



THE
ONE:ONE
COLLECTION

The One:One Collection

A museum in the making

Design and Access Statement

September 2020



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Design and Access Statement

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01 Introduction

Introduction

Locomotive Storage Limited

About us

Locomotive Storage Ltd. purchased the old Hornby site in 2017 and has so far used the site for the storage of classic railway locomotives and rolling stock. The development of the site to become the One:One Collection Museum will incorporate full size railway and other transport exhibits as well collections of other engineering exhibits and memorabilia.

Where possible, locomotives are restored and enabled to run on the UK's rail network – including heritage railways – allowing the public to continue to enjoy them in operation.

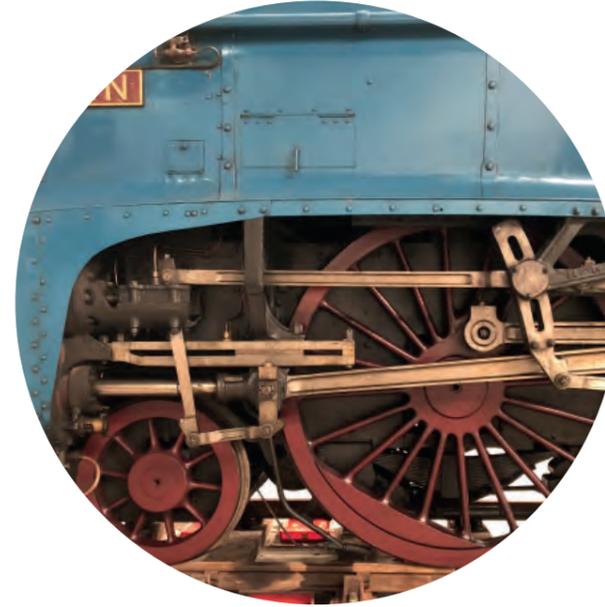
Many of the items in the collection are unique, either because they're the only remaining examples of their kind, or because they're of particular historic significance.



Picture of locomotives on site

Introduction

Our purpose



House and curate

We acquire and restore locomotives and rolling stock which would otherwise be in danger of scrappage or abandonment to the elements.

Operation

Seeing locomotives and finding out about them in a museum is exciting. But the real thrill comes when they're alive – out on the railway. So, where possible, we enable locomotives and rolling stock to return to life on parts of the UK's rail network.

Fascination

Trains remain a source of fascination for people of all ages, from young children captivated by their first encounter with full-size steam locomotive to enthusiasts tracking down particular items.

Education

Our engineering heritage provides a rich source of inspiration and education in the sciences, humanities and the arts.

Project Team

Client



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02
Pre-Application
Process

Planning History

Previous approvals

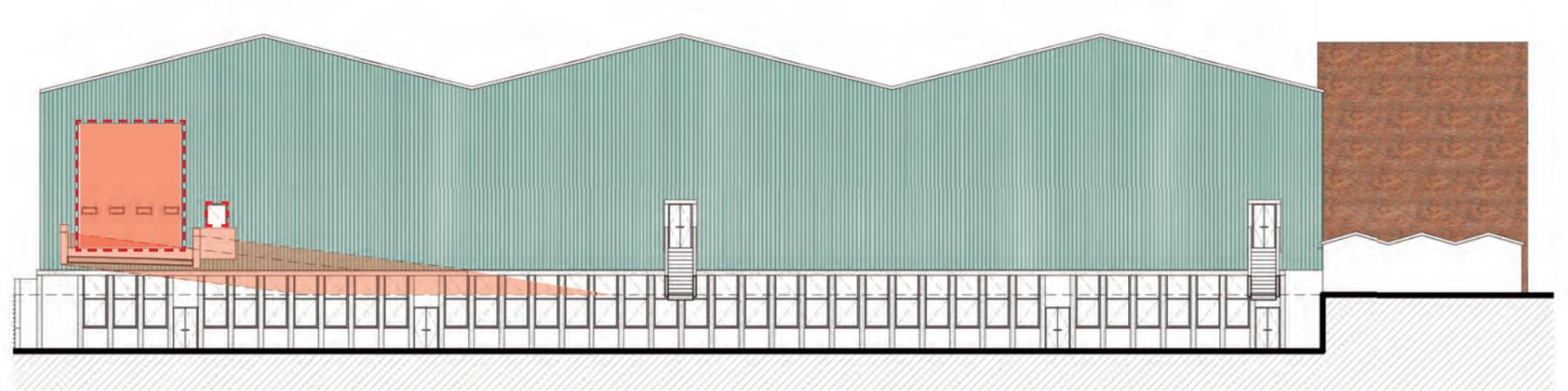
There have been three previously consented planning applications for the site.

First, the use of part of the Hornby Factory building as a museum/visitor centre was granted planning permission in 2010 (ref. F/TH/10/0286). The second application (ref. F/TH/19/0494) regards alterations to the front elevation including the installation of a roller shutter, door and a vehicle access ramp. The third application (ref. F/TH/20/0608) regards to the removal of two concrete staircases to the east elevation. Both alteration schemes have been approved for, on 07 June 2019 and 20 July 2020 respectively. This serves as the base of our current existing condition.

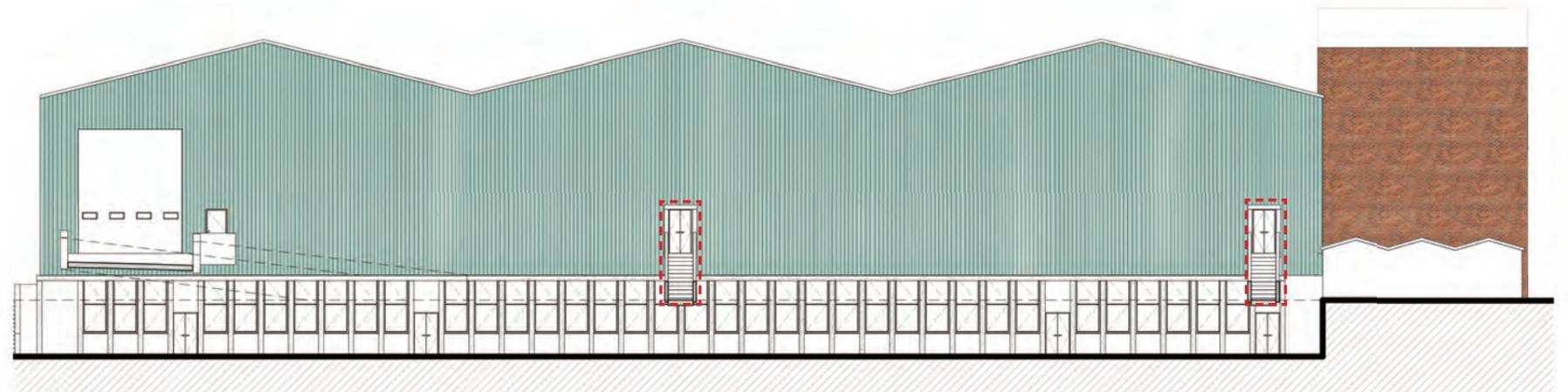
Summary of pre-application discussions

Several formal meetings and presentations have been held with Thanet District Council and Kent County Council during the design process, shaping the proposals along the way.

A pre-application meeting to present the team and the design concept for the site was held with Thanet District Council on 27 May 2020 with Rosemary Bullivant, Planning Officer. This was followed by a Highways pre-application advice meeting on 7 August 2020 with Kent County Council with Matthew Bembridge, Transport & Development Planner.



Building H2 front elevation - Consented changes (ref. F/TH/19/0494)



Building H2 front elevation - Consented changes (ref. F/TH/20/0608)

Key

Consented Demolition

Consented New Construction

Pre-Application Meeting

Thanet District Council

An initial concept scheme was presented, showing a proposal based on the client brief and museum strategy. The feedback received is summarised below.

Principle of Development

The council generally supports the change of use of the Hornby site to a museum with ancillary cafe and parking provision, subject to consideration of all other material considerations such as its impact on the character and appearance of the area, residential amenity and highway impacts. The council sees the potential benefit for tourism and community facilities.

Character and Appearance

Generally supportive of all proposed alterations, such as activating the lower ground floor, the facade composition and material contrasts between the metal storage building and brickwork of the original office building. The council understands the concept and rationale behind the overall mass and design.

Living conditions

The alterations proposed will have no major impact or changes to the existing living conditions. The only residential concerns is the operation of the cafe, which will need to be considered carefully.

Signage

The proposed signage and graphics on the building will need the benefit of Advertisement consent.

Highway Safety

Parking demand to be assessed further and parking spaces to conform with KCC requirements.



Main entrance as proposed in pre-application

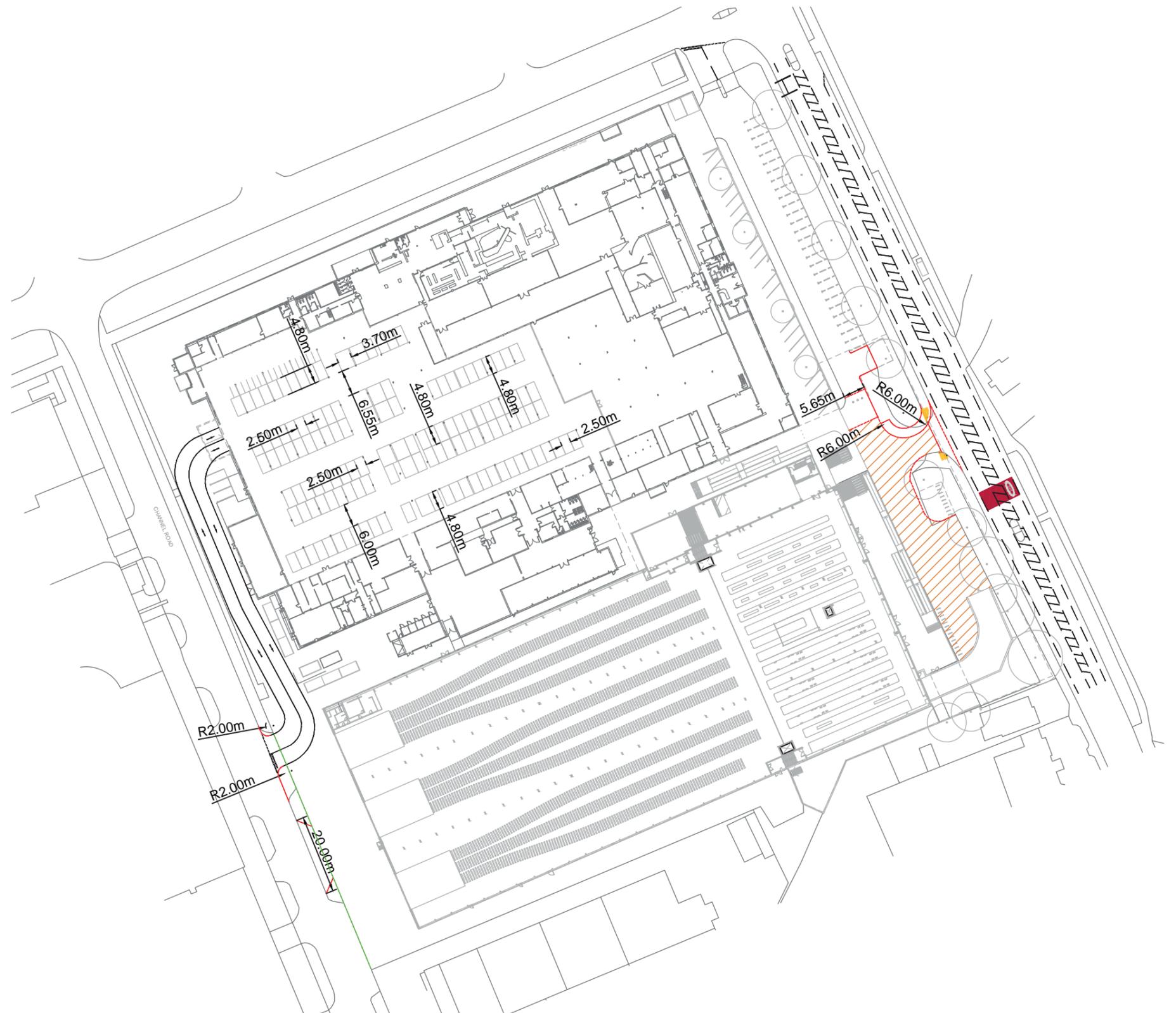
Highways Pre-Application Advice

Kent County Council

A brief project overview and summary was presented and the report submitted for the proposed transport strategy was reviewed. The general observations from the officer are summarised below.

Key transport points raised:

1. Clarify existing floor space and associated use class v proposed
2. Access from Ramsgate Rd accepted in principle for servicing, include appropriate control and signing
3. Revise Swept Path Analysis and details of ramp to be confirmed and included in the TA
4. Ensure visibility splays for the car park access on Channel Road /Enterprise Way
5. Provide covered cycle parking on site
6. Robust data for museum use (D1) , relevant trip rates and traffic data to be explained in TA
7. Justification that parking will meet demand
8. Electric vehicle spaces to be provided in parking, 10% active and 10% passive
9. Potential contribution to sustainable transport infrastructure improvements to the east of the site
10. A detailed Travel Plan with defined targets and a list of incentives to encourage the use of sustainable travel modes
11. Pedestrian crossing on Ramsgate Road to the south of the existing access needs to be widened



TA general arrangement proposed extents plan by Vectos, Transport Consultants



03
Existing Site
& Context

Existing Site Description

The Site is approximately 33000sqm area of land located off Ramsgate Road on the Westwood Industrial Estate, to the south of Margate town centre, within the district of Thanet.

Currently Building H1 houses the Hornby Visitor Centre and Building H2 comprises storage areas for trains and equipment as well as disused manufacturing areas.

Boundaries

The site is bounded to the east by Ramsgate Road, followed by open fields for agricultural use.

Enterprise Road to the north and Channel Road to the west form the other two boundaries with vehicular access within an area of industrial parcels.

To the south the site boundary limits with an industrial parcel and a series of residential plots.

Access

Vehicular access into the site is from the north junction at Ramsgate Road, via Enterprise Road (A) for visitors to Hornby VC as well as staff members and from Channel Road (B) for service vehicles.

Another access directly off Ramsgate Road is used for servicing purposes (C).

The site is well connected to public transport with bus stops located along Ramsgate Road at the eastern side of the site.



Aerial view of the existing site



Context

Regional

The Site is located in an accessible location, along the main arterial route, Ramsgate road, which links up Ramsgate and Margate, the latter being home to the Turner Contemporary. The Site is approximately 3km south of Margate and 4.5km north of Ramsgate.

Approximately 500m immediately south of the site is the Westwood Cross Shopping Centre and Retail Park, which have a significant retail and leisure offer and attract a large amount of visitors throughout the year. Being within reasonable walking distance of this, offers the opportunity for multi-purpose journeys for visitors.

With its proximity to two key town centres, a shopping centre and being situated directly in an accessible and well connected arterial road, the One:One Collection increases the propensity for linked and pass-by trips to occur between the destinations. In turn it can contribute to the local economy by creating a tourist attraction, increasing tourist expenditure in the local areas.

The One:One collection aspires to match the iconic Turner Contemporary in terms of cultural and educational significance and offerings to the local public as well as national visitors.



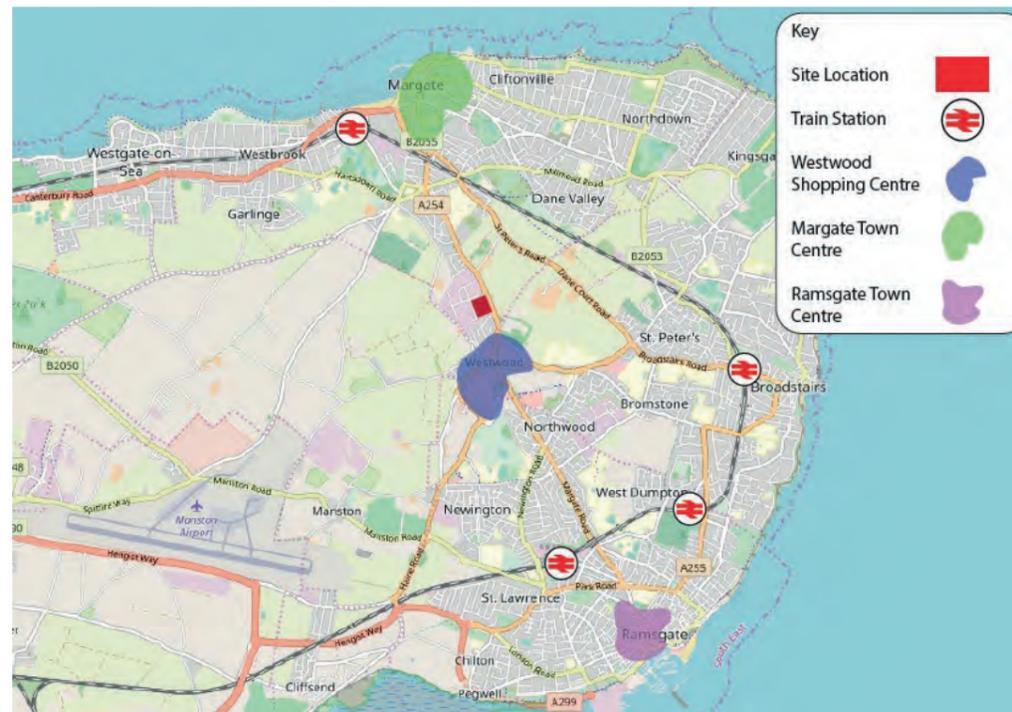
Context

Transport Links

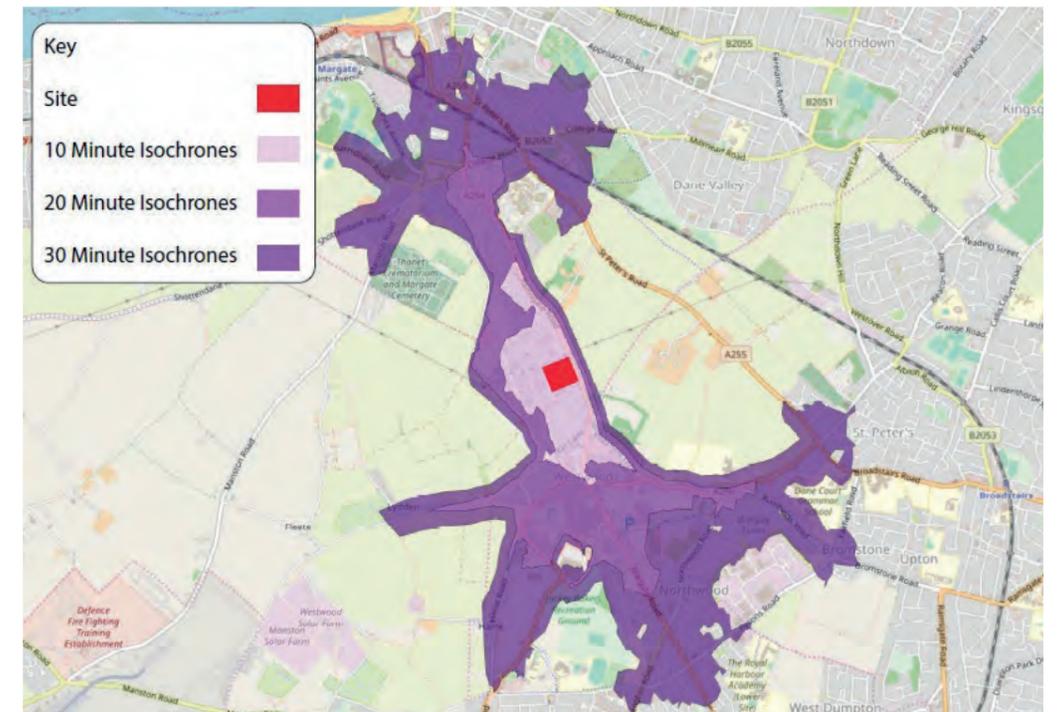
The images to the right are extracts from the Transport Assessment by Vectos. They present the site's accessibility and transport conditions in relation to the immediate local areas.

The site is highly accessible by public transport, walking and cycling in addition to its excellent connectivity to the highway network for private vehicle access and servicing purposes.

Further details on access to the site are presented in later sections as well as in the Transport Assessment document mentioned above.



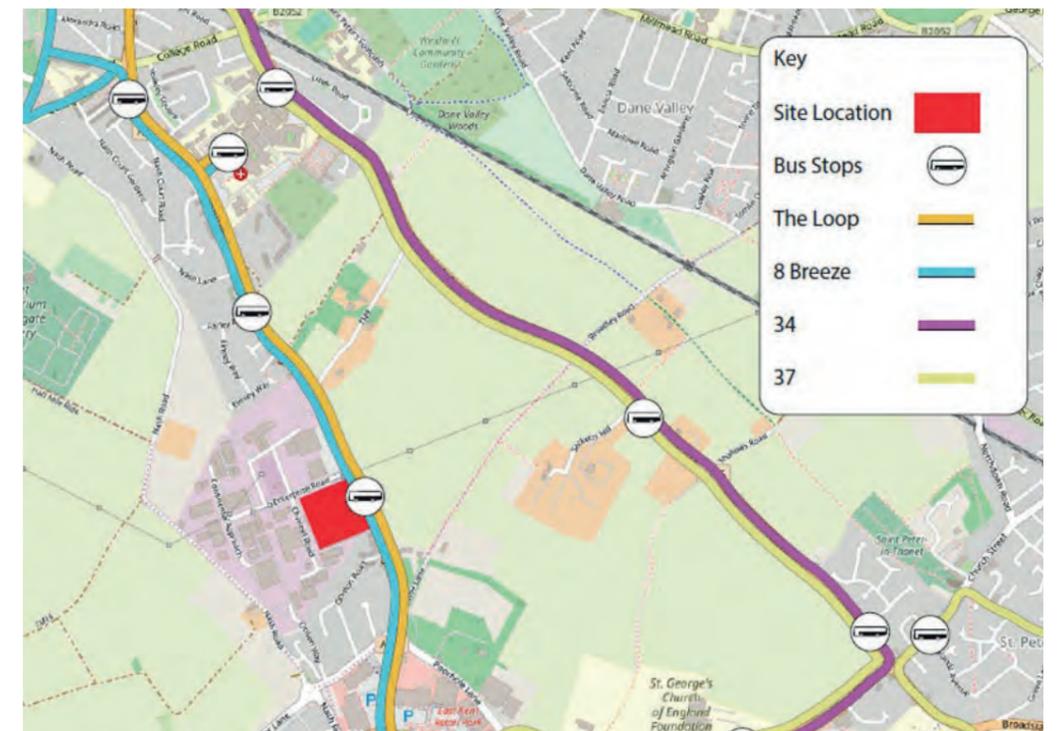
Local areas in relation to the site



Walking isochrones



Active travel plan



Bus route plan



Context

Planning and Boundary Lines

The different zones on site are indicated by a series of boundary lines and defined as follows:

Site H0 - Land ownership

The entire site has been labelled as H0 to identify the parcel owned by the client within Westwood Industrial Estate.

Building H1

Currently, the Hornby Visitor Centre and Offices occupy the north and east area in Building H1.

Building H2

The locomotives that form the base of The One:One Collection are currently stored in Building H2.

Planning Application Boundary

The extent of the planning application includes a segment of Building H1 (a predominantly vacant unit), Building H2 and some external surfaces around buildings within the property limits.



