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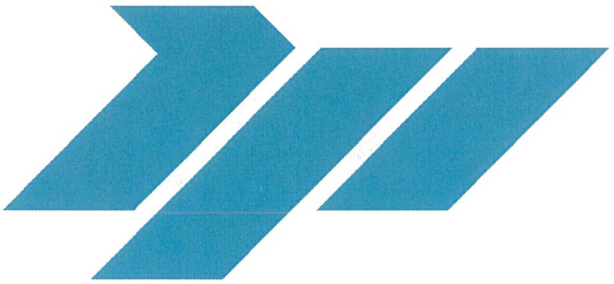
K2 Office Upgrade and Relocation
Design and Access Statement



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Date: 15 April 2011

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1 Introduction

Due to MIRA expansion and poor existing facilities a decision was taken to install a new modular building on MIRAs site to replace those currently used by the Vehicle Dynamic Engineering (VDE) department. The existing modular buildings have been on site for approximately 15 years and are becoming increasingly inefficient in use of space and energy. They are also required to move as part of the new Proving Ground Customer Workshop and Control Tower (PG Control) development that has received planning consent; 10/00800/FUL.

The plan for the VDE department is to consolidate existing members of staff, currently housed in various rooms and workshops within their area (currently known as K2) into one building. This improvement will provide greatly enhanced accommodation with better energy performance for the VDE staff along with improved communication between management and departmental staff. The appearance of this area of the site will also be elevated.

2 Assessment

The new modular building will be on the access road leading up to the new PG Control; this location is also next to the current K2 workshop.

The building will be in view of the vast majority of customers entering the proving ground. A decision has been made to provide a high quality facility that is modern and more appropriately located to enhance the appearance of the area.

The majority of the existing buildings surrounding the site are brick built vehicle workshops created during the 1960's, with the exception of the K2 Workshop which is a profiled steel clad building with brick construction office areas. There is an ongoing scheme of modernisation and refurbishment to the older style buildings.

3 Design

3.1 Use

The VDE department is located in various rooms within the K2 Workshop and the existing Portakabin buildings to the rear of the workshop. The consolidation of all members of staff within the department will improve the operations as discussed above. VDE deal with customers who visit the site to review and witness their vehicles development and therefore the enhanced appearance and consolidation of the department will create a better customer environment.

The proposed building is adjacent to K2 and located near the current VDE workshops where the technicians and customers mainly work from.

3.2 Amount

The site covers approx 1150 m2 and consists of two parking locations of Area A 165 m2 and Area B 437 m2.

The footprint of the proposed facility will be approx 190 m2 and the offices will be over two storeys, the gross office space available for the accommodation is 370 m2.

The size of the building has been calculated using VDEs current department staff numbers and working areas. Some of their existing parking areas are being lost due to the construction of the new PG Control that is planned for April 2011; in addition 16 spaces will be lost from the site of the proposed new VDE offices.

The proposed building will be sited on land currently allocated as 16 parking spaces, these spaces will be lost as part of the development. Car park A has been designed purely to be used by VDE staff and will hold 7 vehicles for visitors and senior managers, car park B will hold approx 21 vehicles. This parking area will be used to hold customer and staff vehicles as well as MIRA and customer 'test vehicles' that form the business of the department. Some of these vehicles are on long term testing schedules. It was identified early on in the project design phase that there was a shortfall of 'test vehicle parking'.

3.3 Layout

The location of the site has been selected due to the proximity of the existing workshops and available land. The layout has been designed to provide replacement car parking for the facilities staff, PG users and customers that would have used the existing car parking area.

The building orientation provides the 'best fit' for the area and makes maximum use of space for the site. Paths will create safer access to the other areas of the department and parking areas.

It also provides good views over the proving ground so VDE can observe 'test vehicles'.

3.4 Scale

The proposed new offices will be two storey; approx 6 – 7m in height.

The area of the proposed development is 1150 m2 as outlined above.

The north west elevation is shadowed by the existing brick built proving ground garages approx 6 m in height and to the north east by 2.4 m compound fence. To the south west are more proving ground garages and access roads and to the south east is the access road to the main proving ground control building. Further to the south east are the proving ground tracks. These are elevations are detailed on Dwg 720007430-301/G.

The facility has been designed/ envisaged to cater for up to 30 staff. These personnel are already employed within MIRA.

3.5 Landscaping

Generally the surrounding area of the building will be landscaped using gravel to prevent weed growth around the building. Paths will be created to the north east and south east of the building to facilitate access for staff and customers. The paving will be pre-cast concrete paving slabs.

The parking areas will be constructed using a product called Bodpave (or similar) to hold limestone chippings in place and provide a good parking surface suitable for cars and light vans. The areas will be free draining. Paths from concrete slabs will be provided from the parking areas.

Any disturbed areas around the parking will be seeded with grass.

3.6 Appearance

The building will have the south and north facades coloured in dark grey (RAL 7016) skin and the west and east elevations in a lighter tone of grey (RAL 7035). These colours are standard for the modular building.

The south and east elevation will have a number of larger double glazed areas to increase natural light and provide views of the proving ground. Access steps will be to the east. Two escape exits will be situated on the west elevation between the existing buildings and the proposed new facility.

External service pipe work has been colour coded to blend in with the facility colour scheme.

Double glazed units will be on all elevations as shown on Dwg 720007430-301/G.

4 Access

Customer and vehicular access to the proposed facility will be via existing access roads.

Two new sustainable gravel car parks have been constructed near the new facility for MIRA staff, customers and test vehicles.

A disabled car parking space has been provided near the main entrance to the new building; the access from this car park will be paved and joined to existing paths in the near vicinity of the site.

A ramped access has been provided for any person's requiring wheelchair access to the building.

Appendix 1 Photos



Photo 1 - Existing site during initial ground works



Photo 2 - Car parking – Area B