

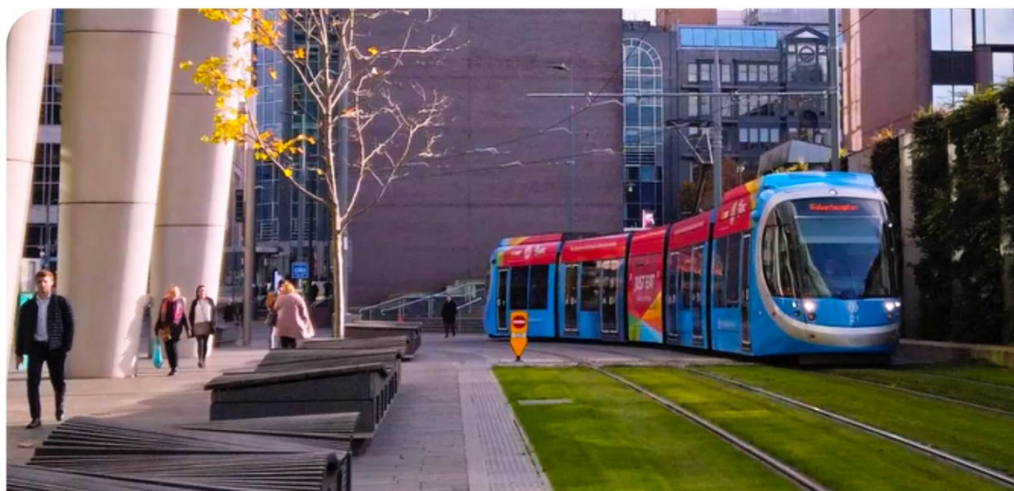


DV5 Coltham (Reading) Ltd

Bennet Court, Bennet Road, Reading

Framework Workplace Travel Plan

January 2023



DV5 Coltham (Reading) Ltd

Bennet Court, Bennet Road, Reading

Framework Workplace Travel Plan

OFFICE ADDRESS:
Lombard House,
145 Great Charles Street,
Birmingham,
B3 3LP

PROJECT NO:
J326748

DATE:
January 2023

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
3	230109 326748 TP 001 Rev B	ESP	09 January 2023	Final	ALF	JEGB

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1	05.12.2022	ALF	Draft
2	21.12.2022	ALF	Rev A

CONTENTS

1.	Introduction	4
1.1	Overview	4
1.2	The Purpose of Framework Workplace Travel Plans	4
1.3	Report Structure	5
2.	Existing Conditions	7
2.1	Introduction	7
2.2	Site Location	7
2.3	Local Highway Network	7
2.4	Accessibility Review	8
3.	Development Proposals	12
3.1	Overview	12
3.2	Proposed Development	12
3.3	Access Strategy	12
3.4	Parking	12
4.	Aim, Objectives and Measures	14
4.1	Overview	14
4.2	Aim and Objectives	14
4.3	Measures and Incentives	14
4.4	Sustainable Travel Measures and Incentives	15
4.5	Communication and Marketing	16
5.	Targets	17
5.1	Overview	17
5.2	Initial Targets	17
6.	Monitoring	18
6.1	Overview	18
6.2	Transport Plan Co-ordinator	18
6.3	Monitoring	19
6.4	Reporting	19
7.	Summary and Conclusion	20
7.1	Summary	20
7.2	Conclusion	20