1:2000 @ A3
0m 20 50 100

Planning Application
 Site H0 - Land Ownership

Building H1
 Building H2

Hornby Visitor Centre and Offices
 The One:One Collection

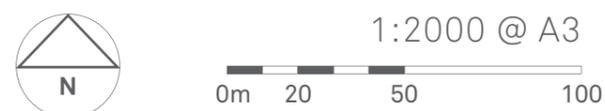
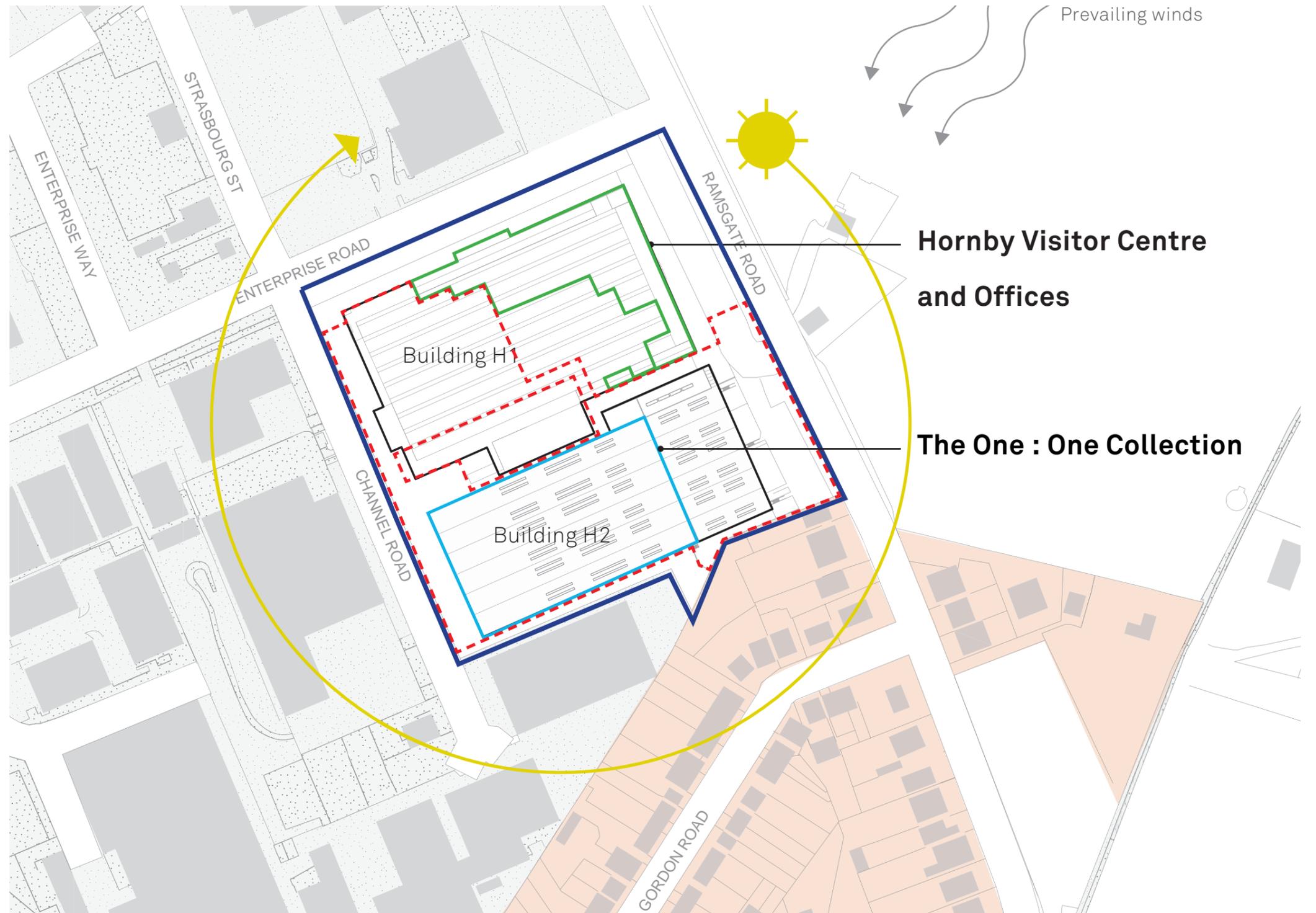
Context

Neighbouring Zones & Natural Conditions

The Site is located in an area of industrial character, bounded mainly by industrial buildings on its north and west surroundings. Immediately east to the Site across Ramsgate Road is a vast corn field, where the prevailing winds come from. When one drives past St Peter's Road they will have a prominent panoramic view of the front elevation the buildings on site (ref. image on p.40).

There are a number of residential properties immediately to the south of the site accessed from Gordon Road. There are also two residential properties on the opposite side of Ramsgate Road which sit within the extensive corn field.

The external landscape areas to the east of Building H2 on the south east corner of the planning application boundary is south-east facing, lending itself to become an attractive external outdoor space which receives an abundance of morning and early afternoon sun.



- Planning Application
- Site H0 - Land Ownership

- Industrial Area
- Residential Area

- Hornby Visitor Centre and Offices
- The One:One Collection

Context

Transport, Access & Parking

Public transport

There is a good range of public transport services including bus stops and onward links to railway stations. There are established bus routes running to this area in both directions with bus stops directly outside the site, as indicated on the plan on the right (orange). There are also dedicated cycle lanes on Ramsgate Road.

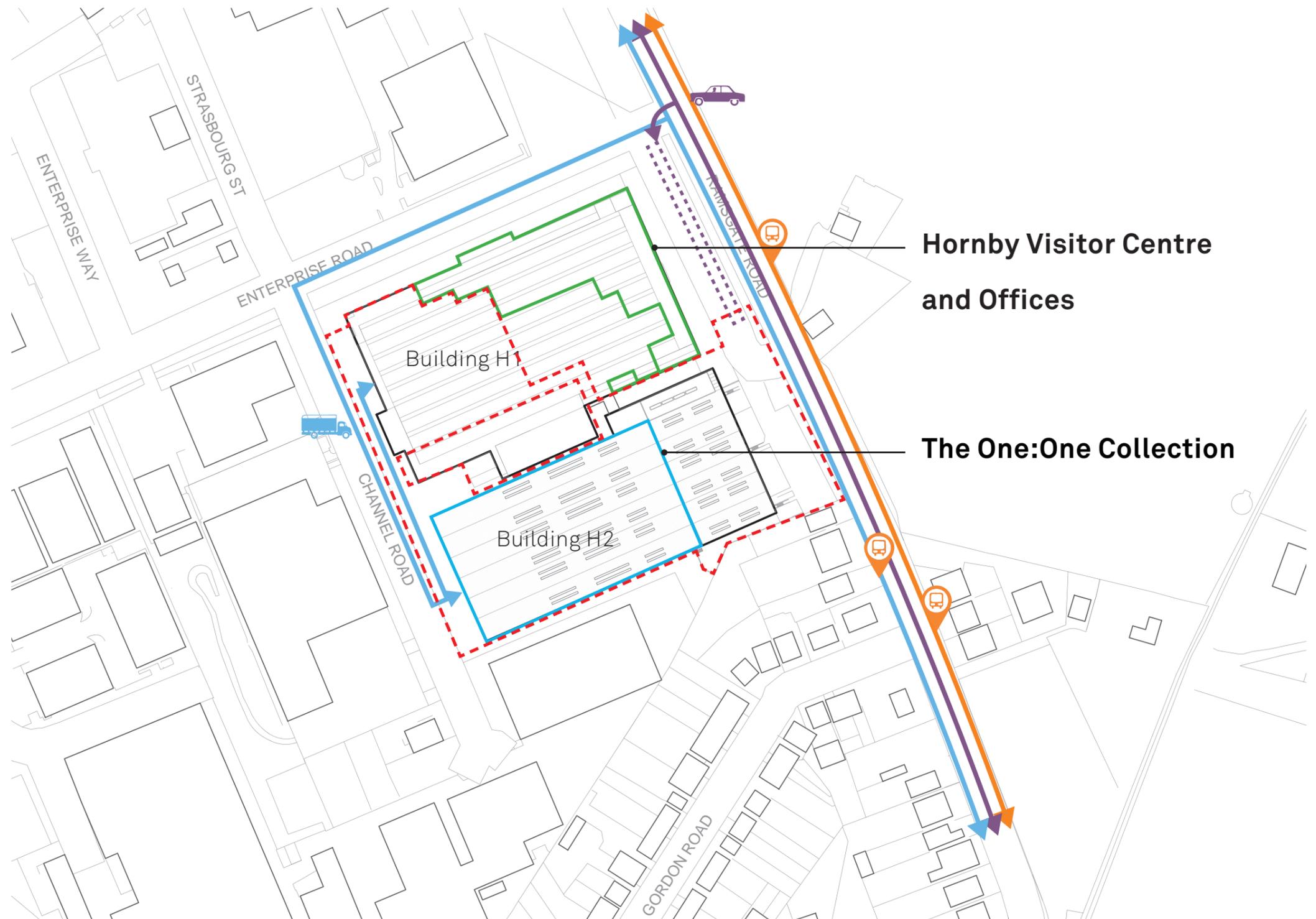
Vehicular access and parking

The current main access to the site is provided off Enterprise Road that in turn connects with Ramsgate Road in the form of a 3-arm signal controlled junction.

The internal service road off Enterprise Road provides access to a number of parking spaces that faces onto Ramsgate Road (purple) as well as some spaces in front of the Building H1. They currently serve as parking spaces for the visitors to the Hornby Visitor Centre and its staff.

Servicing

Servicing for both Building H1 and H2 are to the rear of the buildings, from Channel Road (blue routes).



- ← Servicing Vehicle Route
- ← Public Transport / Bus
- Hornby Visitor Centre Parking
- Hornby Visitor Centre and Offices
- ← Private Vehicle Route
- The One:One Collection

04 Site Conditions

Site

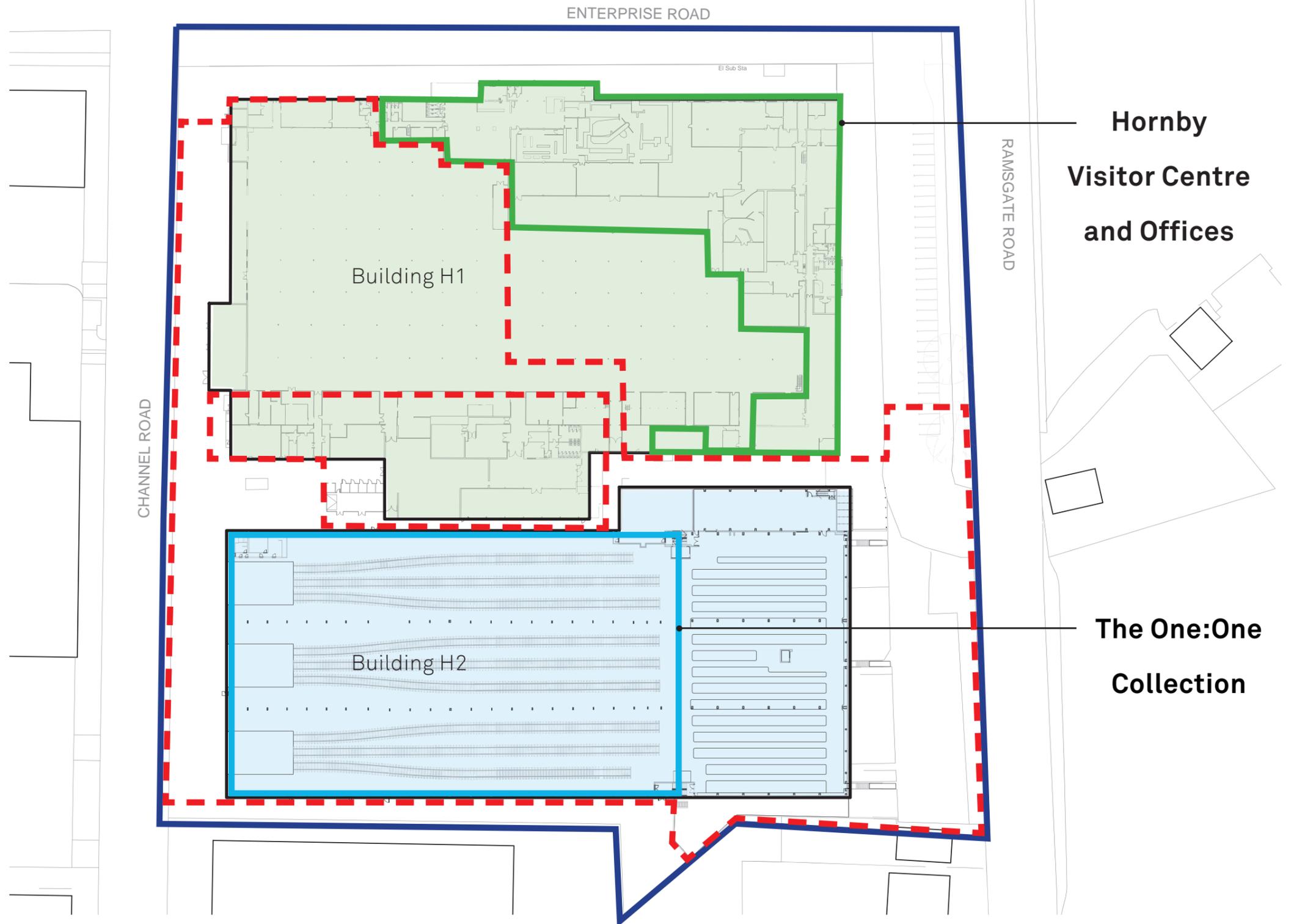
Existing buildings

Building H1

Currently, the Hornby Visitor Centre and Offices occupy the north and east area in Building H1. Building H1 is two storeys at the front and single storey to the rear and west side. The rear and west side is currently vacant.

Building H2

Building H2 comprises a Main Hall with a mezzanine and basement. It is a warehouse which now stores the locomotives that form the base of The One:One Collection. To the east of the Main Hall/ One:One collection, there is a mezzanine, a vacant plant hall space, and a lower ground level beneath the mezzanine.



1:1000 @ A3
 0m 10 25 50

- Planning Application
- Site H0 - Land Ownership

- Building H1
- Building H2

- Hornby Visitor Centre and Offices
- The One:One Collection

Site

Existing Access, Parking & Servicing

Access

The main access to the site is provided from the north, off Enterprise Road that in turn connects with Ramsgate Road in the form of a 3-arm signal controlled junction.

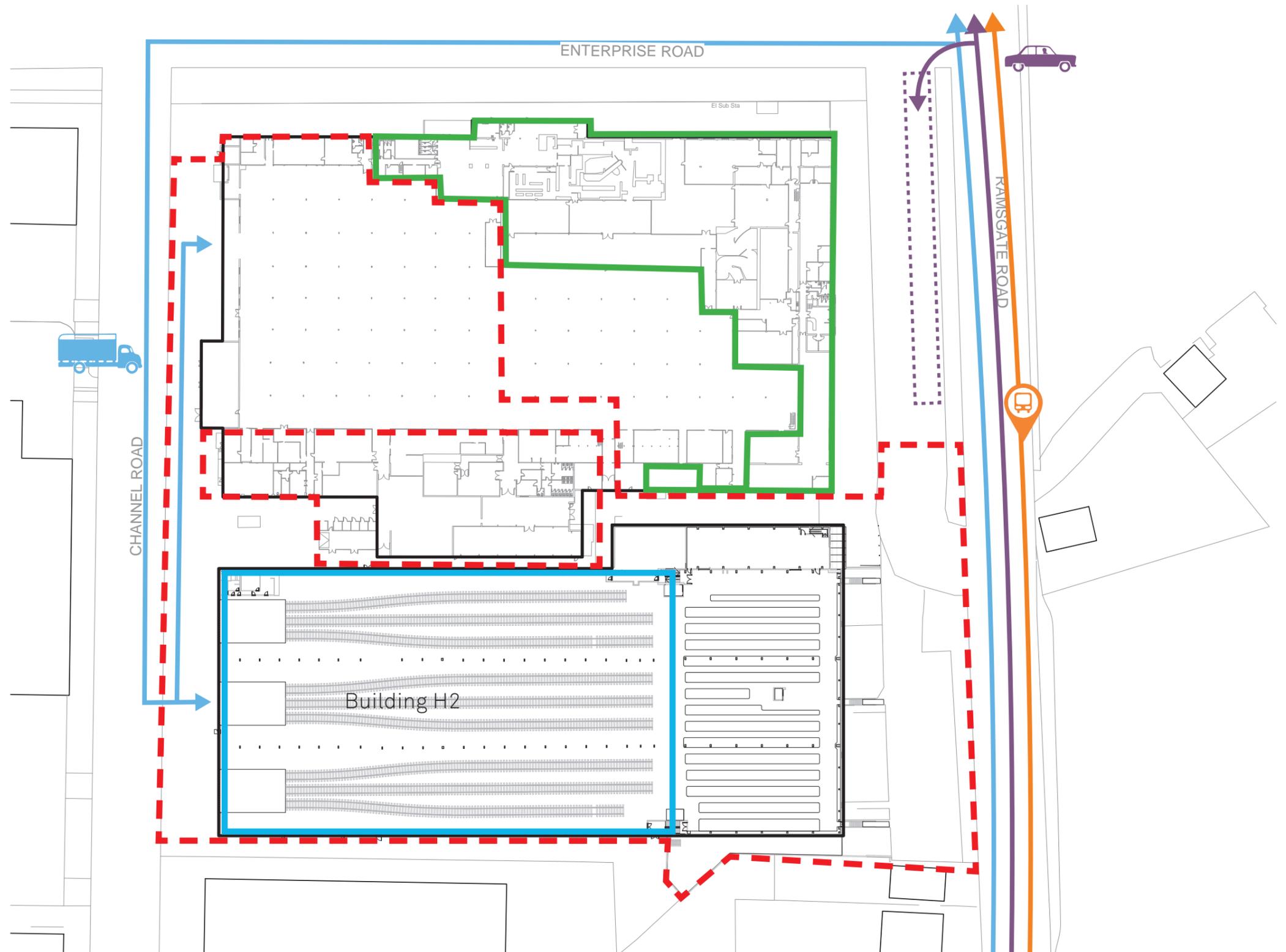
There is a second existing access point from Ramsgate Road approximately 120m to the south of the Ramsgate Road and Enterprise Way junction. The access is a simple priority junction and is blocked off temporarily by plastic bollards to avoid rat-run situations.

Parking

The internal service road off Enterprise Road provides access to a number of parking spaces that faces onto Ramsgate Road (purple). They serve as parking spaces for the visitors to the Hornby Visitor Centre and its staff.

Servicing

Servicing for both Building H1 and H2 is to the rear of the buildings, from Channel Road (blue routes). There are multiple low level gateways with sliding mechanism along Channel Road for flexible loading and access for large vehicles.



1:1000 @ A3
0m 10 25 50

← Servicing Vehicle Route

⋮ Hornby VC Parking

▭ Hornby Visitor Centre and Offices

← Public Transport / Bus

← Private Vehicle Route

▭ The One:One Collection

Site

Eastern Frontage

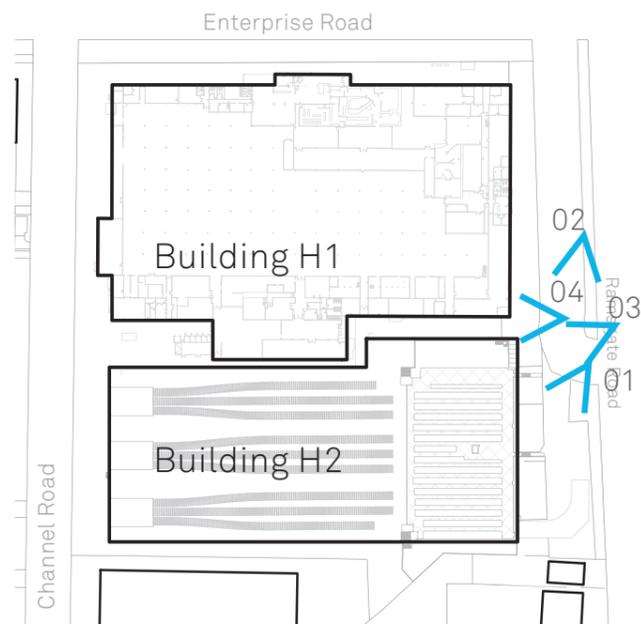
Beyond the second and southern access and set within the site is a roundabout (01) that serves the forecourt area to the existing buildings.

The internal service road off Enterprise road is accessed in the form of vehicle crossover arrangements. The parking right in front of Building H1 is slightly raised (02) in relation to the internal service road and separate to the parking that fronts Ramsgate Road.

The existing security office is housed in the white single storey extension in front of the brick building (03). There is an existing security gate (04) in between to control public access into the site.



