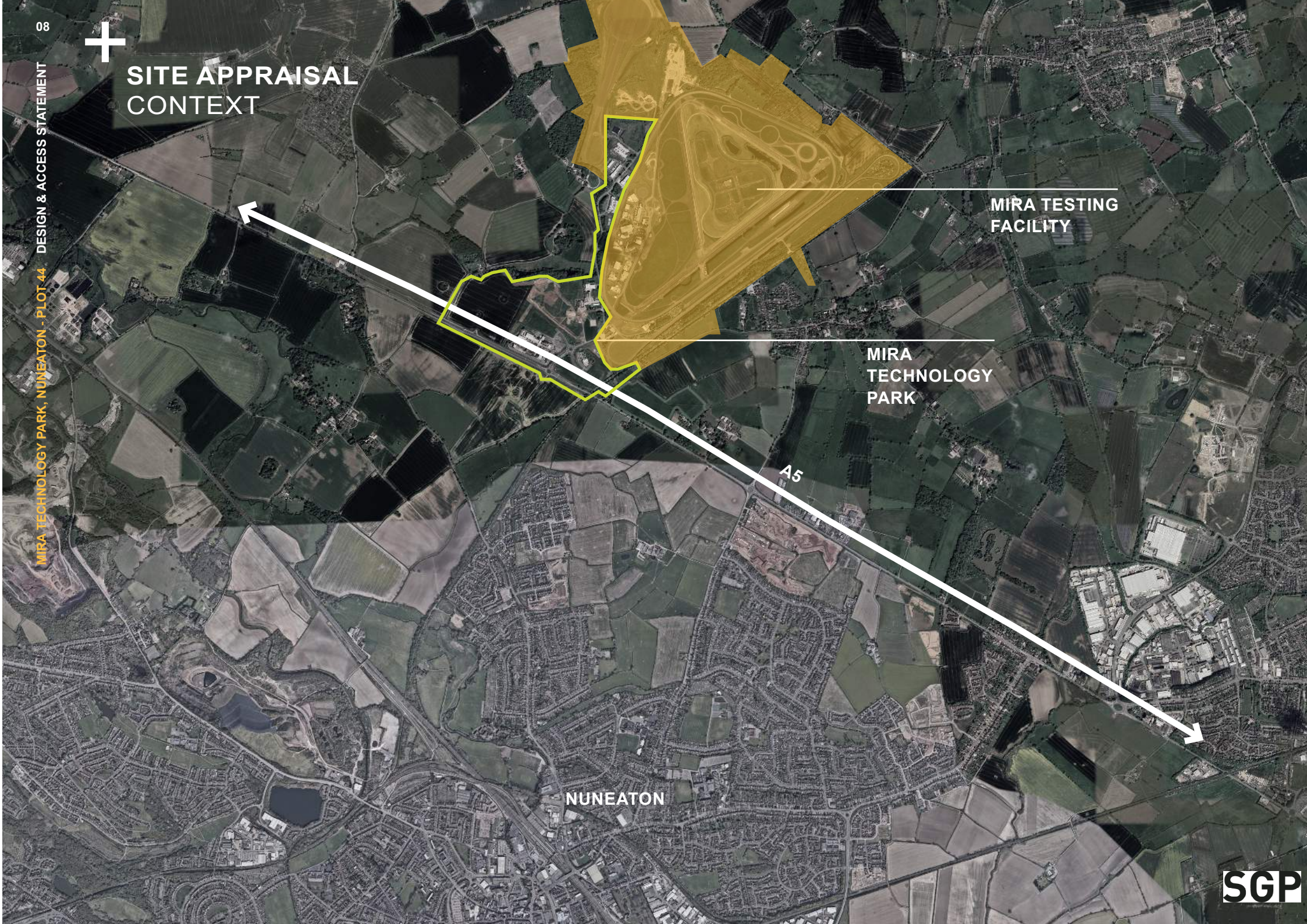
- 2.1.5 The extent of the site is shown with a red line in the image below. Further site analysis can be found on the previous and following pages.



