

VERTU MOTORS PLC
MERCEDES BENZ, RICHFIELD AVENUE, READING
TRAVEL PLAN

ADC Infrastructure Limited
Western House
Western Street
Nottingham
NG1 3AZ

www.ADCinfrastructure.com

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3			

EXECUTIVE SUMMARY

This Workplace Travel Plan was prepared to accompany a planning application for the redevelopment of the existing Mercedes Benz dealership and service centre, on Richfield Avenue, Reading.

A Travel Plan is “*a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.*”

The development is primarily accessed from Richfield Avenue, with secondary access from Milford Road to the rear of the site. The development will provide 18 covered cycle parking spaces for staff. 39 staff parking spaces, and 180 customer/storage/display car parking spaces will also be provided as part of the development, in order to reduce the likelihood of overspill parking on surrounding streets.

Within 1km walking distance of the development there is extensive pedestrian, cycle and public transport provision, including bus stops, on Caversham Road and in the town centre, and Reading Train Station. The R4 local cycle route, and National Cycle Network (NCN) route 5 both pass within 500 metres of the site, providing excellent opportunities for traffic free bicycle commuting.

In order to establish a baseline modal share for employees at the site, a travel survey was conducted in March 2018. 31 staff members responded, with 84% travelling to work by (single occupancy) car.

This Travel Plan adopts the following targets.

- **Target 1** – All employees will be aware of the Travel Plan.
- **Target 2** – a Travel Plan Coordinator (TPC) will be appointed and will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in single occupancy car commuting by the end of the monitoring period.

With regards to Target 1, within two months of commencing occupancy, all employees are to be made aware of the objective of the Travel Plan, how to contact their Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise employees on alternative travel options for all types of journeys.

With regards to Target 2, a reduction in car commuting will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes, and also by a reduction in overall travel.

The occupiers will introduce various measures and incentives to encourage employees to change their travel habits. They will appoint a Travel Plan Co-ordinator who will be responsible for the Travel Plan and promote it to all employees. The Travel Plan will also be used to enable visitor journeys to be made by sustainable modes of transport.

A monitoring regime is outlined, which will allow the modal share to be measured over time through workplace travel surveys. Hence the measures can be adjusted to ensure that the Travel Plan continues to move toward and achieve its targets.

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1.0 INTRODUCTION

- 1.1 Vertu Motors PLC instructed ADC Infrastructure Limited to provide a Travel Plan in order to discharge a planning condition relating to the expansion of the existing Mercedes Benz dealership adjacent to Richfield Avenue, Reading.
- 1.2 The redeveloped site includes a revised showroom, valet, washing and servicing facilities, as well as 39 staff parking spaces, and storage for 180 vehicles, both for customers awaiting service, and for display vehicles. The illustrative site masterplan is shown at **Appendix A**.
- 1.3 Reading Borough Council (RBC) are the local planning and local highway authority.
- 1.4 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)¹.
- 1.5 A Workplace Travel Plan is therefore a living document that sets out ways to reduce the number of single occupancy vehicle trips generated by a development. It involves the setting of agreed targets and outcomes, linked to an appropriate package of measures, aimed at encouraging the new occupants to travel by sustainable modes. The process also includes continuous monitoring, review, and refinement over time, as travel surveys reveal trends in travel patterns.
- 1.6 Situated approximately 1km north of Reading town centre, the site is well located in relation to sustainable transport infrastructure, including bus stops along the A4155 Caversham Road (within 400m of the site) and at the Reading train station interchange, providing access to both bus and rail services. There is dedicated cycle infrastructure adjacent to the site, with local cycle route R4 running along the northern site of Richfield Avenue, and National Cycle Route 5 accessible at Caversham Bridge. The majority of Reading and Caversham are within 5km of the site, and therefore considered to be within a commutable distance by bicycle
- 1.7 This Travel Plan focuses on providing information on the opportunities for travel to and from the site by sustainable modes, to allow occupants to then take ownership and make informed decisions about their travel choices.
- 1.8 This Framework Travel Plan is structured as follows:
 - Section Two details the site location and existing opportunities for travel to and from the site.
 - Section Three details the development proposals, and the forecast operation at the site.
 - Section Four details the results of the travel survey used to establish a baseline modal split for the proposed development and sets the Travel Plan targets.
 - Section Five details the measures and incentives to encourage the use of sustainable modes of travel, in the context of the site's location, the existing opportunities for sustainable travel, and the likely operation of the development.
 - Section Six includes methods for implementing, monitoring and reviewing the Travel Plan and travel patterns of the development, and how the subsequent full Travel Plans for each unit will be produced.

¹ <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

2.0 TRAVEL PLAN OBJECTIVE AND BENEFITS

Objective

- 2.1 The overall objective of this Travel Plan is to minimise the number of single occupancy car journeys by employees and visitors to the development by promoting and supporting the use of alternative modes of travel (walking, cycling, public transport and car sharing).

Benefits

- 2.1 There are various benefits that can be achieved when a Travel Plan is designed into a workplace development from the start, including the following:

- a focused approach to influence the travel behaviour of occupants and visitors
- the introduction of safe and viable alternatives to single-occupancy car travel, improving both the availability and choice of travel modes to the development, reducing the number of vehicle trips, and reducing vehicle mileage
- increased awareness of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport, and car sharing
- increased awareness of the social, environmental, and economic costs of individual travel choices
- a positive impact on employees physical and mental health, through the incorporation of active travel modes into their daily routine where possible.
- reduced absenteeism and enhanced employee wellbeing as a result of the above
- a positive change in attitudes towards the use of alternative travel modes
- provision of practical information on how to travel by more sustainable transport modes, with integration between different transport modes
- provision of practical initiatives, based on regular appraisal of occupants travel patterns
- improved accessibility, safety, and security for people travelling to and from the site, and for general workplace travel duties during the day.