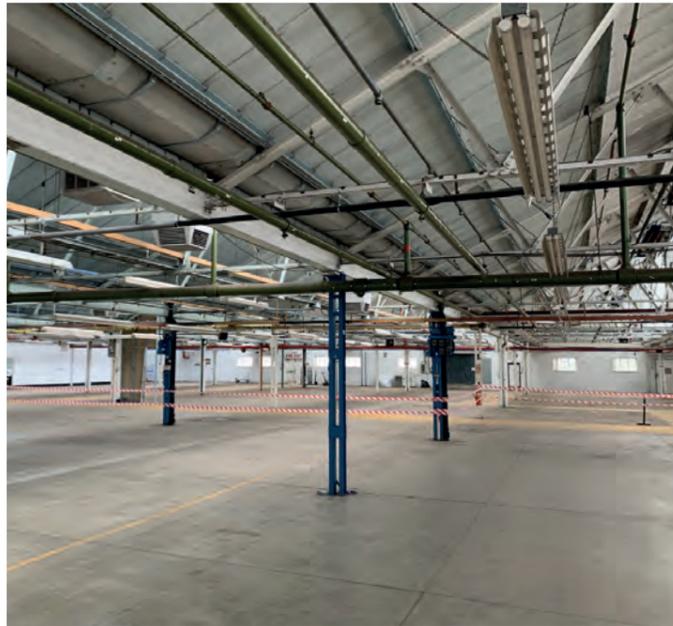
Key



Building H1

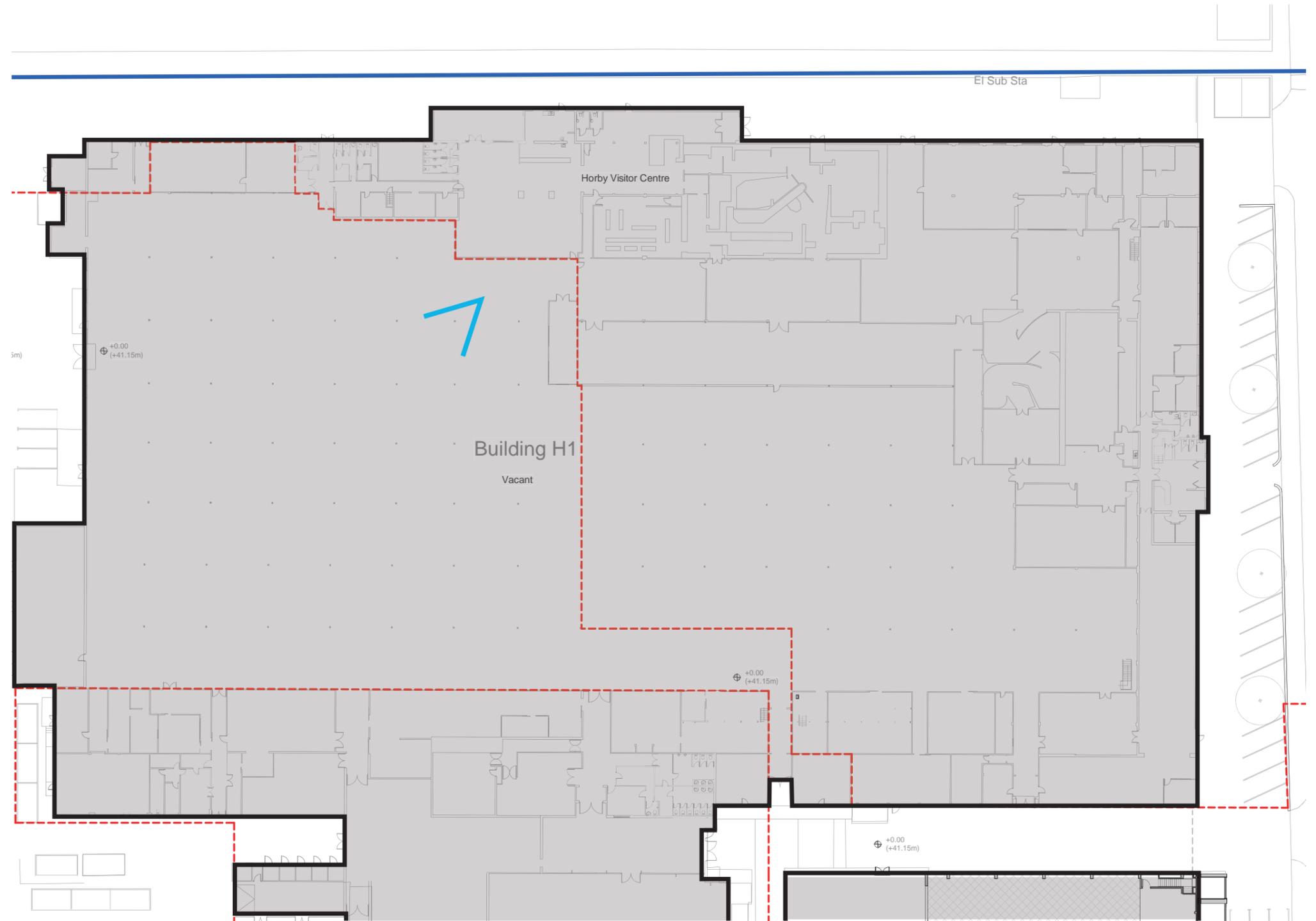
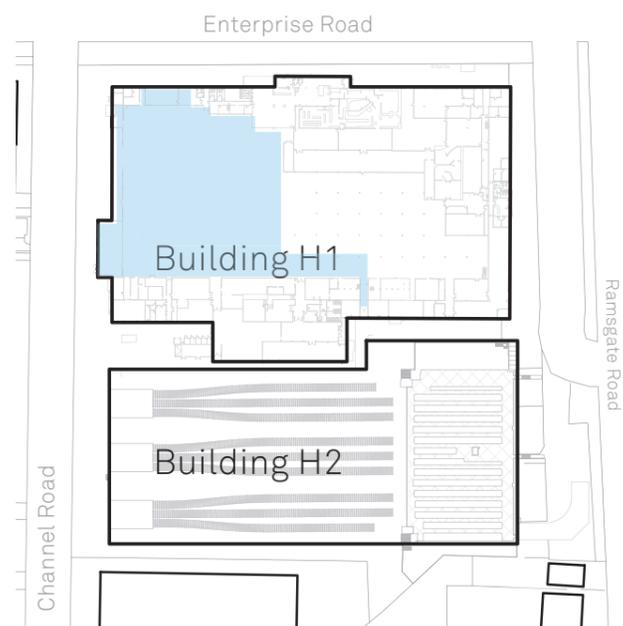
Existing Ground Floor

The West wing in Building H1 is currently unused and vacant. The interior is of raw industrial character with exposed services and columns.



Building H1 interior

Key



Existing Building H1 Ground Floor Plan



- Planning Application
- Site H0 - Land Ownership

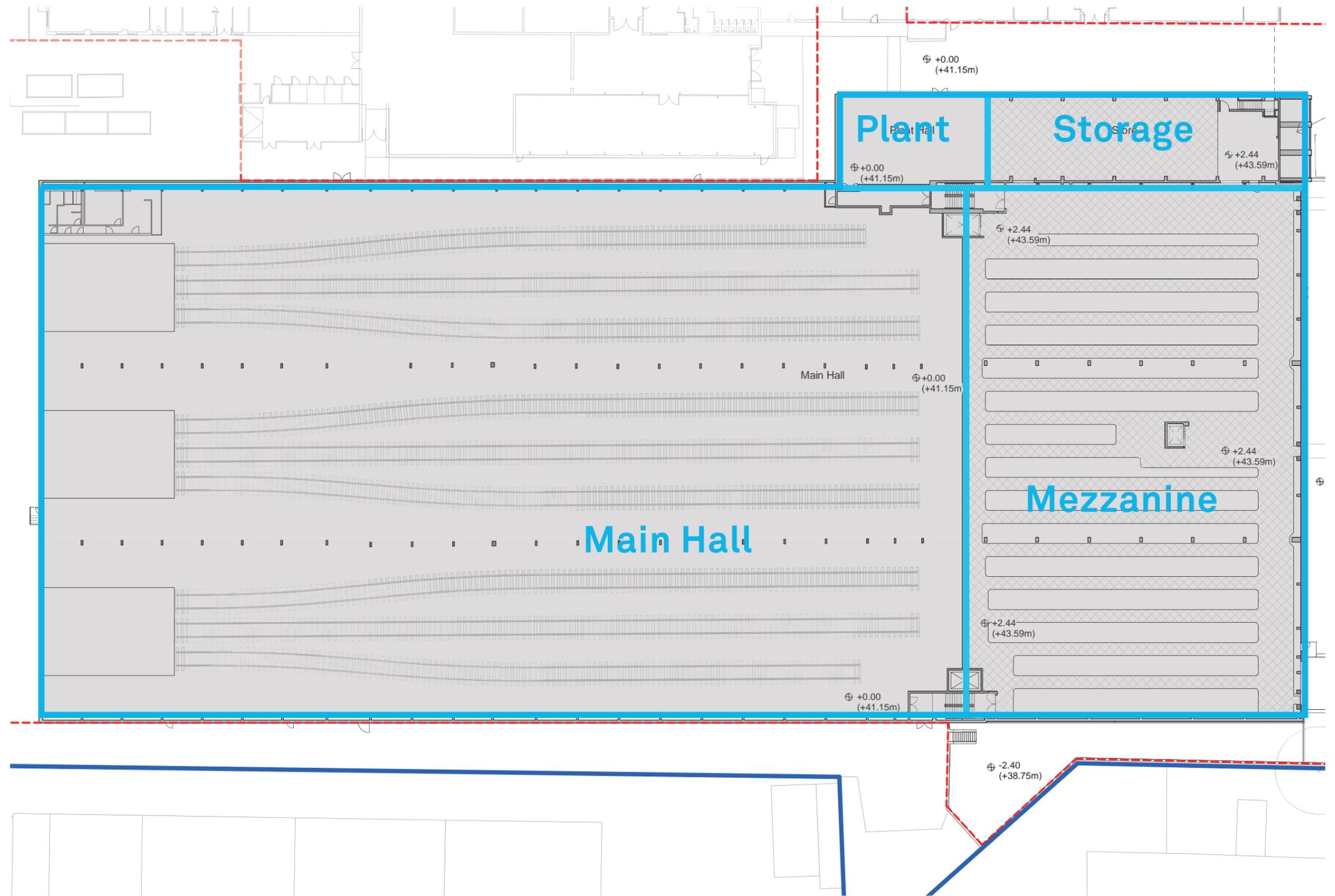
Building H2

Existing Ground Floor & Mezzanine

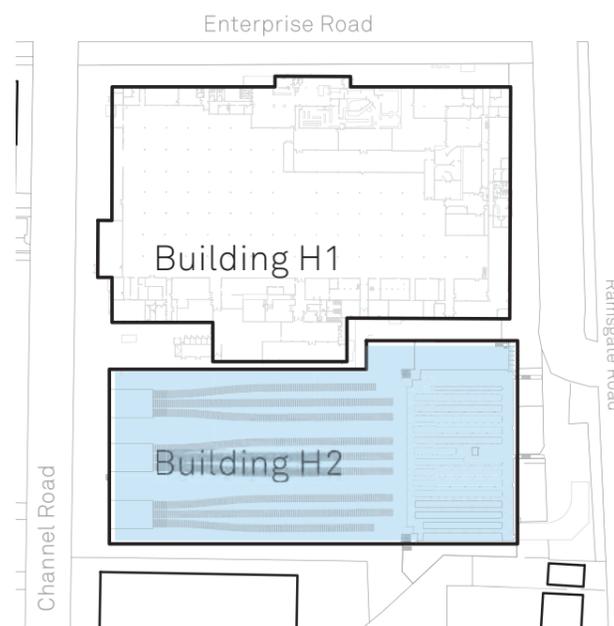
Building H2 houses the locomotives that form the base of The One:One Collection in the Main Hall. There are nine disused railway tracks divided in three branches spanning across the entire length of the Main Hall.

To the East of the Main Hall, there is a mezzanine level which overlooks the Main Hall. The Mezzanine is accessed from the north; a vacant plant hall and storage area.

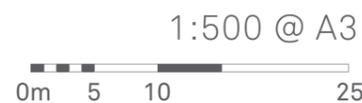
There are multiple access points to the building, situated around the plant room (side and rear), from the western elevation of the main hall, from the south (into the main hall) and from the eastern facade (accessing lower ground).



Key



Existing Building H2 Ground Floor and Mezzanine Plan



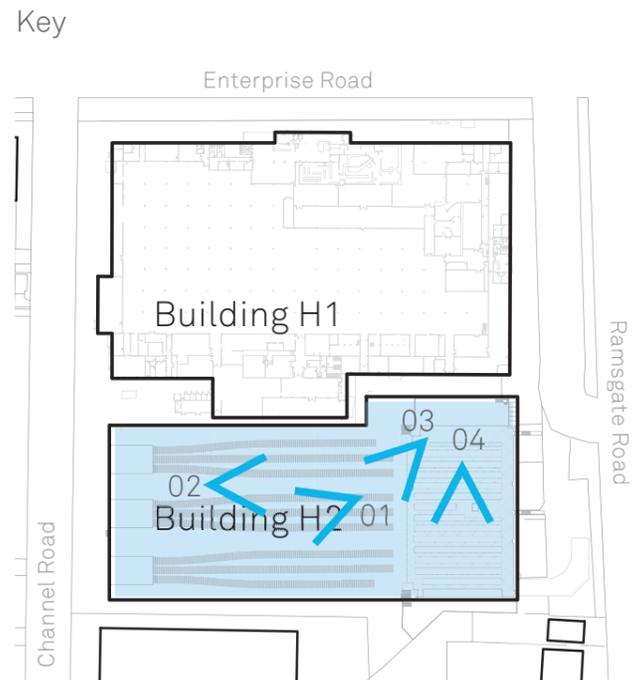
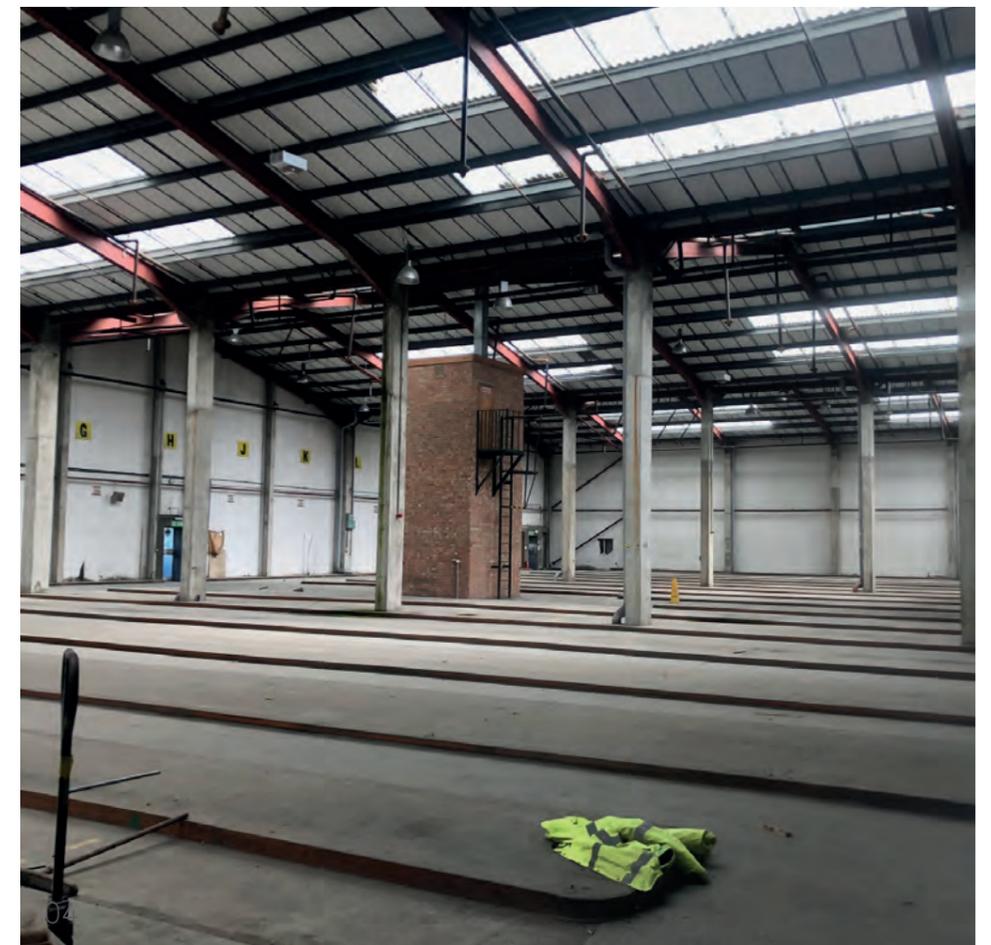
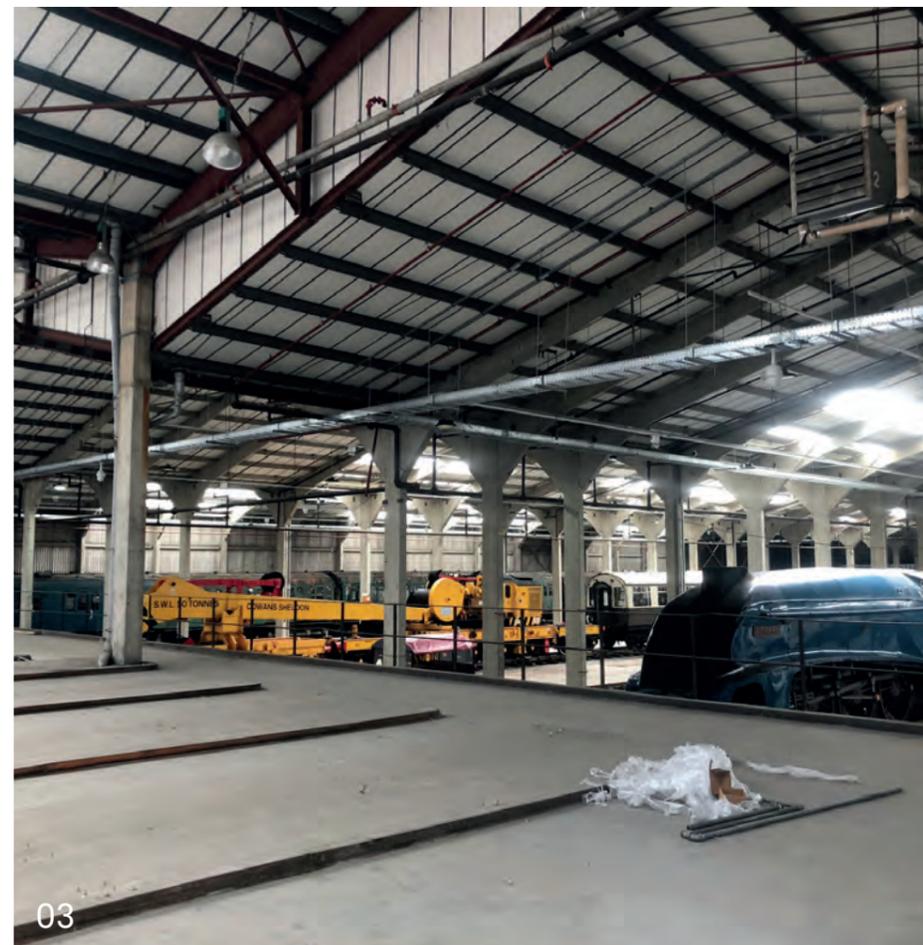
- Planning Application
- Site H0 - Land Ownership

Building H2

Main Hall & Mezzanine

Photograph survey showing the current condition of the Main Hall and mezzanine, displaying the railway tracks, the locomotives stored in the Main Hall, and the view from the mezzanine. The interiors of the Main Hall and mezzanine are of industrial character with exposed roof structures. The raised plinths across the mezzanine floor were historically for manufacturing and maintenance purposes.

There are existing skylights across the roof of the Main Hall to let abundance of natural sunlight into the space.



Building H2

Main Hall

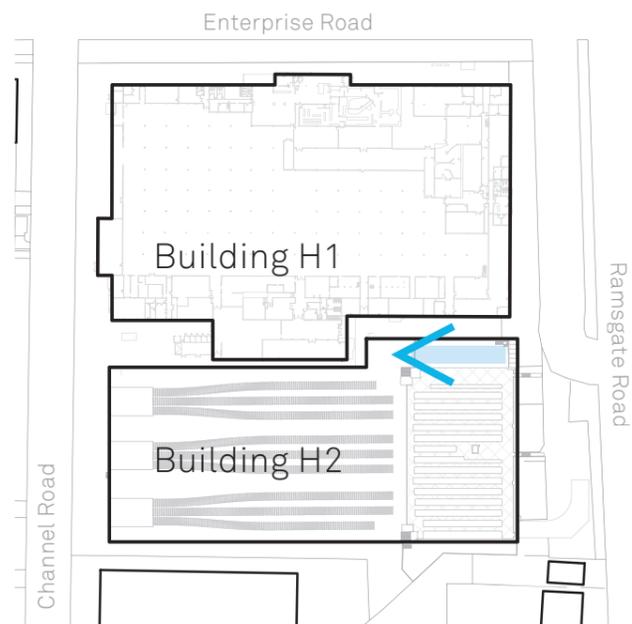


Panoramic view of the Main Hall in Building H1

Building H2 Storage Area



Key



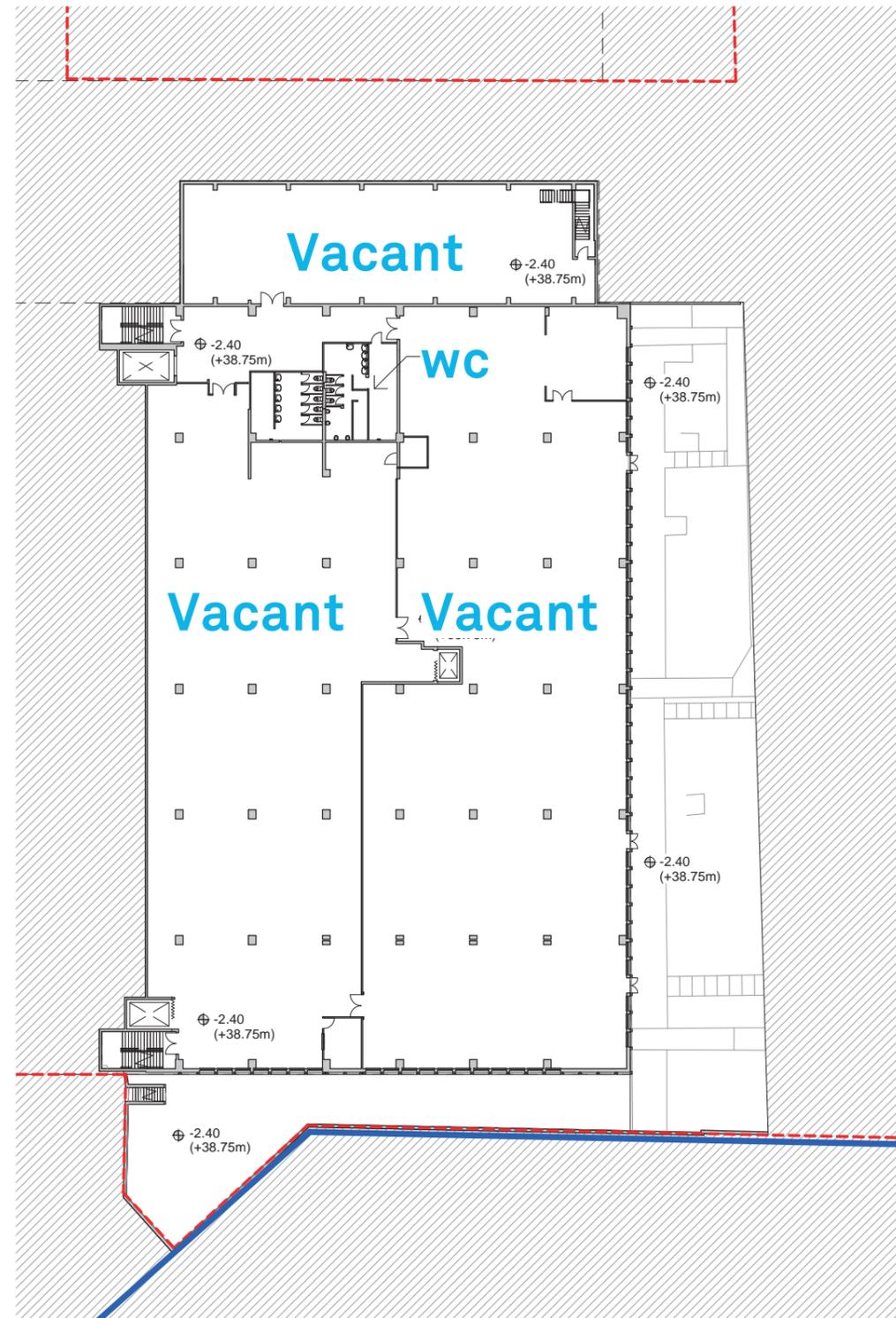
Building H2

Existing Lower Ground

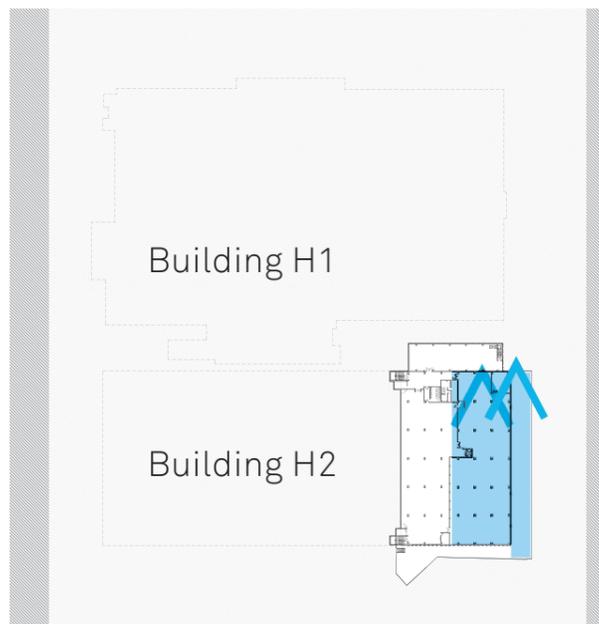
The existing lower ground floor in Building H2 is vacant with exposed structural columns across the space (ref. photo 01). There is an existing WC serving the building, located on the northern end of the space end directly accessible from the northern core.