FIG 3 LOCAL CONNECTIVITY



SITE APPRAISAL CONTEXT



MIRA TESTING
FACILITY

MIRA
TECHNOLOGY
PARK

A5

NUNEATON

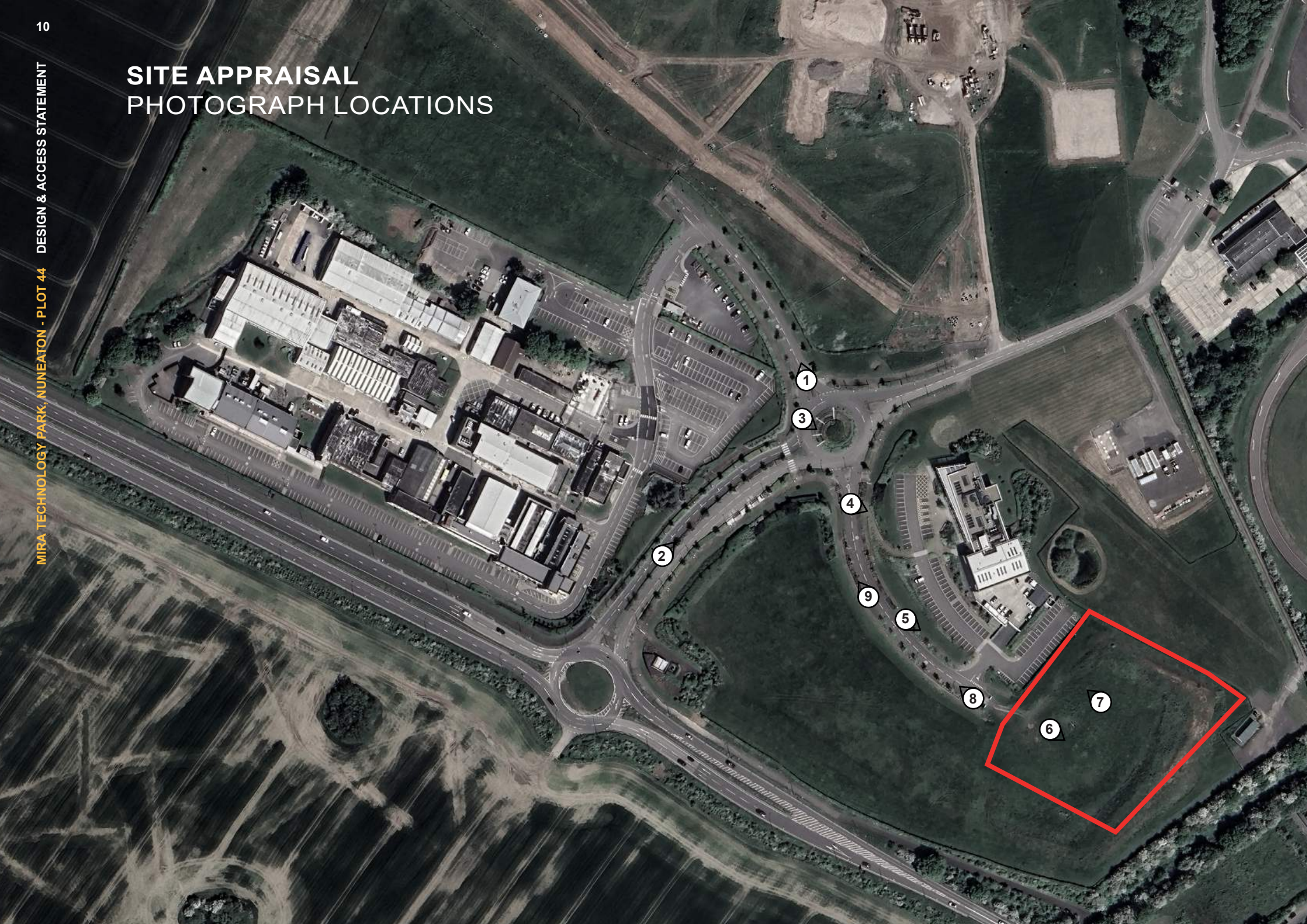


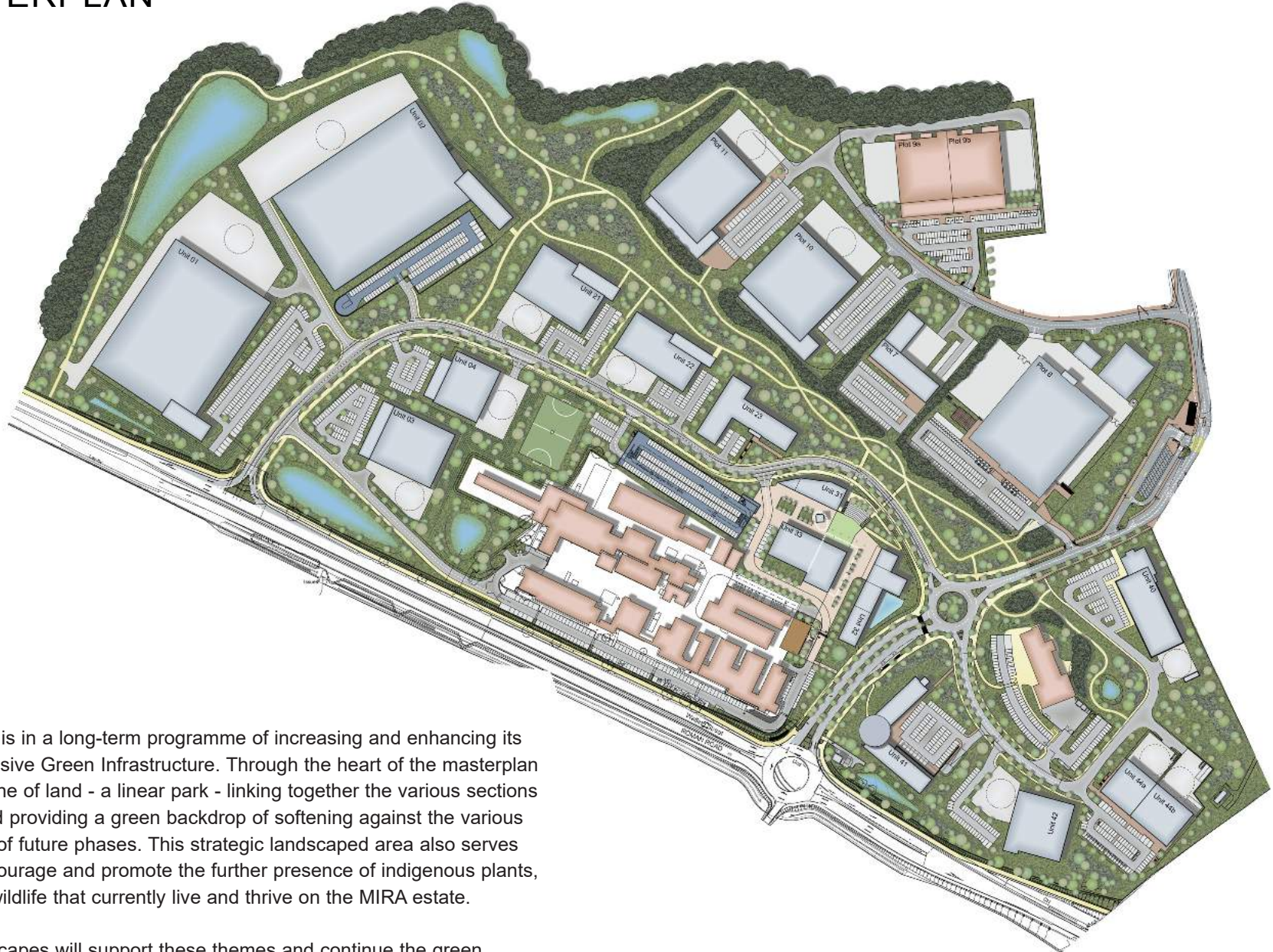
SITE APPRAISAL

SITE PHOTOGRAPHS



SITE APPRAISAL PHOTOGRAPH LOCATIONS





3.1 VISION

3.1.1 The MIRA site is in a long-term programme of increasing and enhancing its already impressive Green Infrastructure. Through the heart of the masterplan will run a swathe of land - a linear park - linking together the various sections of the park and providing a green backdrop of softening against the various new buildings of future phases. This strategic landscaped area also serves to actively encourage and promote the further presence of indigenous plants, animals, and wildlife that currently live and thrive on the MIRA estate.

The Plot landscapes will support these themes and continue the green infrastructure into the sites and ensure seamless connections at boundaries.

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4 DESIGN SITE & SUMMARY

4.1 DESIGN SUMMARY

4.1.1 USE

A semi-detached workshop, service yard and office facility. The proposal includes provision of office and workshop facilities.

4.1.2 FLOOR AREAS

44a Office - 595sqm
44a Workshop - 810sqm
44b Office - 744sqm
44b Workshop - 1,015sqm

4.1.3 LAYOUT

