

MIRA TECH PARK - PLOT 8
DESIGN & ACCESS STATEMENT

APRIL 2025

Version: P4

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1 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 ERI MTP Limited. It is submitted to Hinckley and Bosworth Borough Council.

1.1.2 The application comprises:

- 10,719SqM 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 west.

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;

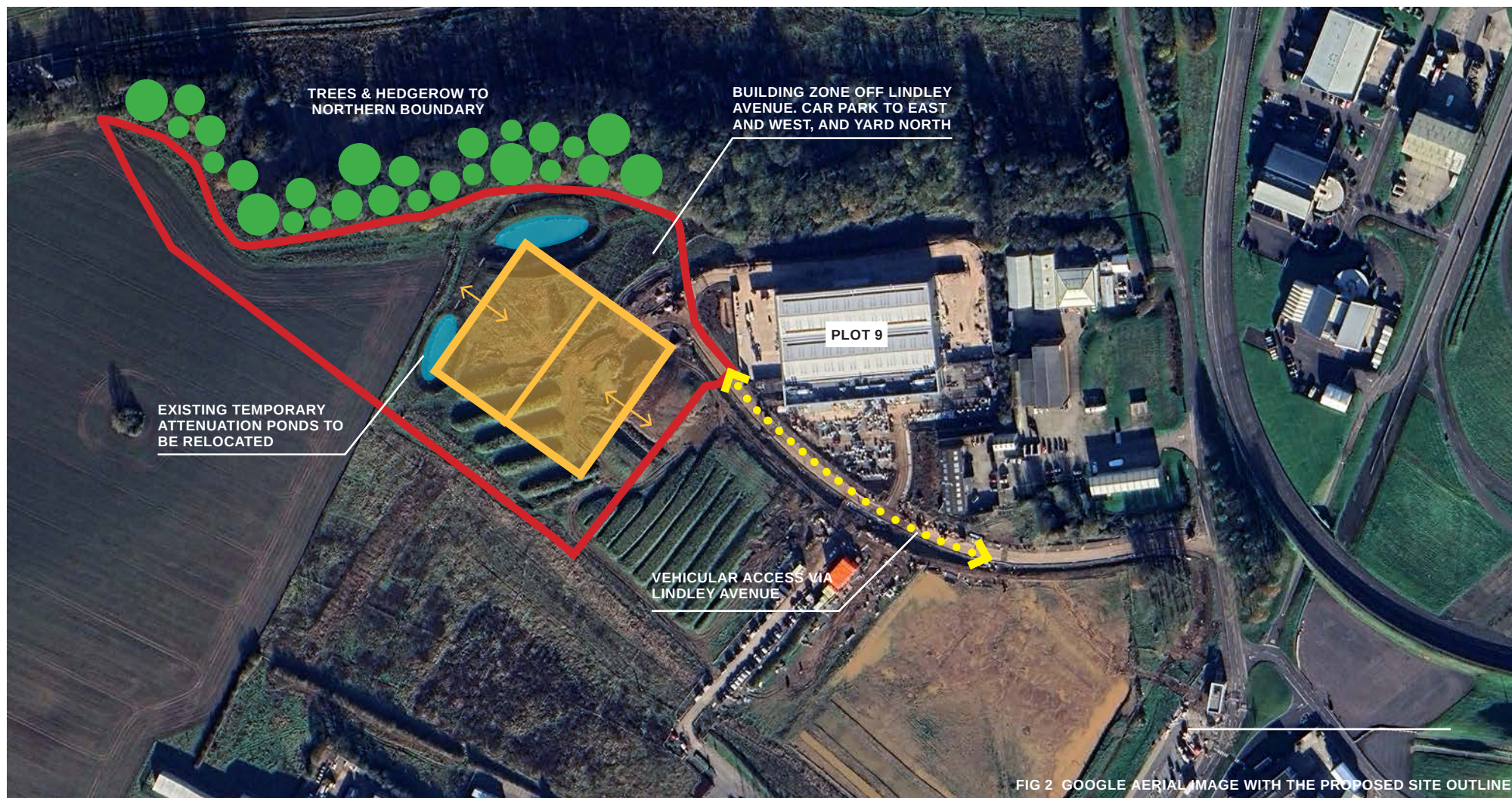
- explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of 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 TECH PARK LOCATION



INTRODUCTION SITE ANALYSIS



2 SITE APPRAISAL CONTEXT

2.1 SITE LOCATION

2.1.1 The MIRA Tech Park is strategically located in the Midlands within the heart of the UK's automotive and engineering sector. The site spans approximately 1000 acres and will ultimately comprise over 4 million square feet and provides a unique environment designed to support innovation, research, and development within the automotive and mobility industries. The park is well-connected to major road networks, including the M6, M69, and A5, offering excellent transport links to Birmingham, Coventry, and London. The surrounding area is characterised by a mix of industrial, commercial, and rural land uses. The site is bordered by open countryside with extensive planted trees and hedgerows found at the north. The east adjoins to the industrial development at Plot 9. The park's proximity to local amenities, including retail, leisure, and educational facilities, enhances its appeal as a business location.

2.1.2 The application site for Plot 8 sits along the northern boundary within an undeveloped area. The site is currently grassland, previously under arable agriculture. The site is generally open with recently constructed ponds located along the northern boundary and centrally within the site perimeter. The site is irregular in shape with an elongated point towards the west; it encompasses an area of 4.33 Hectares.

2.1.5 The Plot is currently accessed via Lindley Avenue which links to Units 9a/9b, a western stem road off the main route of MIRA Drive.

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.