The exterior area (ref. photo 02) to the immediate east of the building is disused landscape. The external landscape tapers down from ground level to the lower ground floor.

Across the east facade the lower ground floor has tall windows from sill height up to ceiling level, resulting in an airy and well lit interior space despite being sunken into the ground.



Key

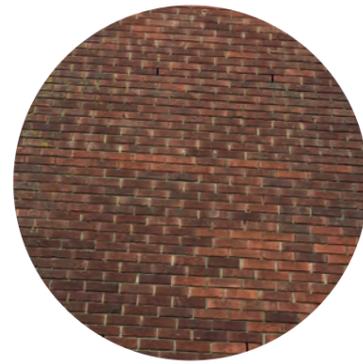
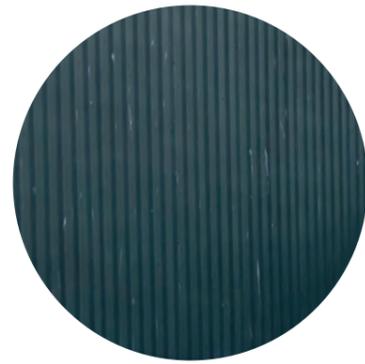


Building H2

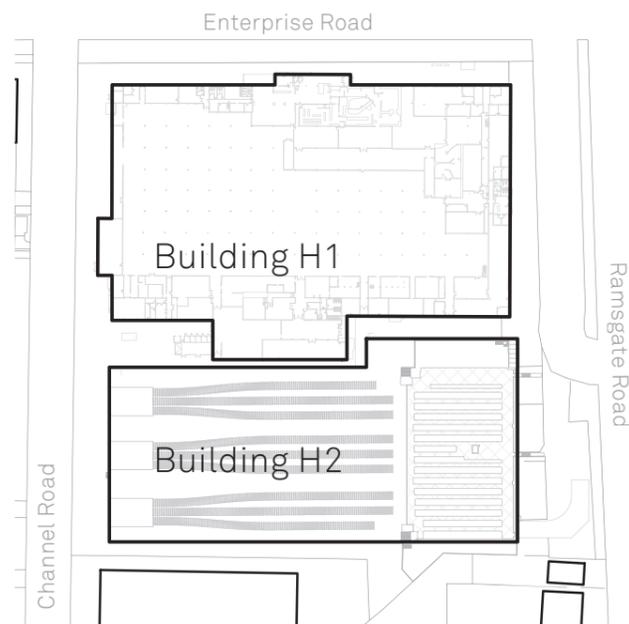
Existing materials

Both buildings are of industrial character with a raw and rustic appearance. Building H2 is constructed of concrete on the base and cladded around all four sides with green corrugated metal. The plant and storage area is constructed of bricks. Building H1 is constructed principally of brick with a metal roof.

Interior materials consist of exposed structural elements and services, raw concrete flooring with a palette of metal gates, dark railings and frames.



Key



Existing exterior material palette

Existing interior material palette

05 Design Concepts

Strategic goals

New Museum Vision

The changes to the existing buildings seek to provide the relevant facilities for a new museum experience:

Entrance

A prominent entrance from Ramsgate Road that provides convenient access for all, a new security hub and addresses the hierarchy of building elements.

Access

Including a new car park and bike stands, clear and intuitive way-finding. Promote use of public transport and provide an improved servicing strategy.

Exhibition

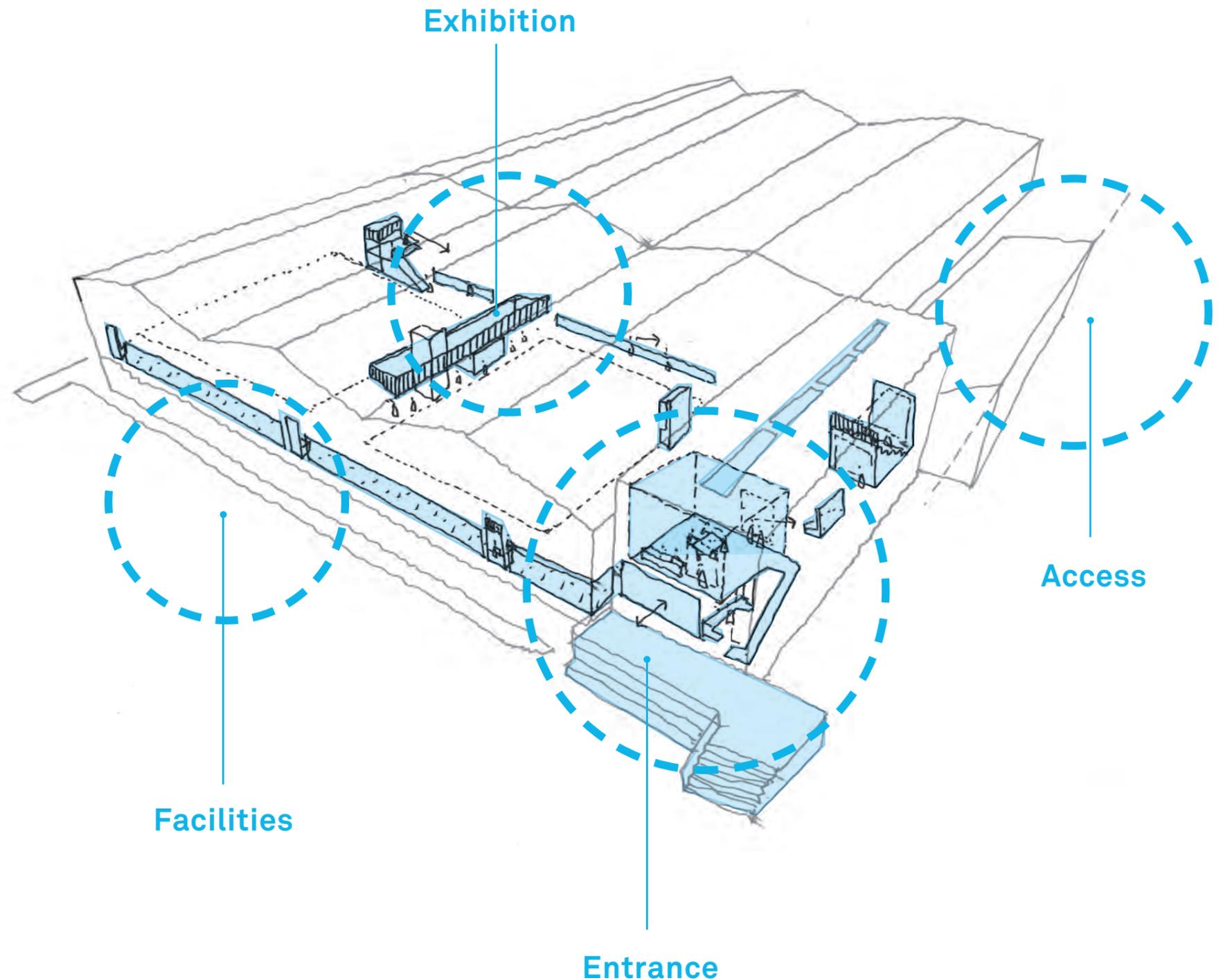
Create an educational experience that celebrates engineering and a space that provides flexibility for the collection.

Facilities

In the form of WCs, shop and a new cafe in connection with the external landscape amenity for visitors as well as reception area and back of house, including a new security / staff room. This will have the potential to integrate Hornby VC and include workshops in the museum offer.

Environmental Performance

The One:One Collection will embrace and celebrate its industrial shed identity, whilst providing some enclosed, insulated and temperature controlled spaces that meet the specific needs of visitors and staff in a focused way. Modifications to the existing fabric will be limited to essential interventions to create a functional building.



Scale, Form and Massing

Design Principles

The principles comprise a set of rules relating to the articulation of the massing, the character of the interventions individually and as a group, and a shared materiality.

The design principles seek to address the next layer of detail, such that they:

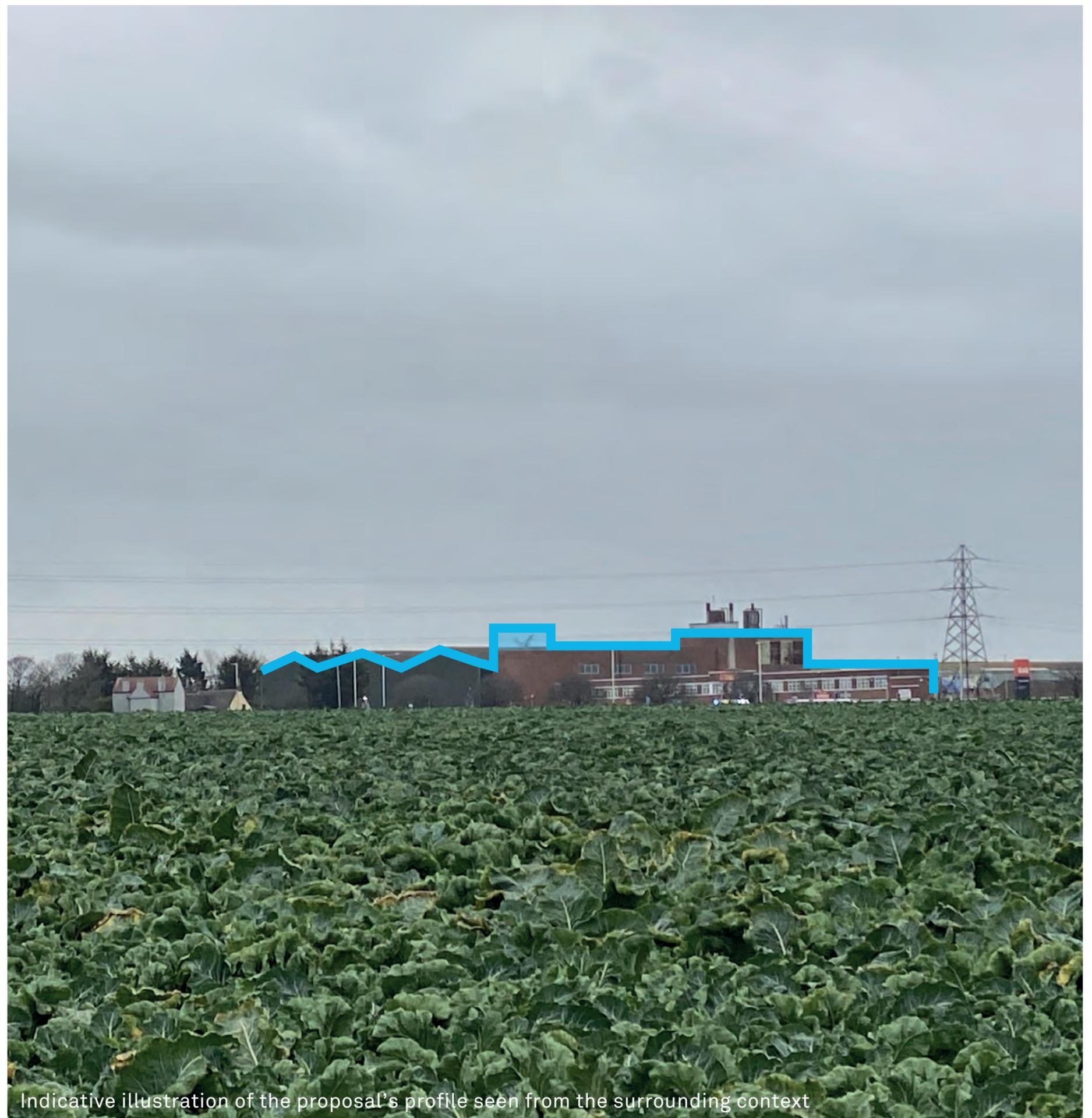
- Allow the creation of distinct areas within the existing buildings which read as a family of parts;
- Ensure the architectural language responds to the uses and requirements for new exhibition uses; and
- Establish a material palette which enhances the industrial character of the existing fabric with contemporary surgical interventions;

Massing and character

The new museum use necessitates a strategy to elevate the presence of Building H2 to announce its existence from the surrounding area and highlight the main new entrance. A glowing lantern to the east facade will do so whilst balancing out the mass of the front elevation with the rest of the existing constructions.

Curated pedestrian experience

Within the proposed museum setting, the visitor experience and pedestrian access will be key. A series of platforms, ramps and stairs will provide a new enjoyable set of routes for the publicly accessible new frontage.



Indicative illustration of the proposal's profile seen from the surrounding context

Main entrance
Proposed



06
Summary of
Proposals

Overview and Uses

The new museum uses will spread across the site within the following areas:

Building H1

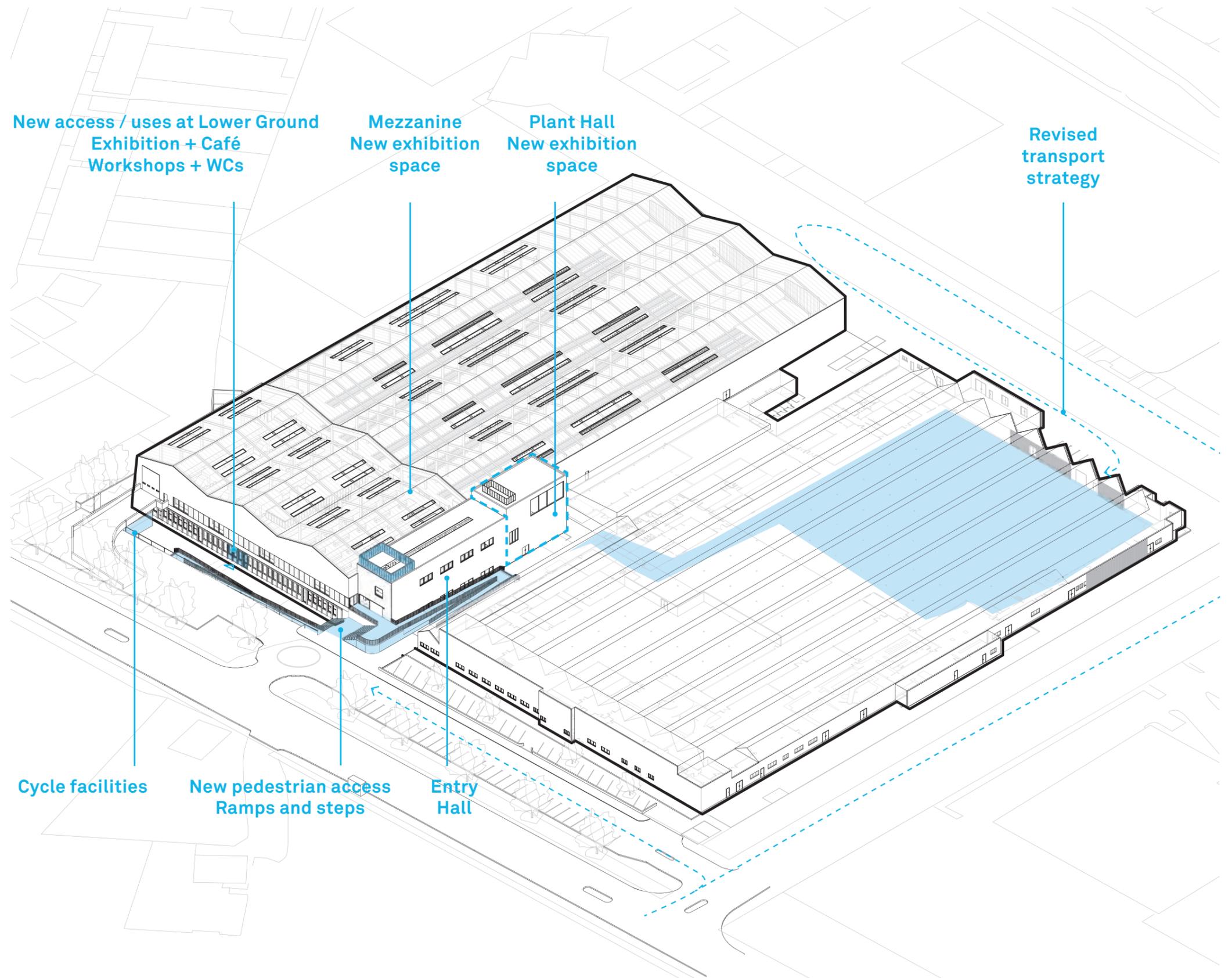
Accessed from Channel Road, the new parking for visitors will occupy the current vacant unit in the western end of the industrial shed.

Building H2

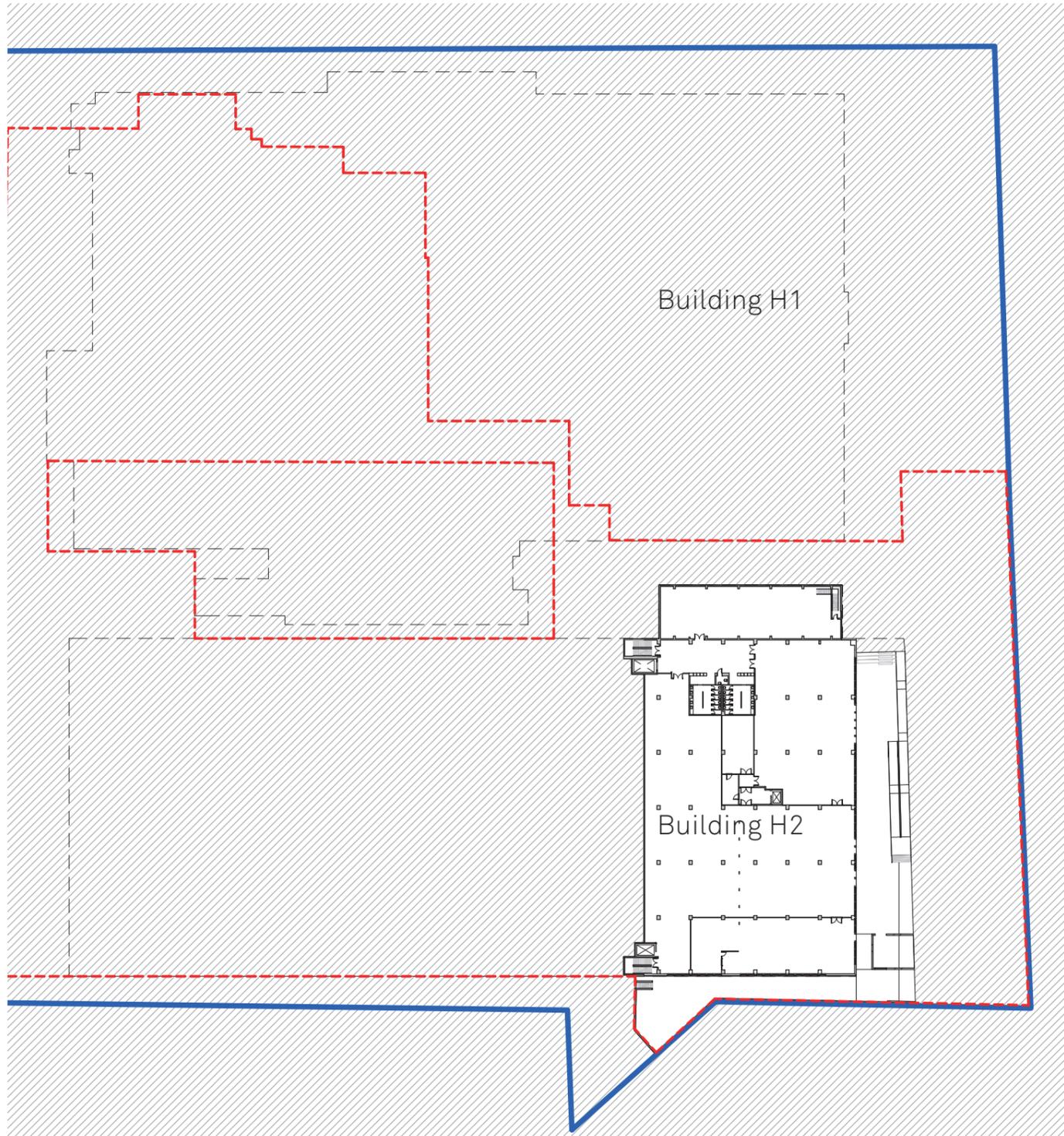
The west end of the existing building will continue housing the 1:1 scale locomotives and equipment. To the east, the new exhibition facilities will be arranged on the existing mezzanine and lower ground levels. The north brick blocks, currently storage and plant spaces, will become the main entrance hall and additional gallery spaces respectively.

External areas

New spill out and access zones to the east of Building H2 predominantly will animate the public external areas, including refreshed hard landscape, additional seating space and cycle facilities.