The development consists of a main building divided into 2 units along its length. The rear section of each unit is of portal frame construction. Each unit comprises of two storey offices at the front and workshop at the rear, with service yard at the rear that are enclosed with a 2.4m high powder coated louvred metal security fencing.

Car access to the site is from the south western side off Eastern Avenue with car parking directly along the front elevation of the building, including disabled car parking spaces providing easy access to the reception and workshop. Eastern avenue is also extended north to provide a dedicated access for vehicles accessing the yards to the rear. Breakout/external seating area is proposed on each side adjacent to the office accommodation. A galvanised metal semi-permanent security fence has been proposed for 44a to secure the yard and prevent general access through the site in keeping with the MIRA

security requirements. 44b is set back from the main road and will be protected with timber fencing on steel posts. Waste and recycling bins will be provided in the Office car park area.

The building layout is as follows:

The building is located on the plot in a north east to south west direction and consists of a main open plan workshop with a 2-storey office space at the south end. The main component of the building is the workshop. It is fronted by sectional overhead doors for vehicular access together with personnel/escape doors. At the south end of the workshop is a 2-storey office area which incorporates WC facilities with ambulant disabled toilet, showers, lifts and staircases.

4.1.4 VEHICULAR AND CYCLE PARKING

Car parking is provided along the front elevation of the building. The proposals also include 9 motorcycle spaces and 2x covered cycle racks with 5 cycle hoops in each to provide space for 10 bicycles. In total 75 car parking spaces will be provided and an additional 6 for disabled users.

4.1.5 HARD STANDING FINISHES

The road area within the car park at the front of the building will be finished with tarmac whilst the parking bays will be finished with permeable block paving. Main footpath will be bound gravel. Concrete is the intended finish to the service yard each side of the workshop.

A continuation of the Eastern Avenue spine

road is proposed, providing access to the development. This spine road then extends north to provide access to the yards at the rear. The road terminates at this point but it will provide the opportunity for future access to new developments north of Plot 44.

4.1.6 PLANT

Plant for the office and for the workshop is distributed over the site to be close to the area being served. The office plant is predominantly located on the flat roof above the office area. To keep the high quality development, the parapet around the flat roof is raised to provide edge protection, rather than resorting to the cheaper galvanised keep clamp barrier. The roof plant is clad in the same material as the main cladding to help it blend in with the elevation design.