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

APPENDICES

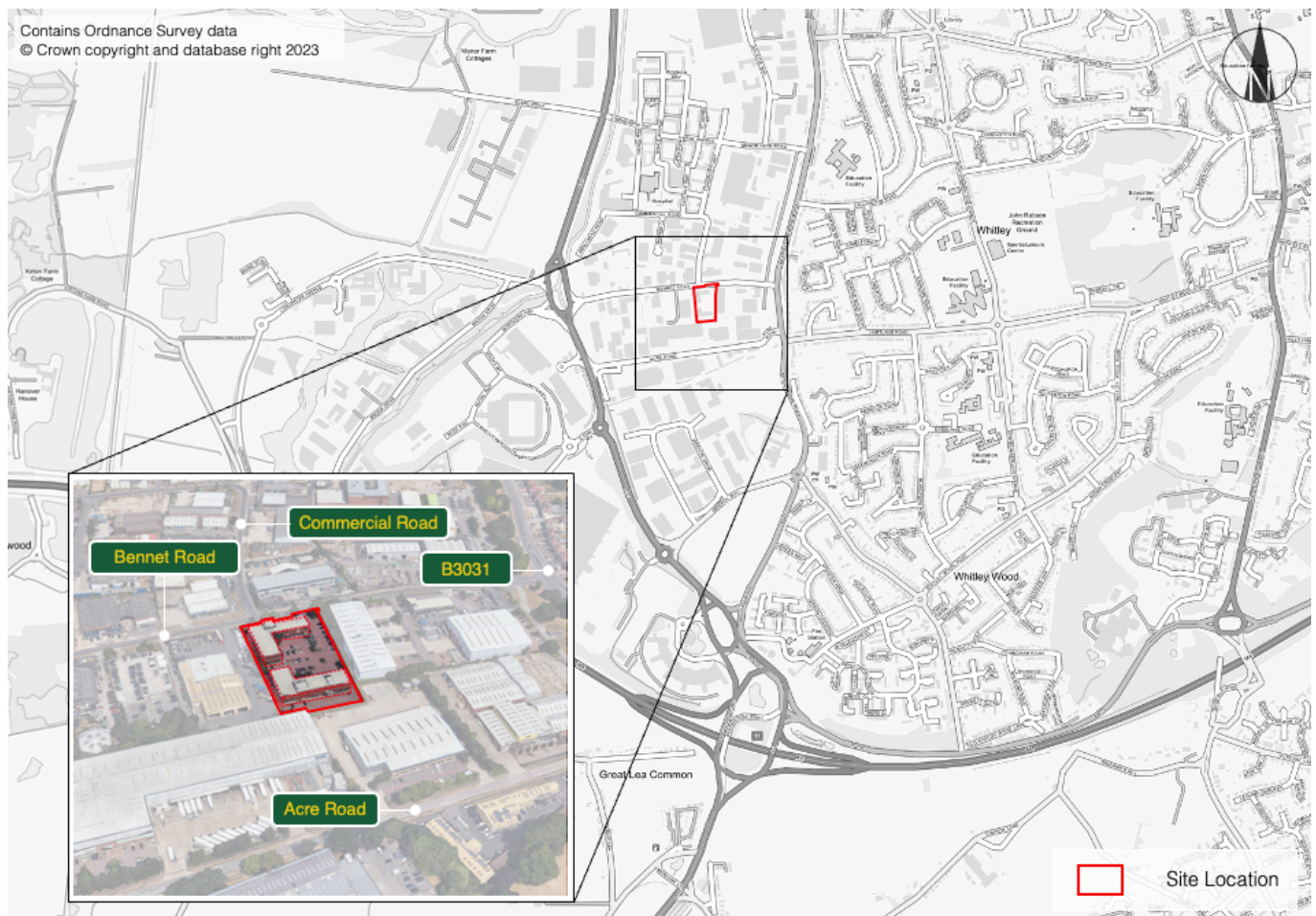
APPENDIX A Masterplan

1. Introduction

1.1 Overview

1.1.1 mode transport planning (mode) has been commissioned by DV5 Coltham (Reading) Ltd to prepare a Framework Workplace Travel Plan (FWTP) to accompany an application for the redevelopment of an existing office units located off Bennet Road, Reading. The site location is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan



1.1.2 A Transport Statement (TS) report has been prepared by mode as a separate document and also accompanies the planning application for the proposed development. This FWTP should also be read in conjunction with the TS.

1.2 The Purpose of Framework Workplace Travel Plans

1.2.1 A FWTP is a document of the measures, targets, monitoring and management strategy that is required to promote sustainable travel choices and reduce reliance on the private car at employment land uses.

- 1.2.2 FWTP's support planning applications for employment sites as they provide a context for an individual Travel Plan (TPs) to be developed by the end occupier at a development site, at a later stage (i.e., when the site is occupied and operational).
- 1.2.3 FWTP's serve as a preliminary guide for the first occupiers at a development and outline the initial measures and co-ordination strategies that are required to increase the use of non-car modes of transport at the development site.
- 1.2.4 This FWTP is designed to be specific to the location of the site and shall consider the unique interests and needs of all employees and visitors in the context of the local environment and transport network.
- 1.2.5 Once operational, the FWTP will deliver the following:
- Partnership approach to influence the travel behaviour of employees to and from the site;
 - Promote safe and viable alternatives to single occupancy car travel to the site;
 - Fewer vehicle trips and a reduction in overall vehicle mileage;
 - Inform employees of the social, environmental and economic costs of their travel choices; and,
 - Improved accessibility for all.
- 1.2.6 A strategy for ongoing monitoring and review will be developed and this will include the appointment of a designated Travel Plan Co-ordinator (TPC), who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.3 Report Structure

- 1.3.1 This report contains a set of recommended aims, objectives, targets and measures to reduce the number of car trips generated by the development, and increase the number of pedestrian, cycle and public transport trips. It also includes proposed methods for monitoring travel patterns, implementing and updating an eventual TP report over a five-year period.
- 1.3.2 The FWTP represents the first stage in the travel planning process. An updated TP will be issued once the development is built and occupied by the end occupier, and travel patterns are understood from data collected through surveys. This approach is typically secured by an appropriately worded planning condition.
- **Chapter 2** describes the existing conditions surrounding the site, including sustainable accessibility by all travel modes;
 - **Chapter 3** describes the development proposals;
 - **Chapter 4** details the aims, objectives and benefits that the TP will provide;

- **Chapter 5** details the TP targets;
- **Chapter 6** details the monitoring procedures of the TP; and,
- **Chapter 7** specifies the implementation and monitoring measures and incentives at the site.

