



Thames Tower Reading

Design & Access Statement
On Behalf of
Thames Tower Reading Ltd

23 June 2014

Thames Tower, Reading

Design and Access Statement

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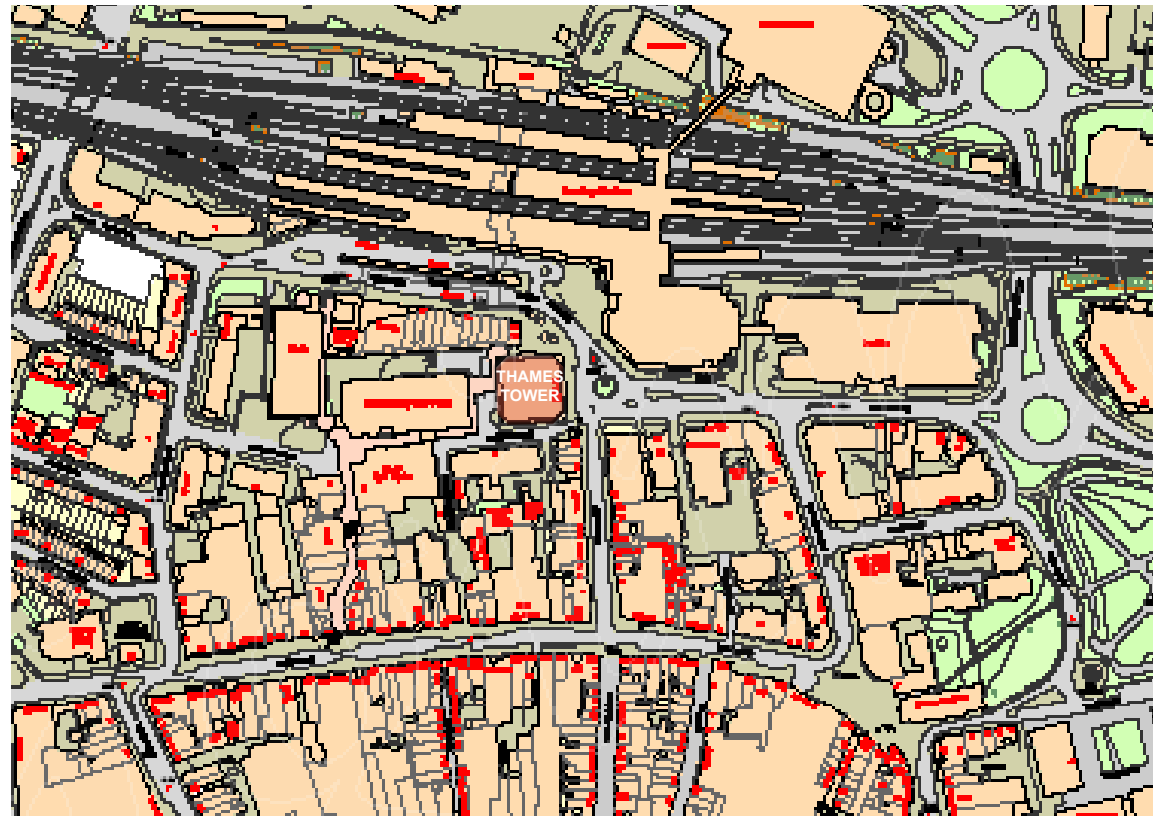
23 Jun 2014 Date
MT.....Compiled
AH.....Checked
SMc.....Authorised

1.00 Introduction - Design and Access Statement

This Design and Access Statement prepared on behalf of Thames Tower Reading Ltd is to be read in conjunction with the complete suite of documents relating to the full planning application submitted on behalf of Thames Tower Reading Ltd for the refurbishment, remodelling and extension of the existing 'Thames Tower' office building. Specifically full planning permission is being sought for "Refurbishment and recladding of the existing building, construction of four additional storeys of offices (Use Class B1), change of use of the ground floor to flexible office and retail uses (Use Classes A1, A2, A3 or B1), rooftop plant and associated works."

The objective of this development is to re-engineer and reinvigorate a worn and dated 1970's building into a mixed use work place of the 21st century which will attract progressive companies looking for premises in urban, amenity rich locations. Thames Tower fits the profile to create this model with its prominent location and the potential of its surrounding amenities.

This Design and Access Statement has been prepared in accordance with Section 42 of the Planning and Compulsory Purchase Act 2004 and Section 63 of the Town and Country Planning Act 1990 (as amended). Moreover it accords with Guidance set out within Section 3 of DCLG Circular 01/2006 and CABE's Guidance Design and Access Statements: How to Write, Read and Use Them.



Ordnance Survey Location Plan



Aerial location Plan

2.00 Site and Wider Context

2.01 Physical Characteristics

Reading was established as a settlement in Saxon and Medieval times around the current town centre. When the Great Western Railway came into being in the nineteenth century the town expanded to the north. The area used to be at levels below the railway line but was changed in the 60's. (The proposed levels of the new Station Hill 3 interim pocket park will reflect these original levels).

The neighbouring site of Station Hill consists of dilapidated 1960's office buildings currently being redeveloped by Sackville Developments Reading Limited/Allies and Morrison. The mixed use nature of this proposed development will compliment the predominant office use of Thames Tower and the proposed retail units at Ground level. New pedestrian links to the town centre and the redeveloped Reading Rail Station public realm will enhance the setting of Thames Tower's redevelopment and bring vitality to the area. The proposed façade treatment for the MSCP carpark will greatly improve the aspect to the west elevation.

The site is well located and a few minutes walk along Queen Victoria Street to the south leading directly to the heart of Reading's retail centre and amenities.

The nearby Forbury Gardens contains the ruins of Reading Abbey which dates from around 1121, and offers an important amenity space for office workers in this part of the town. Reading is an important commercial centre in the Thames Valley, with a wide variety of businesses located here and despite its proximity to London, has a net inward commuter flow.

Thames Tower, Station Hill, Reading, was built in 1972 originally and originally named Foster Wheeler House. It was designed by Architects Barton Willmore working alongside structural engineers Clarke Nicholls Marcel. The building is an eleven storey office block base upon a square footprint with chamfered corners. The approximate plan dimensions are 38.5m x 38.5m. The construction consists of an in-situ reinforced concrete flat slab, typically 200mm thick with drop heads around internal reinforced concrete columns. A 150mm thick x 965mm high perimeter upstand runs between the external columns. Internal columns are square in section and reduce in size up through the building. External columns are rectangular with plan dimensions of 380mm x 610mm. Internal columns are at 6.35m centres and perimeter columns at approximately 4.76m centres.

The first floor slab edge is stepped in from the external building line to form a double height colonnade around the perimeter of the tower at ground level. Archive drawings show that the first floor as originally designed comprises a ribbed slab spanning between spine beams. The first floor cantilevers from the centre line of the internal columns.

The basement runs under the whole of the building footprint and is bound on three sides by retaining walls. Garrard Street falls steeply along the west side of the building and the basement on the north elevation is at pavement level. Existing drawings show that the building is founded on piles and pile caps. Stability is provided by a large central reinforced concrete core that houses the lifts, stairs, toilets, and services risers. The core walls are 225mm thick and the core slabs are 250mm thick.

The building envelope comprises a curtain walling system to all four elevations with the roof covered with insulated panels. The perimeter columns extend upwards the roof plant level and a reinforced concrete parapet beam spans between the columns creating a false storey. This parapet beam provides lateral restraint to the top of the cladding and to the top of a block work skin on the inside face of the parapet. A steel-framed plant room with brick infill panel sits over the core on the roof.



Thames Tower View From Forbury Street



Street View towards Reading Station



Reading - Queen Victoria Street



Reading - Queen Victoria Street



Proposed Station Hill and MSCP

2.02 Relevant Planning Policy

National Planning Policy

The Government's growth agenda is set out in the National Planning Policy Framework (NPPF) which places a strong emphasis on the encouragement of economic growth in the UK.

10.3 Paragraph 17 of the NPPF states that the planning system should:

'Pro-actively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities.'

10.4 Paragraph 19 of the NPPF states that the Government is committed to ensuring that the Planning System does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the Planning System.

The Development Plan

The Development Plan for the area comprises:

- Reading Core Strategy (adopted 2008);
- Reading Central Area Action Plan (RCAAP) (adopted 2009);
- Sites and Detailed Policies Document ('SDPD') (adopted 2012);
- Proposals Map (adopted 2012).



Existing Station Hill

Material Considerations

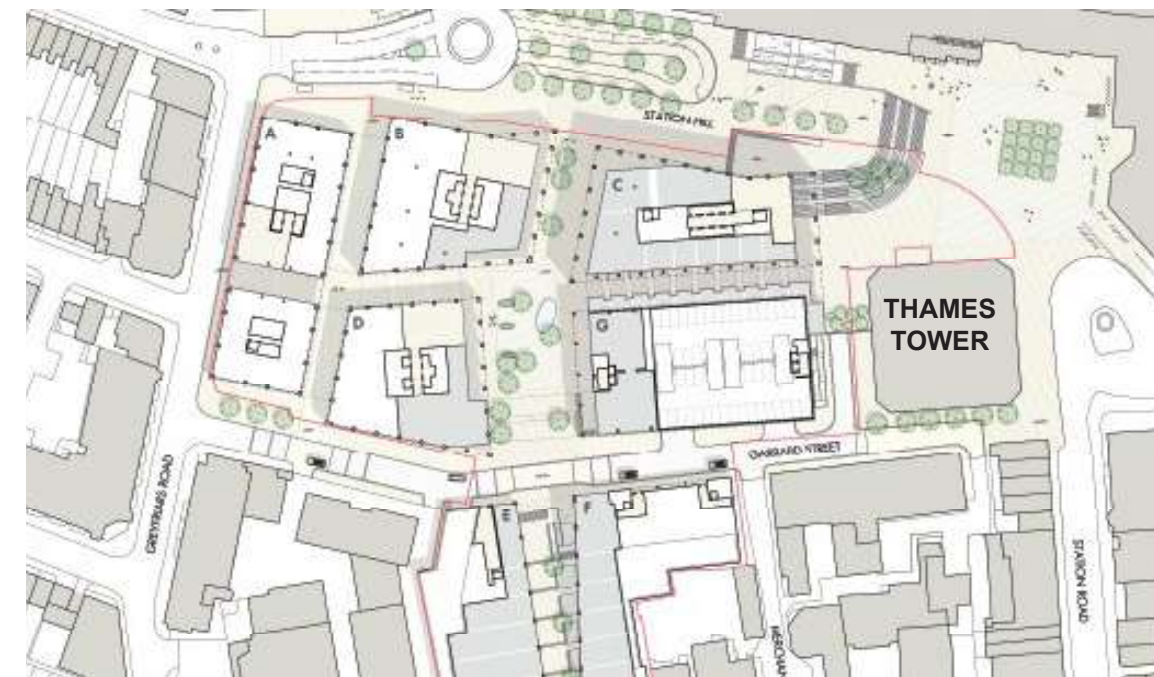
Although not forming part of the Development Plan, significant weight should also be given to the following documents:

- Reading Station Area Framework – Supplementary Planning Document (2010)
- Station Hill South Planning and Urban Design Brief (2007)
- Tall Buildings Strategy (2008) – a background document that informed the RCAAP
- Section 106 Planning Obligations – Supplementary Planning Document (2013)
- Revised Parking Standards and Design – Supplementary Planning Document (2011)
- Sustainable Design and Construction – Supplementary Planning Document (2011)
- Affordable Housing – Supplementary Planning Document (2013)
- Employment, Skills and Training – Supplementary Planning Document (November 2013)

Site Allocations and Designations

The Site is affected by the following designations from the Core Strategy and RCAAP:

- Station / River Major Opportunity Area (sub-area RC1a)
 - Office Core (Policy RC6)
 - Primary Shopping Area (Policy RC6)
 - Station Area Cluster of Tall Buildings (Policy RC13)
 - Existing Active Frontage Policy RC10) – eastern side of the Site, and which continues south along Station Road
 - Proposed Active Frontage (Policy RC10) - north-west corner of the Site, and which continues into Station Hill towards Friar Street
 - Partially affected by an Area of Archaeological Potential (Policy CS33)
 - The Site does not directly adjoin any listed buildings and is not located within a Conservation Area
- Please refer to the Planning Statement prepared by Deloitte LLP which appraises the proposals against planning policy.



Station Hill regeneration

2.03 Heritage Assets

The Site is not located within a Conservation Area.