A sub-station is located to the eastern site boundary, adjacent to the building. Refer to site plan drawing No. 21-092-03-SGP-ZZ-ZZ-DR-A-131010

4.1.7 SCALE

The height to top of parapet will be 9.48m high which will be consistent all the way around the building. The roof plant will be enclosed with a metal clad wall, with a parapet height of 11.14m. The simple shape of the building, the use of a vertical cladding panel system, with expressed joints between each panel and an integrated double glazed window system create a building with a crisp and contemporary appearance. In addition, utilizing different textured panels to



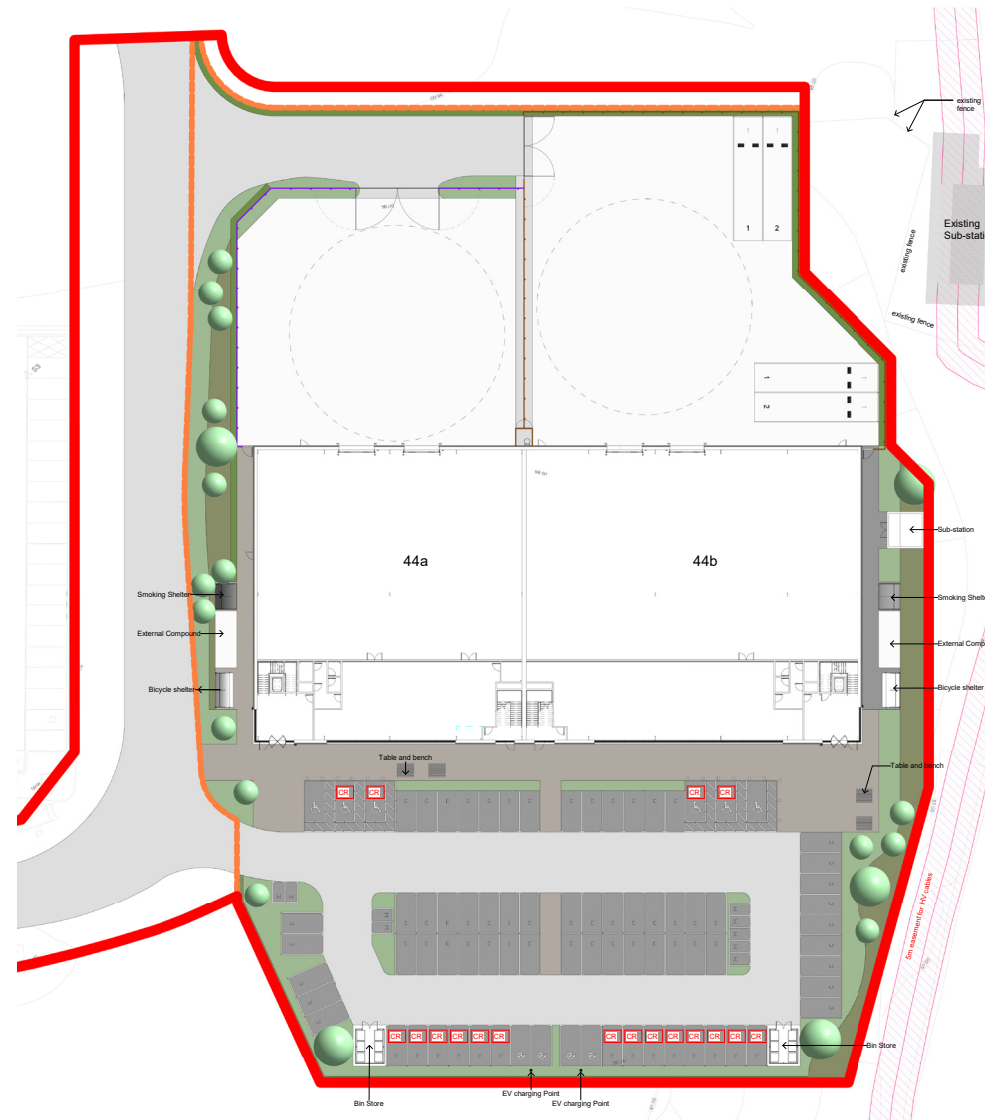
DESIGN LAYOUT

express the different elements of the building allows easy reading of the building form and compliments its simplicity within the lush green landscape that surrounds it. As a whole, the scale and massing of the new development reflect its function and prominence and is appropriate for the site.