2. Existing Conditions

2.1 Introduction

- 2.1.1 This chapter considers the existing context of the site, in terms of access, the existing highway network and sustainable transport infrastructure.
- 2.1.2 The site comprises two building units within Bennet Court, which benefit from extant planning use of c.38,865sqft E(g)(i) offices, accessed from Bennet Road. The site location is illustrated within **Figure 1.1**.

2.2 Site Location

- 2.2.1 The site is located within the Basingstoke Road Industrial Estates, which is situated c.3km south of Reading Town Centre and c.400m east of the A33. The M4 (Junction 11) is situated c.1.3km to the south. The site is bordered and accessed off Bennet Road to the north and commercial / employment buildings to the south, east and west.
- 2.2.2 The site comprises two building units within Bennet Court, which benefit from extant planning use of c.38,865sqft E(g)(i) Offices (formerly B1), accessed from Bennet Road. The site location is illustrated within **Figure 1.1**.

2.3 Local Highway Network

Bennet Road

- 2.3.1 Bennet Road is a single (two-lane) carriageway running in an east to west alignment, providing access through the wider Basingstoke Road Industrial Estates. To its eastern extent, it forms a signalised T-junction with the B3031, Basingstoke Road, and to its western extent, a signalised roundabout with the A33, Northern Way and Longwater Avenue. The road is covered by street-lighting and subject to a 30mph speed limit and is typically c.6.5m in width, with footways of c.2m width along both sides of the carriageway (set behind grass verges).

A33

- 2.3.2 In the vicinity of the site, the A33 routes in a north to south alignment from Reading Town Centre in the north to the M4 in the south. The majority of the length of the A33 acts as the Basingstoke Road Industrial Estates' western boundary. To the southern extent, the A33 forms a grade separated roundabout at Junction 11 of the M4. The A33 is a two-way dual carriageway, subject to a 40mph speed limit, that benefits from c.2.5-3m shared footway/cycleways along both sides of the carriageway incorporating street lighting.

Wider Highway Network

2.3.3 Access to the wider road network is shown in **Figure 2.1** below. The M4 (at Junction 11) can be accessed to the south of the site via the A33 and B3031, from which wider strategic destinations and further highway links can be accessed.

Figure 2.1 Wider Road Network



2.4 Accessibility Review

Walking

2.4.1 The 'Planning for Walking' (2015) document produced by the Chartered Institution of Highways and Transportation (CIHT) suggests that c.80% of journeys shorter than 1 mile (c.1.6km) could potentially be made wholly on foot. However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.

- 2.4.2 In terms of pedestrian and cycle accessibility, roads throughout the wider industrial area benefit from street lighting, dropped kerbs at side roads and crossing points, and footway provision along both sides of Bennet Road. The footway network connects to pedestrian facilities and toucan crossing points at junctions with A33 and B3031 which permits safe access to surrounding residential and employment areas and subsequently further pedestrian facilities.
- 2.4.3 It is also worth noting that the B3031 is locally considered a primary walking route which is said to contain busy urban shopping, business areas and main pedestrian routes (extract provided at **Appendix B**). The A33 is identified as a secondary walking route which are medium usage routes through local areas leading into primary routes.
- 2.4.4 Overall, the local area makes good provision for safe and usable pedestrian infrastructure. It is considered that the site is accessible for pedestrians, and there are good opportunities for employees and visitors to walk between the site, public transport services and the local residential areas in the surrounding vicinity of the site. The existing pedestrian infrastructure provides a direct, safe and convenient routes for pedestrians.

Cycling

- 2.4.5 Local Transport Note (LTN) 1/20, Cycle Infrastructure Design (July 2020) states that two out of every three personal cycling trips are less than 8km (c.5 miles) in length (DfT), which is an achievable distance for most people to cycle.
- 2.4.6 It is widely acknowledged and considered that cycling in urban areas has the potential to substitute shorter car trips, particularly, those under c.5km, and can also form part of a longer journey by public transport (multi-modal use). Cycling is therefore an important journey to work mode, that has the potential to perform a more significant role, in association with the development.
- 2.4.7 The South Reading Cycle Route extends north to south along the A33 from Reading Town Centre to Reading International Business Park, from the A33, two National Cycle Routes (NCR) can be accessed (extract provided at **Appendix B**). NCR 23 routes predominantly in a north to south alignment linking Winchester and Reading via Basingstoke. It can be accessed at the Bennet Road / A33 roundabout, c.450m west of the site, before routing east following Foundry Brook on a traffic-free route. NCR 4 can also be accessed off the A33, c.1.6km northwest of the site which routes in an east to west alignment between Cardiff and Central London. In the vicinity of the site, and in the context of Reading, NCR 4 routes alongside the River Kennet.
- 2.4.8 In addition, the topography of the local area also suggests that this would not be a limiting factor in people choosing to cycle to/from the site. As a result of the above, it is concluded that there is good opportunity, with no real physical barriers, for cycle travel between the site and the local surrounding areas.