- 2.3 In addition to these benefits the Travel Plan will also seek the following outcomes²:

- reduction in the overall need for travel to and from the site
- reduction in the need for car use, with associated benefits in terms of reduced traffic, congestion, air pollution, and accidents
- generation of only the minimum number of car movements to and from the development
- more attractive environments
- supporting the viability of local public transport services and helping reduce social exclusion
- increased usage and safety of city cycling and walking routes
- opportunities provided to build healthy exercise into daily life
- represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist.

² *Good Practice Guidelines: Delivering Travel Plans through the Planning Process* (Department for Transport, April 2009)

3.0 EXISTING CONDITIONS

Site location

- 3.1 The development site is on the southern side of Richfield Avenue in Reading, immediately north of the town centre. The site is close to Reading train station and transport interchange and numerous town centre bus stops. Car parking is located at the rear of the site with staff and customers accessing from Richfield Road via a priority-controlled T-junction, and vehicle deliveries are via Milford Road (Figures 1 and 2).

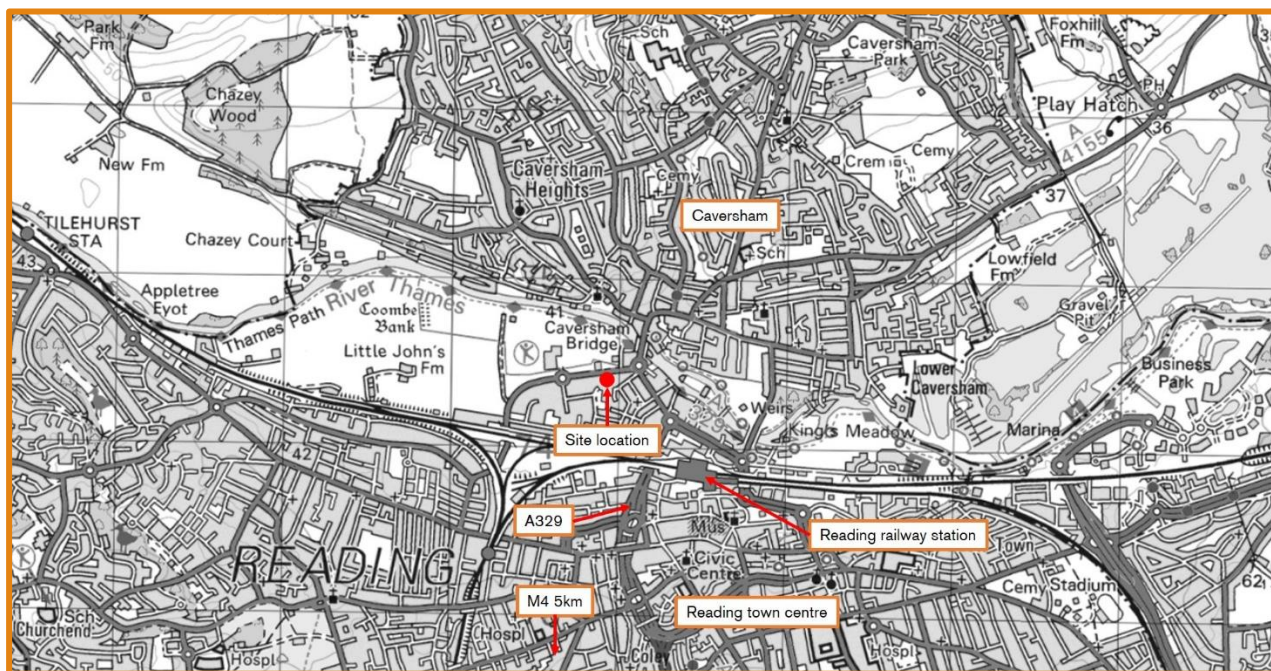


Figure 1: site location within Reading

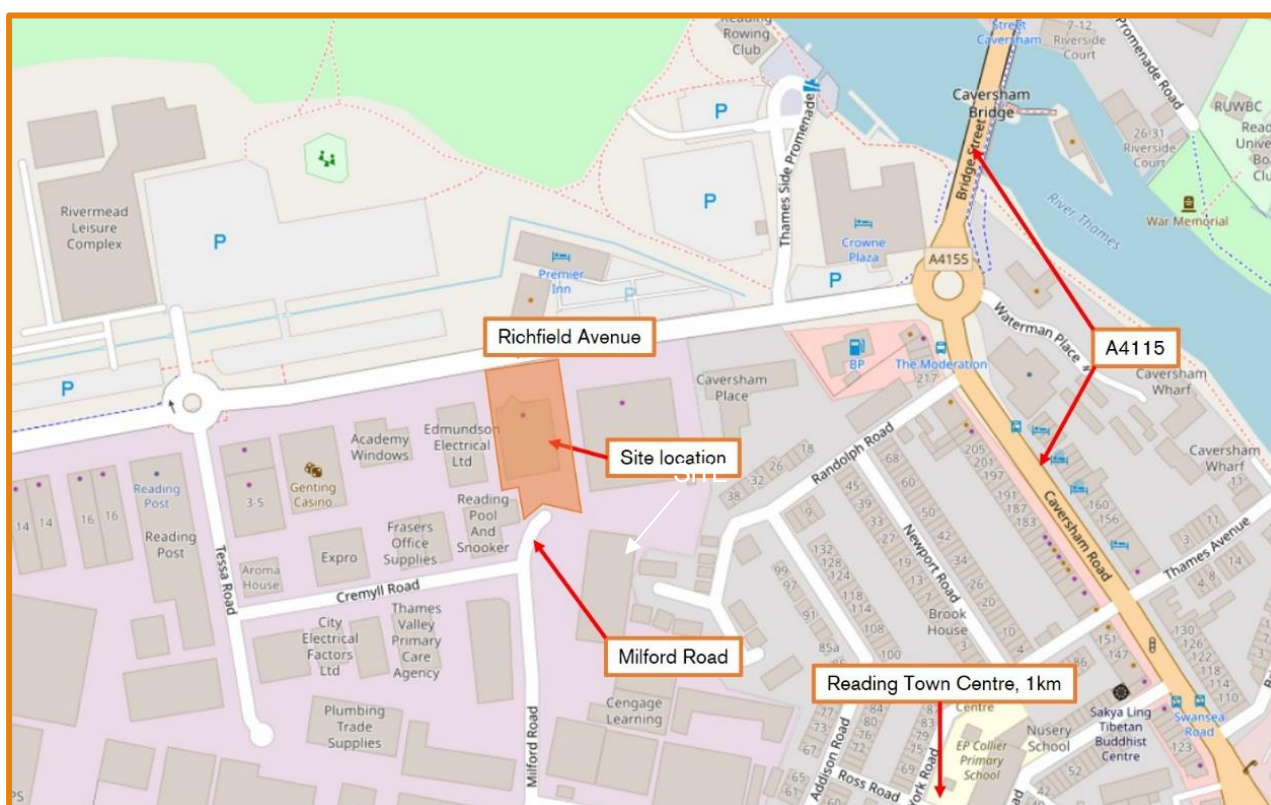


Figure 2: detailed site location

Accessibility for pedestrians

- 3.2 For commuters without mobility impairment, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance³.
- 3.3 **Figure 3** shows that the development is well situated for pedestrian journeys.
- 3.4 A significant number of residential areas fall within the 2km maximum walking distance catchment area, including central and southern areas of Caversham and residential districts to the west of Reading town centre. There is significant potential for pedestrian commuter trips to the site, or for multi modal trips including public transport for a section of the journey.

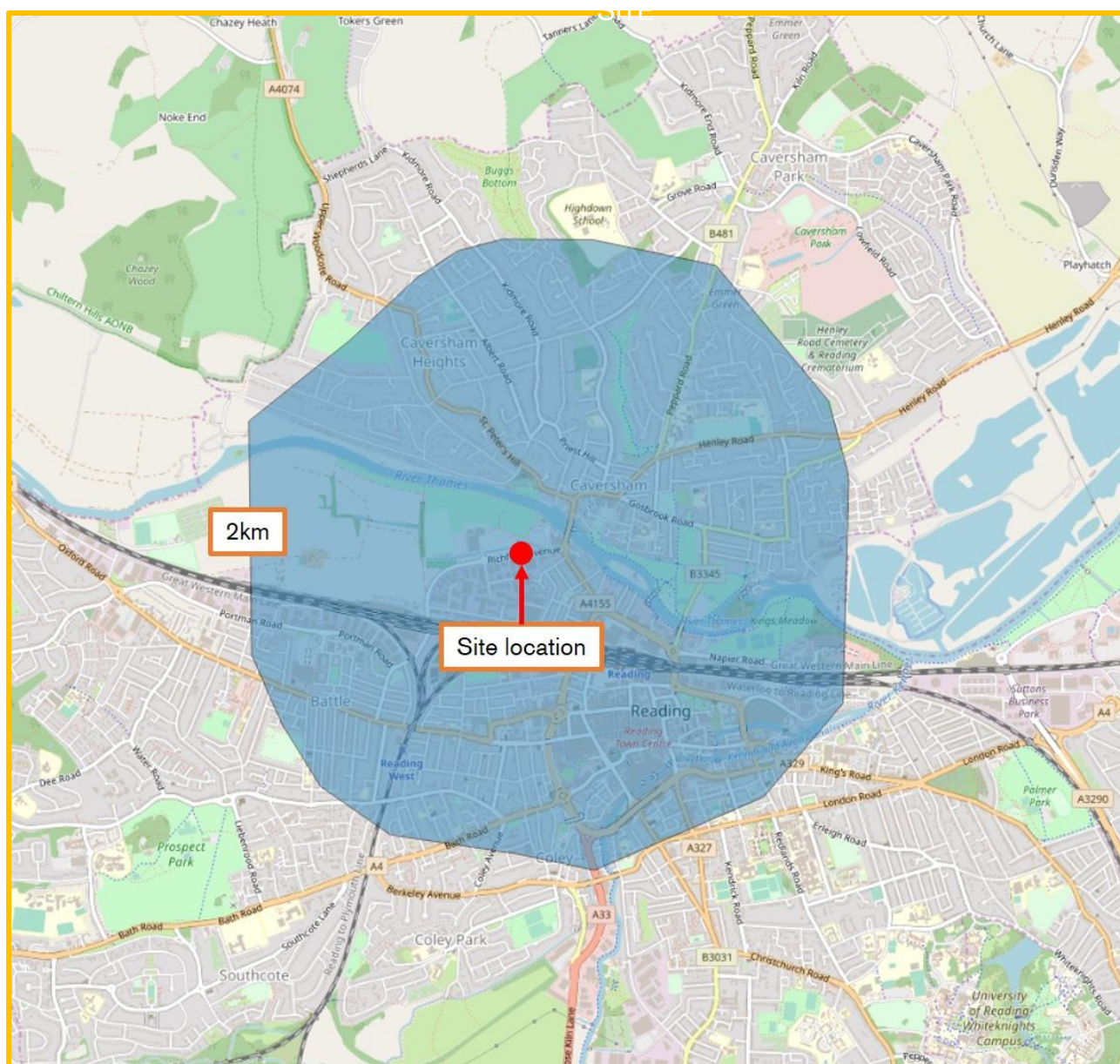


Figure 3: pedestrian catchment areas of 2km from the site entrance

- 3.5 Within 1km desirable walking distance of the site, there is extensive public transport provision, including bus stops along the A4155 Caversham Road (within 400m of the site) and at the Reading train station interchange, providing access to both bus and rail services.