The following Grade II Listed Buildings are located within close proximity to the Site:

- Statue of King Edward VII 50m directly east
- Main building of Reading General Station 40m north
- Great Western Hotel 50m south-east
- Pearl Assurance Building 70m south
- 13 and 15 Station Road 80m south
- Walter Parsons Corn Stores 180m west
- 39 Friar Street 180m south-west
- 11-15 Friar Street 150m south

The former Great Western Hotel was built in 1844, in an Italianate style. The building rises to five storeys with a stucco finish and was refurbished in 2006. It is now operated as a Malmaison Hotel.

The mid-19th century Grade II listed former Railway Station stands approximately 40m to the north-east of the Site (and is now occupied by the Three Guineas Public House). It was built in Bath Stone in 1860 for the Great Western Railway and incorporates a tower and clock.

The Great Western Hotel, King Edward VII statue and former Station building form a group, with strong functional as well as historic links. The Site is also 300m from Forbury Gardens and Abbey Ruins, designated as a Scheduled Ancient Monument.

Further details of the heritage assets close to the Site are given in the Townscape, Heritage and Visual Impact Assessment by Chris Burnett Associates.

2.04 Consultations

Consultation proposed for office and retail uses, the application represents the culmination of discussions between TTRL and the following key stakeholders:

- RBC Local Planning Authority (LPA)
- RBC Local Highways Authority
- RBC Town Centre Sub-group Committee
- Network Rail
- Reading UK CIC
- Design South East
- Sackville Developments (Reading) Ltd (SDRL)

A public information event is scheduled for 11 and 12 July 2014 to inform the local community and businesses about the scheme and its regeneration benefits. A key influence on the evolution of proposals for the site has been the need to engage with the owners of the adjacent Station Hill site, SDRL, to ensure that the proposals complement the development approved for that site and to agree a strategy for the delivery of public realm in-front of the Site.



Forbury Gardens



Hospitium Valpy Street

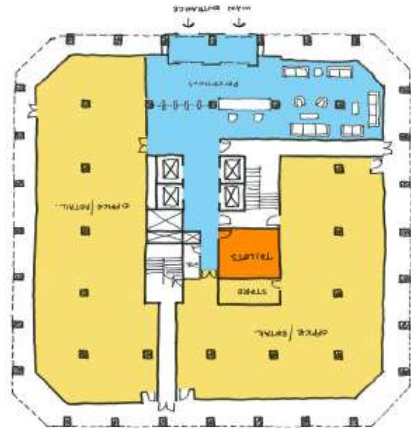


Town Hall and St Lawrence's Church

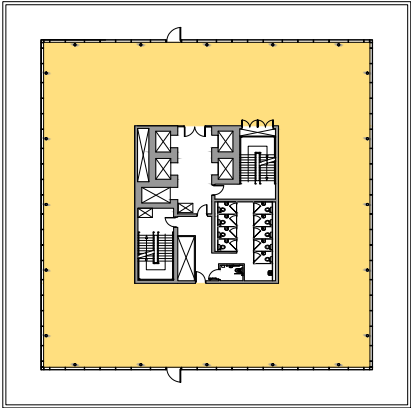
3.00 Over-arching Vision and Development Brief

The brief is summarised as follows:

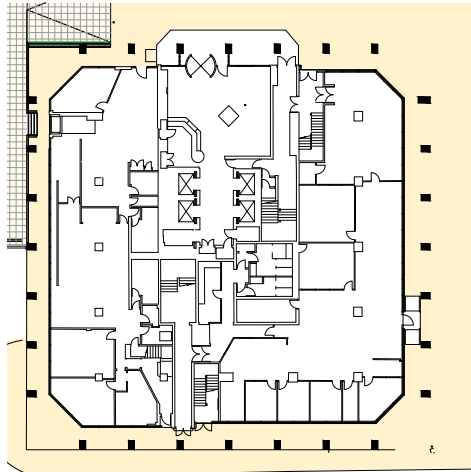
- 1) **Re-engineer the building to create a working environment appropriate for the 21st Century**
The layout of the current building is not up to standard for modern day office requirements. Replace and upgrade the core and services to allow a more flexible and efficient building, suitable for a modern office occupation.
- 2) **Improve the efficiency of the floor plates**
Reorganise the core, add additional upper floors and remove upstands to extend the floor plates to create a flush facade to improve the net to gross efficiency of the building.
- 3) **Create a quality contemporary image appropriate to its high profile location**
Replace the dated curtain walling with a new striking facade.
- 4) **Achieve an EPC certificate of at least B**
A new thermally efficient facade and roof covering to improve U-values in conjunction with up to date mechanical and electrical systems .
- 5) **Improve the aesthetic proportions of the building**
Add extra upper floors to increase the overall height of the building within the constraints imposed by the existing structure.
- 6) **Provide an active ground floor with clearly defined entrances**
Introduce retail use classes A1 / A2 / A3 at ground floor level to provide activity and vibrancy to the ground floor. Provide a bold and appropriate entrance/reception hall in keeping with the newly engineered building.
- 7) **Improve its public realm and neighbourly setting**
The vacant state and disrepair of the existing building makes a negative impact to the surrounding area. Integrate the new design with the neighbouring public realm improvements to enable the building to make a positive contribution.



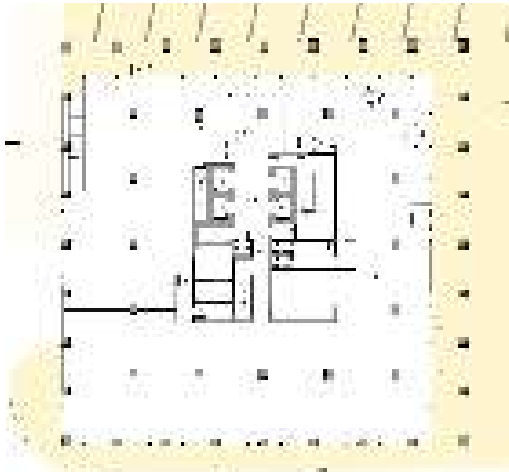
Early Design Studies Ground Floor



Early Design Studies - Penthouse



Existing Ground Floor Plan



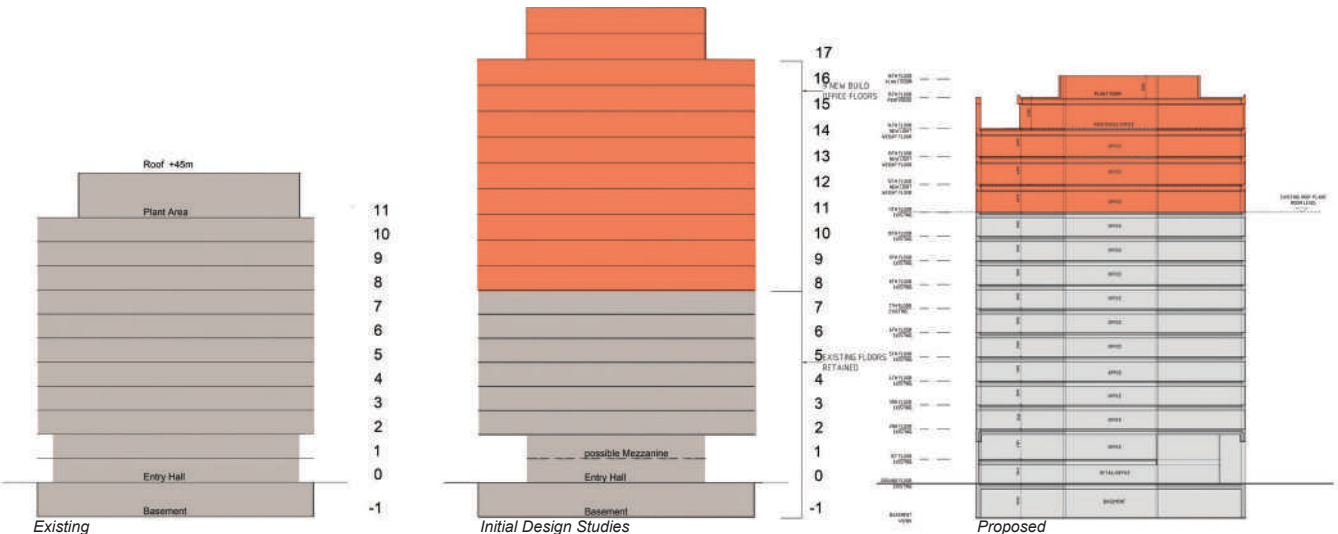
Proposed Ground Floor Plan



Refurbishment at One Valpy Street



Contemporary Terracotta



Initial Section Comparisons

4.00 Proposed Development

4.01 Proposal - Uses and Quantum

This application is for the comprehensive re-engineering of the existing 17,888m2 (192,549sft) GEA Thames Tower. The new proposal will add some 6,237m2 (67,139sft) of GEA to provide a building of some 24,125m2 (259,688sft) GEA in total. The proposals comprise replacing the existing envelope, extending the existing floor plates to create a flush facade and adding in new construction, 4No. upper floors with a roof top plant enclosure.

The basement level will house the majority of the heavy plant equipment as well as providing extensive cyclist facilities showers and changing rooms. The existing M&E services will be replaced along with refurbished cores and lifts. The planning use classes being proposed are for B1 Offices to first and upper floors and A1 A2 and A3 retail at ground.

4.02 Layout

Building Design Concept

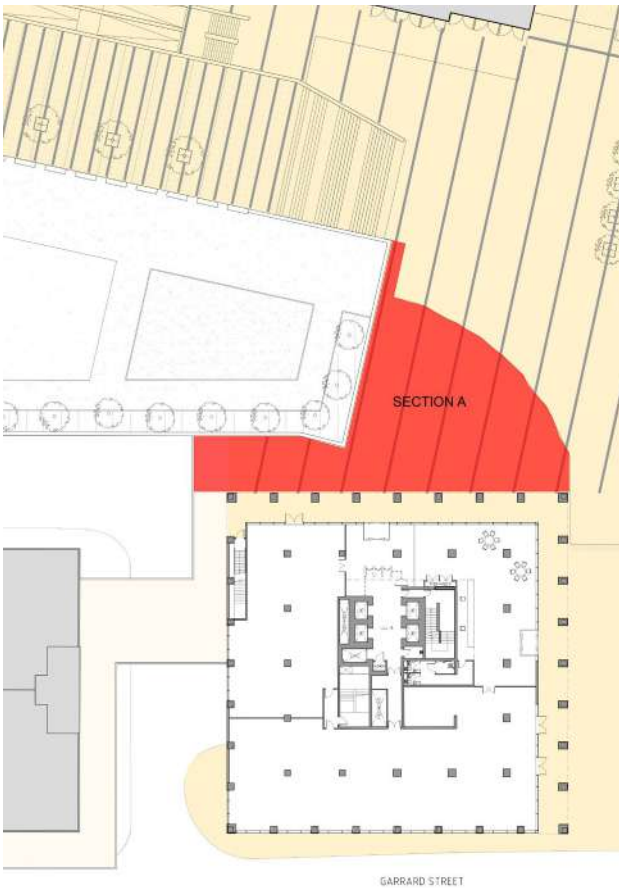
- Additional upper floors to give the building a much improved aspect ratio.
- Removing the existing first floor in part will create a grand, double height ground floor reception with an appropriate scale for the re-invigorated building.
- Relocating plant from the roof to the basement will create an opportunity to develop a rooftop terrace for users to enjoy the far reaching views across the town and Thames Valley.
- Re-cladding the building and removing the chamfered corners gives a more timeless and contemporary appearance. This brings an improved energy usage performance and the opportunity to a facade material choice which fits more appropriately with the town.
- Improved environmental credentials. Please refer to separate Energy Strategy and Sustainability Statement by Ramboll which forms part of this application.