Bus Services

2.4.9 The nearest bus stops are located within c.250m (an approx. 3-minute walk) on the B3031 to the east of the site and are accessed via the footway which routes past the bus stop as shown in Figure 2.2.

Figure 2.2 Local Bus Stops



2.4.10 The northbound bus stops on the B3031 are characterised by a flagpole, shelter and seating. Real-time service information is also located at the northern-most stop. The southbound bus stops are characterised as a simple bus flagpole and timetable design.

2.4.11 The No. 6 (emerald), 6a (emerald) and 154 bus services can be accessed from bus stops located along the B3031, additionally, the No. 600 and 50 (greenwave) bus services can be accessed west of the site on the A33, c.600m. A summary of the bus services and frequencies is provided in Table 2.1.

Table 2.1 Local Bus Service Provision

No.	Bus Operator	Route	Typical Peak Hour Frequency		
			Mon-Fri	Saturday	Sunday
6/6a	Reading Buses	Reading Station - Whitley Wood via Basingstoke Road	1 service every 10 minutes	1 service every 15 minutes	1 service every 20 minutes
154	Horseman Coaches	School Service			
50	Reading Buses	Central Reading - Green Park	1 service every 15 minutes	1 service every 45 minutes	-
600	Reading Buses	Central Reading - Spencers Wood/Riseley/Mere oak P&R via RIBP	1 service every 15 minutes	1 service every 15 minutes	-

Bus services correct as of 05/12/22

2.4.12 The bus stops and services detailed above can be accessed via the existing network of footways surrounding the site that provide a direct, convenient and safe route for all users to access the services.

Rail Services

2.4.13 Reading Railway Station is situated c.4.4km north of the site. Although not feasibly accessible by walking, the station can be accessed by cycling; equating to a c.14-minute cycle ride. The Station can also be accessed via the No. 50 or 600 bus services with an in-transit bus transfer time of c.7 minutes.

2.4.14 Reading Railway Station makes provision for:

- Sheltered Bicycle Parking for up to 344 spaces, located at the main access; and,
- Car Park with 1,387 Spaces (Including 14 accessible spaces and 156 EV charging bays).

2.4.15 The station provides access to a range of local regional and national services with high frequency of service.

3. Development Proposals

3.1 Overview

3.1.1 This chapter describes the development proposals, including indicative details of access, parking and servicing arrangements.

3.2 Proposed Development

3.2.1 The proposed development is for the demolition of the existing buildings and the construction of new commercial space of c.46,375sqft (Class E (g) (iii) / B2 and B8 with ancillary offices) provided within one unit along with associated parking and service yard.

3.2.2 A copy of the proposed site layout is provided at **Appendix A**, for reference.

3.3 Access Strategy

3.3.1 The existing office units are currently served via a bell mouth access taken off Bennet Road. As part of the proposals, the access will be amended and widened to accommodate HGV turning movements to reflect the revised use.

3.3.2 Based on this, the width of the access will be increased to 7.3m and the radii will be increased to 15m. It is not expected that any pedestrian improvements at the site access will be made, as the existing junction layout is considered suitable for Non-Motorised Users (NMU) but tactile paving will be provided at the access to assist crossing movements. The proposed access strategy is shown on the masterplan attached at **Appendix A**, for reference.

3.4 Parking

3.4.1 The development proposals (**Appendix A**) will provide the following:

- A total of 43 car parking spaces and 5 HGV spaces, consisting of:
 - 36 standard vehicle spaces;
 - 3 disabled spaces;
 - 4 EV spaces; and,
 - 5 HGV (2 dock access and 3 level access).

3.4.2 In terms of EV spaces, local policy does not provide detailed requirements other than to indicate that provision of EV spaces is encouraged. The scheme will provide 4 EV spaces from initial occupation with all remaining spaces being provided as passive – i.e. ducting will be installed to each space to allow it to be converted to an EV space at a later date as demand dictates.

- 3.4.3 In accordance with RBC's cycle parking standards, the site will provide safe, secure and covered cycle storage for up to 20 bicycles in the form of a dedicated cycle store for both staff and visitors. The provision of quality cycle parking will help encourage employees to travel sustainably to and from the development site.
- 3.4.4 The unit has been provided with 2 dock access and 2 level access doors (4 HGV spaces in total) and an additional level access for a van (5 total).

4. Aim, Objectives and Measures

4.1 Overview

- 4.1.1 This chapter sets out the aim, objectives and measures of the FWTP in order to promote and support the use of sustainable modes of transport at the development site; including walking, cycling, public transport use and car sharing.

4.2 Aim and Objectives

- 4.2.1 This FWTP will focus on maximising sustainable access to the development and encouraging non-car travel choices. Therefore, the FWTP has an overall aim, which is:

"To promote sustainable forms of transport to employees and visitors at the warehouse and its ancillary land uses; to reduce the overall number of vehicle movements and increase sustainable travel to and from the site."