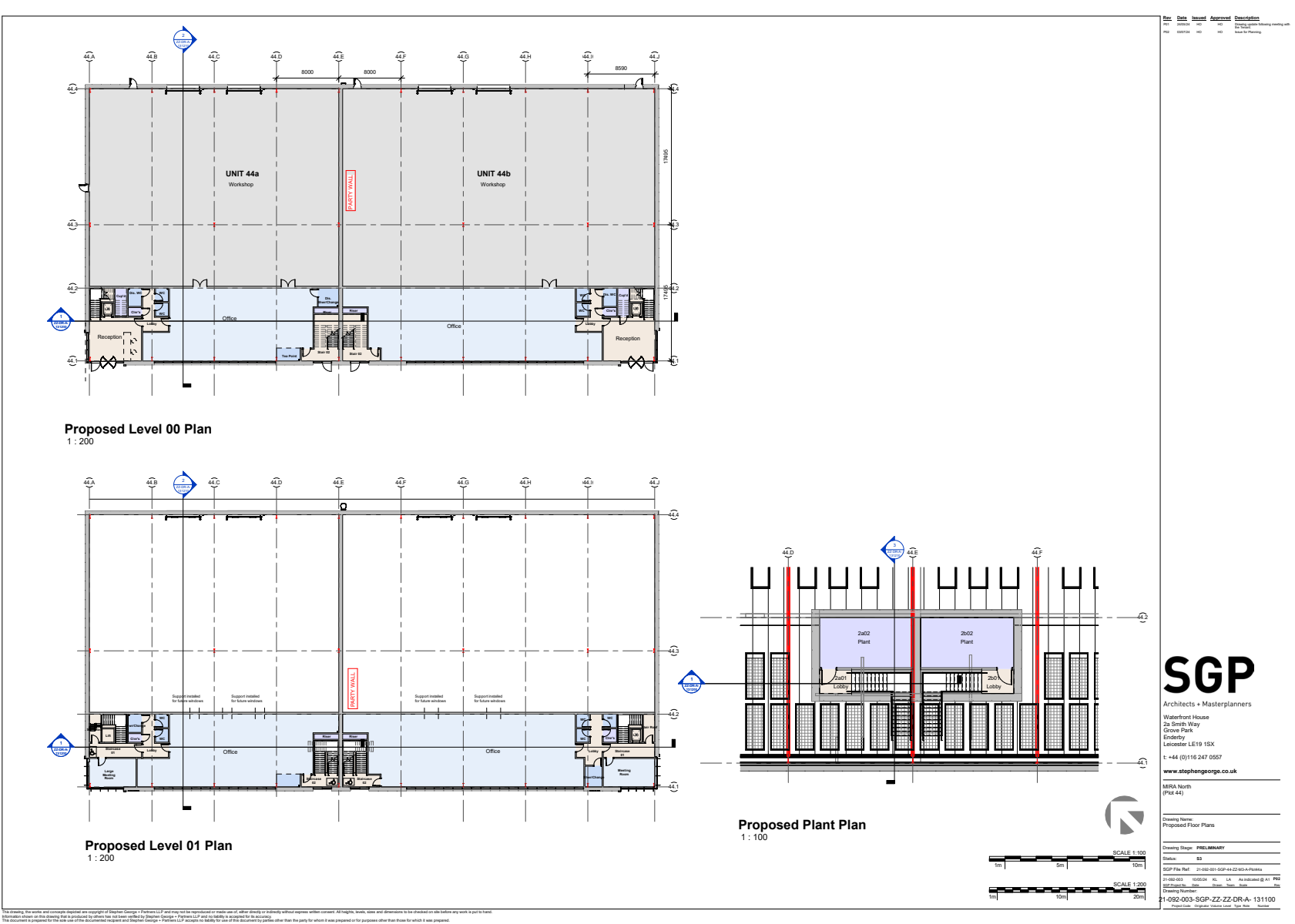
4.1.8 APPEARANCE

namely: Silver and Dark Grey (refer to SGP Architects drawing No. 131300 & 131301) coupled with the use of clear glass double glazed ribbon windows is a reflection of the modern research and development architecture.