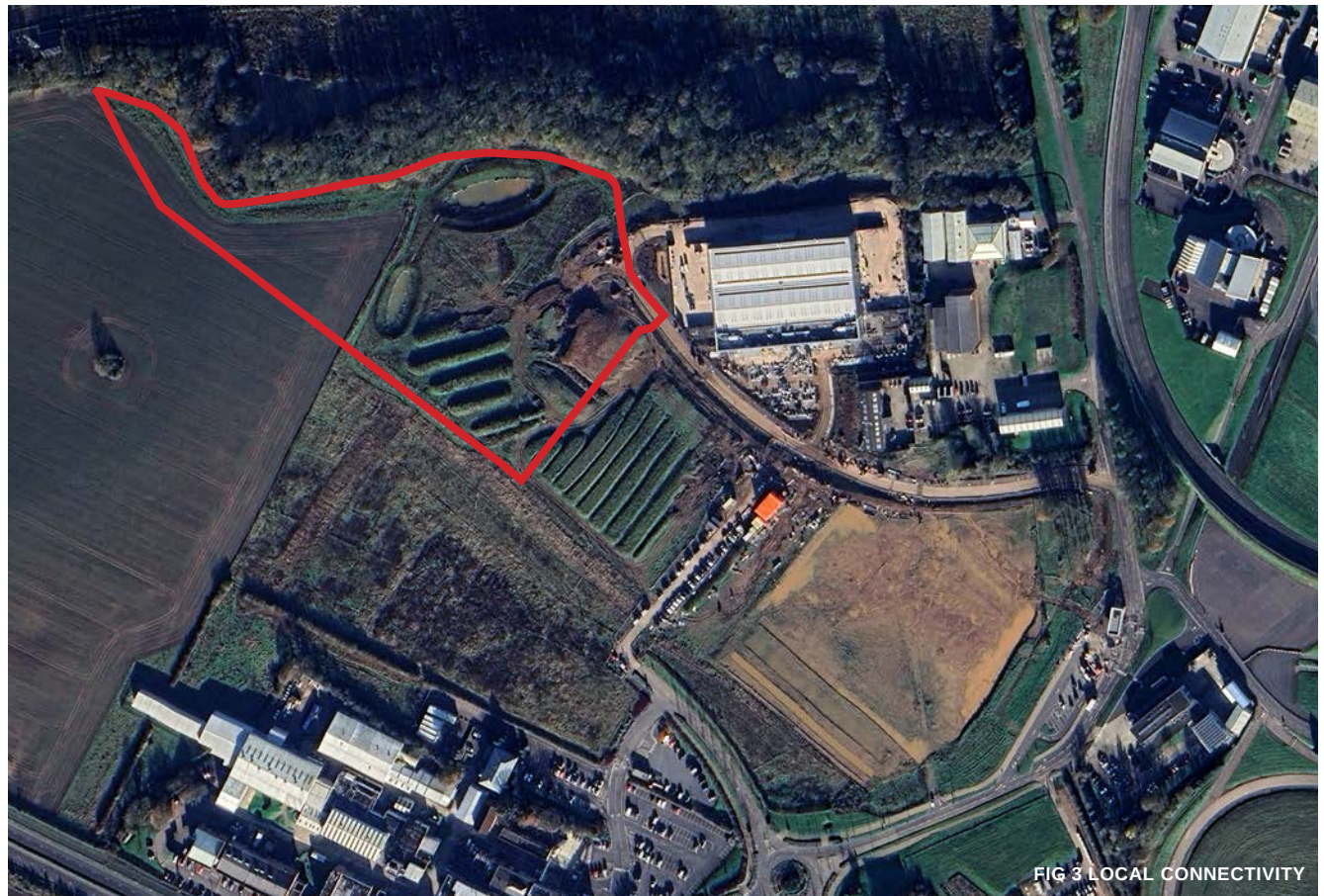
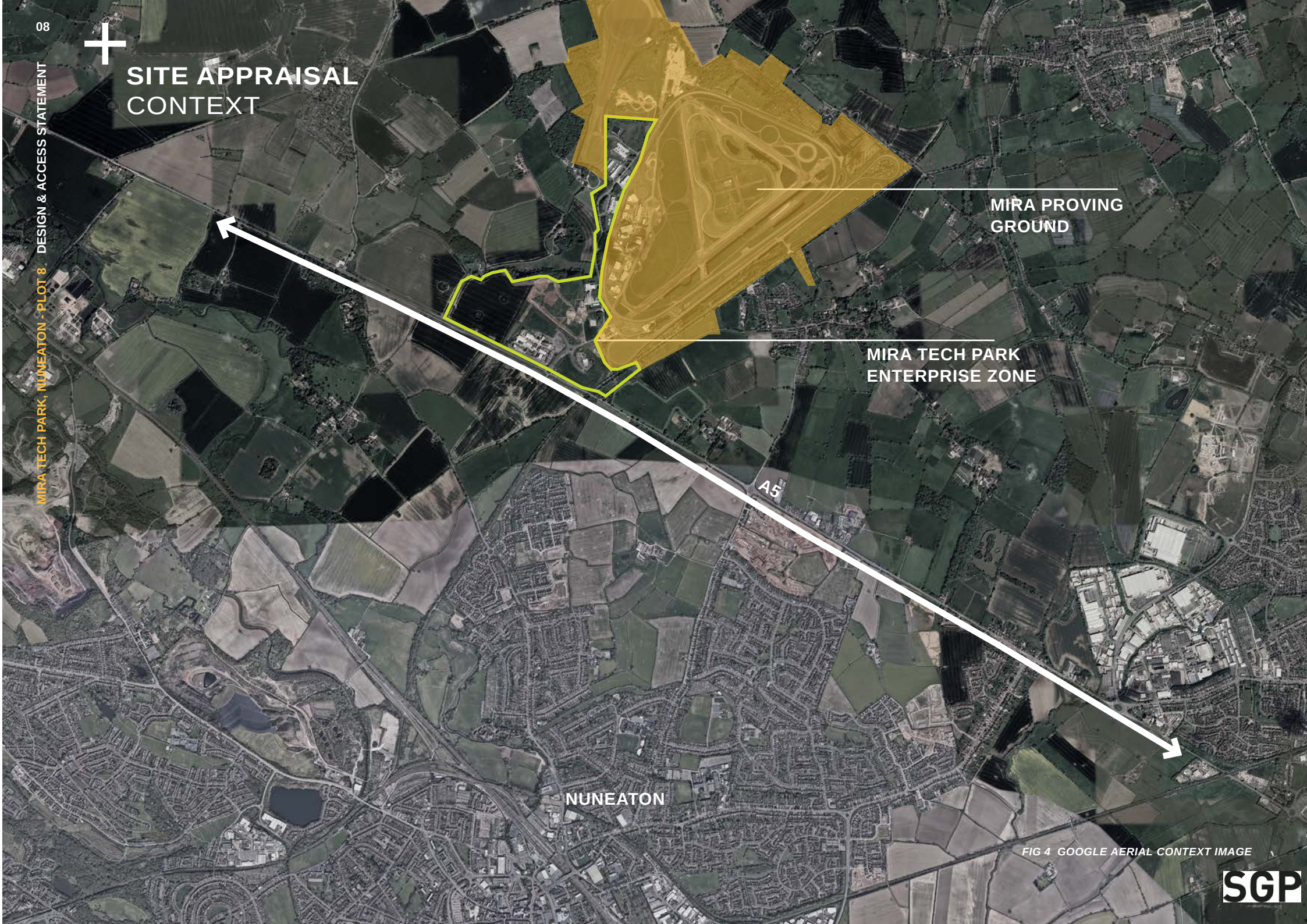