- 4.2.2 To support the aim of the FWTP, a number of objectives have been identified to encourage sustainable travel and reduce the possible negative environmental, social and economic impacts e.g., fuel use and carbon emissions which may result from transport at the development.

- 4.2.3 The objectives of this FWTP are to:

- Reduce to a minimum the number of single-occupancy car trips to/from the application site;
- Address the access needs of employees and visitors by supporting walking, cycling, car sharing and the use of public transport;
- Enable employees and visitors to have an informed choice about their travel options;
- Provide adequately for those with mobility difficulties; and,
- Encourage more active travel to improve the health and well-being of employees and visitors.

- 4.2.4 The aim and objectives of the FWTP have been developed to represent good practice and provide an informative tool to help change perceptions about the convenience and benefits (economic, environmental and health) of not using the car, where alternatives exist.

4.3 Measures and Incentives

- 4.3.1 In consideration of the aim and objectives outlined in **Section 4.2**, a suite of 'sustainable travel measures and incentives' has been developed to offer a framework that the initial occupier can use when setting the final measures and incentives for inclusion within the final TP.

4.4 Sustainable Travel Measures and Incentives

4.4.1 To encourage the use of sustainable modes of transport by employees and visitors a number of viable walking, cycling, public transport and car sharing measures have been identified for the final land-uses at the development.

Walking & Cycling

4.4.2 To promote walking and cycling by site users, the measures detailed below will be adopted:

- **Provision of walking and cycling maps at the development:** Maps of local and accessible walking and cycling routes can be made available to employees and visitors at the development e.g., through 'Induction Packs' and other methods e.g., information boards;
- **Promotion of events including 'National Walking Month' and 'Cycle to Work Day' to employees:** Employees who live near to the site will be encouraged to participate in events such as 'National Walking Month'. For these activities, promotional resources can be obtained from charities and companies, such as Living Streets and Cyclescheme Limited.
- **Publicise the health and environmental benefits of walking and cycling to employees:** Employees will be made aware of the benefits of active travel by the occupier displaying promotional information e.g., posters and leaflets at focal points at the development. Organisations that can be approached for publicity material include Living Streets, Cyclescheme Limited and Sustrans.
- **Offering adult cycle training:** Details of local cycle training providers could be made available/or offered to employees at the development. There are a number of registered cycle training providers for workplaces e.g., bikeright; and further information about adult cycle training can be found at: <https://www.bikeright.co.uk>.
- **Cycle to Work:** Occupiers could adopt a 'Cycle to Work' discount scheme for employees at the application site e.g., Cyclescheme. 'Cycle to Work' operates as an employee benefit scheme that will save individuals 25 – 39% on a bike and accessories. The scheme involves employees making payments for a bike of their choice via tax effective payments made from their salary by employers.

Public Transport

4.4.3 The public transport network within the vicinity of the site includes the No. 6/6a, 50 and 600 bus services that can be accessed from Bennet Road and the A33 and provide access to the local and wider surrounding areas of the site with high frequency of service.

4.4.4 This service provision could be made to benefit employees and visitors, by the occupier including some of the following initiatives:

- **Distribution of public transport information:** Details of timetables, ticketing, routes and costs of public transport services can be made available within staff 'Induction Packs', on websites, notice boards and in reception / breakout areas at the development. Furthermore, negotiations could be made with public transport providers to arrange discount weekly or monthly tickets for employees and receive service information for site users; and

- **Publicising journey planning services:** Website links and phone applications for journey planning services such as Traveline and National Rail Enquiries could be publicised on websites; in reception areas, staff meetings and by travel information boards at the development. This cost-effective initiative will enable site users to be instantly informed about the timings and provision of public transport services near to the development.

Car Sharing

- 4.4.5 Car share schemes have the potential to reduce the number of single occupancy car trips to the site, thus reducing congestion and demand on parking at the development.
- 4.4.6 The positive benefits of car sharing, and the potential cost savings could be advertised to employees via websites, meetings, reception areas, staff meetings and by travel information boards.
- 4.4.7 In addition, employees will be made aware of local and national car share websites e.g., <https://liftshare.com/uk/>

4.5 Communication and Marketing

- 4.5.1 The progress, measures, and initiatives of the FWTP will be promoted and marketed to all new employees and visitors to help continue the ongoing success of the FTWP at the application site.
- 4.5.2 The information detailed above will be promoted via websites, at reception and by information boards that will be located at prominent locations at the site.
- 4.5.3 Promotional information on the benefits of walking, cycling, public transport use and car sharing, and the social, environmental, and economic costs of each mode will be provided.
- 4.5.4 Also, by these means, the range of benefits that can be seen by choosing more sustainable modes of transport will be detailed. Possible benefits that site users could experience because of opting for sustainable travel include; improvements to health, reductions in carbon footprints, evidence of assisting in reducing congestion and pollution levels in the local area.
- 4.5.5 An effective communication and marketing strategy will allow all employees to have a 100% knowledge of the sustainable travel options for journeys to and from the development and, an awareness of the measures available and facilities at the site that aid sustainable travel.

