

- 1.0 The proposals were presented on the basis of flexible B1(c)/B2/B8 land uses across Units 3A and 3B. The OCC response identifies some areas where concern is expressed regarding the presented split of parking spaces (car and cycles).
- 2.0 To respond to this, it is accepted that Unit 3B will be subject solely to a B8 consent, whilst retaining flexibility across the land use classes on Unit 3A. In terms of cycle parking, 6 stands (12 spaces) are provided for Unit 3B at a rate of 1 space per 320sqm of B8 floor-space. Twelve stands (24 spaces) are provided for Unit 3A at a rate of 1 space per 155sqm GFA. This meets the requirement for B1(c)/B2/B8.
- 3.0 In terms of the car parking provision, Unit 3B spaces accord with the B8 use class (24 spaces including 3 blue badge spaces). Unit 3A comprises 62 spaces, including 3 blue badge spaces which equates to 1 space per 60sqm GFA. The parking standards, expressed as maxima are 1 space per 50sqm for B2 and 1 space per 200sqm for B8, giving a range of 19-74 spaces. The proposed level is appropriate to respond to the flexibility of prospective occupants within the B1(c)/B2/B8 use classes.
- 4.0 It is confirmed that visibility to the left from the car park exit of Unit 3B will be sufficiently clear to allow exiting HGVs to be seen.

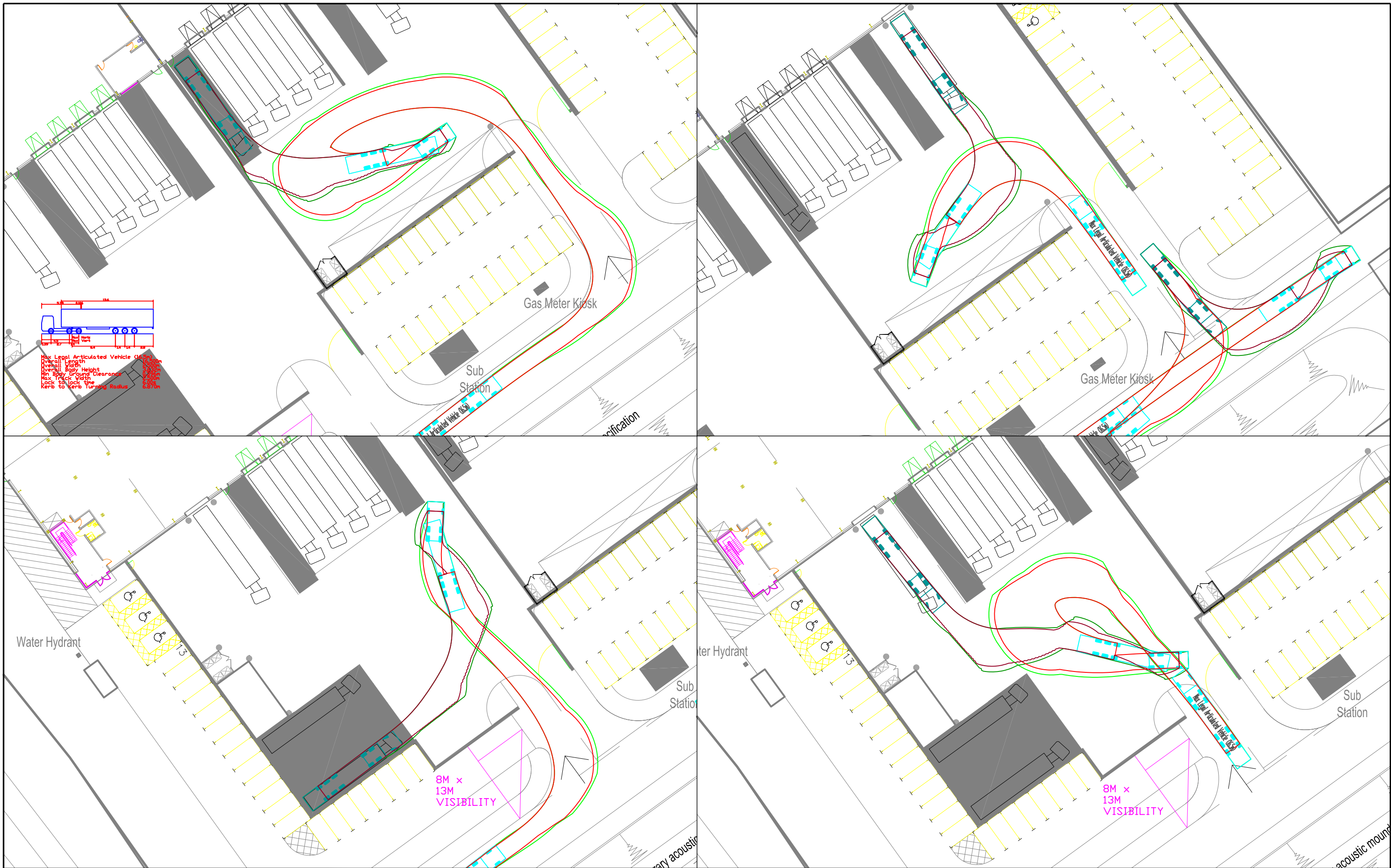


- 5.0 Visibility to the site entrance and spine road will be clear; with landscaping along the spine road frontage kept clear of any vegetation likely to grow more than 0.6m. A visibility line is illustrated on the plan from the car park give way line to the spine road. This distance is set at 8m as referred in the OCC consultation response.



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- 6.0 Vehicle tracking is provided as shown on **DTA Drawing 15230-18** to illustrate that HGVs can manoeuvre in the service yards, to enter and exit in forward gear.
- 7.0 Temporary turning opportunity is illustrated for HGVs on **DTA Drawing 15230-18** which accommodates any vehicle unable to travel further east on the spine road, by turning in front of the gates proposed as part of Unit 3A.
- 8.0 OCC sought a footpath to be added into the car park for Unit 3B. There is approximately 0.5m level difference between the access road footway and Unit 3B car park. As such, it is not practical to deliver a building regulations compliant path linking the two. Pedestrians will not have a meaningful addition journey length to access via the vehicular access. The design intent is to use the tree line and low level shrub planting to discourage pedestrians from taking the desire line route to access Unit 3B. The tree locations and extent of amenity shrub planting is demonstrated on Re-form Landscape Architects drawing R14-228-L18.
- 9.0 It is acknowledged that approval of construction detail and materials is required by condition and is dependent on the drainage strategy.

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