³ *Guidelines for Providing for Journeys on Foot* (Institution of Highways and Transportation, 2000)

- 3.6 There are footways along either side of Richfield Road, linking the site to the wider pedestrian network, including the town centre, and associated public transport provision.

Accessibility for cyclists

- 3.7 Cyclists are typically prepared to cycle up to 5km for non-leisure journeys, and in many cases, commuters will travel in excess of this, especially if high quality cycle infrastructure is present. **Figure 4** shows a 5km catchment area from the site. Caversham and the surrounding districts to the north of the river are all within 5km, as is the majority of central and western Reading to the south of the site.

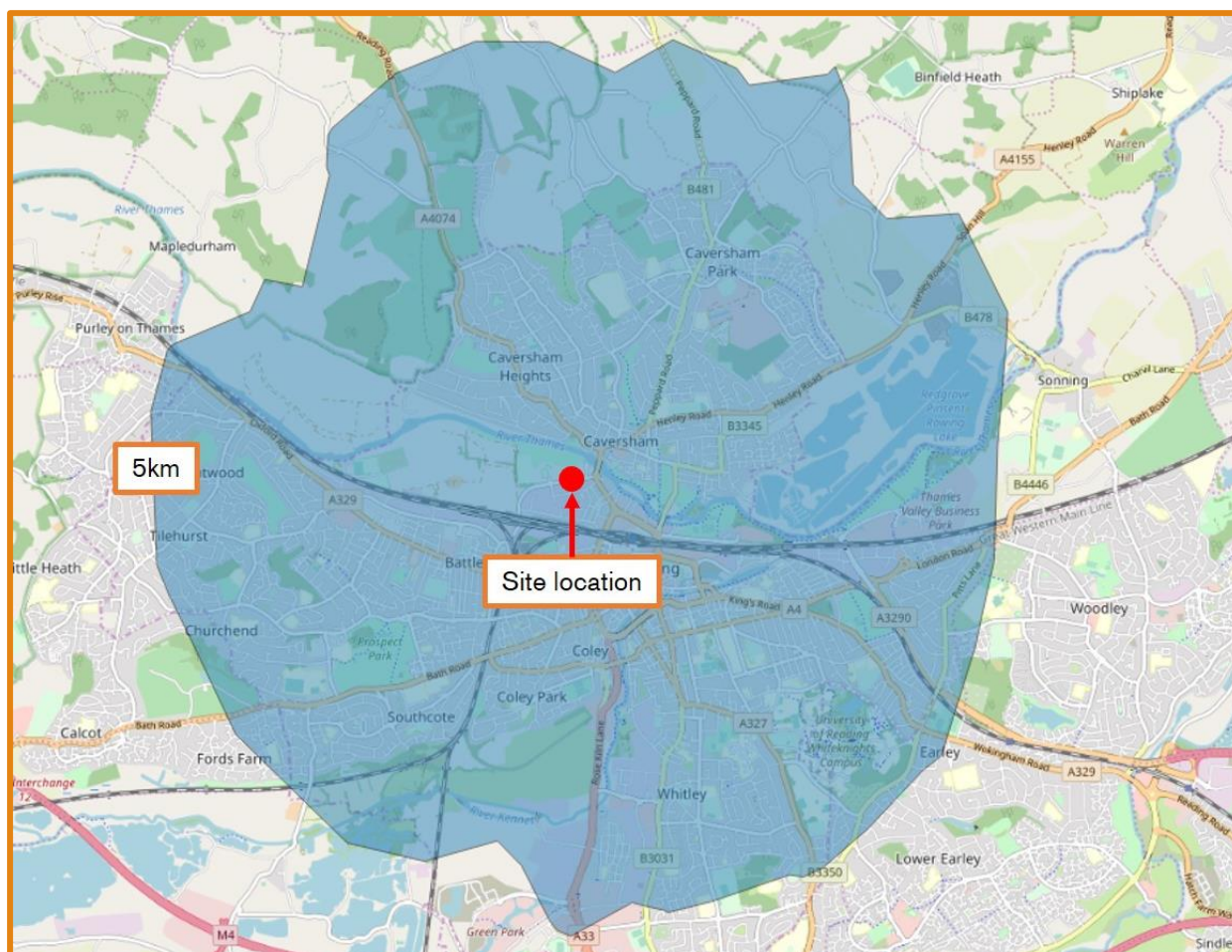


Figure 4: 5 km cycling catchment area

- 3.8 **Figure 5** shows the existing cycle infrastructure local to the site. The ongoing development of Reading's cycle network aims to provide high quality cycle routes along core corridors, and improved links with the local highway network, green spaces, and wider cycle network outside the town boundary.
- 3.9 There is a segregated cycle path along the northern side of Richfield Avenue, which forms part of the local R4 cycle route, providing connectivity to Caversham and Emmer Green, connecting with the R40 and R41 cycle routes north of the river Thames. The National Cycle Network Route 5 also passes within 1km of the site, running along the Thames path on the southern bank of the river, before passing over Caversham Bridge and briefly joining the R40.
- 3.10 There is a large amount of cycle parking at Reading train station, located in double-tiered racking on the station frontage adjacent to the A329.

3.11 Reading also has a short-term public cycle hire system, Readybike, offering hourly bicycle hire and providing a sustainable transport option for individuals who may not wish to purchase their own cycle, or for making short trips around the city centre during the working day. At the time of writing, however, the current operator had pulled out, and the scheme had been temporarily halted by RBC whilst a new operator comes forward.