4.03 Landscape

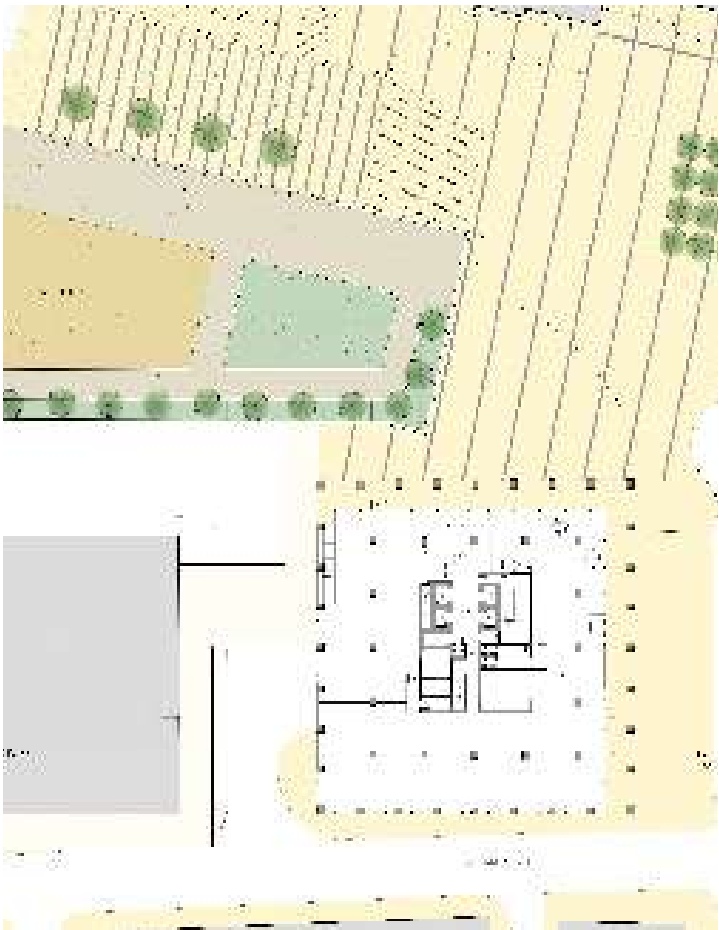
- 1.1 The application includes proposals to improve the small areas of hard landscaping within TTRL's ownership.
- 1.2 There is very little external space within TTRL's application site boundary. However, TTRL is committed to bringing forward planned public realm improvements on the SDRL owned land to the north of Thames Tower, which will form part of the new Station Plaza, and is collaborating with SDRL on the delivery of this.
- 1.3 The early delivery of this public realm is very important to TTRL as it will form the approach to, and setting of, Thames Tower. It will be critical to the attractiveness of the new office and retail space. It is also a very important space for the setting of the station and RBC is keen that it is delivered at the earliest opportunity,
- 1.4 The area of public realm marked Section A on the plan opposite (shaded red) falls within both the SH3 and Pocket Park planning permissions. TTRL has made an agreement with SDRL that if the new Thames Tower scheme is brought forward in advance of the eastern phase of the SH3 scheme, then TTRL will undertake the works to deliver this area of public realm, sharing the cost of this with SDRL.
- 1.5 SDRL and TTRL are in discussion on the detailed treatment of this area and further details will be provided to RBC.
- 1.6 This approach has been agreed with RBC and SDRL in order to ensure that comprehensive public realm improvements can be achieved regardless of the order and timing of development across the Thames Tower and Station Hill sites.



Proposed Sections Showing Use Classes



Site Plan highlighting SH3 public realm



Site Plan in context with interim Pocket Park

4.04 Scale - Urban Design Concept

- Reading has a rich and eclectic architectural legacy, and the SDRL Station Hill redevelopment will finally replace the most unsympathetic post war development with a masterplan that repairs and enhances the urban grain between the station and Friar Street. Thames Tower's location is central to this regeneration.

- Our concept aims to reinterpret Reading's architectural materials in a contemporary manner. Both red terracotta and red berkshire bricks play an important role in the town centre, the old Town Hall and Queen Victoria Street being fine examples. A modern cladding system using terracotta will create a warm and striking building bringing colour and richness to the station square.

- A rational and disciplined facade treatment is proposed to compliment and contrast against the Allies & Morrison's well mannered commercial development. The design offers up a distinctive and timeless architecture as befitting it's prominent Station Street location.

- The building has a clearly expressed base, middle and roof-scape, relating in turn to the street, the urban context and the city skyline.

4.05 Appearance

- The choice of a smoothed faced tile on vertical columns contrasting with a grooved tile at spandrel locations on the facade enhances the verticality of the building which is further complimented by the additional floors. A doubling of the elevational grid at the top of the building finishes off the design and gives the building a civic 'crown'.

- The colour and material choice will differentiate the building from it's neighbours whilst bringing



Proposed Visual From Station Plaza



Proposed Forbury Street Visual - Daytime



Proposed Forbury Street Visual - Night

5.00 Design Evolution and Concept Principles

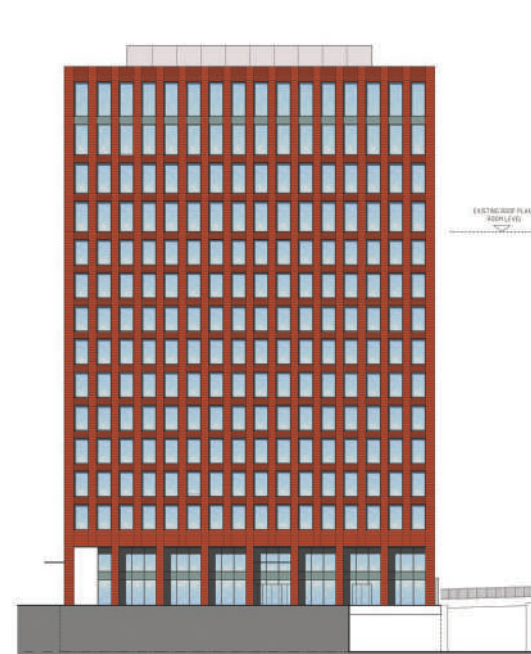
The objective of this development is to re-engineer and reinvigorate a tired and deteriorating 1970's building into a mixed use work place of the 21st century which will attract progressive companies looking for premises in urban, amenity rich locations. Thames Tower fits the profile to create this model with prominent location and the potential of its surrounding amenities.

The constrained nature of the site lent itself to a refurbishment approach as the best solution. The current height of approx. 60m AGL was preceded by earlier studies of a taller building. This significant height approach was achieved by demolition of a number of existing floors and then rebuilding in lighter weight construction. However further investigation and structural analysis proved this approach to be un-viable. The structural constraints imposed dictated a maximum height achievable and a more subtle solution was to be developed. The Louis Sullivan's Guaranty Building in Buffalo New York, proved to be an idea inspiration for elegant proportions and approach of a strong base, central element and finish to the building. This has provided our concept with a strong reference point as the design and detailed design of the facade developed.

The logistics involved in the construction period for both Thames Tower and Station Hill require careful consideration and are underway with the adjacent developer. Details of the Thames Tower construction programme are provided in the Construction Method Statement prepared by Bowmer & Kirkland and form part of this application.

5.01 Station Plaza – North Elevation

The north elevation will greet arrivals at the redeveloped Reading Rail Station with placement of a secondary entrance onto Station Plaza. An approx. 8m high colonnade runs along the north elevation houses the entrance vestibule and offers protection and a welcoming approach to the newly refurbished building. The hard landscaping design is proposed to match in finish with the current public realm improvement works currently underway. Discussions are in progress with SDRL / Design team and a comprehensive public realm package of works is to be agreed.



Proposed North Elevation



Design development visualisation



Existing view

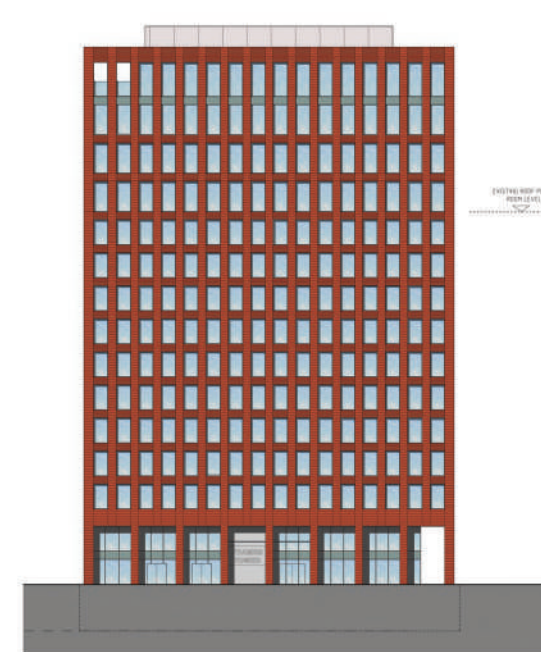


Existing view plus 4 floors

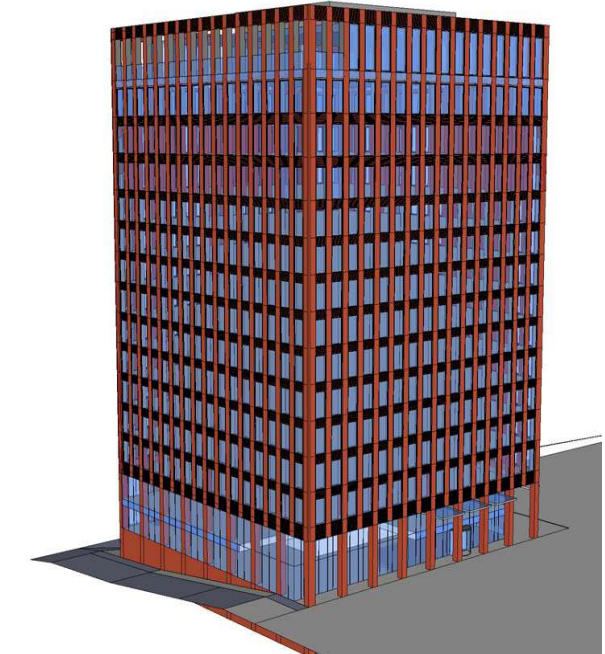
5.02 Forbury Road / Station Road – East Elevation

The primary entrance to Thames Tower will address Forbury Road acknowledging its importance in the route to the town in this direction as well as it being the arrival point for buses and taxi drop off. Again as on the north elevation an approx. 8m high colonnade runs the full width of the east elevation. The entrance is located axially in the two central bays of the ground floor colonnade. A glazed vestibule and stone clad panel delineate the primary entrance into the double height reception/lobby, from the adjacent street level single storey retail units. The south facing roof terrace offers views, in part, to nearby Forbury Gardens and beyond.

From the far end of Forbury Road a full uninterrupted view of the new Thames Tower will be evident marking the importance of the buildings focal location.



Proposed East Elevation

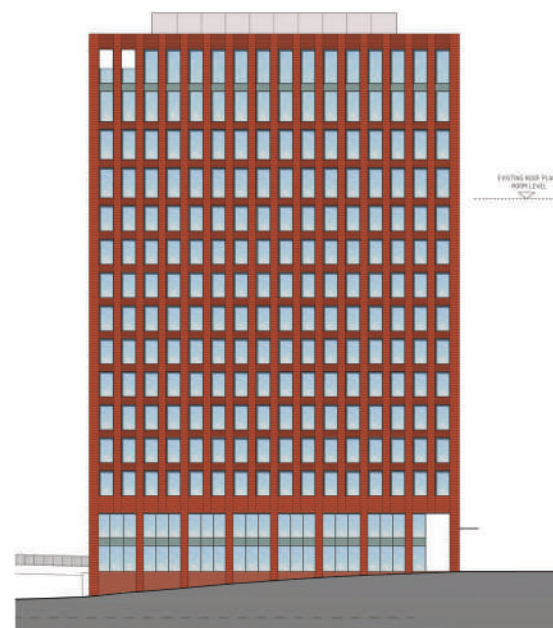


Design development visualisation

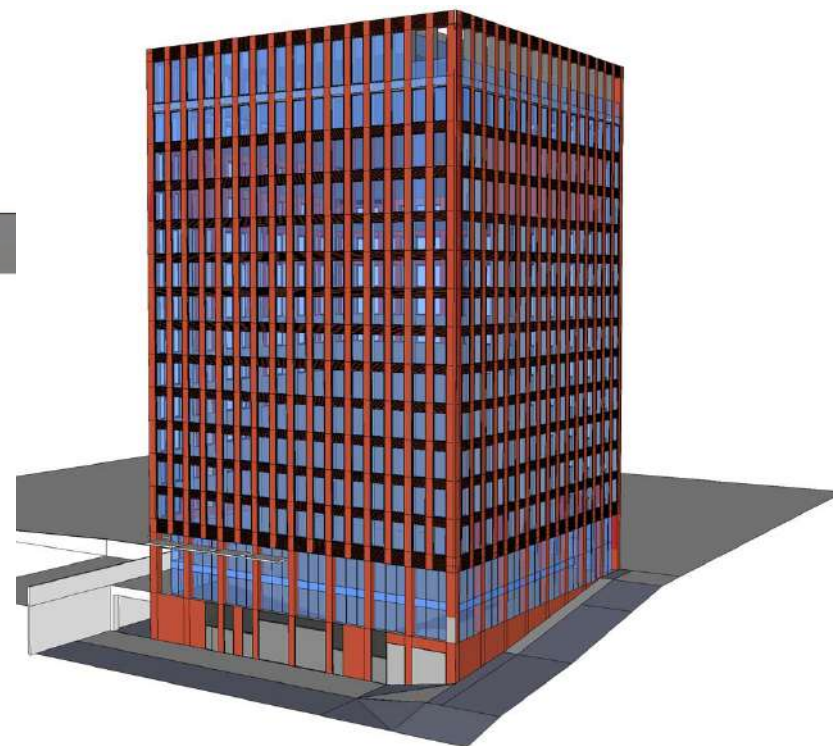
5.03 Garrard Street - South Elevation

The inclined Garrard Street prohibits the creation of an entrance on this elevation. However the retail use proposed at ground level will provide an active and vibrant frontage to the street. The base of the building will be clad in terracotta panels with resilience and damage protection given appropriate consideration in detailing.