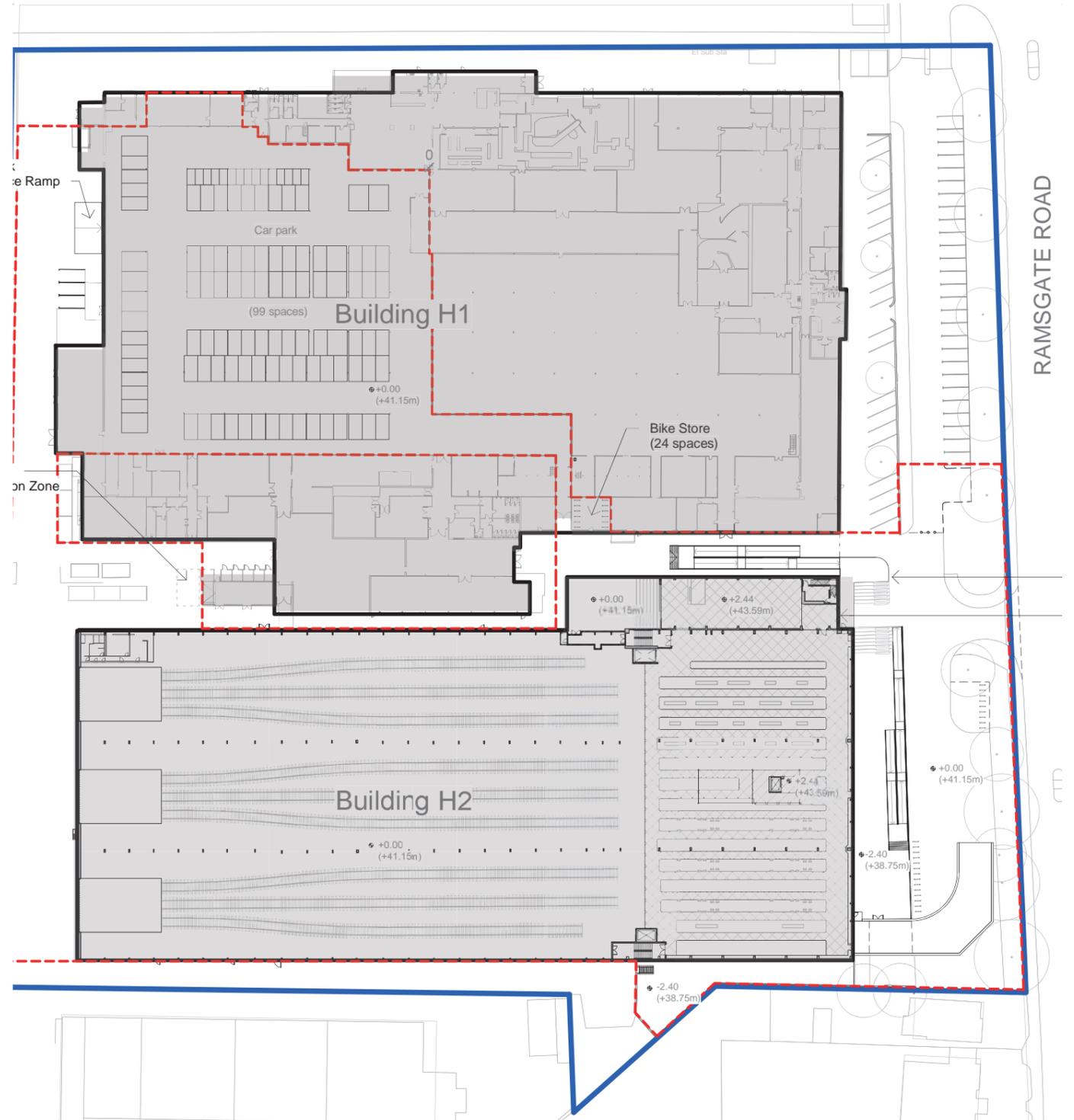
GA Plans



Lower Ground - Buildings H1 and H2



1:1000 @ A3

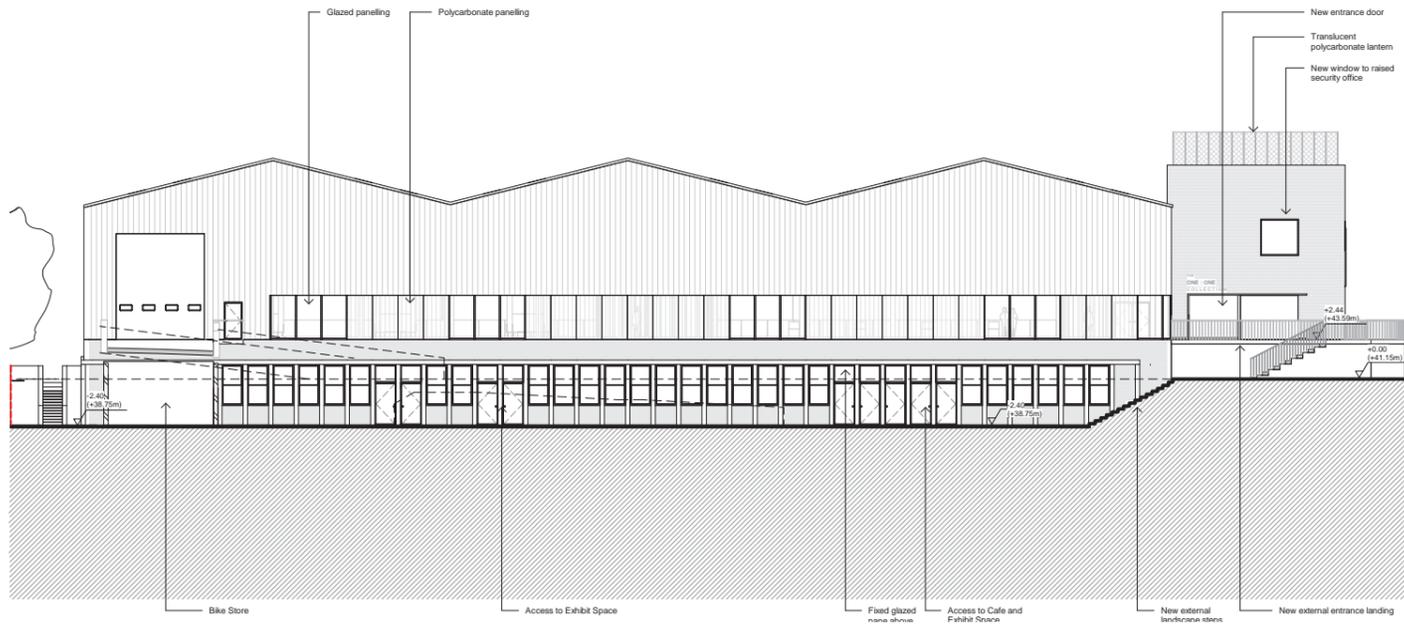


Ground Floor and Mezzanine Level - Buildings H1 and H2

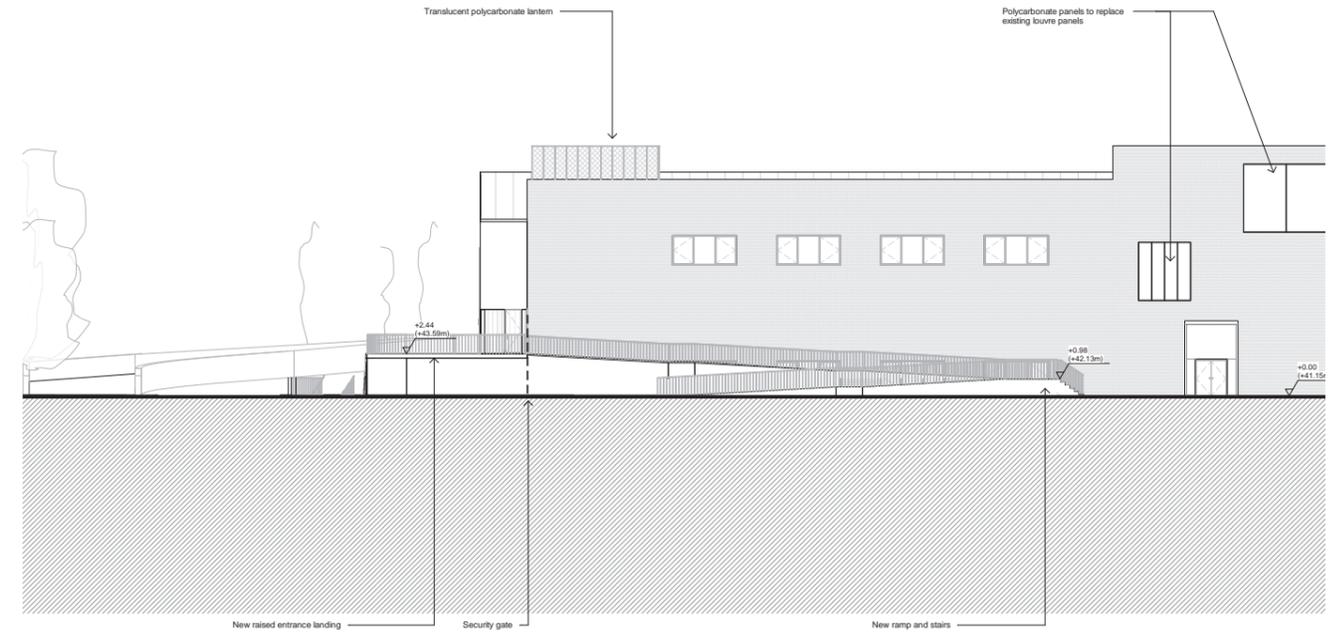
Red dashed line: Planning Application

Blue solid line: Site H0 - Land Ownership

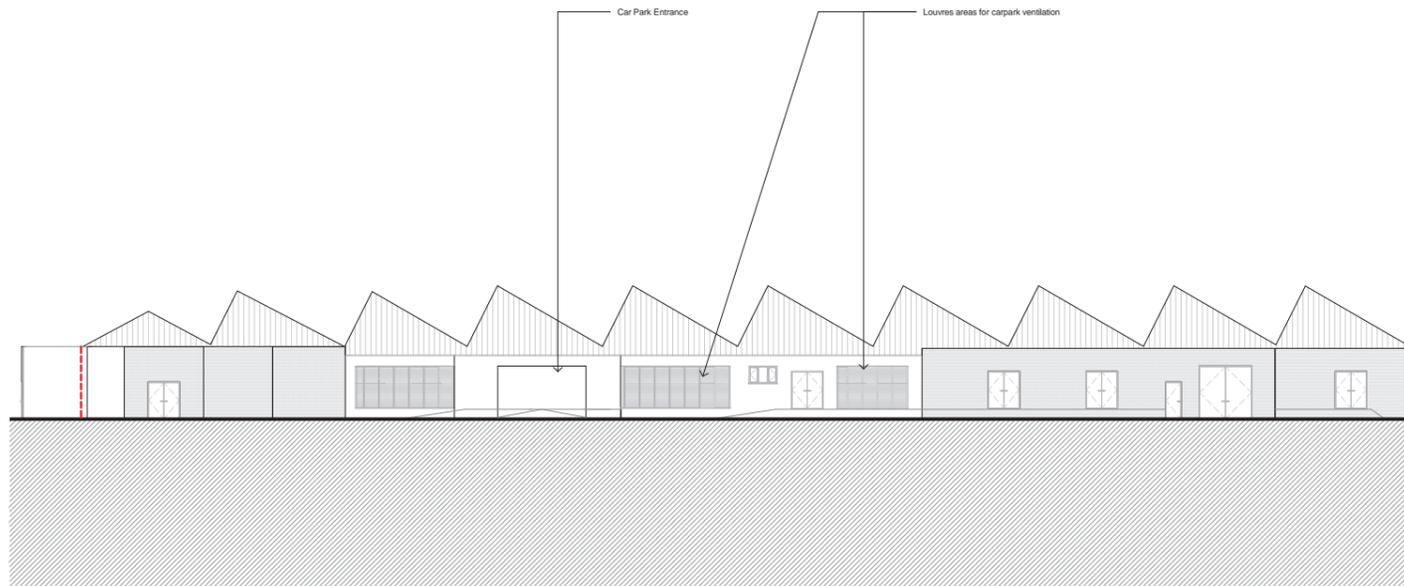
GA elevations



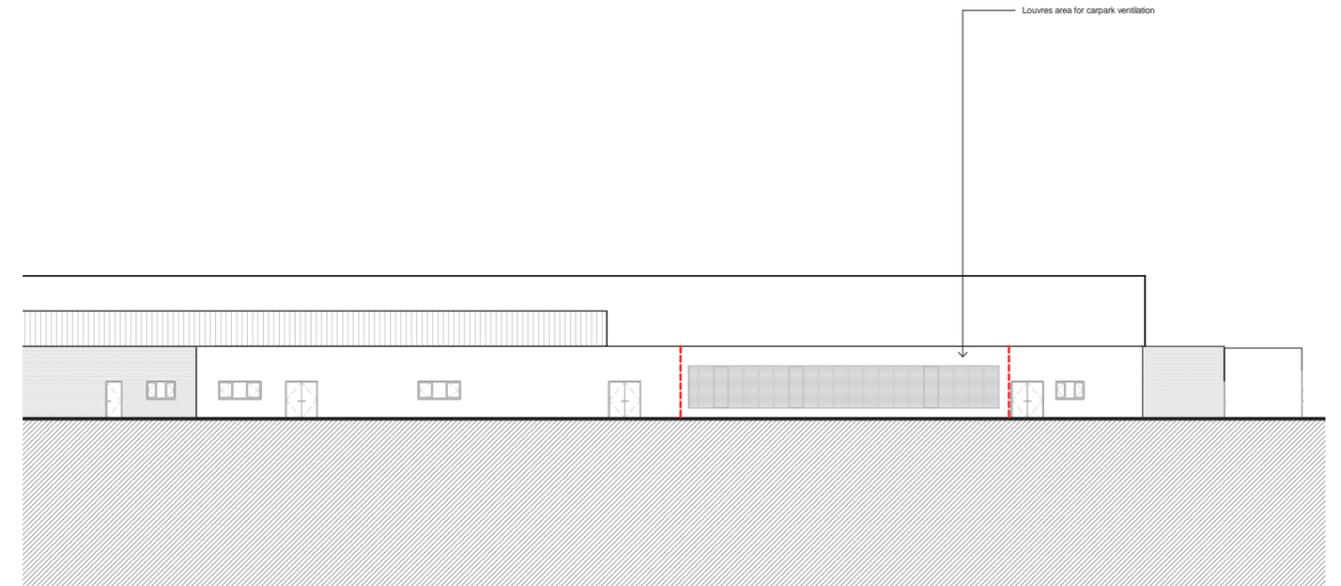
East elevation - Building H2



North elevation - Building H2



West elevation - Building H1



North elevation - Building H1

Area Summary

Areas as measured by Haptic Architects.

Building	Level	Function	Gross Internal Area (GIA) sqm*			
			Change of Use Area	Demolished	New Area	Occupancy Area
H1	Ground	Car park	4040			
H2	Lower Ground	Exhibit Space	2700			2700
	Ground	Storage/Exhibit Space	6380			
	Mezzanine	Exhibit Space	2855			2855
	First Floor	Security Office		31	68	
Total			15975		37	5555

notes:

- * GIA areas are measured up to internal face of external wall including all internal structure and voids
External Areas are excluded

Change of use and Occupancy

Within the proposals the following areas are to be considered:

Change of use

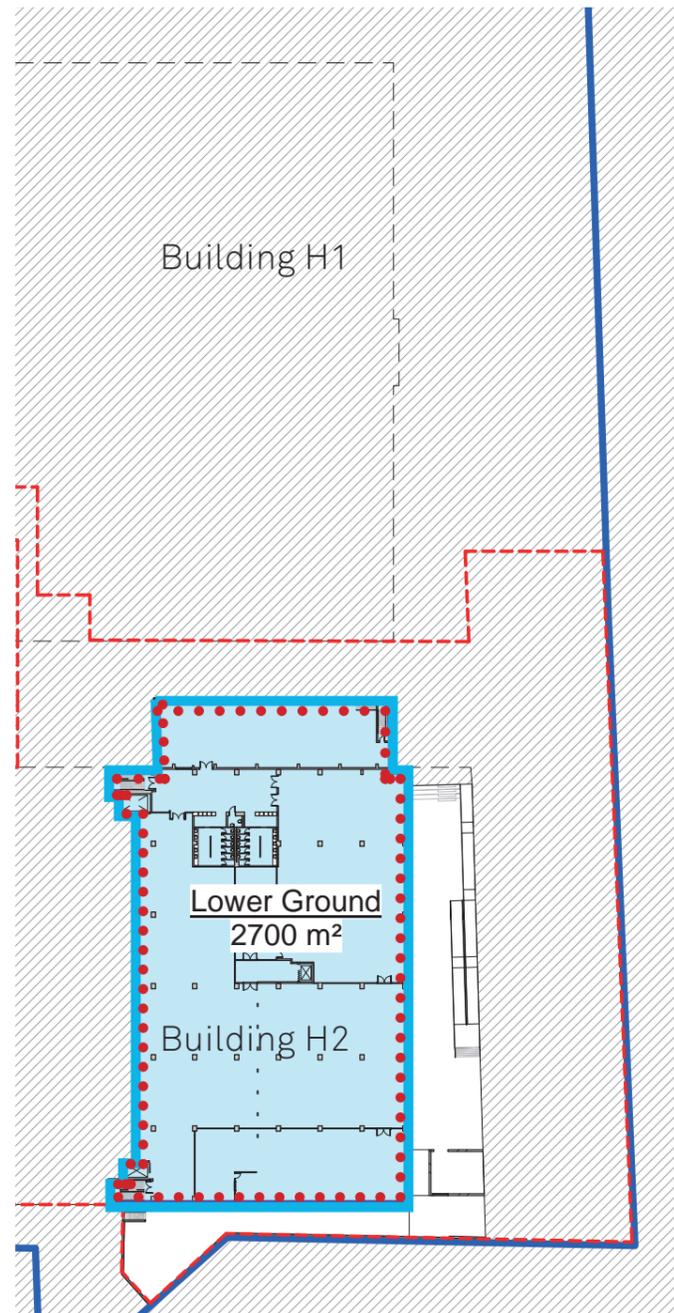
In reference to the area that will form the overall museum entity, including supporting facilities such as new parking zone.

Occupancy

Due to the nature of the collection, the Ground Floor of Building H2 will continue serving as a store to the full size locomotives.

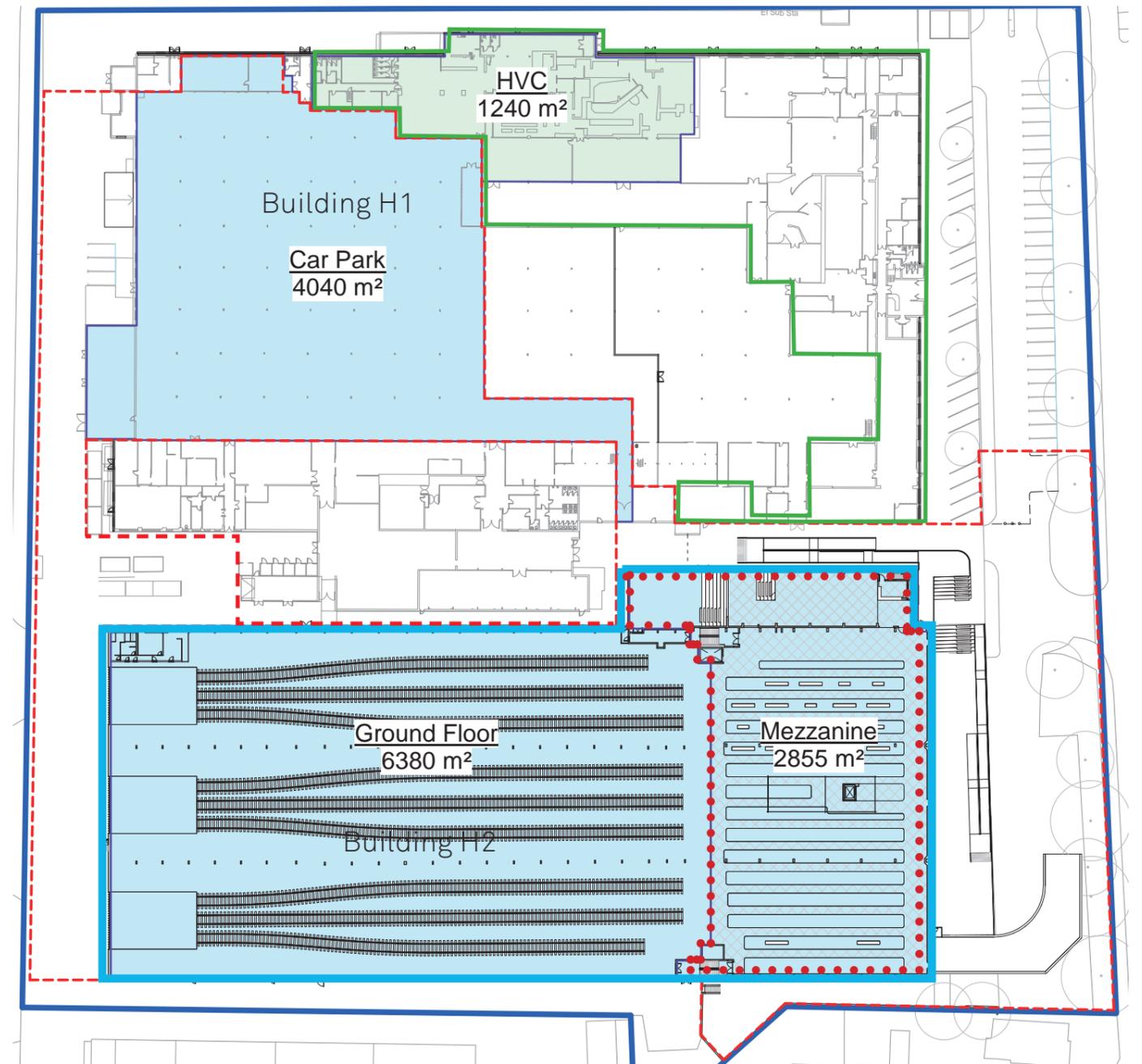
The mezzanine and lower ground areas will house the new exhibition spaces, from which visitor groups will be taken to see the locomotives at Ground Floor. Therefore it has been considered that the Mezzanine and Lower Ground areas will define the occupancy of the proposal.

Based on this figure the parking and any other relevant facilities will be calculated.



Lower Ground Floor

Change of use area **2700 m² GIA**
Occupancy area **2700 m² GIA**



Car park area

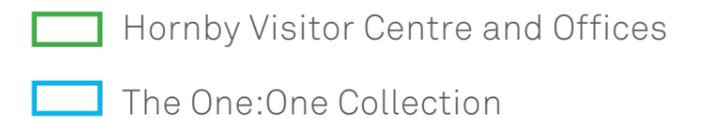
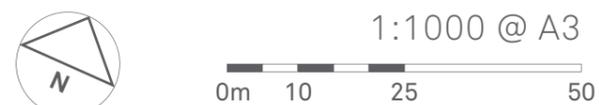
Change of use area **4040 m² GIA**
Occupancy area **0 m² GIA**

Ground and Mezzanine Floors

Change of use area **9235 m² GIA**
Occupancy area **2855 m² GIA**

Total areas

Change of use area **15975 m² GIA**
Occupancy area **5555 m² GIA**



07
Access and
Facilities

Proposed access strategy

Site H0

Vehicular access

All vehicles will access the site via the existing north junction at Enterprise Rd.

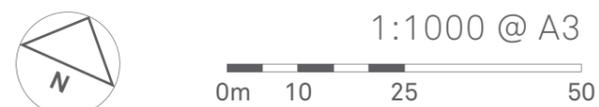
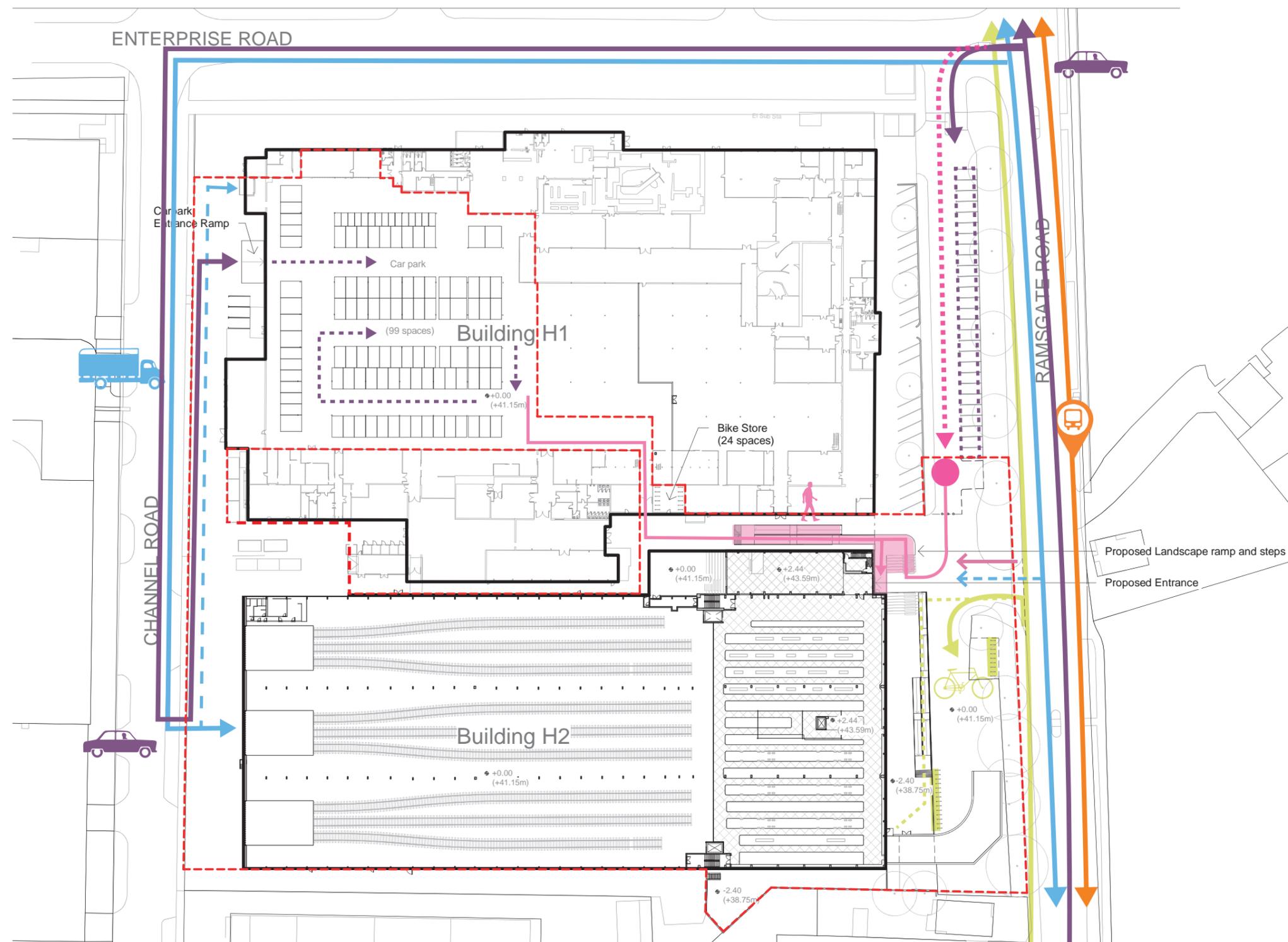
Vehicles can then access the site from Enterprise Rd to reach the drop-off point or existing Hornby VC parking and exit back through the same area. Physical barriers will limit the access of vehicles after the drop-off point as illustrated. In addition, signage will prevent vehicles from accessing via Ramsgate Road to the front of Building H2.