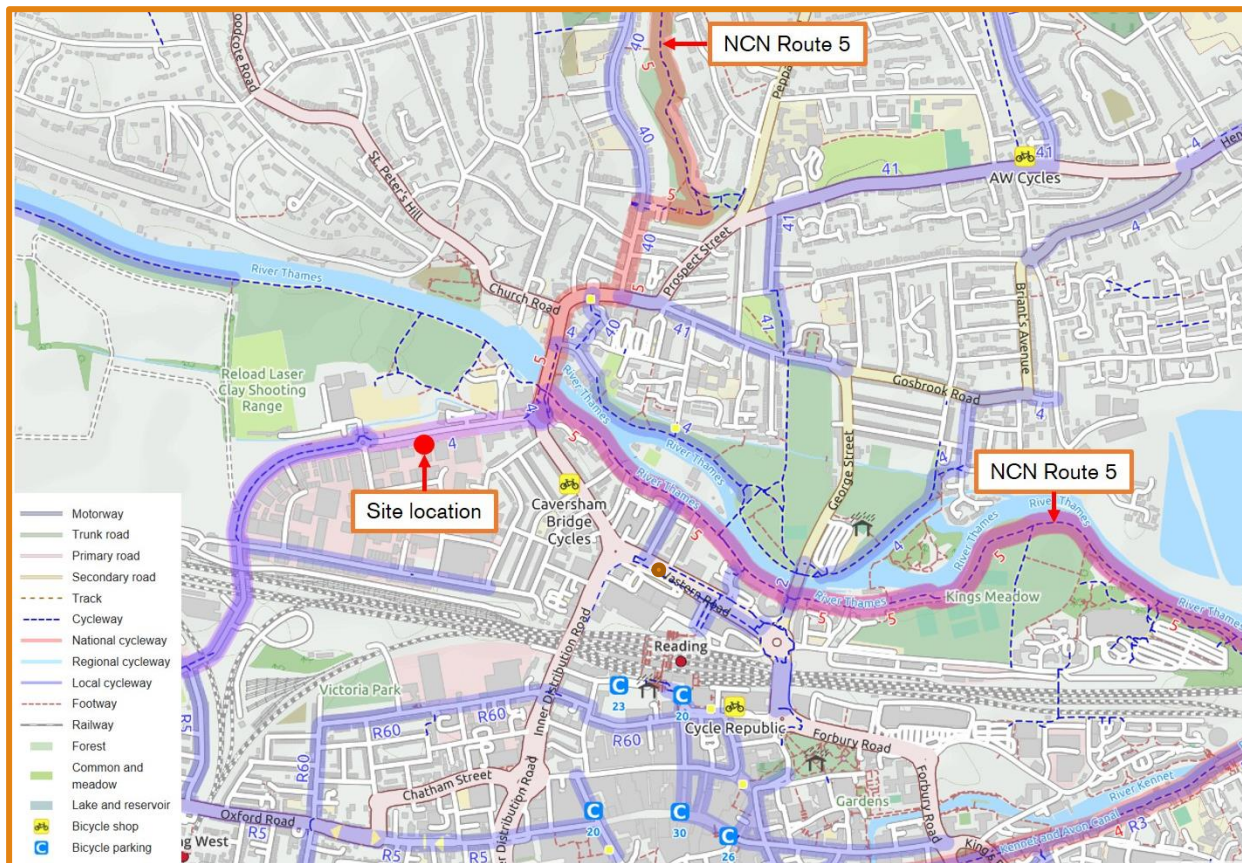


Figure 5: local cycling facilities and routes

Accessibility by bus

3.12 National guidance suggests that ideally the maximum walking distance to a bus stop should not exceed 400m⁴. However, public transport users are prepared to walk further for more direct or more frequent services. The 400m walking distance should be *“treated as guidance, to be achieved where possible by services that operate at regular frequencies and along direct routes. It is more important to provide services that are easy for passengers to understand and attractive to use than to achieve adherence to criteria for walking distance”*.⁴

3.13 All bus stops within 400m of the site are displayed in **Figure 6**.

3.14 The nearest bus stops to the site are located at Rivermead leisure centre, 50m west of the site along Richfield Road. They are served by the 42 and GreenWave services, which link the site with the town centre on an hourly frequency⁵.

⁴ *Guidelines for Planning for Public Transport in Developments* (Institution of Highways and Transportation, March 1999)