5. Targets

5.1 Overview

5.1.1 This chapter considers the forecast travel characteristics of potential future employees to provide an indicative modal split for target setting. The section also discusses the need to obtain an initial baseline travel survey, based on primary evidence to understand travel patterns and states an aspirational target for consideration within the FWTP.

5.2 Initial Targets

5.2.1 The initial targets for this FWTP have been established using 2011 Census, Travel to Work (JtW) data for the 2011 Middle Super Output Area (MSOA), Reading 018, in which the development site is located.

5.2.2 **Table 5.1** demonstrates the forecast mode share for travel to work by employees to and from the site, and also, suggests a future year travel modal shift target.

Table 5.1: Existing Mode Share and Future Mode Share Targets

Mode of Travel	Mode Share	Future Mode Share Target
Train	2.6%	Aim to achieve 10% reduction away from single occupancy private car use to be transferred to sustainable travel methods (i.e., Train, Bus, Walk, Cycle & Passenger in Car (car sharing)).
Bus	6.3%	
Motorcycle	1.1%	
Car	77.7%	
Passenger in Car	3.9%	
Bicycle	3.3%	
Walk	4.9%	
Other	0.3%	
Total	100.0%	

6. Monitoring

6.1 Overview

6.1.1 The principal objectives of the monitoring process are:

- To provide feedback to allow the proposed measures set out within the FWTP to be developed further; and,
- To measure the level of success in meeting identified targets using key performance indicators.

6.1.2 A framework for undertaking the monitoring and reviewing is outlined in this chapter.

6.2 Transport Plan Co-ordinator

6.2.1 Management of the TP represents an important element in pursuing the overall objective and aims. The Travel Plan Co-ordinator (TPC) will be appointed prior to initial occupation of the site and will be responsible for the management of the TP until five years after the initial baseline survey exercise.

6.2.2 For effective management of the TP, a TPC fully trained in the aims and objectives of the TP will be appointed to oversee the implementation and handover of co-ordination of measures and incentives at the application site during the planning and construction phases.

6.2.3 It is considered that the general day-to-day requirements of the role of the TPC will include overseeing the progress and monitoring of the TP; whilst being fully trained in the aims and objectives of the TP.

6.2.4 The overarching duties of the TPC will include:

- Ensuring that the aims of the TP are implemented on an ongoing basis;
- Ensuring that the TP, its measures and incentives are up to date by liaising with relevant internal departments and external bodies e.g., public transport providers and RBC;
- Effective marketing and awareness raising of the TP (internally and externally) e.g., TP promotion and information boards;
- Acting as a point of contact for employees, and representing the 'human face' of the TP – explaining the purpose and sustainable opportunities/alternatives on offer;
- The end user will also register the company TP on Modeshift STARS for Business. This is an online resource that provides a simple and easy way to monitor and evaluate a TP and recognises and rewards an organisation for their efforts in promoting and enabling sustainable travel; and,

- Taking a key role in the monitoring and review of the TP; commissioning and reviewing TP surveys and measures to inform an end of year summary report to be issued to RBC.

6.3 Monitoring

- 6.3.1 The TPC will be responsible for monitoring the progress of the TP; to ensure that it continues to remain effective, it is important that it is actively promoted amongst employees. In order to measure its success and provide insights as to what improvements can be made to the document, the TP will be reviewed annually by the TPC (for a period of up to 5-years inclusive of the 1st travel survey questionnaire).
- 6.3.2 The information collected will enable a review and comparison of year-on-year change in modal choices against the initial targets, as well as providing an opportunity to identify areas where the TP can be improved or refined. An assessment can then be made of where further progress can be most effectively achieved. Specific targets may need to be modified as part of this process.

6.4 Reporting

- 6.4.1 An annual review and monitoring report will be undertaken for a period of five-years from site occupation (and completion of the 1st travel survey questionnaire) to assess the progress of the plan.
- 6.4.2 This will outline the results of the monitoring in the preceding period, measures that have been successfully implemented and any suggested changes to targets and measures as a result of the travel survey data.
- 6.4.3 The monitoring reports will be submitted to RBC's Travel Planning Officer. After the initial five-year period the formal obligation for further monitoring and delivery of the TP will cease.

7. Summary and Conclusion

7.1 Summary

- 7.1.1 This FWTP has been prepared to accompany an application for the re-development of the existing Bennet Court office units, situated off Bennet Road, Reading.
- 7.1.2 The report provides a framework of the travel planning processes and procedures for the occupier/end user and utilises national and local policy guidance to provide a set of recommendations for the necessary aim, objectives, targets and measures to be adopted; looking to reduce the number of single occupancy car trips generated by the development and increase the number of sustainable transport journeys.
- 7.1.3 The FWTP has recommended an initial and aspirational aim of 10% modal shift from single occupancy car use, on to sustainable modes of transport.