FIG 3 LOCAL CONNECTIVITY



SITE APPRAISAL CONTEXT



MIRA PROVING
GROUND

MIRA TECH PARK
ENTERPRISE ZONE

A5

NUNEATON

FIG 4 GOOGLE AERIAL CONTEXT IMAGE



SITE APPRAISAL

SITE PHOTOGRAPHS



SITE APPRAISAL PHOTOGRAPH LOCATIONS

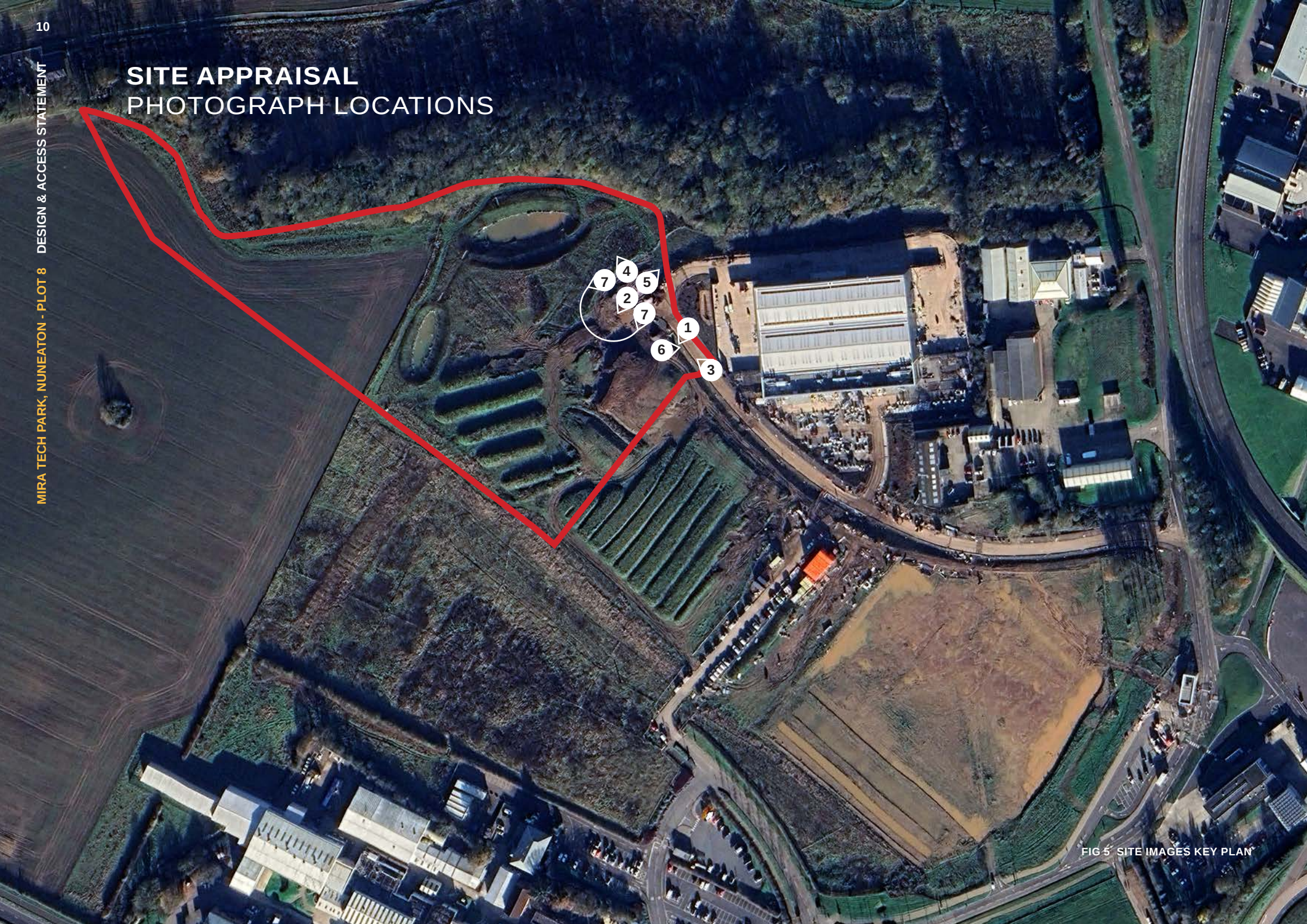


FIG 5 SITE IMAGES KEY PLAN

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 provides an amenity for the occupiers of the Park and 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.

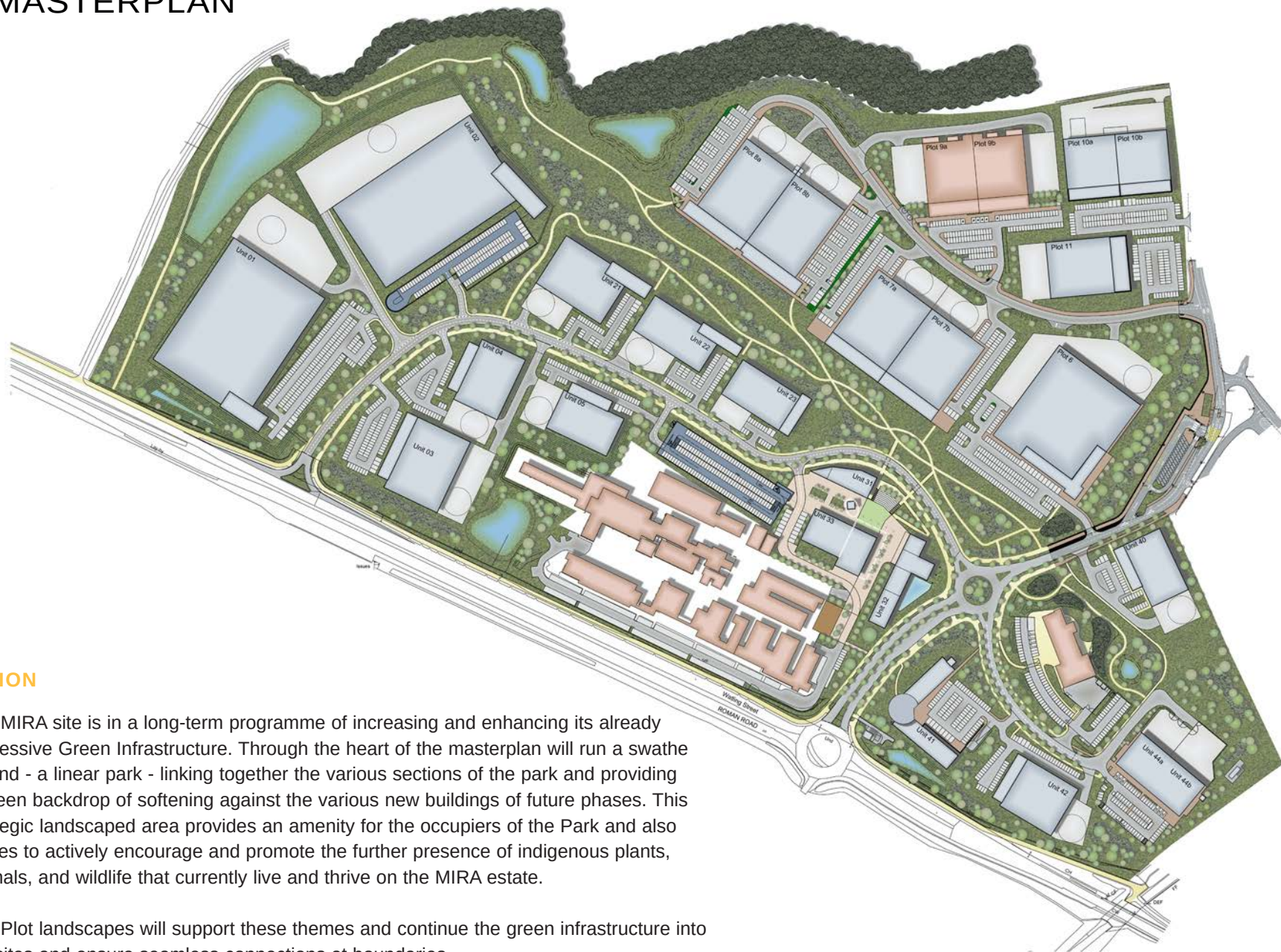


FIG 6 MIRA MASTERPLAN



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

8a Ground Floor Office - 677sqm
 8a First Floor Office - 677sqm
 8a Workshop - 3,925sqm
 8a Plant - 81sqm
 8b Ground Floor Office - 677sqm
 8b First Floor Office - 677sqm
 8b Workshop - 3,925sqm
 8b Plant - 81sqm

4.1.3 LAYOUT

The development consists of a main building divided into 2 units along its length with a mirrored layout. 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 louvered metal security fencing.