The elevational treatment brings the vertical smooth faced tiles down the length of the columns and the grooved faced tiles span in between. This gives the building an elongated feel further enhancing the elegance of the newly re-engineered building. The grooved panels also provide a subtle camouflaging of the various grilles and vents which will be required to the basement levels



Proposed South Elevation to Station Plaza



Design development visualisation

5.04 Carpark - West Elevation

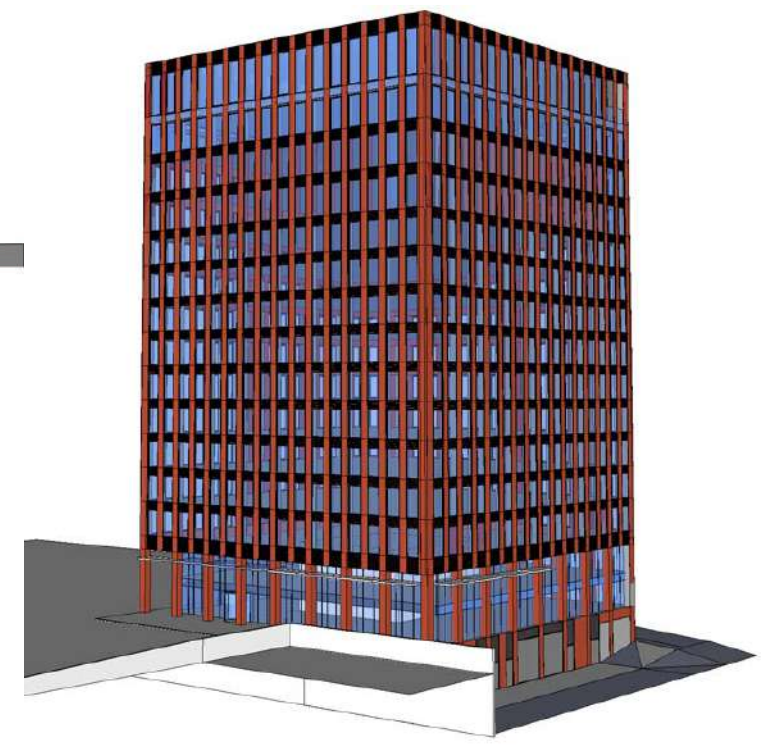
Garrard Street inclines down to reach the shared access lane to the basement of Thames Tower and the adjacent multi-storey carpark. Service deliveries and cycle access will be at this level. Fire fighting lift and stairs access is also provided at this level.

Facade treatment is the same as Garrard Street with the grooved / fluted tiles spanning between the smooth face columns, enhancing the verticality of the building. This treatment enables the discrete disguising of M&E plant grilles, louvres and potential future tenant M&E requirements. The current access to the SSE substation will be retained and new screening provided.

Final exit doors, recycling and waste areas are also located at this level and will be aluminium / metal finished in PPC to an agreed RAL colour.



Proposed West Elevation



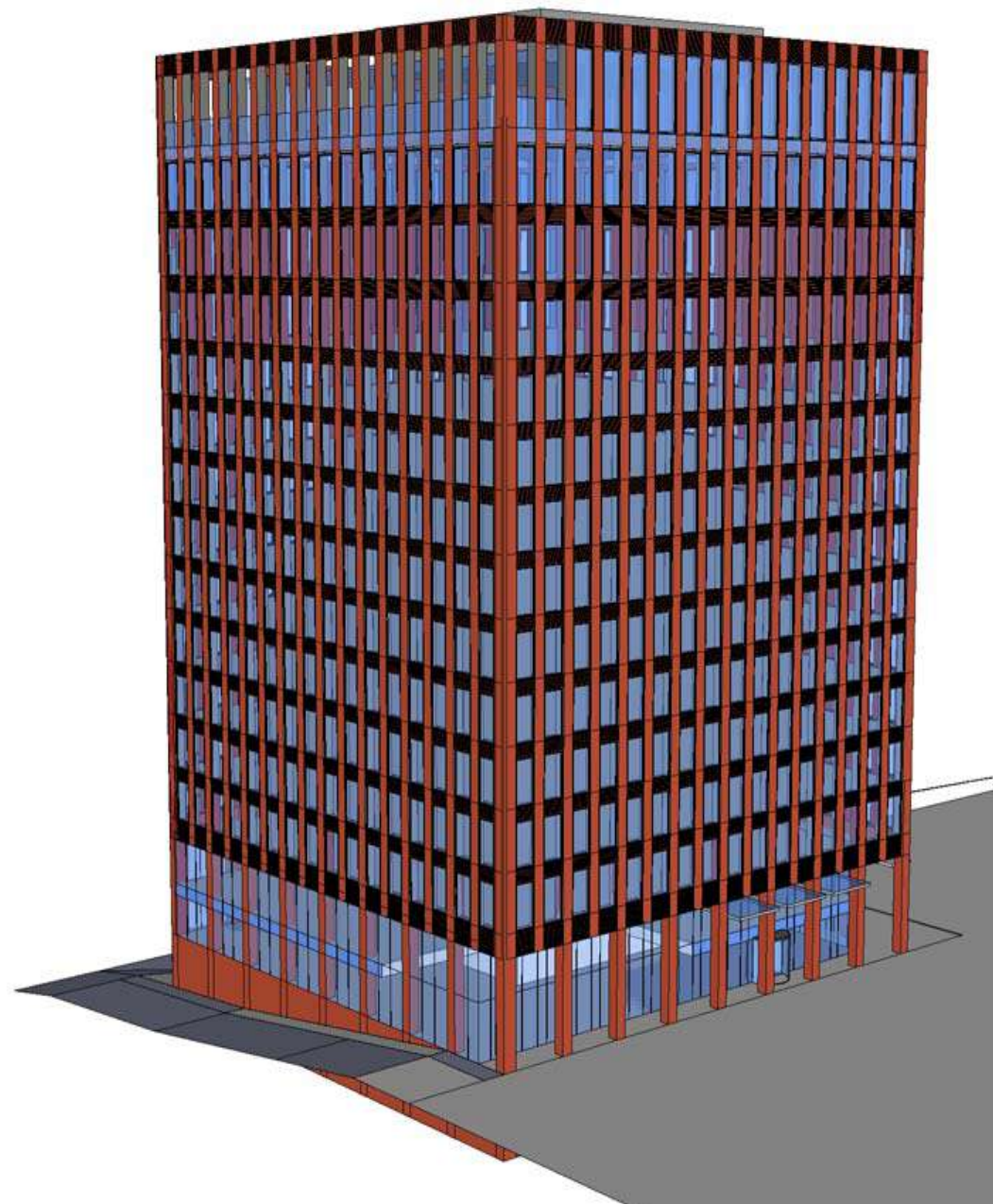
Design development visualisation

Design development - 3D visualisation

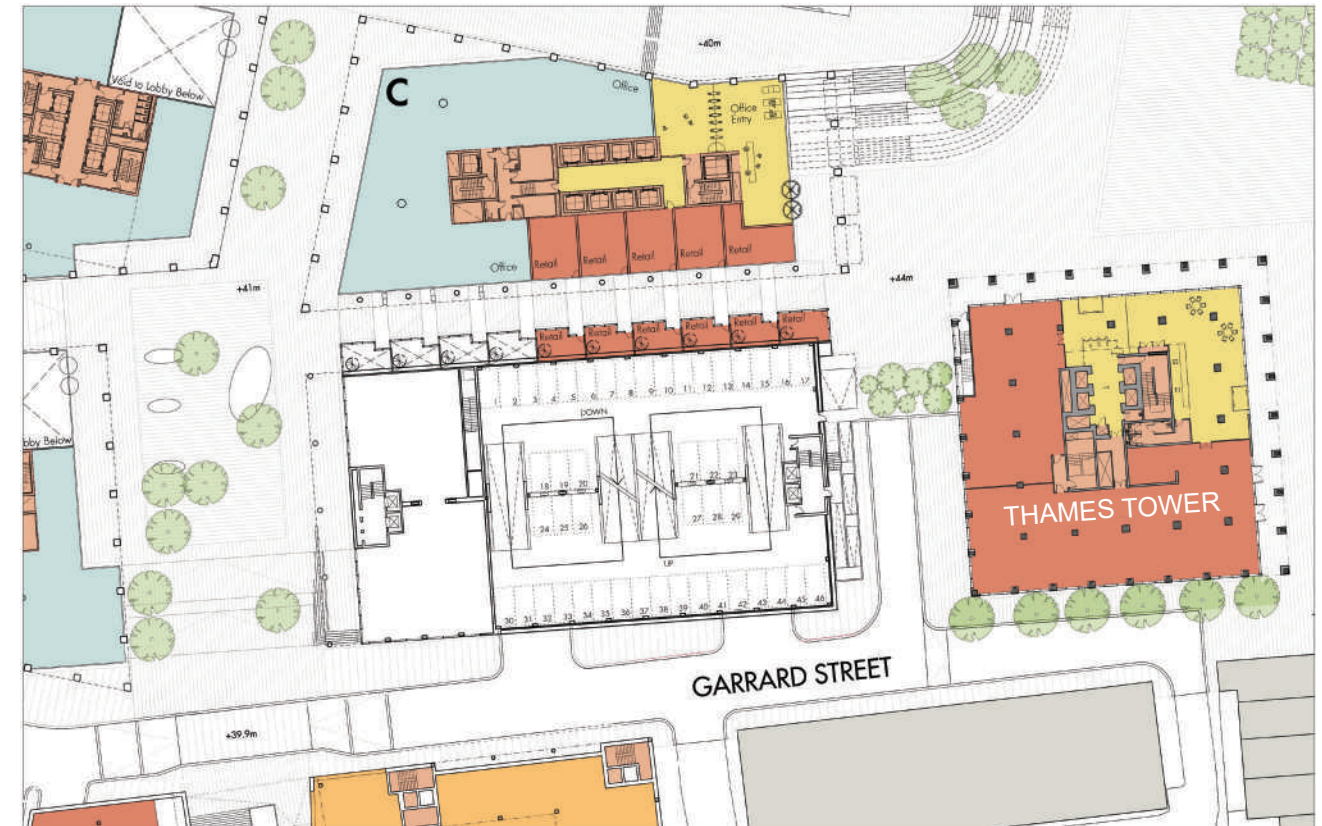
5.05 Basement and Station/ Carpark Access

The proposal is to keep all servicing of the building to the basement access road level as currently exists on the western elevation of the building. This includes fire fighting/ escape, operational parking, access to plant rooms and the cycle store / showers in addition to the SSE substation. The strategy behind this is to keep the majority of the ventilation grilles, louvres etc. to this elevation, where less visible.

On going discussions with SDRL Station Hill 3 are currently underway and will shortly realise a subsequent planning application bringing together a comprehensive agreed public realm approach for both schemes. This application will address the medium and longer term solutions for the area.



Proposed 3D visualisation



Thames Tower and SH3 Context Plan



Existing Aerial Photographs

5.06 Facade Treatment - Design Precedents

The birth of the modern office building originated in Buffalo, New York, USA with Louis Sullivan's Guaranty Building which used a steel frame and non load-bearing skin (Curtain Wall). This building has surprisingly similar proportions and form to Thames Tower and offers some clues towards a fitting urban form, rich in colour and satisfying in proportion within an urban setting

Our initial concept explores a contemporary reinterpretation, but based on 21st Century engineering with contextual links to the history of Reading.