⁵ www.reading-buses.co.uk/services

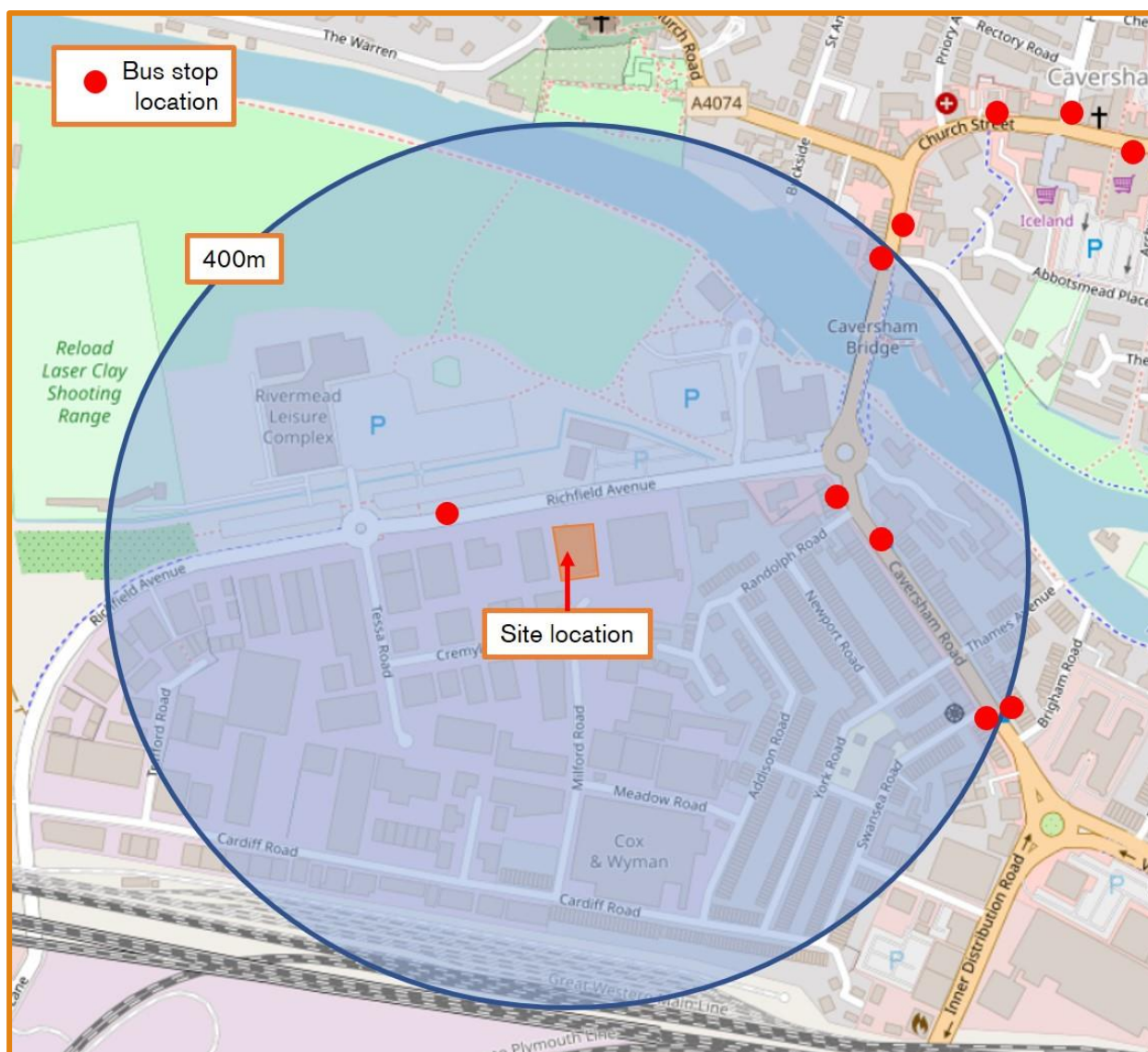


Figure 6: local bus stops, and 400m pedestrian catchment from the site

3.15 Bus stops on Caversham Road, 350m east of the site, are served by Pink (22 and 27) and Berry (23) line services which link the site with Caversham and Emmer Green to the north. All are operated by Reading Buses, and all operate at an hourly frequency. They are also serviced by the Thames-Travel operated X38, X39 and X40 services, which run along the Thames Valley from Oxford to Reading, via Wallingford and Henley-on-Thames, with one service per hour for each⁶ An excerpt from the network map for these services is shown in **Figure 7**.

3.16 All bus stops within 400m of the site are covered by shelters and display real-time service information and updates as standard. Reading buses offer real-time service tracking via smartphone app.