Car access to the site is from the eastern side off Lindley Avenue with car parking directly along the side elevation of the buildings at the east and west, including disabled car parking spaces providing easy access to the reception and workshop. Breakout/external seating area is proposed on each side adjacent to the office accommodation. A metal semi-permanent security fence has been proposed to secure the

yard and prevent general access through the site in keeping with the MIRA security requirements. 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 orientation and consists of a main open plan workshop with a 2-storey office space with a plant deck 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. A secondary staircore is provided at both ends of the office which also provides access to the plant deck.

4.1.4 VEHICULAR AND CYCLE PARKING

Car parking is provided along the side elevations of the building. Each unit provides a total of 92no. car parking spaces of which 4no. are designated disabled bays. The proposals also include 10no. motorcycle spaces and 2no. covered cycle racks with 5 cycle hoops in each to provide space for 10 bicycles per plot. Future EV provision has been allocated and accounted for.

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.

4.1.6 PLANT

Plant for the office and for the workshop is located on the roof. The office plant is predominantly located on the roof above the office area and directly accessed from the secondary staircores adjacent to Gridline 4. 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.

4.1.7 SCALE

The height to top of parapet around the warehouse will be 9.6m high which will be consistent around the warehouse perimeter of the building. The office parapet height sits at 10m high. The roof plant, which is located centrally will be enclosed with a metal clad wall which sits at 12.1m above ground level. 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, utilising different textured panels to 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



DESIGN LAYOUT

development reflect its function and prominence and is appropriate for the site.

4.1.8 APPEARANCE

The main cladding panel colours will consist of RAL 9006 and RAL 9007, a palette of light and mid grey. Large spans of curtain walling frame the entrance coupled with the use of clear glass double glazed ribbon windows to provide a modern and clean aesthetic.

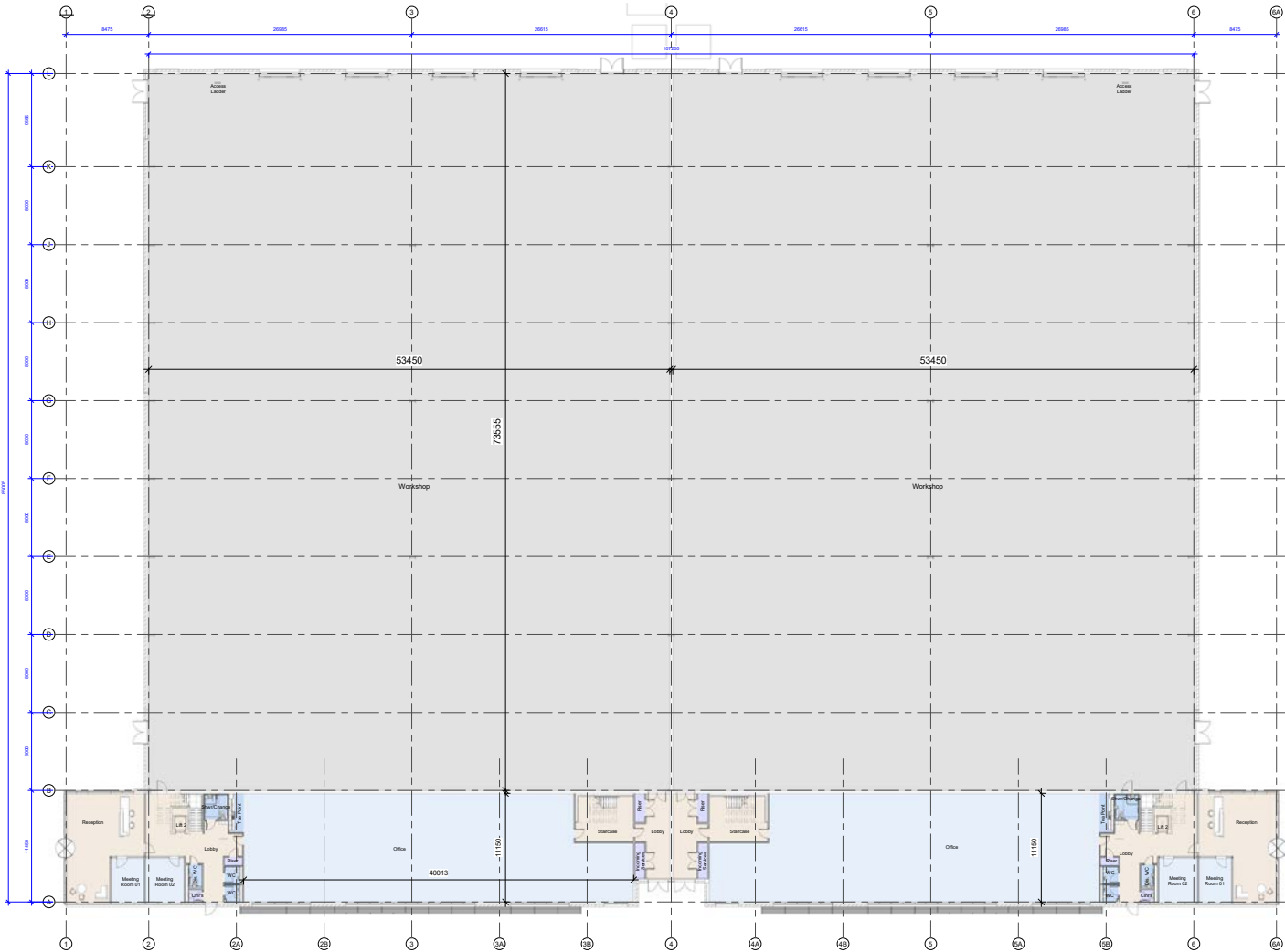
- 4.1.9 The roof of the building will accommodate photovoltaic panels together with a minimum of 10% translucent rooflights. Non-illuminated signage is proposed as noted on the elevation drawings. The design principles are established by the nature of MIRA's operation and reflect the immediate need for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