Contemporary terracotta comes in different sized tiles that are best used in a horizontally hung format. They have their own unique texture and come in a large spectrum of natural colours. The proposal is to adopt the use of a rainscreen solution for Thames Tower. This will facilitate speed and ease of construction with in-built future proofing allowing removal and replacement should that be necessary in the building's lifetime.



Guaranty Building, Buffalo, New York



Contemporary Terracotta

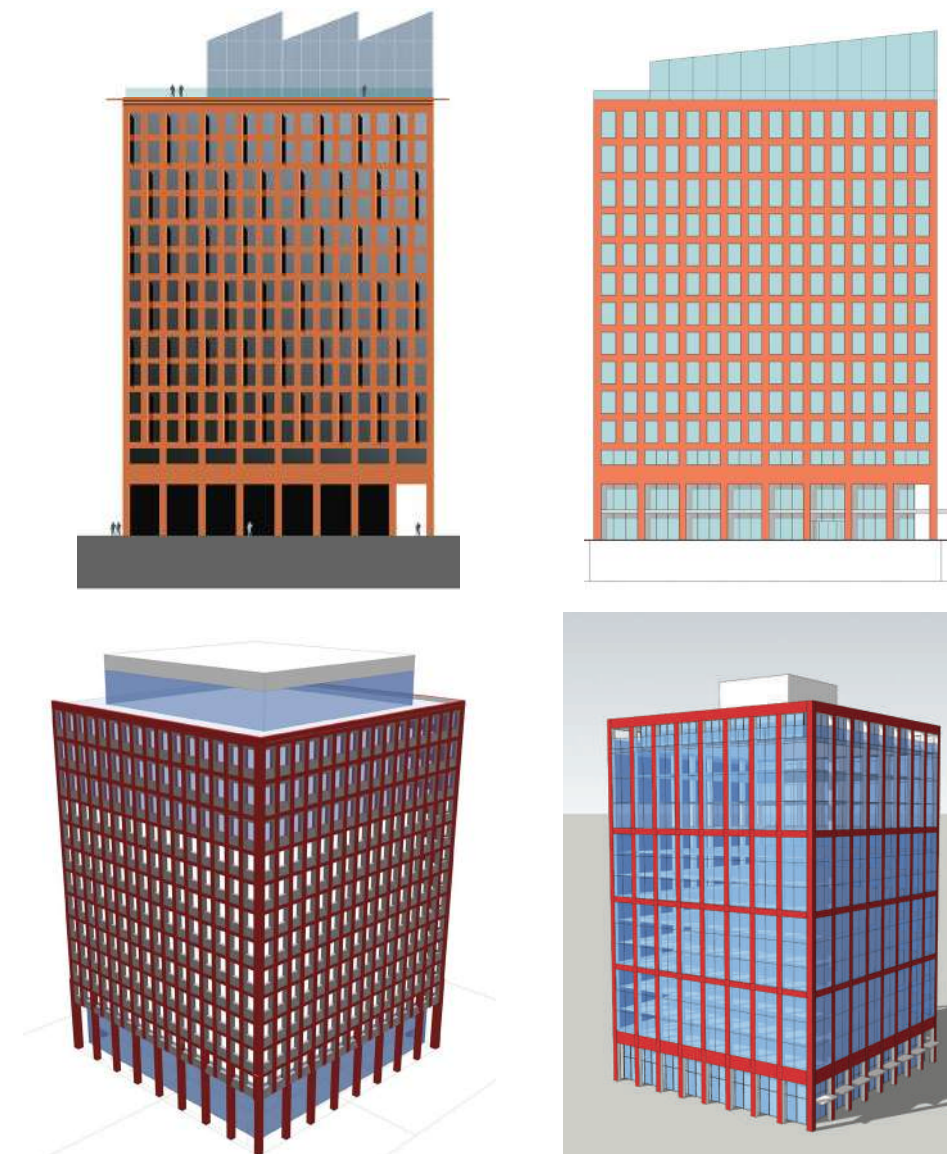
5.07 Façade Studies

The detailing has been carefully considered to give a strong reveal depth and timelessness to the simple rhythm of the glazed elements of the façade. In particular the detailing of the window sill, jamb and head of the window openings will be vital in achieving a successful design providing the richness and texture required of the stripped and simplistic approach.

The colonnade is approximately 2.5 - 2.8m wide from the back of the columns to the glazing and allows shelter and ease of movement between the retail uses and office entrance. The column depth will give the sense of a strong base and be in keeping with the scale of the building.

The change in format of the glazing at ground and first floor also allows better day-lighting of these levels. It was important at the upper levels of the existing part of the building to create floor to ceiling windows to give a better quality of space and light within the building. It also captures the great views possible from a number of levels of the surrounding town.

Below are a number of early iterations of the various facade treatments explored during the concept stage.



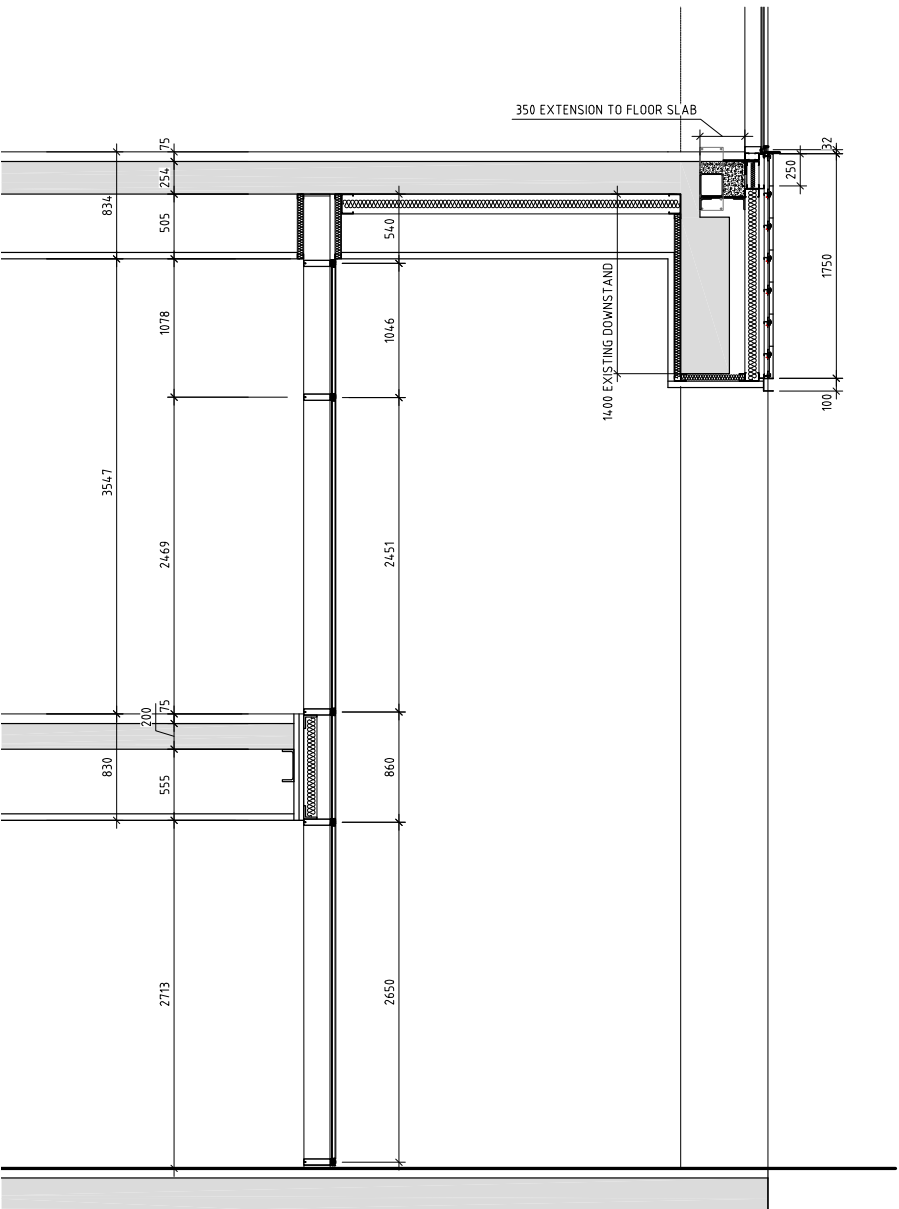
Various Design Studies

5.08 Façade Detail

The success of the terracotta facade in terms of richness and quality will be the method in which it is detailed and its configuration. Contemporary terracotta tiled rain-screens have been used extensively through the UK and if not detailed well can give the appearance of a very flat and ‘cheap’ elevation. By the nature of the material being a relatively thin (up to 40mm thick) extrusion, the way in which the material turns corners and returns around windows and openings determines its richness and quality. This was one of the key discussions with the Design South East Review Panel when the scheme was presented on 28 May 2014.

The accompanying diagrams illustrate the depth (up to 120mm) and shadow lines of the detailing that has been explored and what will be achieved on Thames Tower. The diagrams also importantly show the dimensions of the tile length. More modest facades use uniform lengths/tiles dimensions which again lessens the quality of the finished product. The proposal will use full width 1500mm long spandrel grooved panels and full width 800mm long smooth faced column panels.

Included in these illustrations are the various design studies developed along the way in reaching a final configuration that compliments and enhances the facade from distance and close up inspection.



