

Director's Building Committee

Minutes of the Meeting held on Tuesday 11th December, 1962

Present: Mr. T. B. Le Cren - Chairman

Mr. J. E. Bown

Mr. D. J. Crabb

Mr. G. W. Dixon

Mr. N. N. Ferguson

Mr. R. M. Fishenden

Dr. J. E. Johnston

Mr. J. Raby - Secretary

Also Present: Mr. V. G. Birchall

Col. T. H. H. Grayson - Chief Constable, for item 2 (a)

Mr. T. D. Martin - W.E.G.

Mr. J. K. Thornton - S.W.O.

Mr. C. G. Shaw - S.W.O.

Dr. F. J. Stubbs - for items 2 (g) and 3

11/13
S.F.

1. Minutes of the meeting held on 6th November, 1962.

The minutes of the last meeting were accepted.

2. Matters arising from the minutes

(a) A.E.A. Constabulary Training School (Min. 4 and BC(62)62)

Col. Grayson presented a paper setting out the grounds on which he advised retaining the school at Harwell despite proposals for moving to Capenhurst. It was noted, Capenhurst estimated the only costs involved in the change would be for the removal of certain items of equipment, and possibly staff, from A.E.R.E., Harwell which should amount to less than £200.

THHG.

After discussion it was agreed that, while the Research Establishment was very willing to retain the school, a decision as to the location of the school was a matter for the London Office. Col. Grayson undertook, in consultation with Mr. Ferguson, to clear certain points of detail on their offer with Capenhurst, and then to put the case to Mr. A. G. Lindsell.

(b) Road improvements near the contractor's entrance to A.E.R.E. Site (Min. 2 (a) and BC(62)56)

Mr. Birchall reported on the views of the Road Safety Committee. The cost of the temporary arrangement (including lighting) agreed to by that Committee was £850. Mr. Shaw confirmed that if the experiment proved successful, it could be made permanent within a total cost of £1,200.

DJC.

The Committee recommended that approval be given to the Road Safety Committee's proposal that the scheme be tried on a temporary basis at an initial cost not exceeding £850. On behalf of the Director the Chairman authorised an I.T.P. to be issued.

(c) Contractors Areas on Site (Min. 2 (b))

It was agreed that the paper prepared by Mr. G. W. Dixon (BC(62)58) should be considered at the next meeting. Mr. Ferguson drew attention to the desirability of siting the Contractors' Canteen outside the wire.

In answer to a question by Mr. Birchall the Committee agreed that surplus sub-standard Mark VII Terrapins should be sold by the normal competitive tender through the Contracts Branch but that there was no objection to any Contractor who purchased these Terrapins using them as temporary accommodation on site.

(d) Road widening and car parking outside the Reactor School (Min. 2 (c))

DJC. The Chairman reported that the Director had approved the original proposal for a car park at a cost of £1,100.

(e) Cost per square foot and cubic foot of various types of building (Min. 2 (d))

GWD. Mr. Dixon reported that, following discussions with Mr. Crabb and the Quantity
DJC. Surveyor, the paper was being redrafted. It was agreed that, subject to Mr. Crabb having no further points on the final draft, the paper should be circulated to the Committee for information.

(f) Provision of additional lock-up garages on the main housing estate at Wantage (Min. 2 (e))

Mr. Martin reported on tenders which were now based on 7 garages at Tirrold Way; the total cost, assuming brick garages throughout, ranged from £7,055 to £9,900 compared with Works Engineering Group's estimate of £7,020 based on the Term Contract. In answer to a question from Mr. Crabb the technical officers replied that there was no evidence that brick garages had a longer life than pre-fabricated garages and there was therefore, no economic advantage in building in brick.

The Committee agreed

DJC. (i) that the proposal should go forward for London Office approval on the basis of brick garages at Tirrold Way and Hampden Road and of prefabricated garages at Foliat Drive, Upthorpe Drive and Courtenay Road

TDM. (ii) that Mr. Martin would advise Finance Branch on the total cost for which approval should be sought after considering the most practicable way of awarding the contracts.