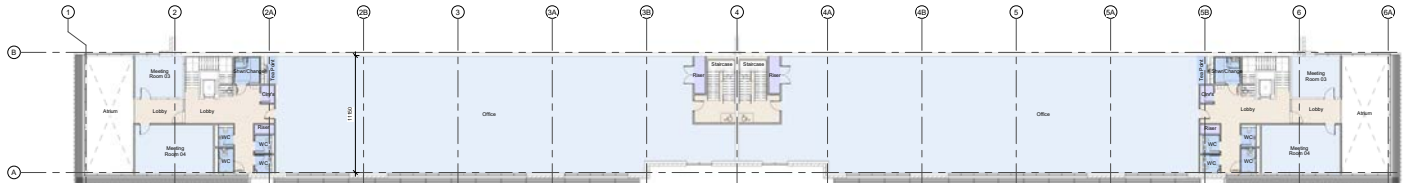
FIG 7 PLOT 8 PROPOSED SITE PLAN

DESIGN LAYOUT

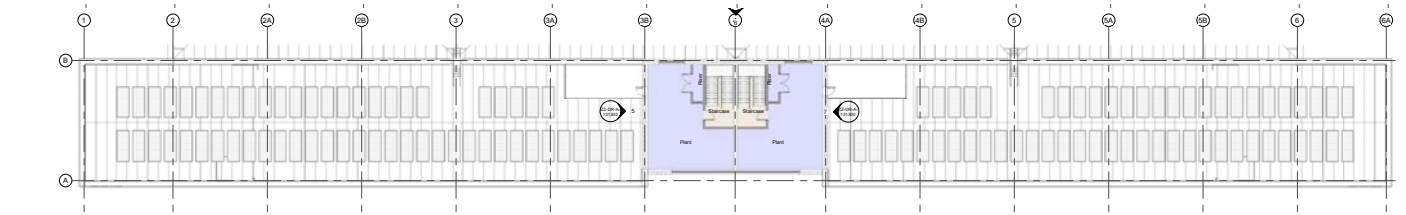
GROUND FLOOR PLAN



FIRST FLOOR PLAN



ROOF PLAN

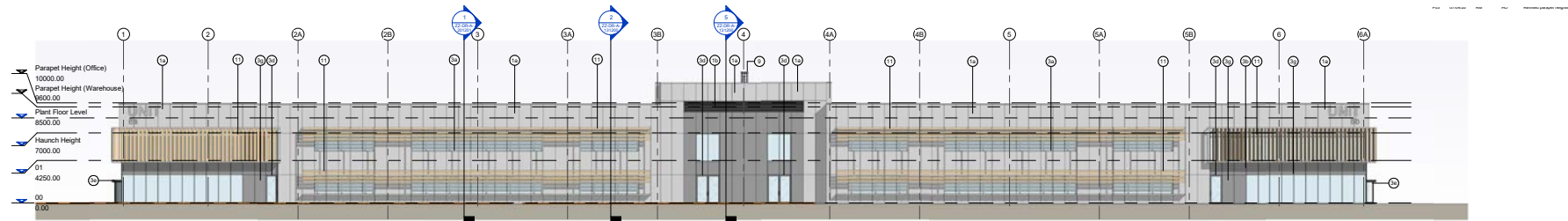


Department Legend

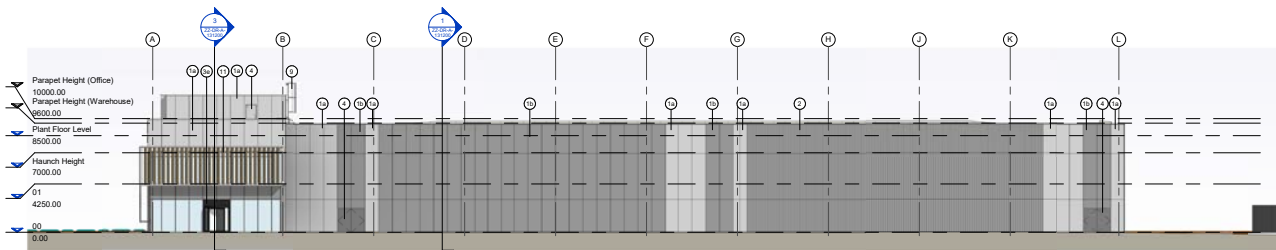
- Ancillary
- Common Area
- Office
- Work Area
- Workshop