Service vehicles will access via Channel Rd and into the relevant loading areas. If needed and under management control, access would be possible via Ramsgate Rd

Visitor vehicles will also access via Channel Rd and into the car park that offers 99 car parking spaces (including accessible and electric charging points) as well as motorcycle spaces.

Cycle access

In connection with the local network of bicycle routes, cyclists will access from Ramsgate Rd and park using the Sheffield stands providing 44 spaces or in the covered bike stores for 48 bicycles.



- ← Servicing Vehicle Route
- ← Public Transport / Bus
- ← Private Vehicle Route
- Hornby VC Parking
- ← Drop-off Access
- ← Bicycle
- ← Pedestrian
- Drop-off point

Visitor experience

Pedestrian routes

Once on site, visitors will aim to reach the main access zones at the front of Building H2 to access via the main entrance at mezzanine level or via the secondary entrances at lower ground, which include cafe spill out zones and hard landscaped amenity spaces.

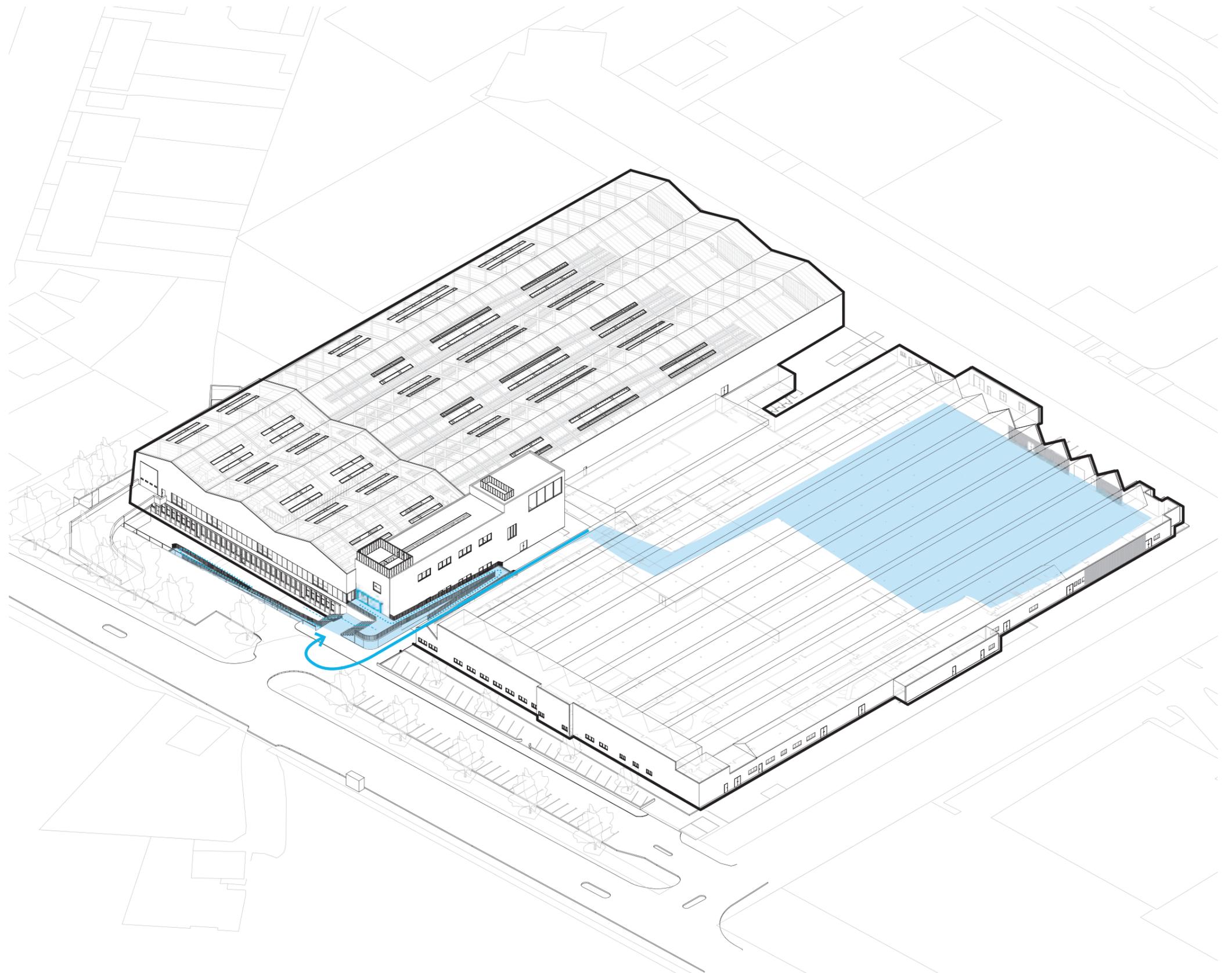
To do so, if having left their vehicle in the parking, visitors will be able to get to the elevated platform at the front using either the ramp or steps in the passage between buildings.

The steps at the front of H2 continue down to lower ground, creating an amphitheatre landscape that will animate the spill out zones.

Beside this, an external ramp can also be used to reach lower ground.

Visitors arriving by public transport via Ramsgate Road, using the pedestrian crossing if needed, and cyclists too will be able to connect to these routes at the front of Building H2.

This curated external promenade will enhance the visitor experience in the process of accessing the exhibition spaces.



New parking facilities

Building H1

Parking spaces

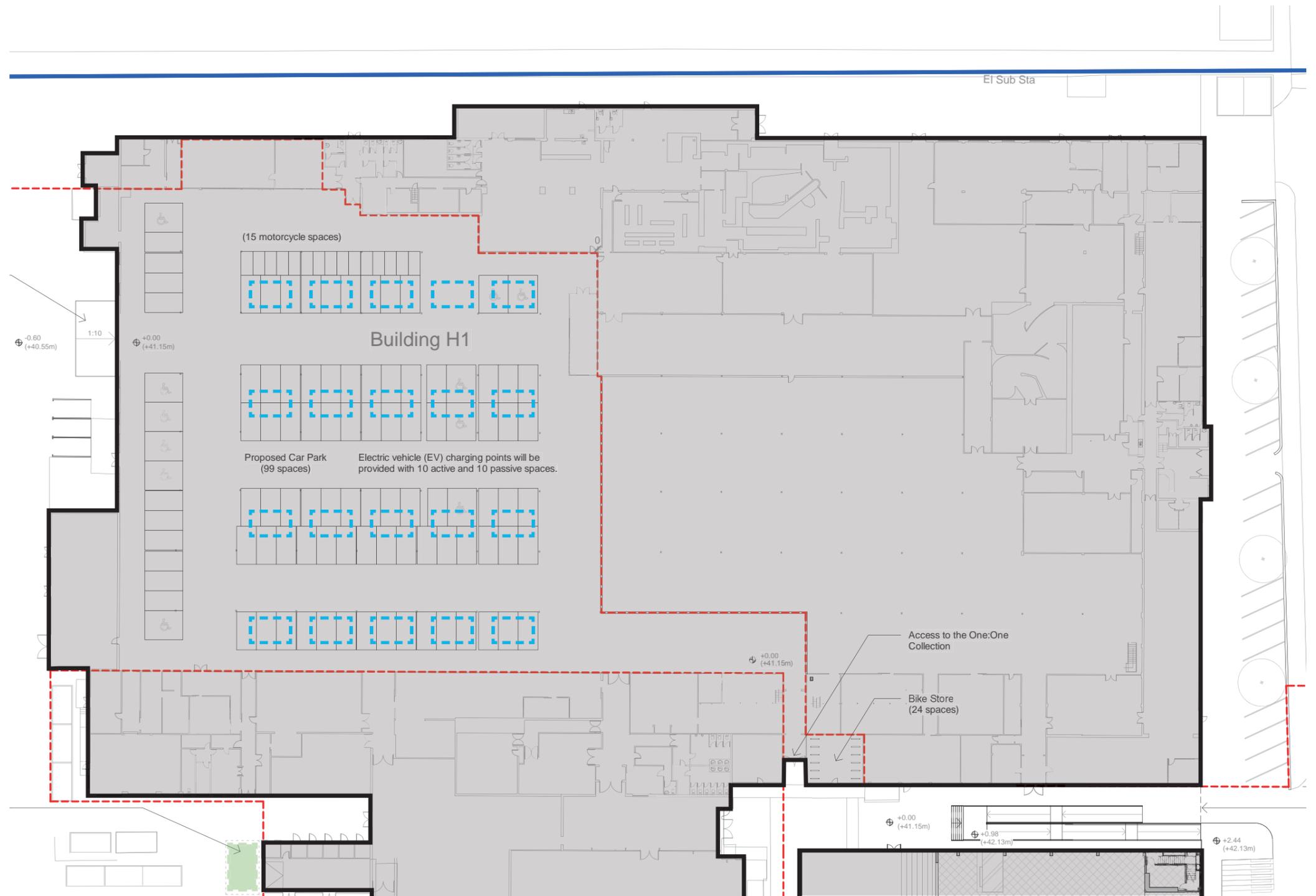
As shown 99 parking spaces can be accommodated in Building H1. This includes 11 spaces that are accessible bays, 10 active electric charging points and 10 passive.

In addition, 15 motorcycle spaces are provided.

Natural ventilation

Louvres at roof level and on the facade will allow for the parking premises to ventilate naturally.

These are indicatively shown on the diagram to the right, exact size and position is yet to be determined.



- Regular parking bay
- Accessible parking bay

- Motorcycle parking bay
- Indicative louvre area on roof

- Refuse containers indicative zone

Parking pathway

View towards H2

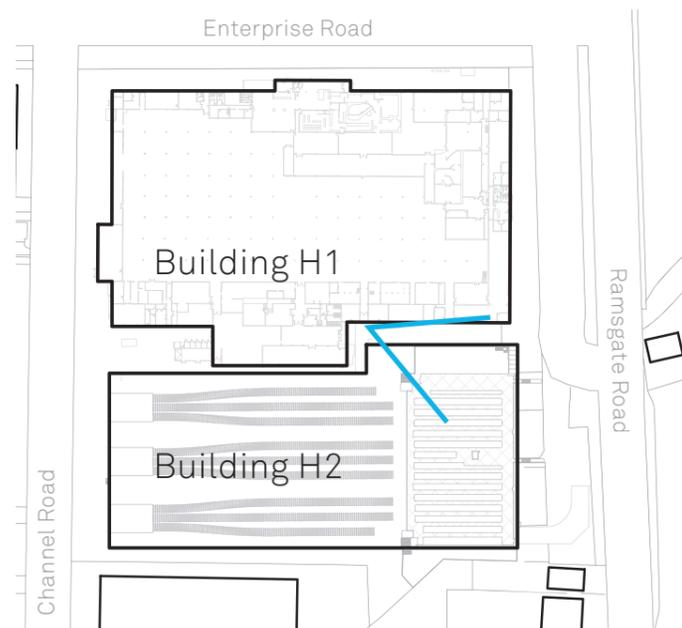
Once visitors arrive by private vehicles and leave the parking in Building H1, they will continue their journey via the passage between Buildings H1 and H2.

Intuitive signage and way-finding will guide them towards the front part of the site, at grade or already changing to access level at mezzanine using the external ramp and stairs.

(1) Direct access at grade to the plant hall exhibition area would be possible through the access door on Ground Floor level.

(2) A gate will enclose this passage at night for additional security.

Key



Indicative illustration of passage

Main entrance area

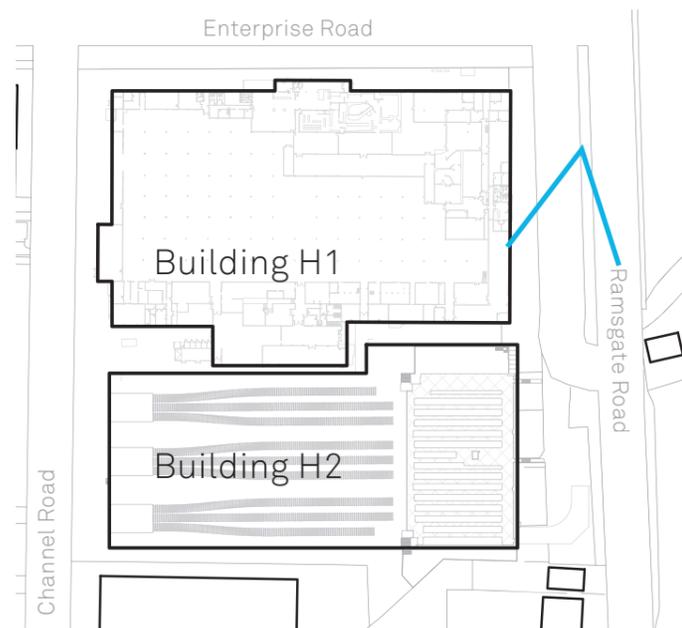
From taxi drop off

After demolishing the existing security hub, an inviting entrance zone will be presented to the public.

This will feature a rounded brick platform which includes the new ramp and stairs and gently suggests a path that links the passage with the front hard landscape zones and lower ground café spill out area.

In addition, the lantern on top of the entrance hall will announce the main entrance.

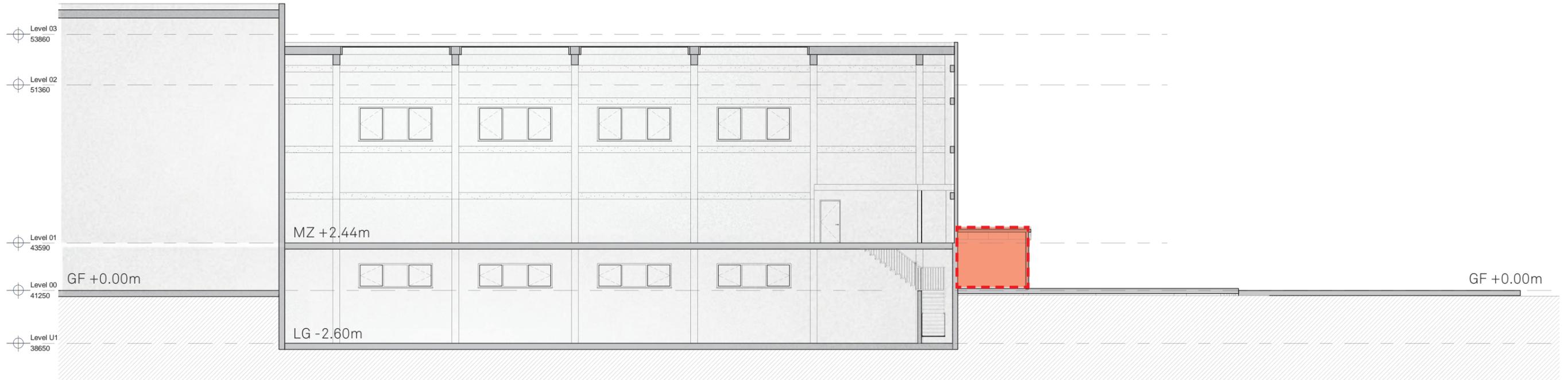
Key



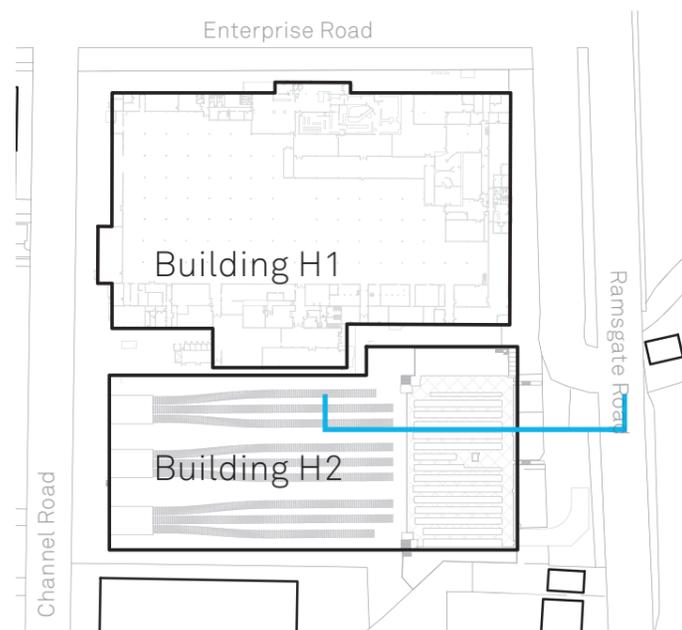
Indicative illustration of front entrance area

Main entrance

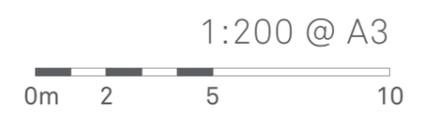
Existing section changes



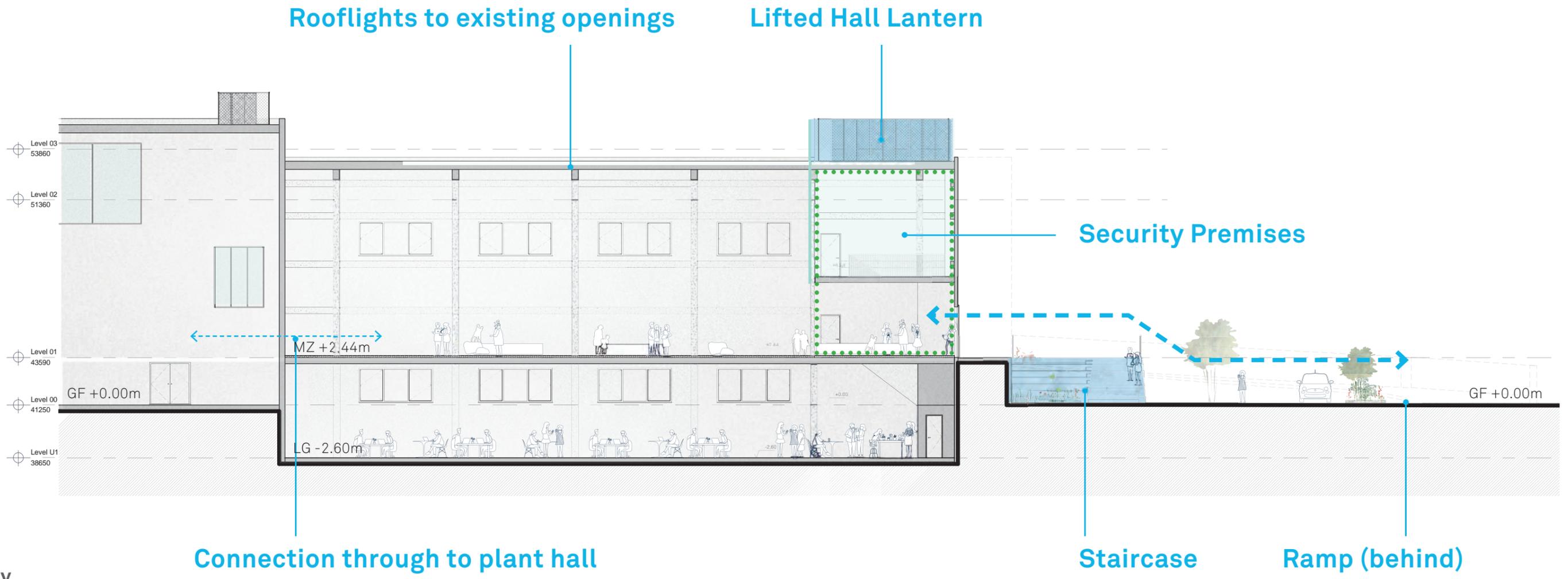
Key



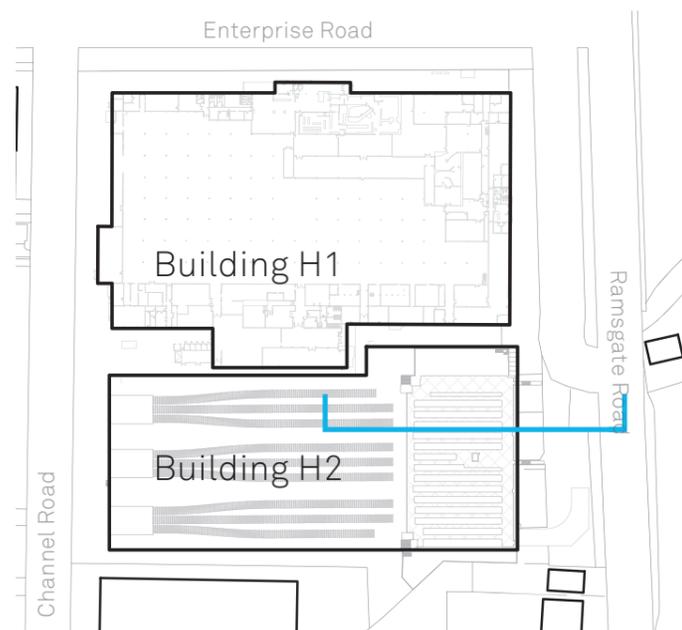
 Existing security hub to be demolished



Main entrance Proposed section



Key



- Internal Refurbishment
- New Construction



Main entrance
Building H2



Proposed uses

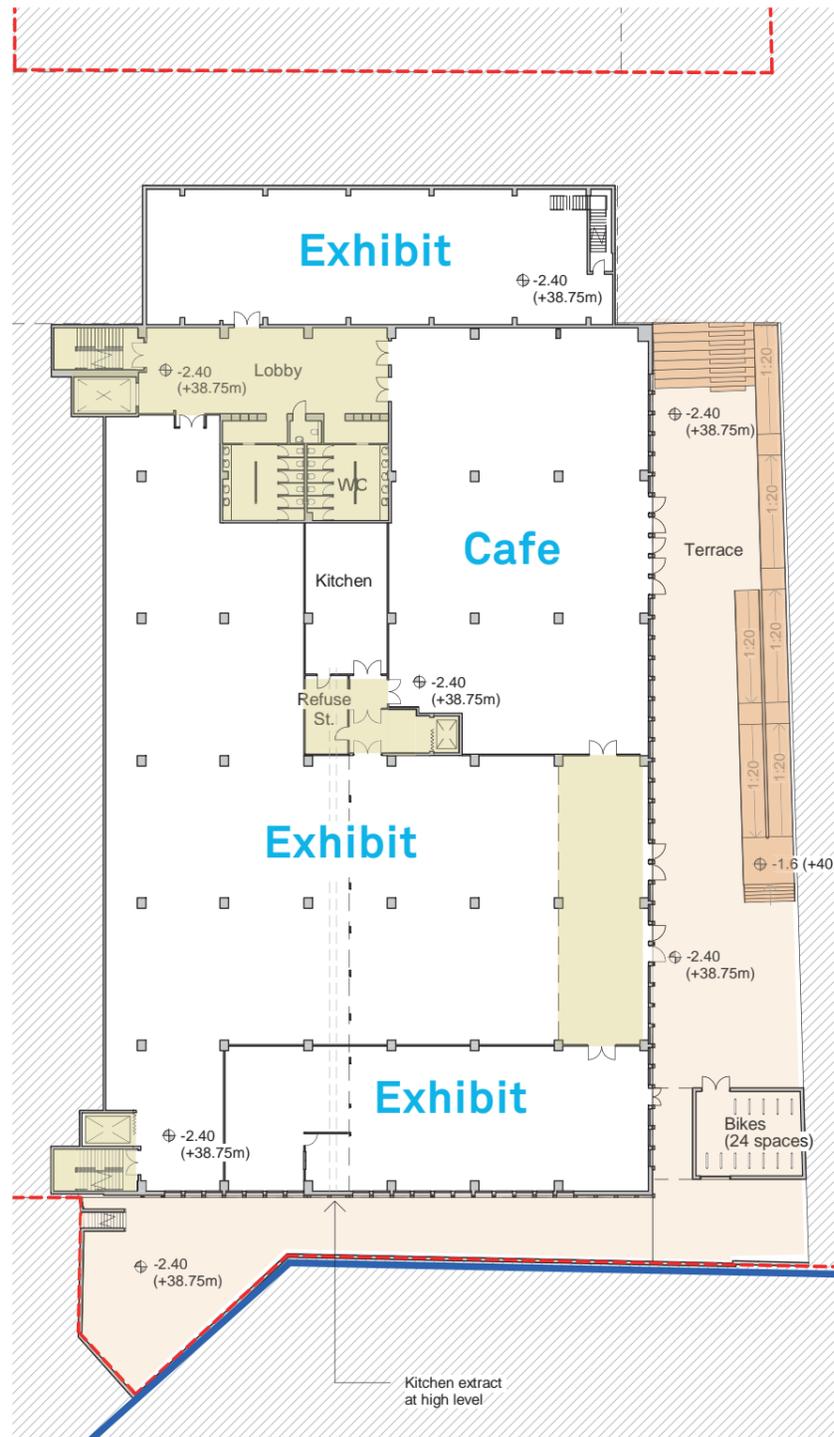
Building H2

The entrance hall at Mezzanine level will include the new reception facilities, as well as access to the security office on first floor.