7.2 Conclusion

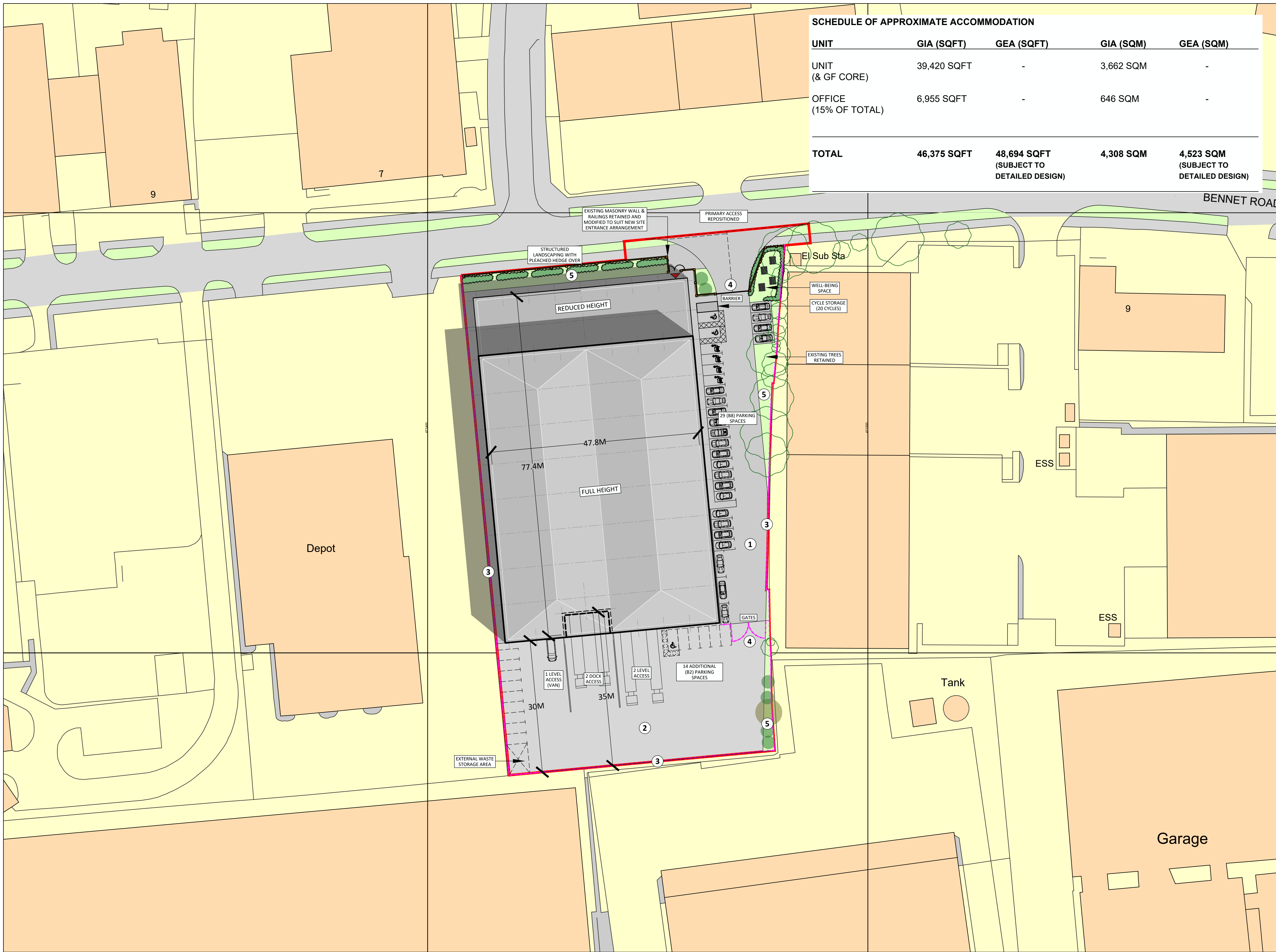
- 7.2.1 It is concluded that the FWTP provides an effective strategic tool to promote sustainable access at the proposed development and its ancillary uses.
- 7.2.2 The document serves as a supplementary guide to assist with targets, measures and implementing of the FWTP at the application site.