TDM. The committee reconsidered the decision to make tenants responsible for lighting and power points. The electrical runs were difficult and there was a serious risk that tenant's installations would not be safe. Since a rent of 8/6d. per week included 1/- to cover the installation of electricity and this gave a reasonable return on the cost it was agreed that light and power points should be provided by the Authority. It was noted that it was only the practice to provide light and power points in garages where they adjoined houses.

(g) Administrative extension to Building 220 (Min. 5 (a))

Mr. Fishenden reported that Dr. Wild had informed the Harwell Council that the estimated cost of the scheme had risen from £25,000 $\pm$ 20% given stage I approval by the Board to £40,000. This had subsequently been discussed with S.W.O. who had been invited:

(i) to reduce the Building and Civil estimate to not more than £5,000 above the original target for this item.

(ii) to reduce the first floor area by making better use of the circulating area and by making provision for less people in the conference room (170 being taken as the absolute maximum for the conference room).

(iii) to reduce the cost of providing car parking space by economies in materials used.

The Assistant Director was also considering the cost of the proposed heating and ventilation installation.

JKT. Mr. Thornton explained that there had been no change in the clients requirement since Stage I approval but that the scheme had developed with more detailed design; a revised plan and project estimate would be given to the Chemistry Division in about ten days.

FJS. The Committee supported the guidance given to S.W.O. The Chairman said that as soon as he had the revised plan, estimates, and report on the heating and ventilation work, he would report to the Director who would decide whether to refer the scheme again to the Board.

(h) Purchase of Land by the Rutherford Laboratory (Min. 5 (a))

The Chairman reported on his discussion with N.I.R.N.S. and said he would now consult with the Director.

3. Car Parks for the South Western development area - BC(62)60

Mr. Birchall introduced a paper showing possible parking areas and the forecast demand in the south western development area. A decision was required, at this stage, only on parking for Building 220.24 and Building 540 (Variable Energy Cyclotron). The Committee noted there was ample space on the runway immediately south east of the Romney Gate for car parking for the proposed Analytical Chemistry and Electronics Buildings.

VGB. After discussion it was agreed that, subject to the views of the Road Safety Committee and the Grounds Committee, plans for 220.24 and 540 should proceed on the basis of

Site B existing hardstanding (in front of Building 220)
Site C new park replacing old park (in front of Building 220)
Site F existing hardstanding (on the south side of Becquerel Avenue in front of Building 540)
Site E existing hardstanding (on south side of Becquerel Avenue west of Site F)
Site G new park utilising some existing hardstanding (east side of Building 540)

JEB. The Committee considered that there could be some reduction and rearrangement of the spaces provided at site G, and asked Mr. Bown and Mr. Fishenden to settle the detail

4. Provision of additional garages and parking spaces for Rush Common House - BC(62)57

Mr. Birchall presented a paper proposing that the car parking facilities at Rush Common House be extended by 26 parking spaces and 30 garages at an estimated cost of £9,800 (excluding fees).

After discussion it was agreed that

(i) although the Authority got no return for expenditure on parking spaces as opposed to garages it was necessary to provide some space outside the hostel for occasional as opposed to permanent parking and the present proposal was reasonable

(ii) since lighting and power was not provided in the other garages at Rush Common House nor in the majority of Authority garages, and since there were few requests for this, it should not be provided in the new garages.

(iii) since the provisional figure given Treasury for parking and garages in the submission for the Rush Common Hostel Extension was £7,500

GWD. (a) S.W.O. would re-examine the standard of hardstanding in the present proposal and if possible reduce the cost.

GWD. (b) pre-fabricated garages should be used.

GWD. (c) tenders should be obtained on the reduced specification before the case was submitted to the London Office for Treasury approval.
DJC.

15. Dates of meetings for 1963 - BC(62)61

The dates proposed for meetings in 1963 were approved.

The next meeting will be held on the 8th January, 1963 at 11.00 a.m. in the Conference Room of the Cookcroft Hall.

J. Raby
Secretary

Finance Branch,
Building 329.
Ext. 2783.

14th December, 1962.