DESIGN ELEVATIONS



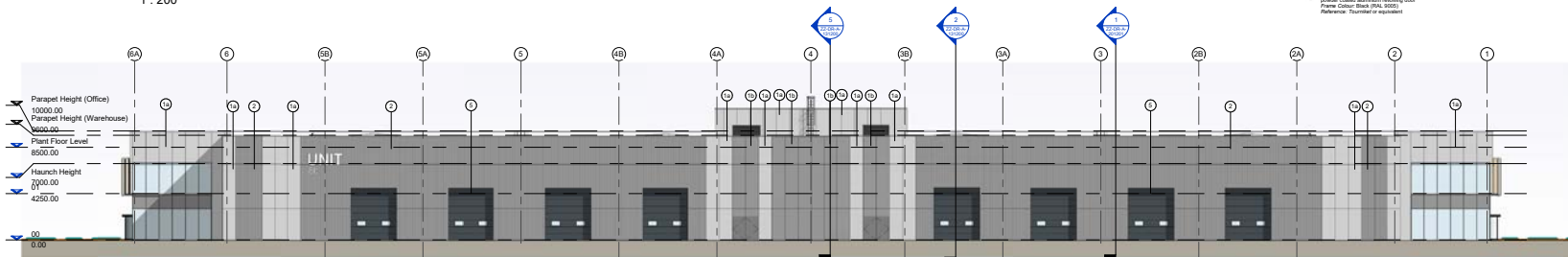
Planning Elevation South
1 : 200



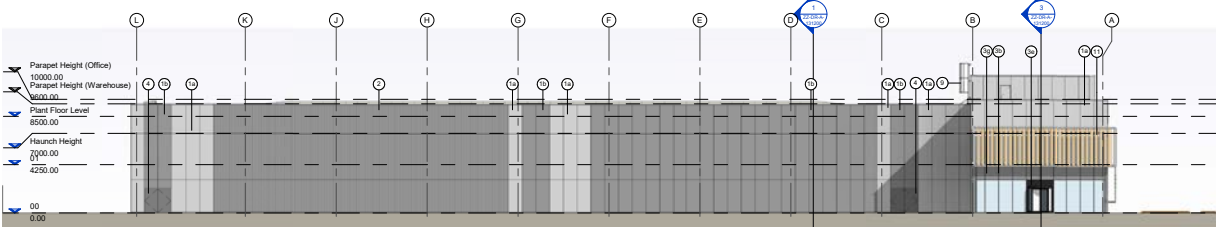
Planning Elevation East
1 : 200

Legend

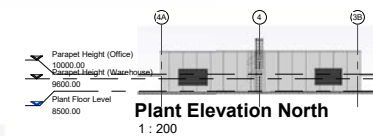
- 1a Coloured secret steel metal insulated sandwich panel, set vertically
Colour: Colourscape Prime Silver Metallic (RAL 9005)
Reference: Eurocelatex Europanel F3 or equivalent
- 1b Coloured secret steel metal insulated sandwich panel, set vertically
Colour: Colourscape Prime Silver Metallic (RAL 9005)
Reference: Eurocelatex Europanel F3 or equivalent
- 2 Coloured metal planks and cladding, with secret fixing, set vertically
Profile: Euroclad Elite 54 or equivalent
Colour: Colourscape Prime Silver Metallic (RAL 9005)
- 3a Thermally broken double glazed polycarbonate powder coated
aluminium curtain wall system consists of grey tinted outer panel,
argon fill and inner clear inner panel compatible with insulating glass
glazed unit and the window frame, insulating glass unit
glazed unit and the window frame, insulating glass unit
Frame Colour: RAL 9005 to match adjacent cladding
Finishing Colour: to match adjacent cladding
- 3b Thermally broken double glazed polycarbonate powder coated
aluminium curtain wall system consists of grey tinted outer panel,
argon fill and inner clear inner panel compatible with insulating glass
glazed unit and the window frame, insulating glass unit
glazed unit and the window frame, insulating glass unit
Frame Colour: RAL 9005 to match adjacent cladding
Finishing Colour: to match adjacent cladding
- 3c Glazed Fire Door complete with head, base and jamb
Finish: Colourscape Prime Silver Metallic (RAL 9005)
Door Frame Colour: RAL 9005 to match
- 3d Glazed Fire Door complete with head, base and jamb
Finish: Colourscape Prime Silver Metallic (RAL 9005)
Door Frame Colour: RAL 9005 to match
- 3e Thermally broken double glazed polycarbonate powder coated
aluminium curtain wall system consists of grey tinted outer panel,
argon fill and inner clear inner panel compatible with insulating glass
glazed unit and the window frame, insulating glass unit
glazed unit and the window frame, insulating glass unit
Frame Colour: RAL 9005 to match adjacent cladding
Finishing Colour: to match adjacent cladding
- 4 Thermally broken, polycarbonate powder coated steel door
complete with head, base and jamb
Door Leaf Colour: to match cladding RAL 9007
Door Frame Colour: RAL 9007
- 5 Thermally broken metal overhead sectional level access door
with 2 x no. double glazed inner panels complete with head, base
and jamb
Finish: Polycarbonate powder coated
Door Colour: RAL 7016
- 6a Polycarbonate powder coated aluminium louvre
Colour: to match cladding RAL 9005
- 6b Polycarbonate powder coated aluminium louvre
Colour: to match cladding RAL 9007
- 7 Coloured profile metal roofing sheet
Colour: Glosswings Grey RAL 7018
- 8 Rooflight
- 9 Galvanneal steel fire escape ladder
- 10 Signage Zone
- 11 PVC aluminium fin
Colour: Oak effect