- 4.1.9 The roof of the building will accommodate photovoltaic panels together with a minimum of 10% translucent rooflights. Non-illuminated signage is proposed as noted on the elevation drawings. The design principles are established by the nature of MIRA's operation and reflect the immediate need for provision of proposed facilities to fulfil accommodation requirements of prospective motor industry tenants.

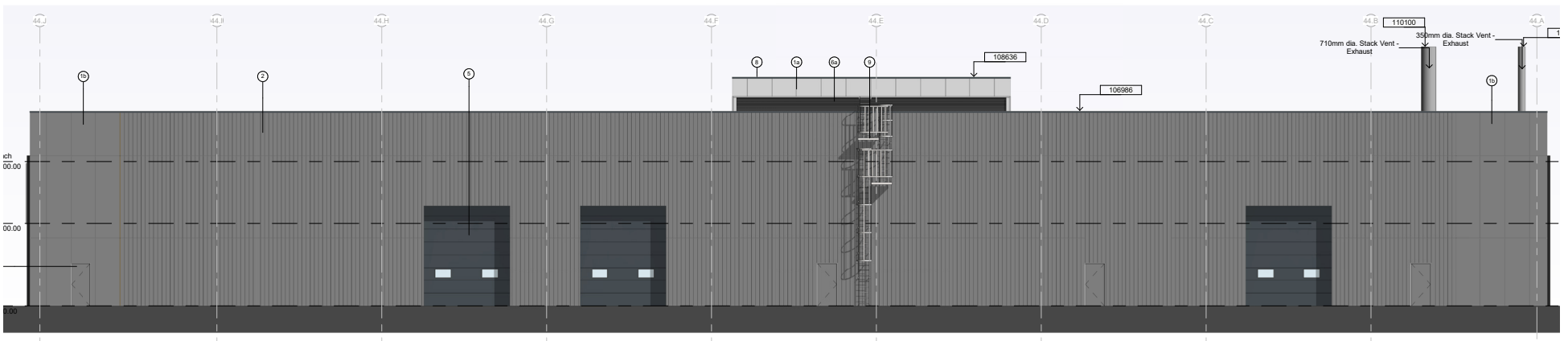


DESIGN LAYOUT





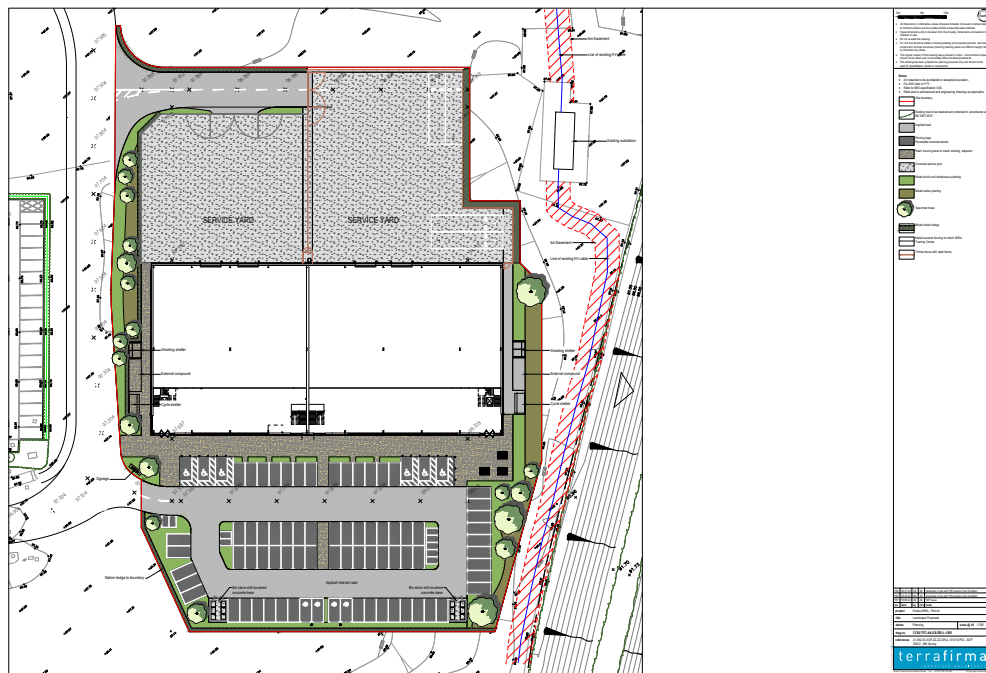
DESIGN ELEVATIONS



+ DESIGN VISUALS



5 LANDSCAPING SUMMARY



5.1 LANDSCAPING

5.1.1 New plantings are proposed to all the plot boundaries, in each case relating to and continuing the adjacent infrastructure landscape of the wider park. For the northern edge this will take place with planting with the linear park to follow, so as to not compromise that scheme.



5.1.2 This includes new native woodland planting to the eastern and western boundaries.



5.1.3 Within the site the parking areas will be contained with tree, hedge and shrub planting much as previous plots at MIRA. Species such as hornbeam hedging are proposed, with a native hedge bounding the site to the south-west. Multi stemmed Amelanchier, flowering Prunus, standard Oak, Alder and Elm are used to provide a structural framework across the site.



5.1.4 An outdoor amenity area is proposed adjacent to the offices with feature paving and lawn within a gardenesque ornamental planting chosen for year round interest.



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SUSTAINABILITY SUMMARY

6.1 SUSTAINABILITY

- 6.1.1 The new development complies with current Building Regulation requirements and is targeted to achieve minimum BREEAM Very Good. The size and position of the windows are designed to maximize the ingress of daylight, while at the same time utilizing solar control glazing minimize unwanted solar heat gain and reduce the cooling load. In addition, dual flush WC's in toilet cores, low-flow water taps, energy-efficient lighting control systems and luminaries will also be installed, and energy assisted from photovoltaic panels on the roof.