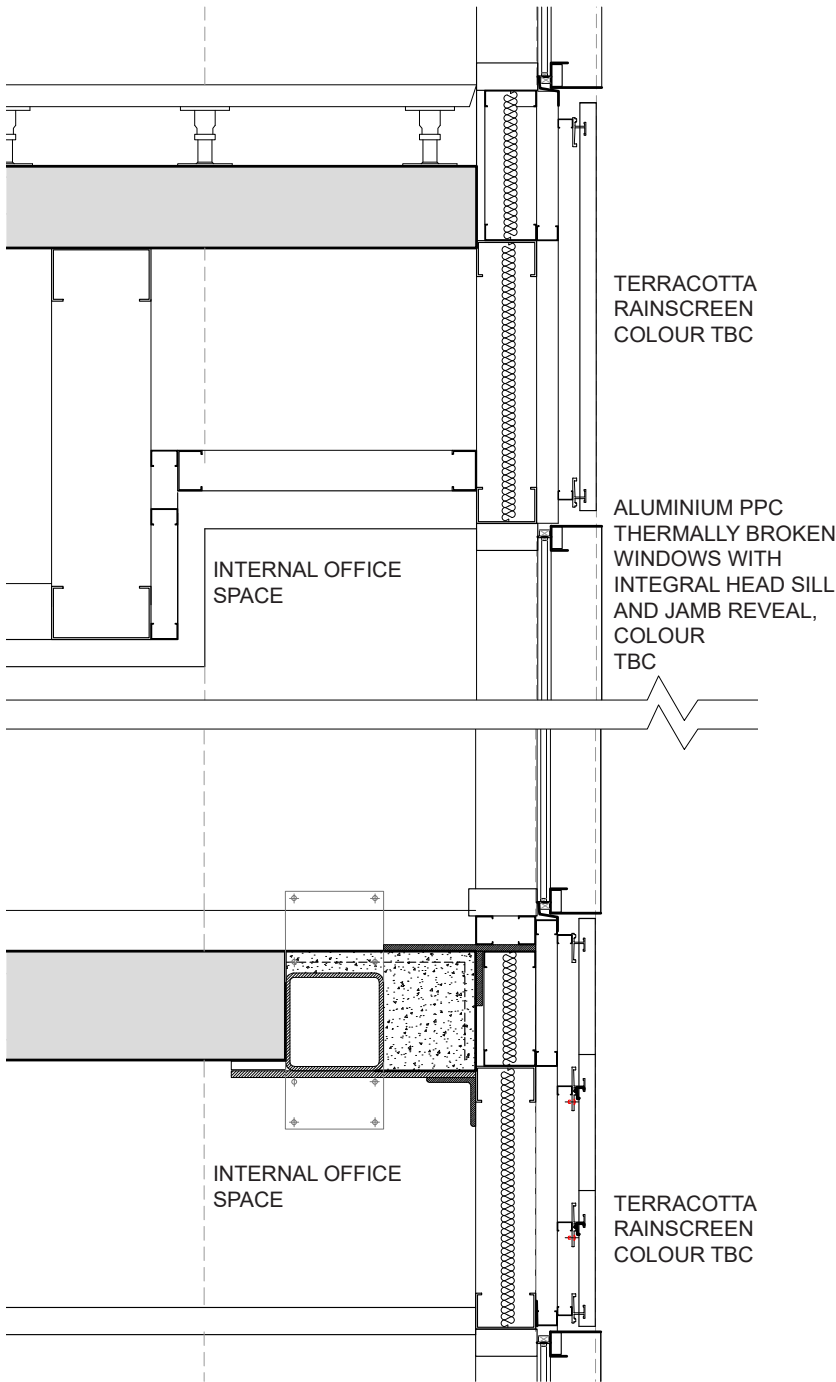
Colonnade Detail section



Pre App 2 - Facade Study
Different size modules and blended terracotta

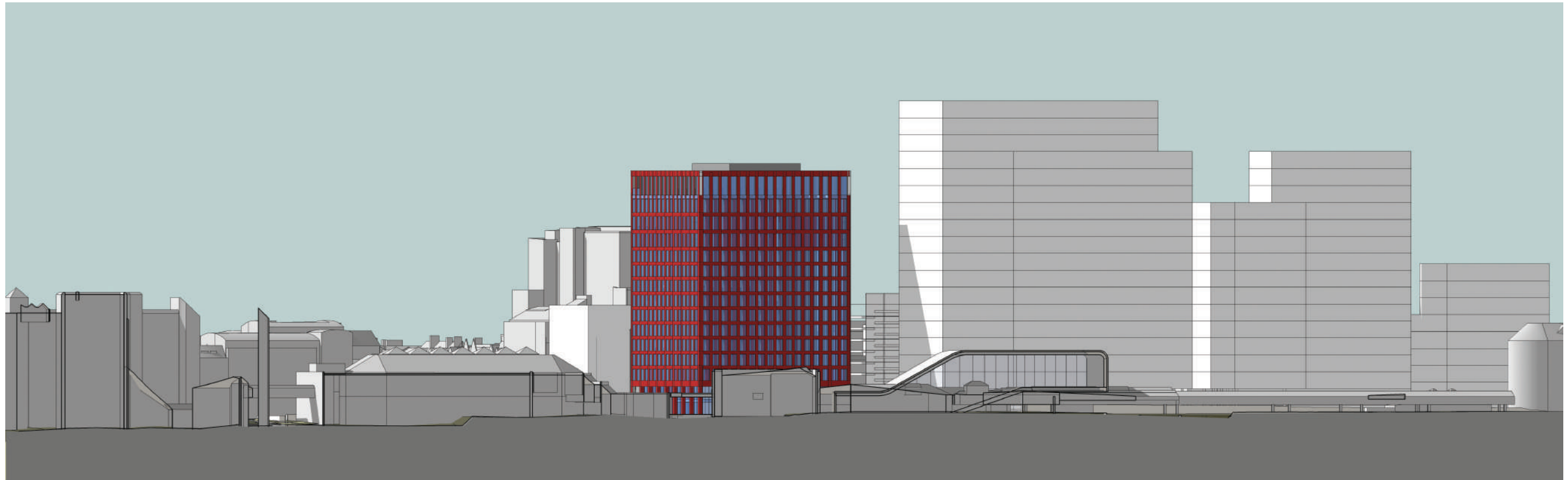


Proposed Facade Study
Spandrel fluted terracotta

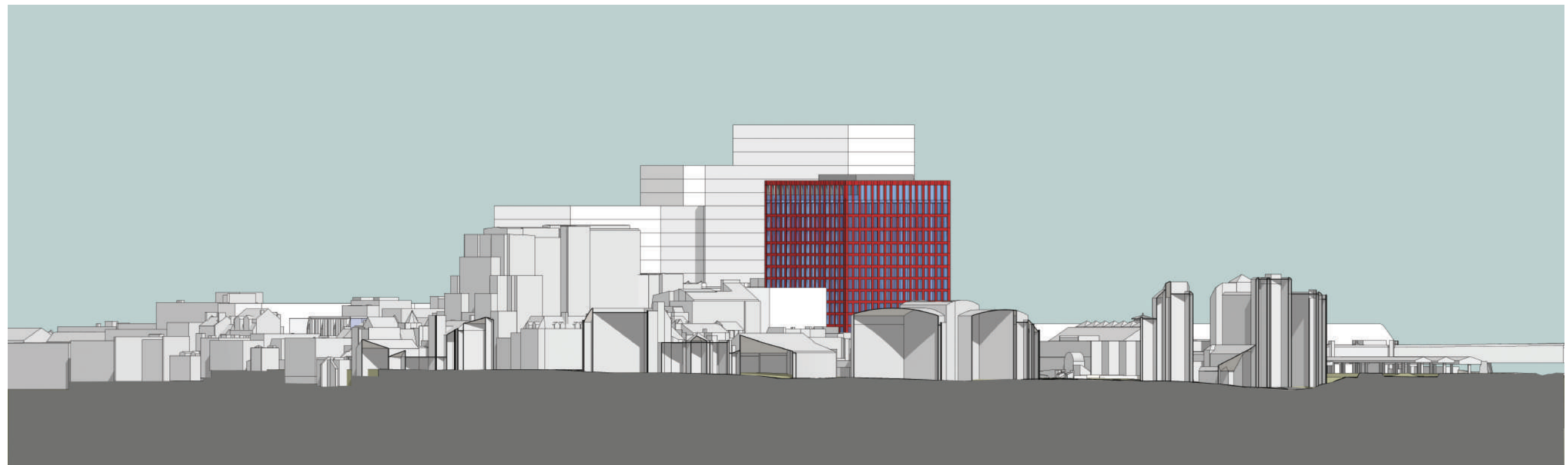


Proposed Head and Sill Details

5.09 Contextual Visuals, Elevations and Site Sections



Design Evolution - Context Section - North



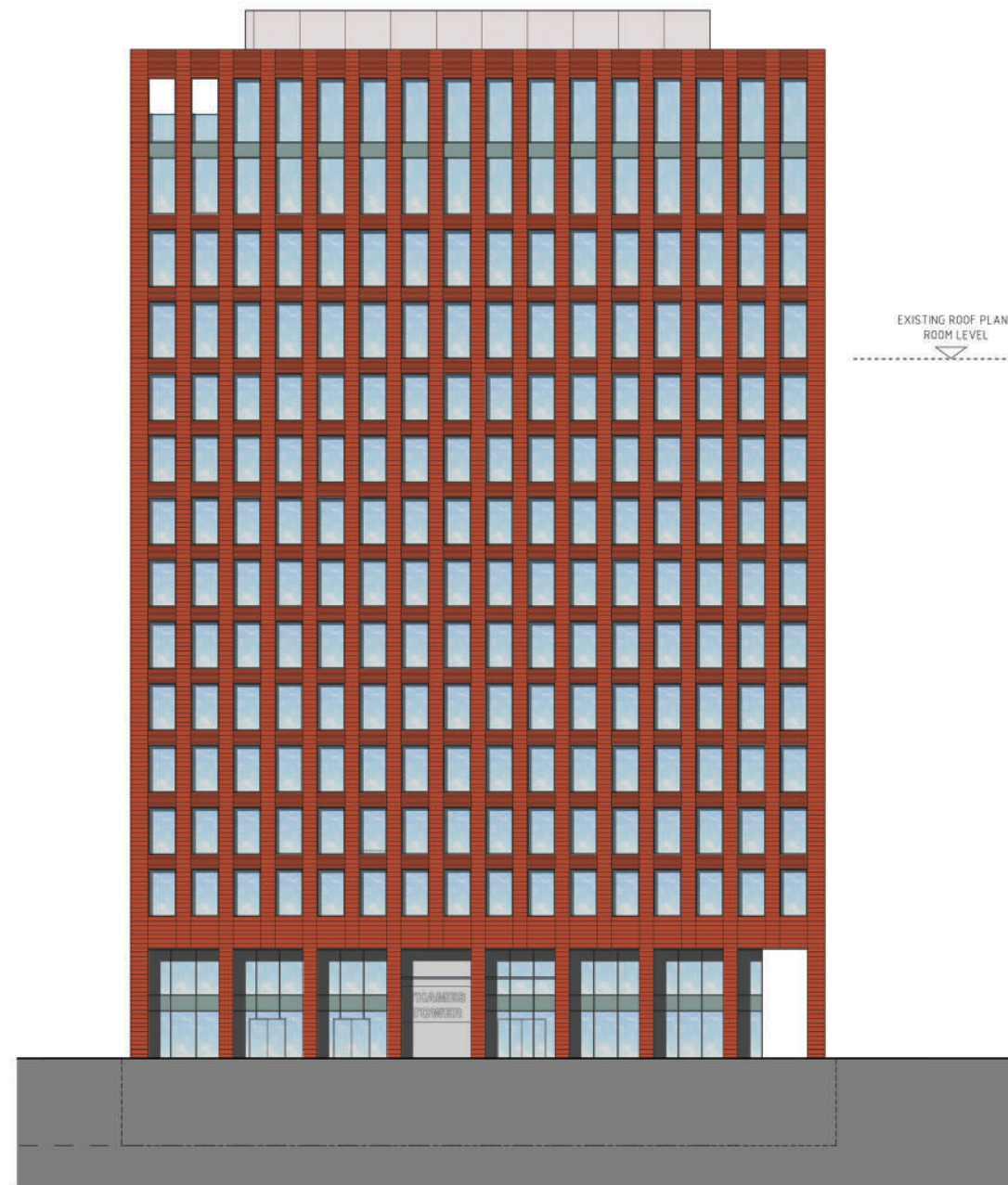
Design Evolution - Context Section - East