⁶ www.thames-travel.co.uk/routes

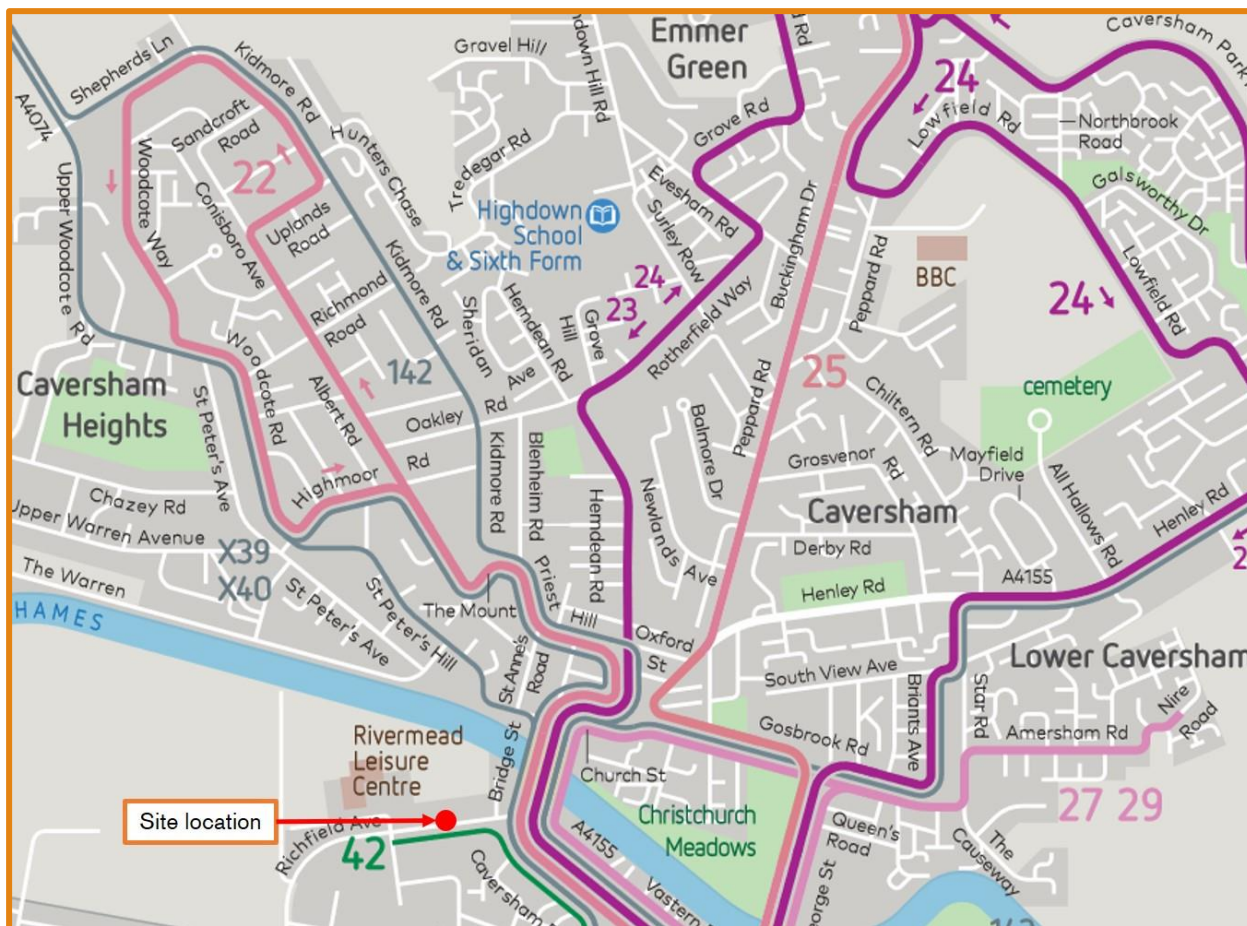


Figure 7: Bus network accessible from the site

- 3.17 Approximately 1km south of the site, Reading train station interchange and the network of bus stops in the town centre provide a central hub for the linking the various lines of the Reading bus network, which are arranged radially, emanating out from the centre and affording access to the majority of Reading and the surrounding area, within a 20 minute walk of the site.
- 3.18 Advanced ticketing is available via the simplyReading smartcard system, with passes ranging in price from £16 for a seven-day network pass, to £575 for a calendar year. The simplyReading pass covers all services within the Reading and Caversham area⁷.

Accessibility by train

- 3.19 Reading train station is one of the busiest passenger hubs in the country outside London, handling in excess of 17 million passengers a year. Services are primarily operated by the Great Western Railway, with additional intercity connections (Birmingham New Street, Manchester Piccadilly, Newcastle Central) operated by CrossCountry Trains and local branch line services by South Western Railway, providing easy connections to London, Bristol and the South West and regional centres such as Slough, Wokingham, Swindon and Oxford. Local and regional bus and cycle routes all converge on the station that provides a transport hub for journeys over a wide area. Reading Train Station main entrance is approximately 1km south of the site.

⁷ www.reading-busesshop.co.uk

Technology and car sharing

- 3.20 Co-Wheels Car Club provide short term car hire facilities at locations across Reading⁸. These vehicles are bookable by the hour via the company website or smartphone app which provides real time information about availability and pricing. Users must set up an account, which can be done either as a private individual or via a corporate subscription. Usage is charged at an hourly rate, with a mileage surcharge. Vehicles must be collected and returned to their allocated on-street parking bay. The nearest vehicles to the development site are located on adjacent to the Magistrates Court in town centre. Car clubs provide a useful alternative to single occupancy car commuting as they allow for offsite trips to be made without the use of one's own vehicle, this relieving pressure on the exiting road and parking infrastructure within the vicinity of the development.

Summary

- 3.21 The site is located adjacent to Richfield Avenue, approximately 1km north of Reading town centre.
- 3.22 There are good opportunities for pedestrian and cycle travel to and from the site, with appropriate infrastructure provided along the desire lines. There are opportunities for bus travel within the walking catchment area, via bus stops on Richfield Avenue and Caversham Road. Reading trains station is approximately 1km south of the site, with frequent services to local, regional and national destinations.
- 3.23 This assessment has shown that the site is in a sustainable location that is accessible by all main modes of transport and is therefore well located for employment development.

⁸ <http://www.co-wheels.org.uk/locations>

5.0 MODAL SHARE AND TARGETS

Modal share

- 5.1 As the regional centre, Reading has a relatively wide catchment area in terms of workplace trip attraction, with commuters travelling from across the region in order to work in the town. The 2011 Census shows that of employees commuting into Reading from other districts, the majority arrive from neighbouring districts of Wokingham, West Berkshire and South Oxfordshire.
- 5.2 A baseline travel survey was conducted in March 2019 in order to establish the existing modal split for staff working at Mercedes Benz Reading. The site currently employs 68 staff. There were a total of 31 responses, from 68 staff. The modal split, as established from the travel survey, is displayed in the table below.

Primary method of travel to work by mode	Number of staff	modal split
Bus	0	0%
Bicycle	2	6.5%
Car - on own	26	84%
Car – with others	2	6.5%
Foot	0	0%
Motorcycle	0	0%
Train	1	3%
Other method of travel to work	0	0%
All categories: Method of travel to work	31	100%

- 5.3 The baseline travel survey also included a question regarding the distance employees travelled each way to reach work. The results are displayed in the table below

Distance travelled to work (each way)	Number of staff	% of total
Less than 1 mile	0	0%
1-2 miles	4	13%
2-4 miles	8	26%
4-10 miles	6	19%
10-20 miles	7	23%
More than 20 miles	6	19%
	31	100%

- 5.4 Overall, 39% of staff travel less than 4 miles each way to reach work. This equates to 26 staff members. These are journeys which, in many cases could be realistically made by sustainable modes and provides a positive base from which to achieve the targets set out in the following paragraphs. A further 19% of staff travel between 4 and 10 miles to work, journeys which in many cases could be made by public transport.