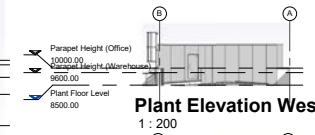
Planning Elevation North
1 : 200



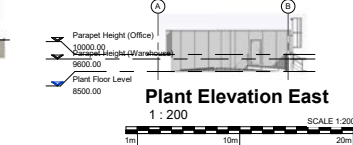
Planning Elevation West
1 : 200



Plant Elevation North
1 : 200



Plant Elevation West
1 : 200



Plant Elevation East
1 : 200

+ DESIGN VISUALS



FIG 8 AERIAL VIEW



FIG 9 VIEW FROM GREEN CORRIDOR



FIG 10 VIEW FROM CAR PARK



FIG 11 VIEW FROM ROAD



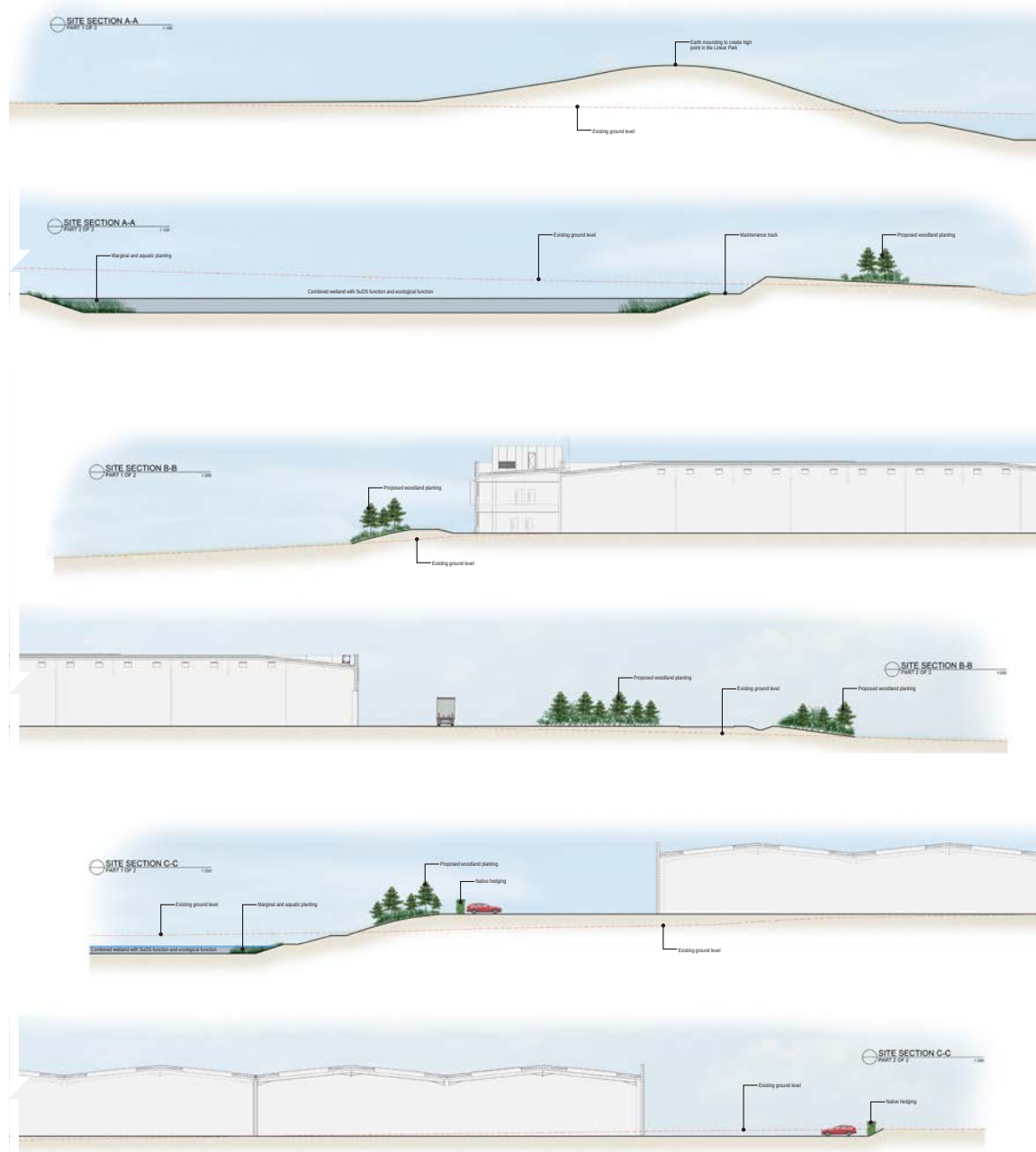
FIG 12 AERIAL VIEW FROM ROAD



FIG 13 VIEW BETWEEN OFFICES

5 LANDSCAPING SUMMARY







5.1 LANDSCAPING

- 5.1.1 Drawing on the significant boundary vegetation along the sites northern boundary, there will be large areas of new woodland planting, creating significant habitat and landscape amenity.
- 5.1.2 Wrapping around the development area, specifically the car parking bays, mixed native hedges will create a strong visual barrier between the Linear Park and development area. Hedge planting will connect newly formed habitat across the site.
- 5.1.3 Newly created wetland ponds will be multi-functional by collecting and storing surface water from the hard surfacing and buildings within the development area whilst creating valuable habitat. The vehicle area runoff is treated in a variety of methods, permeable car parks, swales or filter strips to roads and full retention interceptors or swale/filter strips to yards before the water enters the new ponds.
- 5.1.4 Large areas of wildflower or meadow grassland is to be created around the site and within the Linear Park. This will focus on sloped areas, to minimise maintenance but also providing important ecological links between habitats. Large swathes of meadow will be created within the Linear Park.



5.1.5 Closer to the proposed building, the planting will be more ornamental, providing seasonal interest for users and a softening to the new built-form. Individual specimen trees will include Ulmus, Liriodendron, Sorbus, Alnus and Quercus. These specimen trees will frame views across the Linear Park, provide shade and amenity to the outdoor space adjacent to the offices and provide focal points in the landscape.





6

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 maximise the ingress of daylight, while at the same time utilising solar control glazing minimise 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.

Brise soleil has been incorporated on the south-facing and side office elevations to reduce solar gain and improve internal comfort. This passive design strategy limits overheating and reduces reliance on mechanical cooling, contributing to the building's overall energy efficiency. The design supports a low-carbon approach and aligns with the project's target of achieving a minimum BREEAM 'Very Good' rating, with emphasis on passive environmental control and occupant wellbeing.



7

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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