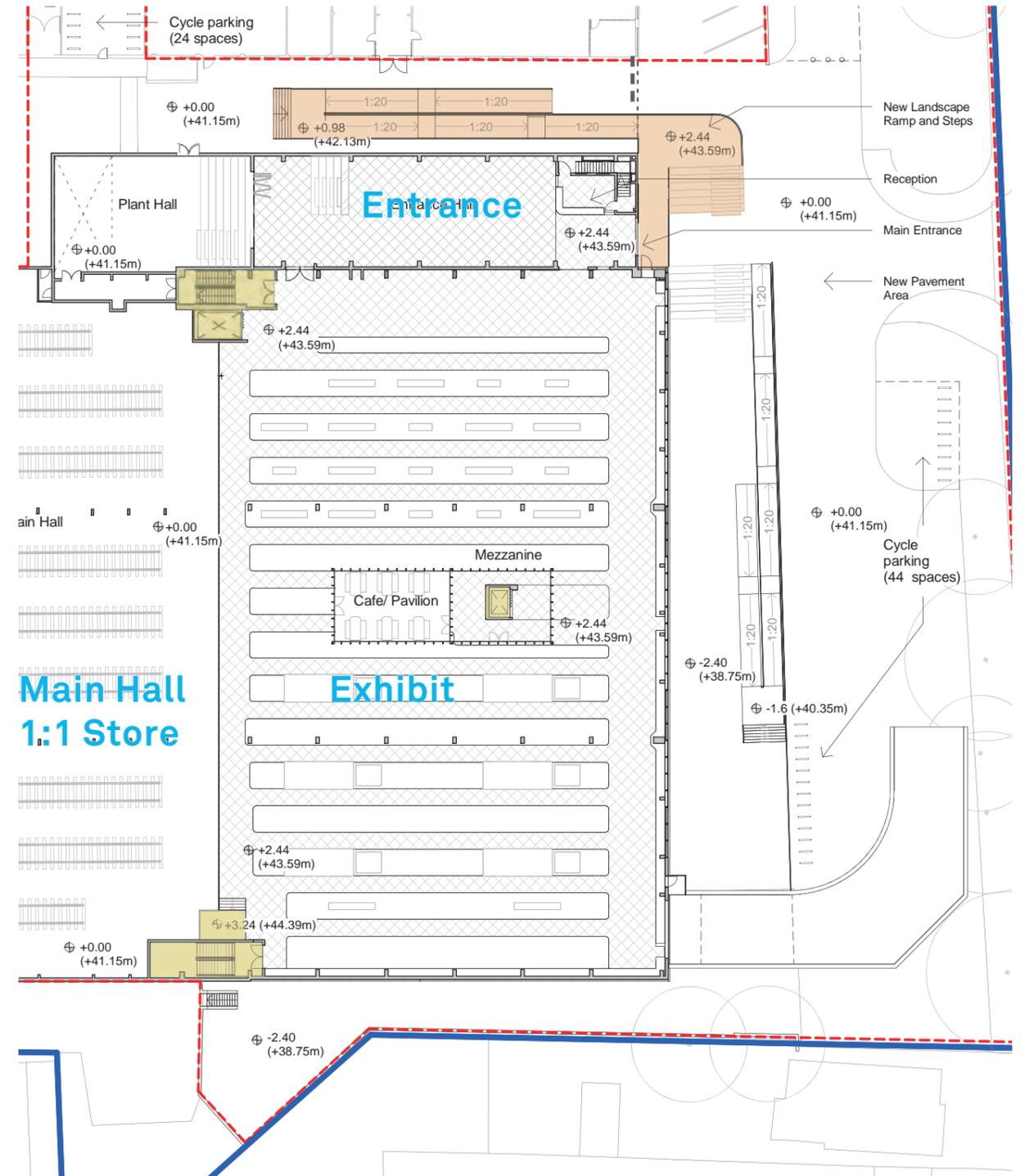
From here visitors will enter the exhibition space at mezzanine level, from where they will be able to see the locomotives stored in the main hall. To access these areas, they will have to be taken by a member of staff in a guided tour.

At lower ground, several exhibition spaces will complete the museum offer. The main café will also be at lower ground, in addition to a smaller kiosk / pavilion envisaged at mezzanine level. These will be served by the kitchen at lower ground and adjacent goods lift. The high level kitchen extract will include a louvre panel integrated on the south facade at lower ground level.

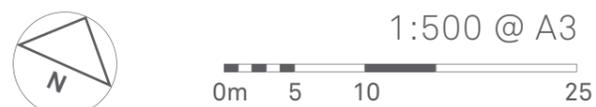
A refuse store room will be included at lower ground by the goods lift to support the café and other uses. In addition, on the western end of the site, refuse will be kept in containers for collection from Channel Rd. See indicative zone noted on page 43 Ground Floor diagram.



Building H2 Lower Ground Floor Plan



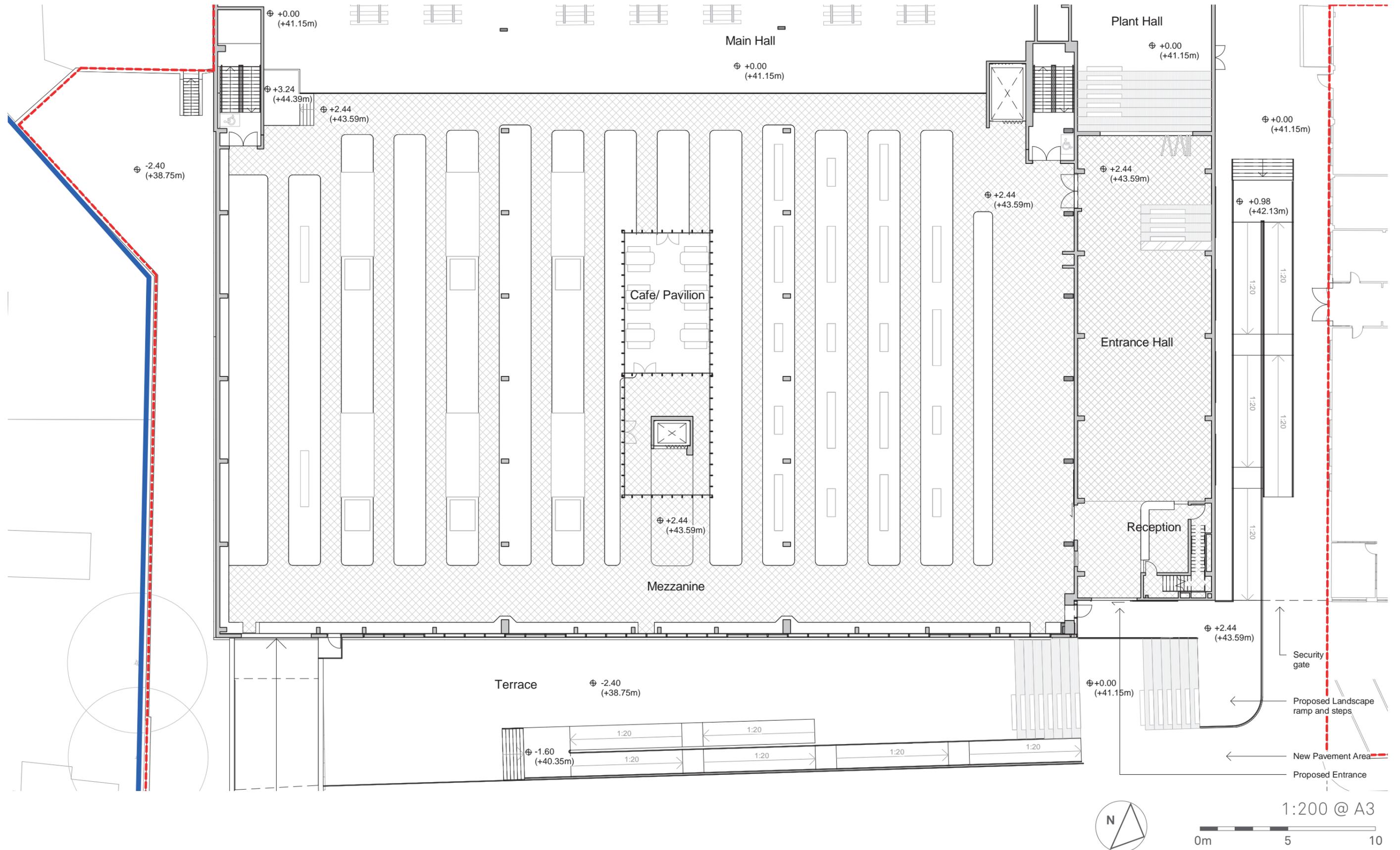
Building H2 Ground Floor and Mezzanine Plan



- Shared facilities
- Terrace / Spill out / Landscape
- Planning Application
- Site H0 - Land Ownership

New museum zones

Building H2 Mezzanine



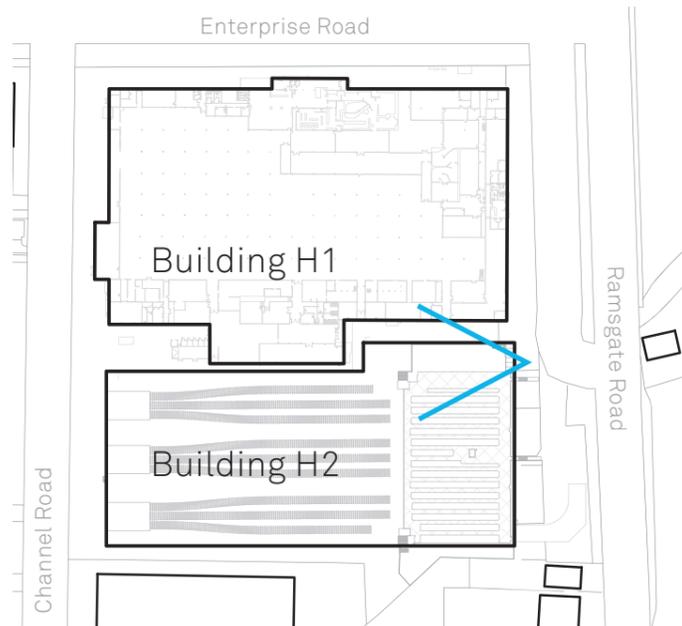
Mezzanine exhibition



Indicative illustration of the exhibition space at mezzanine level

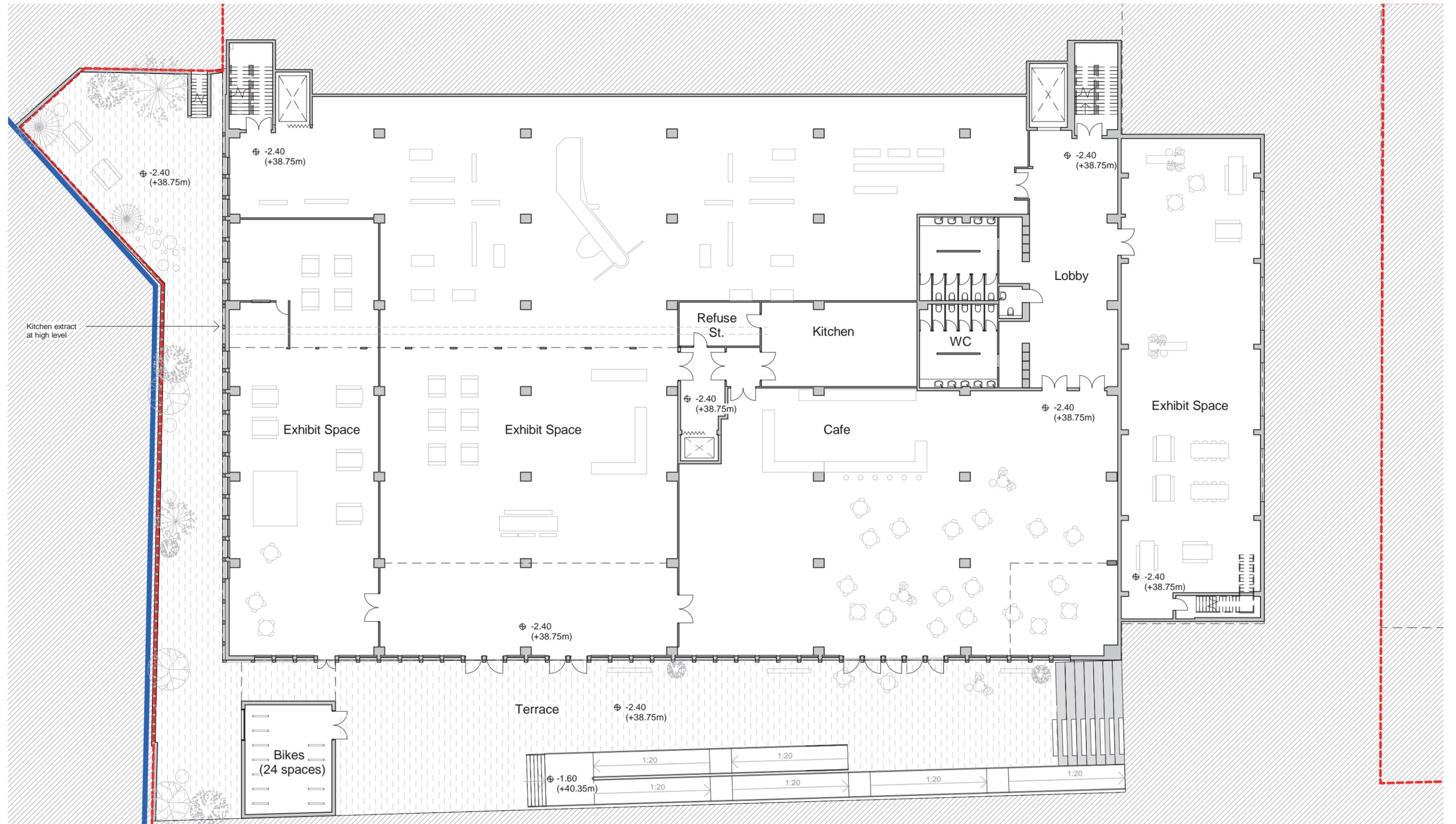
Entrance Hall

Key



Indicative illustration of the entrance hall looking onto the plant hall space

Proposed lower ground Multipurpose facilities



1:200 @ A3



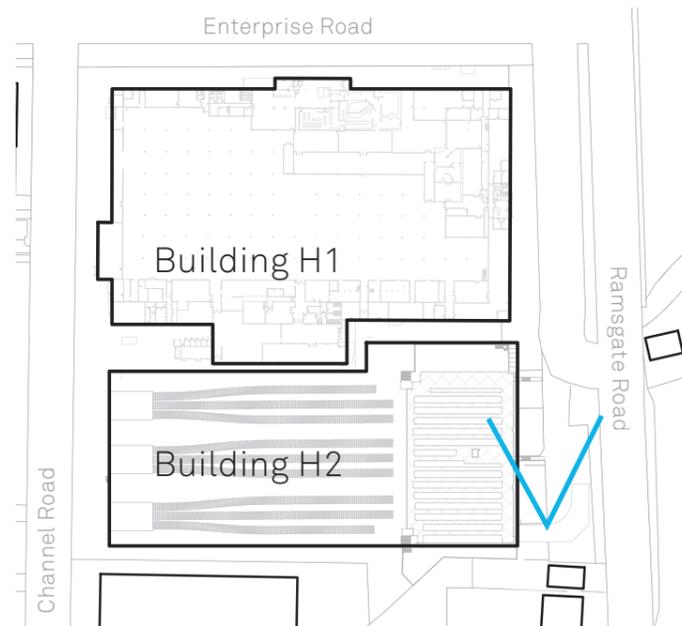
Proposed lower ground External landscape

The external lower ground area will animate the site in conjunction with the ground floor arrival landscaped areas.

The external staircase connecting all levels in the form of an amphitheatre presents a great opportunity for engaging with the public.

Vegetation, café furniture and graphic art integrated on the facade will enhance this area further with the intention of making this zone a most appealing amenity space.

Key



Indicative illustration of the lower ground spill out zone looking towards the access amphitheatre-staircase

08 Building Envelope

Facade Design

Character and Palette

The One:One Collection proposed facade is designed as a series of interventions that highlight the new uses on site with a contemporary language.

This section explains the architectural expression of Building H2 predominantly, where the majority of changes occur.

Some minor variations to Building H1 to accommodate the new parking are also described.

Character and Material Palette

The existing palette of Building H2 consists of a concrete base at lower ground and green corrugated metal sheet cladding at the upper section of the industrial shed that is characterised by its pitched roofs and a series of red tone brick volumes of simple shapes.

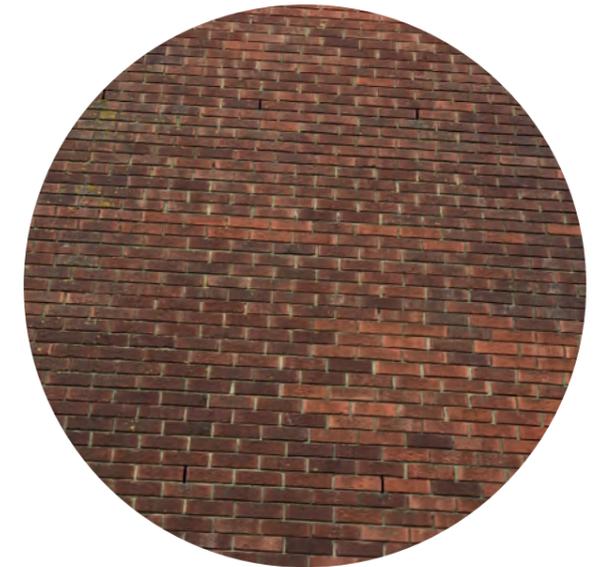
Inspired by the existing elements, the new scheme includes masonry materials at its base to ground the building, cement board facade panels and new brick landscape elements in the form of steps, ramps, platforms and pavement. New simply shaped openings are suggested in clear glass and translucent polycarbonate, as well as a distinctive lantern to highlight the main entrance to the new museum facilities.



Existing Palette
Green corrugated metal sheet with a vertical emphasis



Existing Palette
Concrete base with a vertical emphasis



Existing Palette
Red brick simple volumes



New Palette
Clear glass and translucent polycarbonate openings and lantern



New Palette
Textured cement board panels



New Palette
Light terracotta brick landscape elements

Facade Design

Front Facade Composition

The east elevation of Building H2 constitutes the front facade of the new museum.

Composition and articulation

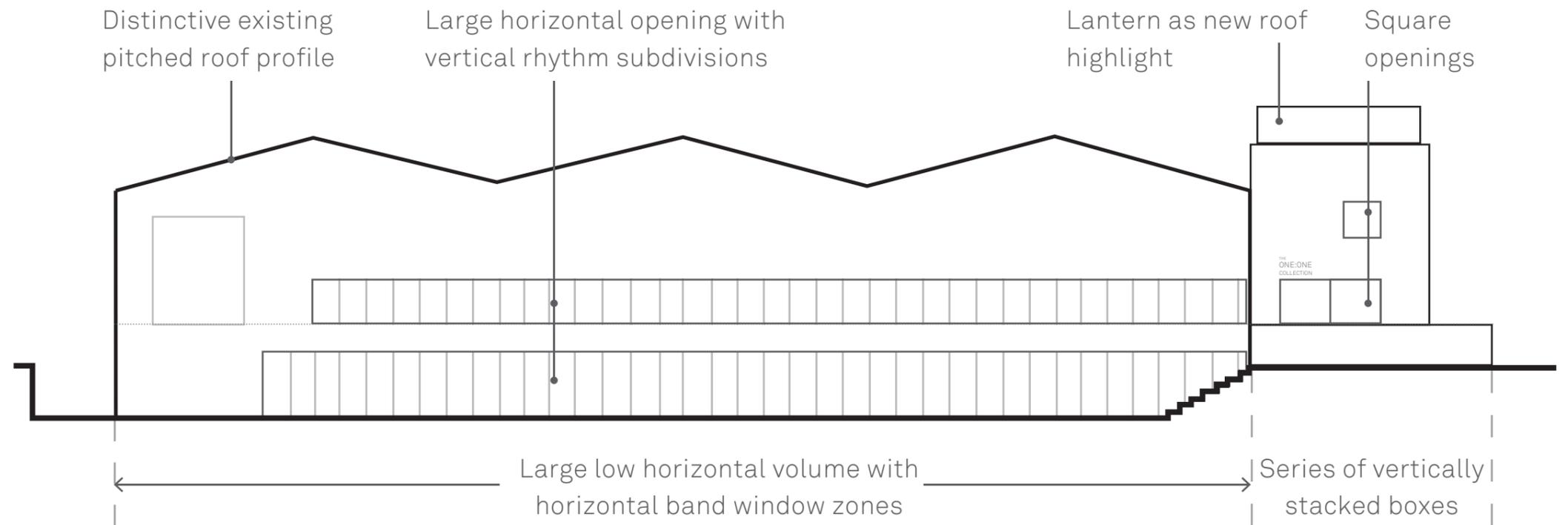
Two distinct zones are expressed at the front facade.

