

Design and Access Statement Addendum



For extensions, internal alterations and new access to:

Unit 8 Deacon Way
Tilehurst
Reading
RG30 6AZ

8 Deacon Way, Reading, RG30 6AZ

1.1. This Design and Access addendum seeks to set out the suite of revisions submitted in relation to Highways comments received during the application. The submission includes the following documents for consideration:

- Design and Access Statement Addendum
- Revised Construction Management Statement (CMS)
- CMS Appendix A - TK04 Skip Loader
- CMS Appendix B - TK05 10m Rigid Construction
- CMS Appendix C - TK06 Concrete Mixer
- CMS Appendix D - TK07 Tipper Lorry
- Highways Technical Note (Motion)
- 2211031 - 01 Proposed Visibility
- 2211031 - 02 Existing Visibility
- 2211031 - 04 Proposed Parking Restrictions
- 2211031 - TK01B Car Parking
- 2211031 - TK02B 10m Rigid
- 2211031 - TK03 Existing Parking Restrictions
- DN1200 - 205D - PROPOSED ACCESS PLAN
- DN1200 - 204C - PROPOSED ELEVATIONS
- DN1200 - 202C - PROPOSED FIRST FLOOR LAYOUT
- DN1200 - 201F - PROPOSED GROUND FLOOR LAYOUT
- DN1200 - 200B - BLOCK AND LOCATION PLAN
- DN1200 - 207A - PROPOSED TURNING DIAGRAM
- DN1200 - 206B - Construction Method Plan

1.2. Further to instructing Motion, it has become clear that only way to get the proposal to accord with the required Highways standards, is to reconfigure the parking layout and make some alterations to the building itself.

1.3. The current visibility at the access is substandard using third party land due to the carriageway abutting developments along Deacon Way. The amended plans therefore propose to stop up the existing substandard access arrangement and create a new access in the centre of the application site, improving visibility splays which do not rely on third party land.

1.4. With regard to on site manoeuvrability, it is understood tracking is required for a 10m vehicle for the B2 land use. Given the limited space available on the site, the building has been altered to create a loading bay which allows for sufficient turning space without compromising the required 7 parking spaces. Should the new arrangement be deemed acceptable by the Council then a TRO will be out in place to suspend the yellow line outside the new access.

- 1.5. The Construction Method Statement has been updated to account for the site hoarding and is supported by plans demonstrating the hoarding and the turning within the site during construction.
- 1.6. The principal elevation of the building has been altered to ensure a high quality design is maintained without conflicting with the required Highways standards. It is proposed to reduce the number of roller shutter doors from 4 to 2 and instead include new ground floor glazing, whilst retaining the 4 pedestrian doors either side. This allows for the proposal to now accommodate the necessary turning for vehicles without conflict to the proposed 7 parking spaces.
- 1.7. The glazing in the two front extensions has been reduced above the eaves and instead now includes two roof lights on each projection. The style of fenestration previously located above the roller shutters has also been altered to align with the new windows at ground floor level.
- 1.8. We hope this suite of amendments will provide the necessary assurances to officers, that the proposal can be development without harm to Highways safety. If, however there is anything within the submission which remains unclear then please do not hesitate to come back to us