APPENDICES



APPENDIX A

Masterplan

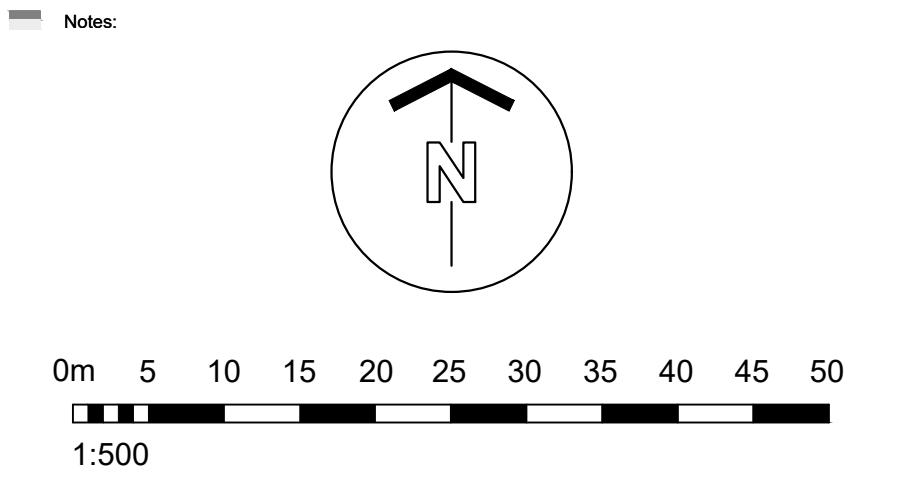


Ordnance Survey, (c) Crown Copyright 2022. All rights reserved. Licence number 100022432

SCHEDULE OF APPROXIMATE ACCOMMODATION

UNIT	GIA (SQFT)	GEA (SQFT)	GIA (SQM)	GEA (SQM)
UNIT (& GF CORE)	39,420 SQFT	-	3,662 SQM	-
OFFICE (15% OF TOTAL)	6,955 SQFT	-	646 SQM	-
TOTAL	46,375 SQFT	48,694 SQFT (SUBJECT TO DETAILED DESIGN)	4,308 SQM	4,523 SQM (SUBJECT TO DETAILED DESIGN)

NOTE:
THIS DRAWING IS © COPYRIGHT OF BHP DESIGN (UK) LTD AND SHOULD NOT BE REPRODUCED WITHOUT PERMISSION.
THIS IS A PRELIMINARY FEASIBILITY STUDY ONLY AND IS INTENDED TO BROADLY ASSESS THE VIABILITY OF THE SCHEME.
THE LAYOUT IS BASED ON VARIOUS SOURCES, THE ACCURACY OF WHICH CANNOT BE GUARANTEED AND AS SUCH ALL PROPOSALS ARE SUBJECT TO CONFIRMATION FOLLOWING DETAILED TOPOGRAPHICAL, BUILDING AND OTHER RELEVANT SURVEYS.
IT HAS BEEN ASSUMED THAT OTHER THAN WHERE SHOWN THE SITE IS ESSENTIALLY FLAT WITH NO EASEMENTS TO ABOVE OR BELOW GROUND SERVICES.
WHILST EVERY EFFORT IS MADE TO ENSURE THAT ALL PROPOSALS MEET CURRENT BUILDING REGULATIONS, RELEVANT LEGISLATION AND OTHER GOOD BUILDING PRACTICE, THEY ARE SUBJECT TO CONFIRMATION FOLLOWING LIASONS WITH RELEVANT LOCAL AUTHORITIES AND OTHER DUE DILIGENCE.
WHERE BOUNDARIES ARE SHOWN THESE ARE AS ADVISED BY THE CLIENT AND ARE FOR GENERAL GUIDANCE ONLY, WHILST PLOTTED WITH REFERENCE TO LAND REGISTRY DATA WHERE AVAILABLE AND INTERPOLATED AS PHYSICAL FEATURES ON SITE WHERE POSSIBLE, THEY ARE NOT INTENDED TO REPRESENT DEFINITIVE SITE EXTENTS OR LEGAL OWNERSHIP.



SCHEDULE OF EXTERNAL HARDSTANDING MATERIALS

- MACADAM SURFACING
- THERMOPLASTIC PAINT LINING ETC.
- COLOUR - BLACK/GREY SELF COLOUR WITH LINING TO CONVENTION
 - CONCRETE SURFACING
- COLOUR - LIGHT GREY SELF COLOUR
 - GENERALLY 2.4M HIGH PALADIN FENCE
- SURFACE COATED IN PROPRIETARY FINISH
- COLOUR - TBA
 - FABRICATED STEEL PEDESTRIAN/VEHICULAR GATES/CONTROL BARRIER
- FULL SPECIFICATION PAINT FINISH
- COLOUR - TBA
 - STRUCTURED LANDSCAPING
- SCHEME TO BE APPROVED BY LOCAL AUTHORITY
- PRIOR TO IMPLEMENTATION
- DENOTES APPROXIMATE EXTENT OF PALADIN FENCING

PLANNING



Revisions: Amendment: Date: Name:


St. Paul's Place, 40 St. Paul's Square, Birmingham,
B3 1FQ, United Kingdom
t. +44(0)121 314 6618 e : info@bhp-design.co.uk

CLIENT: DV5 COLTHAM (READING) LTD

PROJECT: PROPOSED DEVELOPMENT AT
BENNET COURT
BENNET ROAD
READING
RG2 0QX

TITLE: SITE LAYOUT PLAN -
AS PROPOSED (OS BASED)

Scale: 1:500@A1	Date : DEC 2022
Design : DFC	Draft: JC
Drw No : 22-024-PL-03	Revision: C



keep up with mode:



Birmingham
☎ 0121 794 8390

London
☎ 020 7293 0217

Manchester
☎ 0161 464 9495

Reading
☎ 0118 206 2945