On the southern end the existing industrial shed as a low horizontal volume with horizontal bands of repetitive windows.

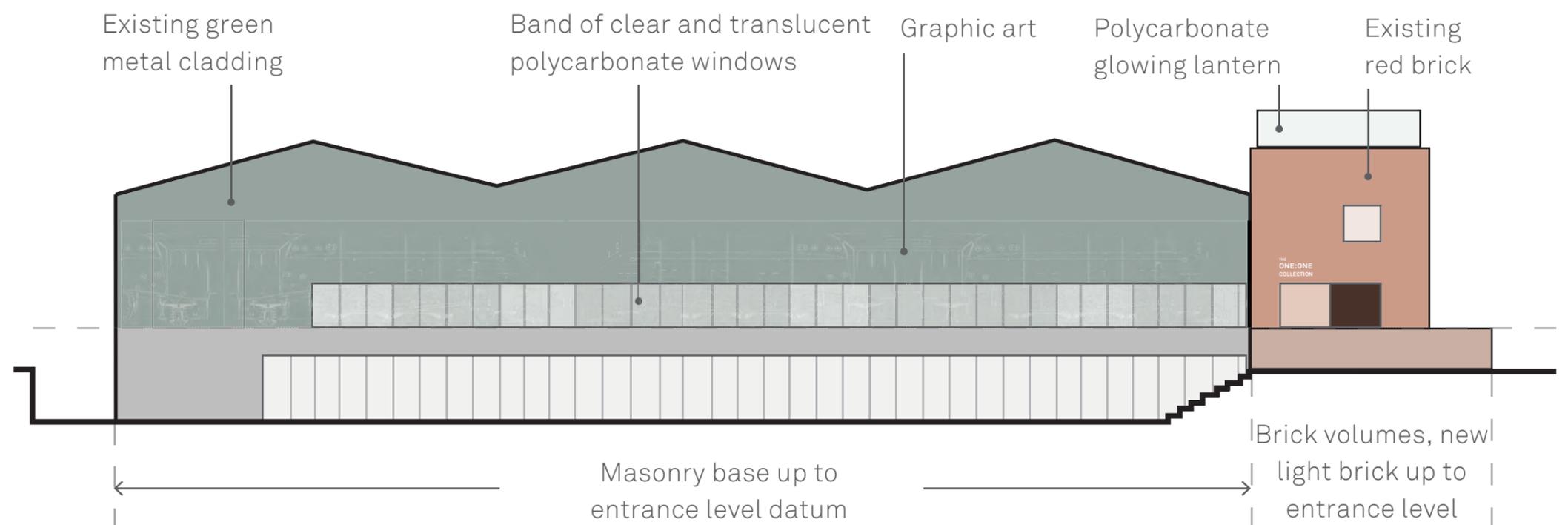
In contrast, at the northern end, a series of stacked boxes pile up to define a vertical order, topped by the glowing lantern atop. The square openings are carefully arranged within the existing fabric.

Materials arrangement

A datum up to the entrance level defines a zone of masonry materials, existing and new, that ground the proposals. The monochrome palette new windows, with clear and white translucent panels with dark frames, complement the green and reddish tones of the existing materials for a balanced and contemporary facade.



Building H2 - Front facade composition and articulation



Building H2 - Front facade materials arrangement

Facade Design

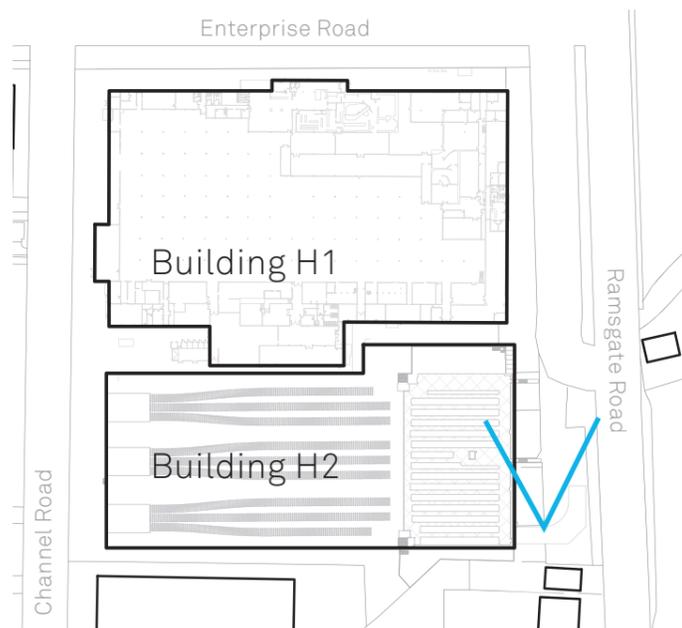
Front Facade



Building H2 - Front facade coloured elevation

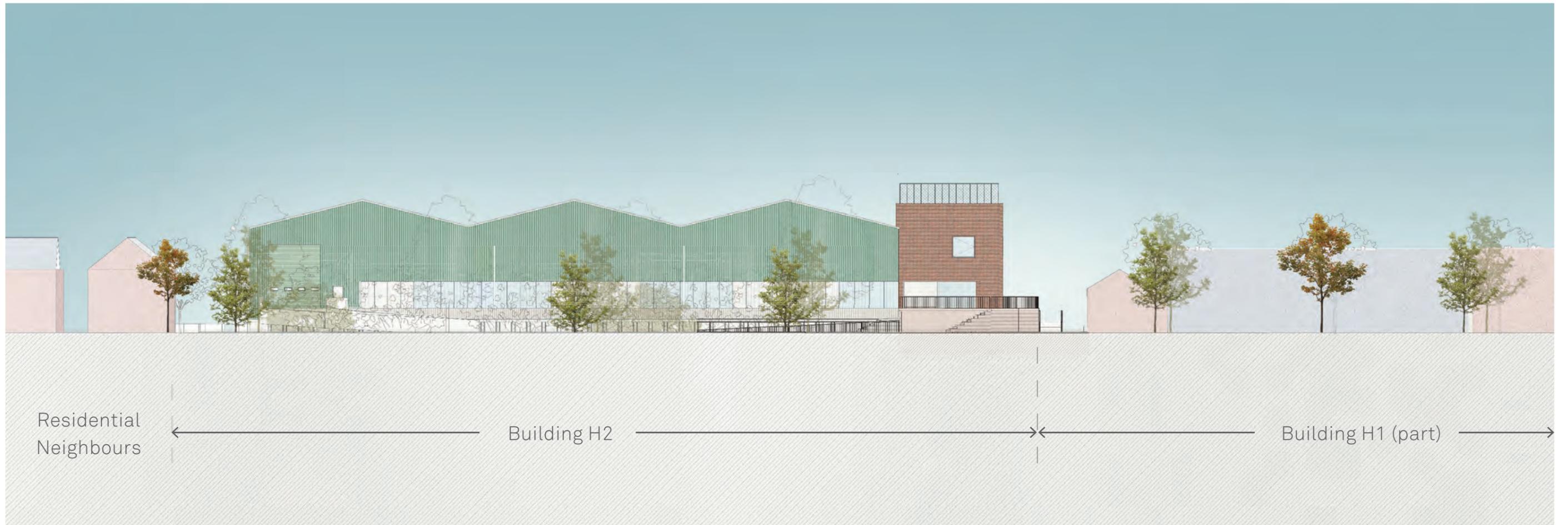
Front Facade From lower ground

Key



Indicative illustration of the lower ground spill out zone looking towards the access amphitheatre-staircase

Front Facade in Context



Building H2 and Building H1- Front façades coloured elevation in context

Main entrance

Front facade access

Due to the existing levels on site, to access the museum facilities, visitors will have to go up to the entrance hall at mezzanine level or down to lower ground level via the landscape steps and ramps.

Entrance Hall main access

The main access to the museum is in the entrance hall at mezzanine level. A large opening that includes a new sliding metal door of industrial aesthetic signifies the access. On top of this door, a signage element announces that this is The One:One Collection principal entrance.

External areas and cafe access

The new steps and auditorium connect the main entrance at mezzanine level with the lower ground terrace area, including a landing at ground floor level. This creates an external connection between levels, in addition to the internal vertical circulation. Once at lower ground level, visitors can access the cafe directly from the terrace spill out zone.



Building H2- Front façades main entrance detailed coloured elevation

Main entrance
Proposed



Parking pathway

North facade access area

The passage between buildings H1 and H2 is a pathway connecting the new parking in building H1 with the new museum uses in building H2. Here, the new ramp in light terracotta brick connects the ground floor level parking exit with the entrance hall mezzanine level main access point. In doing so, the north facade of Building H2 presents a collection of masonry volumes that slide on elevation.

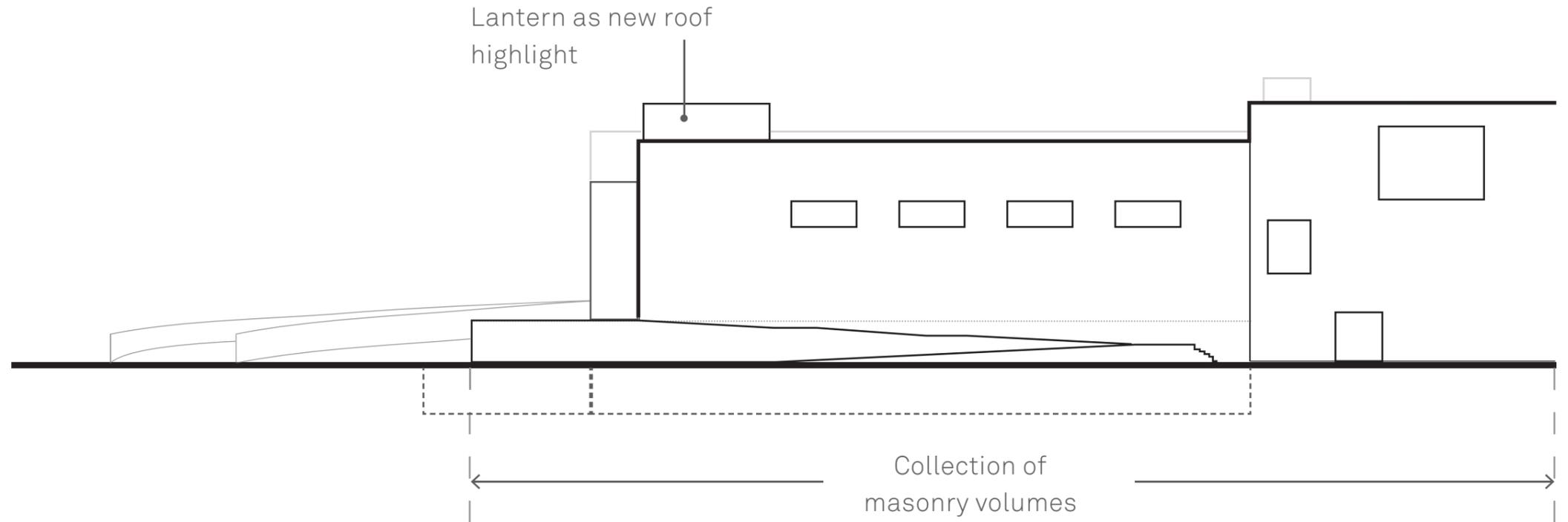
Plant Hall exhibition space

The openings in this elevation are existing, with new windows replacing obsolete louvres in the former plant hall, now an exhibition space connected to the entrance hall.

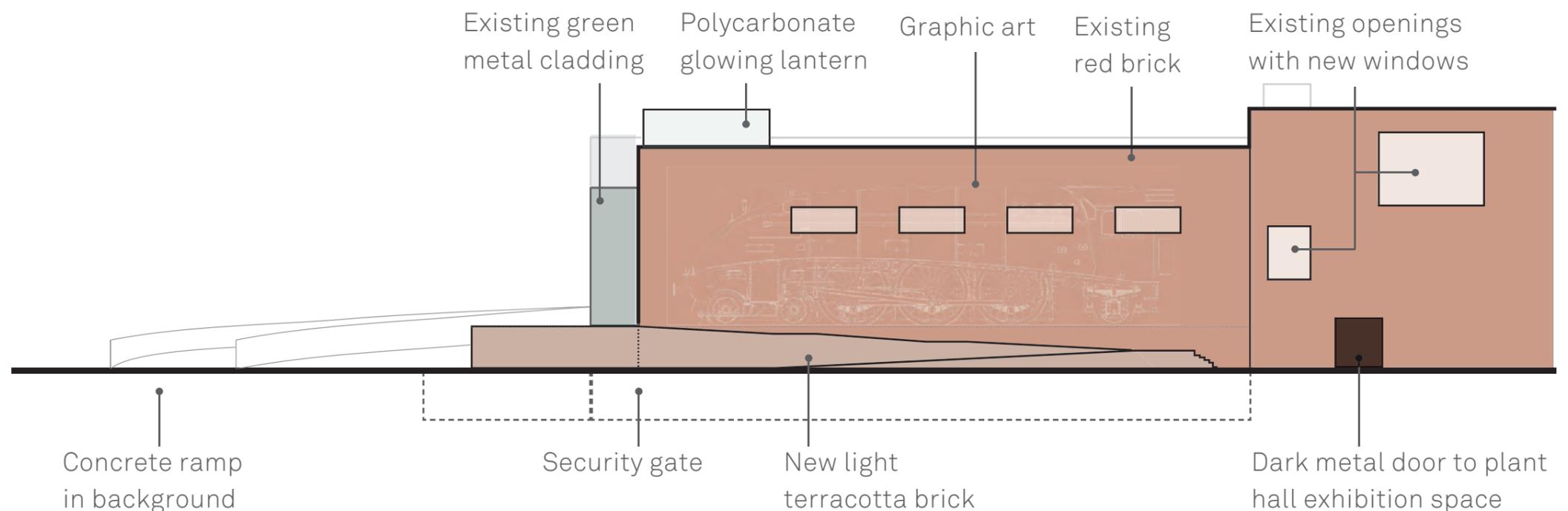
In addition, an existing door area can be used to access this hall directly at grade from this passage.

Way-finding and graphic identity

Historical train blueprint graphic art subtly superimposed on the façades of H2 building guide the visitors towards the entrance. Other way-finding signage elements might also be considered.



Building H2 - North facade composition and articulation



Building H2 - North facade materials arrangement

Parking pathway

Proposed Building H2 side facade



Building H2 - North facade coloured elevation

Proposed parking facilities

Building H1 West elevation

In order to convert the existing vacant unit in Building H1 into parking the following changes need to occur to its facade as described below and following page:

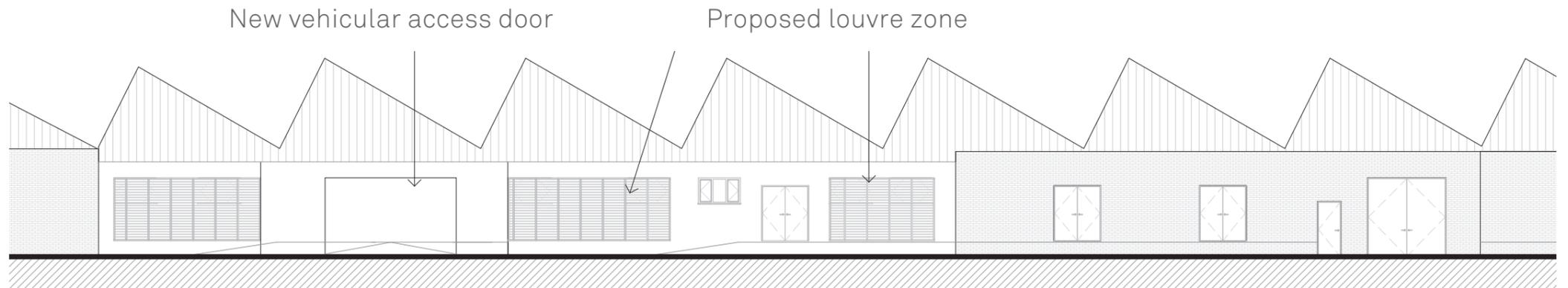
New vehicular access ramp

To save the distance between the external plateau and the internal ground floor level, a new vehicular access ramp will be built.

The existing green construction that serves as a loading bay will be demolished and a vehicular entrance introduced in its place.

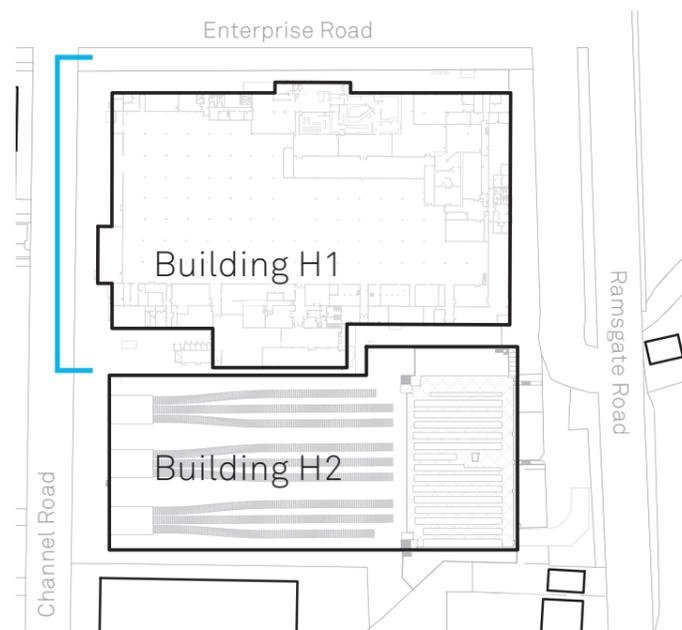


Building H1 - Existing West elevation



Building H1 - Proposed West elevation

Key



View of existing building H1 from Channel Road

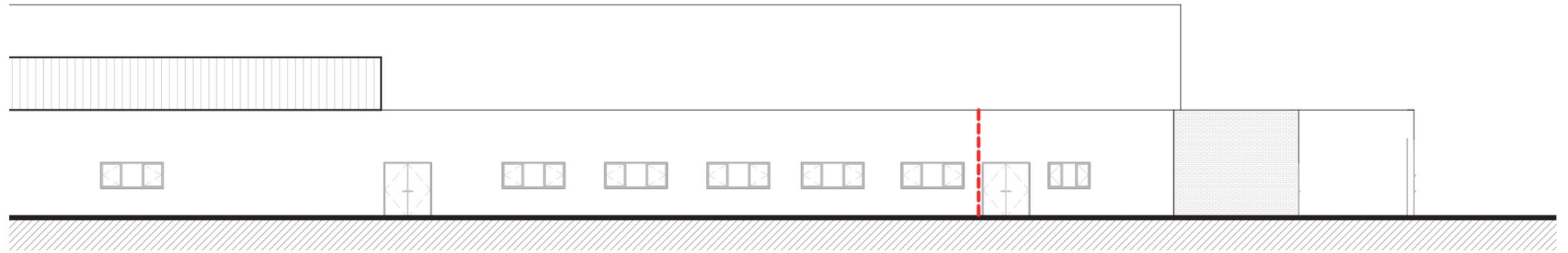
Proposed parking facilities

Building H1 North elevation

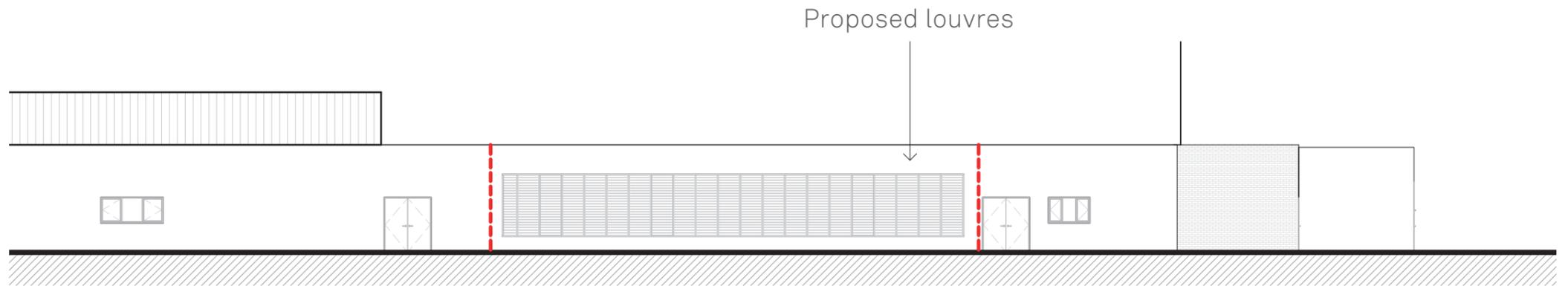
Natural ventilation louvres

With the intention to ventilate the new parking area naturally new louvre areas will be introduced on Building H1 north and west façades, as well as in the sawtooth roof above the parking to create cross ventilation.

The existing openings will be enlarged to do so, as well as existing windows replaced with louvres.

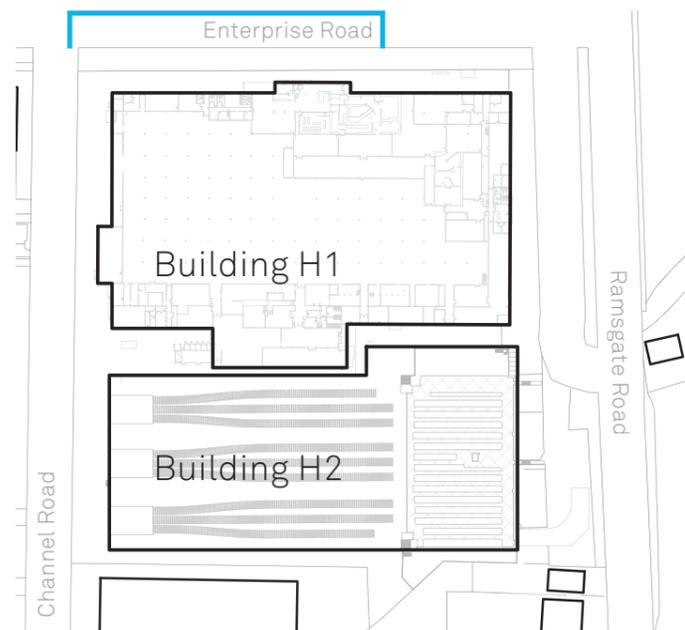


Building H1 - Existing North elevation



Building H1 - Proposed North elevation

Key



View of existing building H1 from Enterprise Road

Proposed parking facilities

Building H1 elevations



Building H1 - Proposed west facade coloured elevation



Building H1 - Proposed north facade coloured elevation