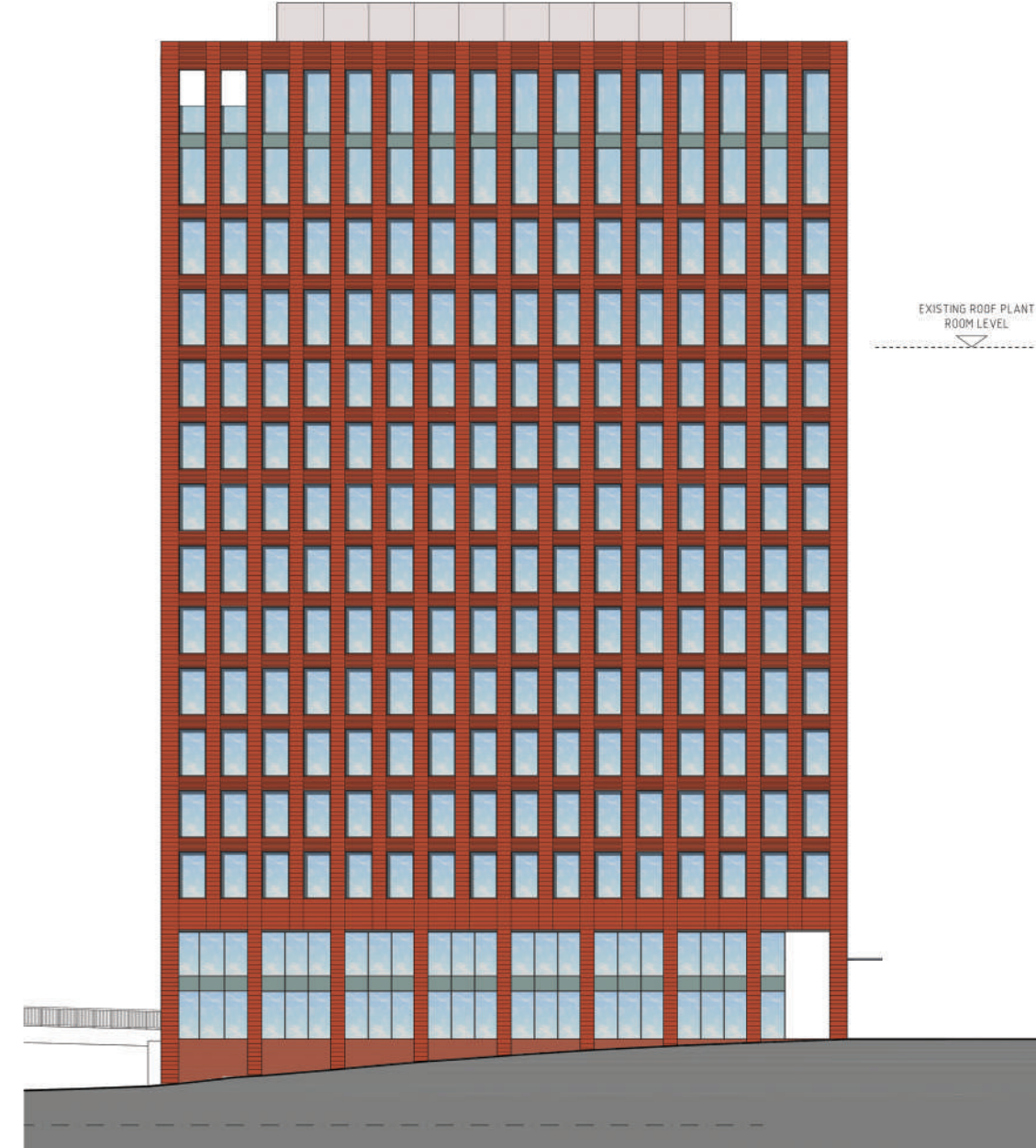




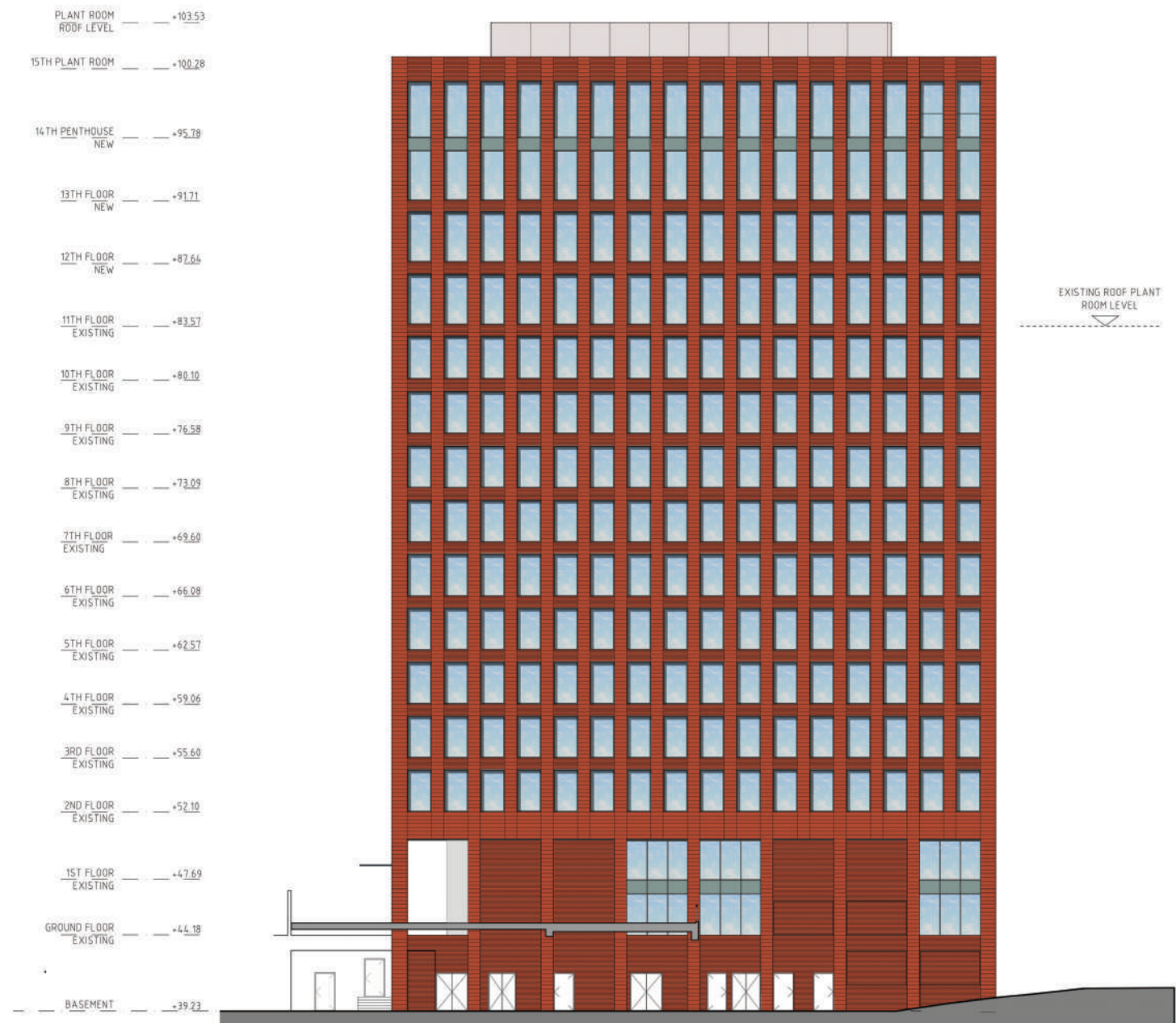
PLANT ROOM ROOF LEVEL	— +103.53
15TH PLANT ROOM	— +100.28
14TH PENTHOUSE NEW	— +95.28
13TH FLOOR NEW	— +91.71
12TH FLOOR NEW	— +87.64
11TH FLOOR EXISTING	— +83.57
10TH FLOOR EXISTING	— +80.10
9TH FLOOR EXISTING	— +76.58
8TH FLOOR EXISTING	— +73.09
7TH FLOOR EXISTING	— +69.60
6TH FLOOR EXISTING	— +66.08
5TH FLOOR EXISTING	— +62.57
4TH FLOOR EXISTING	— +59.06
3RD FLOOR EXISTING	— +55.60
2ND FLOOR EXISTING	— +52.10
1ST FLOOR EXISTING	— +47.69
GROUND FLOOR EXISTING	— +44.18
BASEMENT	— +39.23



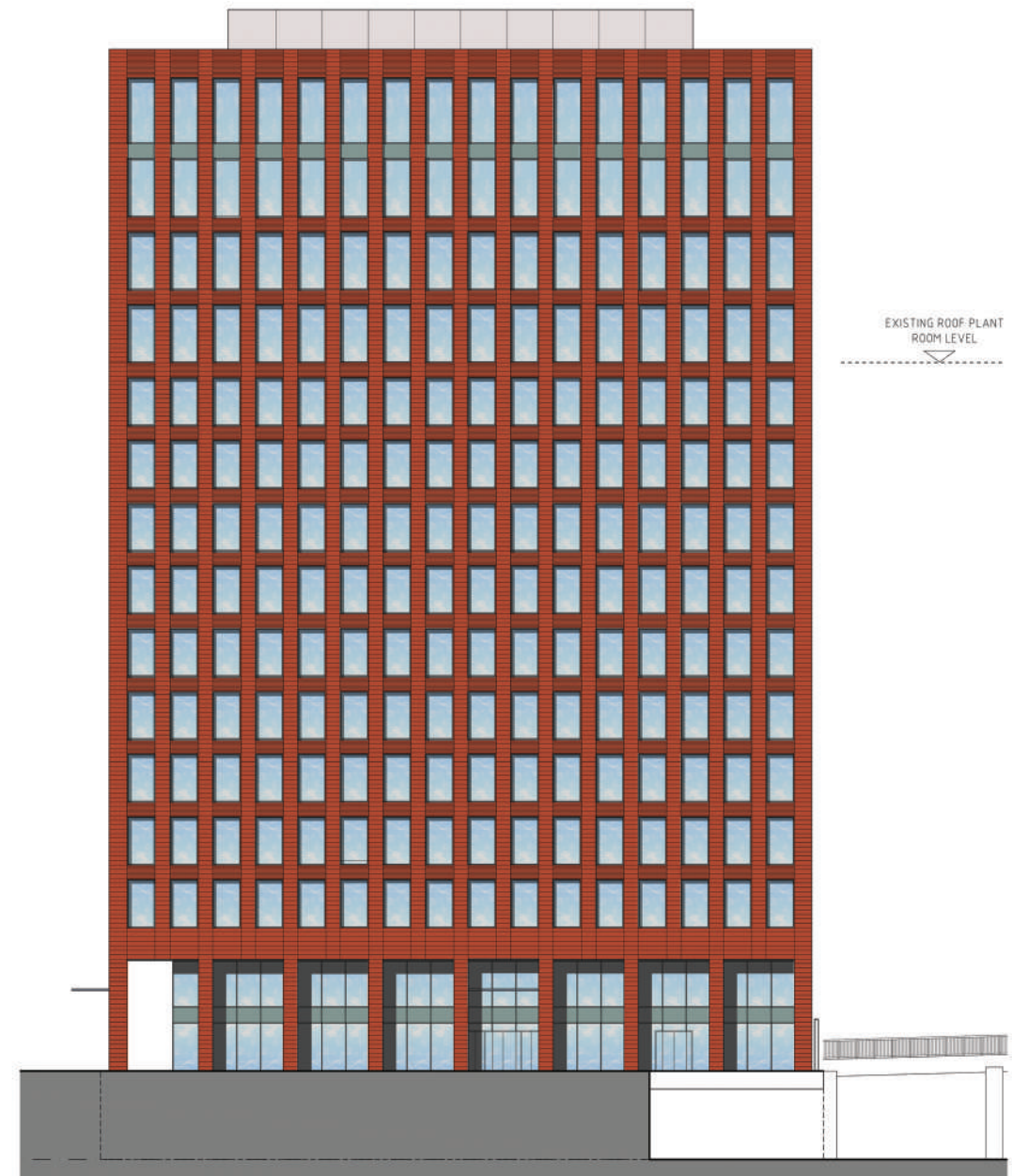
1 PROPOSED EAST ELEVATION
PL1030 SCALE 1:200



2 PROPOSED SOUTH ELEVATION
PL1030 SCALE 1:200



1 PROPOSED WEST ELEVATION
PL1031 SCALE 1:200



2 PROPOSED NORTH ELEVATION
PL1031 SCALE 1:200

6.00 Access Statement

The building will comply with the 2010 Building Regulations requirements in respect of accessibility, means of escape, lifts and sanitary provision and take cognizance of the Disability Discrimination Act 2005 insofar as it affects the design and use of the buildings.

The scheme will also take into consideration The Equality Act 2010.

The new configured building will offer step free access to all vertical transport locations.

6.01 Pedestrian

Existing pedestrian access via the northern entrance of Thames Tower on Station Square and the Eastern entrance on Forbury and Station road will be retained.

6.02 Vehicles

Vehicular access to the car park next to Thames Tower and the access to the site from Garrard street are to remain. 4 operational spaces are provided on West side along Thames Tower.

6.03 Cycle Access

The refurbishment of Thames Tower includes an increased provision of cycle parking spaces (230 spaces) at basement level.

Suitable size male and female change / showers / lockers and are provided at basement level.

6.04 Refuse collection

A refuse store has been allocated within the existing loading bay area, located on the west side of the building.

6.05 Servicing

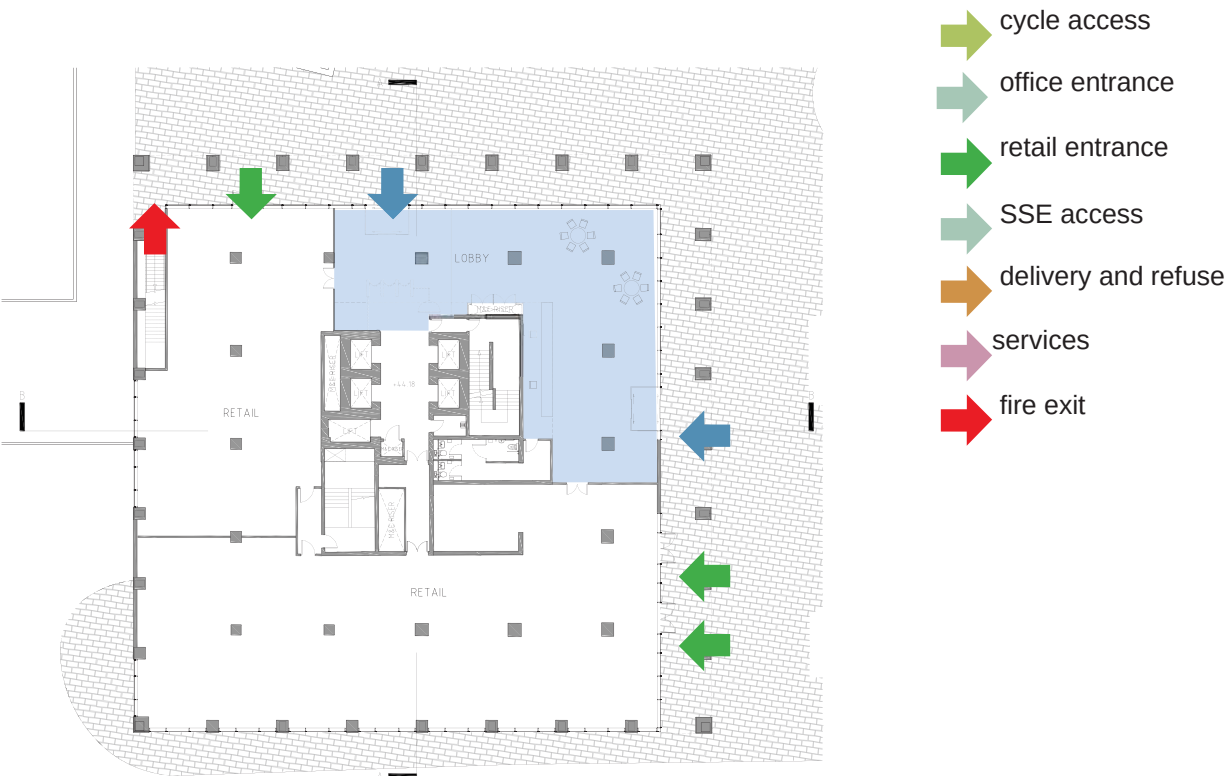
The servicing strategy for the building is for access being provided at the basement level on west side via set of double doors through a covered area.