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ACCESS STATEMENT SUMMARY

7.1 ACCESS

- 7.1.1 Inclusive Access - Access has been made as easy as possible for all employees, members and visitors in terms of level approach to the unit, and circulation within it.
- 7.1.2 Vehicular access – Segregated, independent access to be provided for both cars and lorries. Disabled car parking spaces are arranged close to the building / workshop main entrances.
- 7.1.3 Bicycle access – new covered bicycle racks and shower facilities have been provided to encourage cycling to and within MIRA site.
- 7.1.4 Pedestrian access – Reception at the front of the building with entrance to office and workshop for both visitors and employees. New footpath has been designed to allow safe and convenient access from the car park and cycle stores at the side of the building. Drop kerbs, with tactile paving and flush entrance thresholds will be provided where necessary. Automatic entrance doors will be specified where appropriate.
- 7.1.5 The proposals meet the requirements of Part 'M' of the Building Regulations and the Disability Discrimination Act. Access to the building will be via level thresholds and doorways of sufficient width to accommodate wheelchairs. All levels within the office block are accessible via DDA compliant lifts and disabled WC provision is provided at ground and at first floor levels.

7.2 SUMMARY

- 7.2.1 The proposed application site is located within the outline masterplan permission area. The design solution acknowledges the overall design of the existing MIRA site, it will complement the surroundings and it will support economic growth and vision to create a “MIRA Centre of Excellence”.



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