6.06 Summary

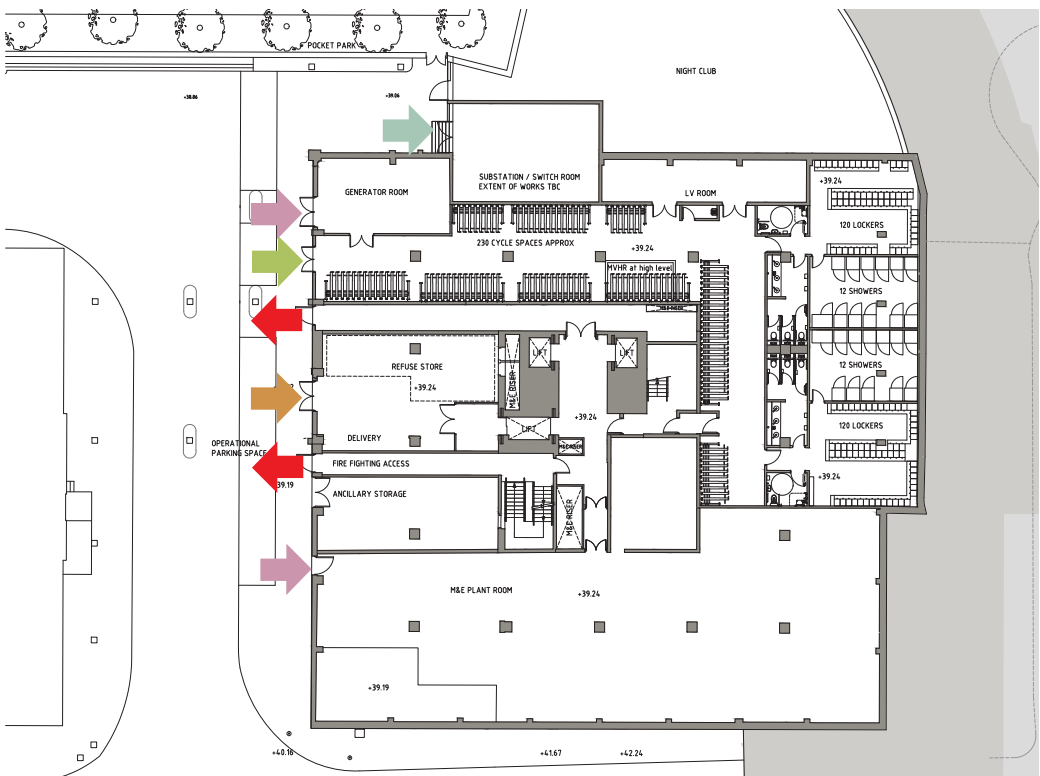
Parking - Operational car park spaces and new covered cycle spaces have been introduced.

Location - Existing building maintains its prime location in close proximity to major transport hub.

Entrance - Identified a clear and unambiguous entrance to the building.



Ground level plan with entrance arrows



Basement floor

7.00 Development Team

Thames Tower Reading Limited	Developer Client
Rider Levett Bucknell	Cost Consultant
dn-a	Architect
Deliotte	Planning Consultant
Ramboll	M&E Engineer
Peter Brett Associates	Civil and Structural / Highways Engineer
Turkington Martin Studio	Landscape Architect



Thames Tower Reading Reinstatement Works

Design & Access Statement Addendum

14th January 2022

Thames Tower, Reading
Design and Access
Statement Addendum

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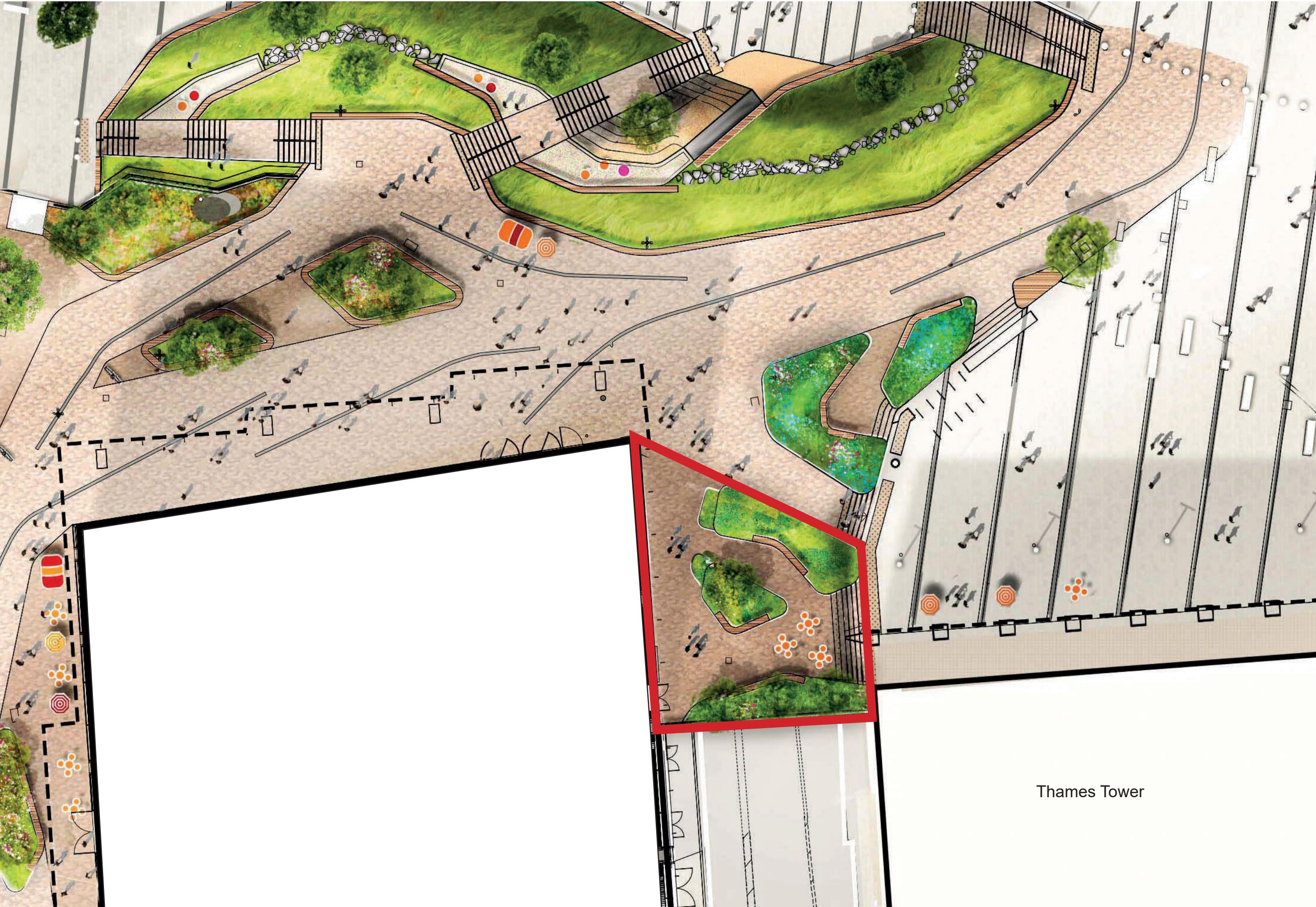
1.00 Introduction - Design and Access Statement Addendum

The objective of these works are to reinstate Thames Towers façade and podium colonnade junction to align with the neighbouring Station Hill Development. Planning application number 192032.

Following the removal of the existing link bridge construction that was previously adjoined and incorporated within Thames Towers facade. The exposed envelope building elements will be reinstated with new cladding façade works that match and complete the existing materials palette.

The new podium junction will connect and allow access to Thames Towers North West colonnade. Providing a key direct access route to the station hill development, plaza gardens and beyond. In addition, a new green planter zone will be located directly adjacent Thames Towers.

Thames Tower access routes and building servicing strategies remain the same.







3.00 Updated Access Statement

The building will comply with the 2010 Building Regulations requirements in respect of accessibility, means of escape, lifts and sanitary provision and take cognizance of the Disability Discrimination Act 2005 insofar as it affects the design and use of the buildings.

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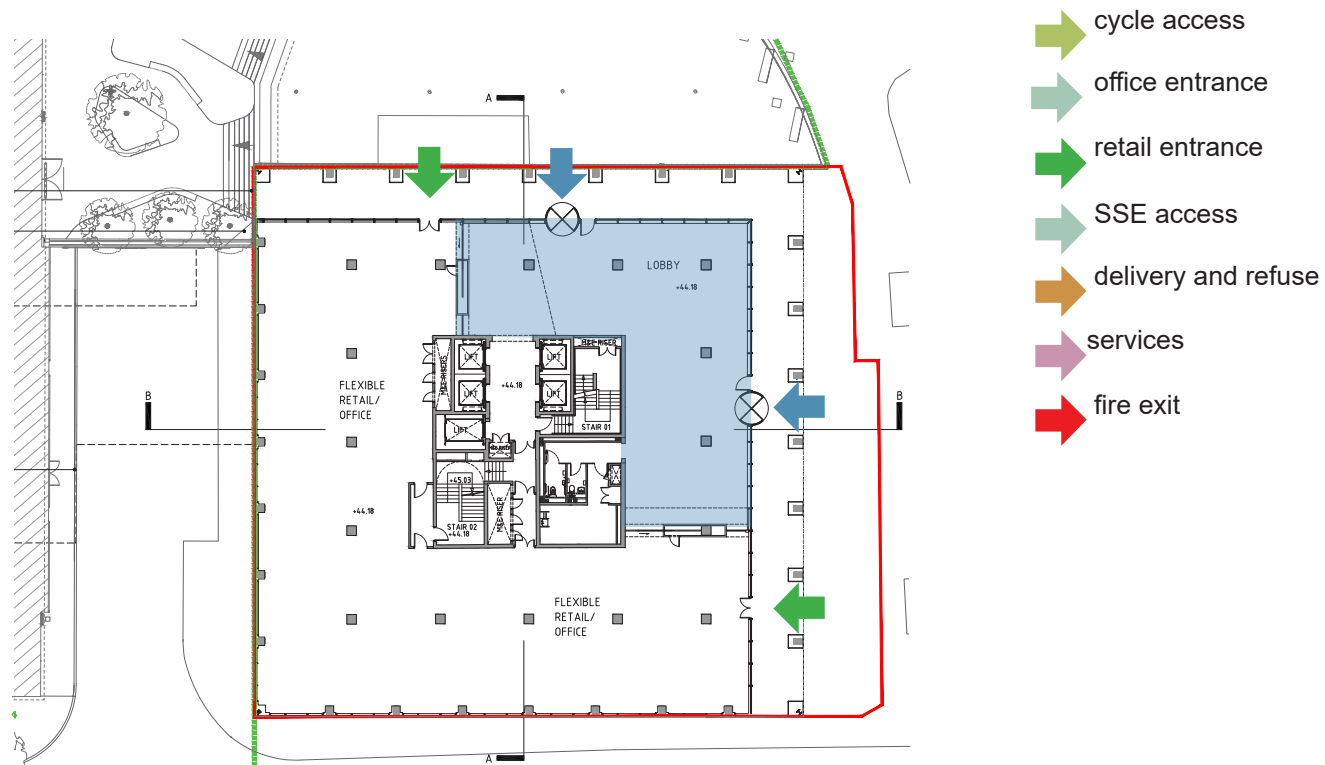
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Basement floor