Targets

- 5.5 Guidance⁹ states that once the baseline modal split has been established, i.e. the modal split that would occur if there was no Travel Plan in place, the next step is to establish how the Travel Plan could reduce car use and therefore car mileage.
- 5.6 Hence, this Travel Plan adopts the following targets for the development:
- **Target 1** – 100% of employees will be aware of the Travel Plan.
 - **Target 2** - The Travel Plan Coordinator will promote the opportunities and benefits of sustainable modes of travel, with the aim to achieve a 10% reduction in single occupancy car commuters by the end of the monitoring period.
- 5.7 With regards to Target 1, within two months of occupation, all employees will be made aware of how to contact their Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise existing and new staff on alternative travel options for all types of journeys. This can take place through the health and safety, or other induction processes.
- 5.8 With regards to Target 2, the 10% reduction in single occupancy car commuters will be complimented by an increase in the proportion of walking, cycling, public transport and car sharing travel modes.
- 5.9 For indicative purposes, to give a sense of scale, a 10% reduction in the 77.5% (84%-6.5%) single occupancy car trips will equate to a reduction of 7.75% or 5 car trips in the peak hours, across all employees.

⁹ paragraph 4.4 of Section Four entitled 'Developing credible Travel Plan targets' within the DfT 'Guidance on the Assessment of Travel Plans' (December, 2005)

6.0 MEASURES AND INCENTIVES

Introduction

- 6.1 As described in Section 3, the site is in a sustainable location, with opportunities for travel by all modes of transport. Therefore, the measures and incentives put in place to achieve this Travel Plan's targets can focus on promoting all modes.
- 6.2 As detailed in Section 1, the measures focus on providing employees and visitors with the appropriate information to allow them to take ownership and make informed decisions about their travel choices.

Employer's commitments

- 6.3 The following measures will be funded and implemented by the employer prior to and during occupation.
- Cycle storage is provided on site for employee use.
 - A Travel Plan Co-ordinator be identified to oversee and co-ordinate the implementation of this Travel Plan.
 - The Travel Plan will be promoted to new and existing employees. Alternative means of travel will be sold as an attractive benefit for new employees.

Travel Plan Co-ordinator's role

- 6.4 The employer will appoint a Travel Plan Co-ordinator. Their role will begin from the date of occupation, and is to:
- promote the Travel Plan to all employees of their company
 - act as a point of contact for all employees and visitors requiring information
 - represent the 'human face' of the Travel Plan, explaining its purpose and the opportunities on offer
 - take a key role in the monitoring and review of the Travel Plan.
- 6.5 The Travel Plan Co-ordinator will initially be responsible for introducing the Travel Plan to their employees. Full contact details of the Travel Plan Co-ordinator including their name, addresses (postal and email), and telephone number will be supplied to RBC as soon as they are appointed. RBC will be informed of any changes to the Travel Plan Co-ordinator's contact details.
- 6.6 The following measures will be introduced:

	Measure	Responsibility	Timescale
Admin	Appointment of a Travel Plan Co-ordinator (TPC)	Occupier	on occupation
Walking	Promotion of the physical and mental health benefits of walking to work.	TPC	Ongoing
	Promotion of websites that encourage walking (both to and from work and during breaks), such as www.walkit.com , which maps the distance, inclines, time, calories burnt and CO2 saved	TPC	Ongoing
	Promotion of walk to work month and area-wide walking events.	TPC	ongoing
Cycling	Provision of adequate cycle parking provision. This will be monitored and more will be provided if there is demand for it.	Employer	Prior to occupation, ongoing
	Promotion of the Cycle2Work Scheme, where users can get a loan for a new bike or equipment as part of a salary sacrifice scheme. There are various schemes such as: https://www.cyclescheme.co.uk/ https://www.evanscycles.com/b2b/ride-to-work http://halfordsb2b.co.uk/home.asp https://www.cyclesolutions.co.uk/	TPC	on commencement of employment
	Promotion of area wide cycling events / challenges such as cycle to work day, or National Bike Week. http://bikeweek.org.uk/	TPC	ongoing
	Provision of route mapping for segregated cycleways and city wide cycle routes. Signpost commuters to organisations such as Sustrans for sustainable transport advice and information.	TPC	ongoing
Public Transport	Active dissemination of public transport information	TPC	ongoing
Car sharing	on-going promotion of car sharing	TPC	ongoing
Marketing	Provision of a transport "Bulletin Board", potentially in any communal areas, or reception area, or on intranet. Information on each mode will be up-dated on a regular basis, and information provided on each board will be consistent to ensure that the same information is provided in each area.	TPC	ongoing
	Company website to provide information on 'how to find us' by each mode of travel for visitors	TPC	ongoing
	Provision of travel information 'Welcome Packs' to all new employees	TPC	ongoing
	Involvement in national travel related events (e.g. promotion of national liftshare week, bike week)	TPC	ongoing
Monitoring	Annual monitoring surveys and report.	TPC	annually

7.0 IMPLEMENTATION AND MONITORING

- 7.1 This Travel Plan is not intended to be a static document but is to be updated as required through its lifetime. The responsibility for the maintenance of the Travel Plan lies with the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will undertake on-going monitoring and evaluation of travel issues to review and develop the Travel Plan, and report back to RBC.
- 7.2 To monitor the targets, a travel survey will be completed by each new and existing employee within three months of the opening of the development. A monitoring Report will be produced containing an analysis of the survey responses and will determine the modal split and contrasting it with the baseline presented in this report. It will describe the uptake of the measures and incentives proposed in this Travel Plan and help identify any further measures that need to be investigated and proposed.
- 7.3 The Travel Plan will be monitored annually, via a travel survey, in order to establish the modal split for each year, contrasting it against the baseline. This will allow the outcomes and targets set forward in the Travel Plan to be measured.
- 7.4 An online portal such as STARSfor (Sustainable Travel Accreditation and Recognition Scheme) (<https://starsfor.org>) could be used to ensure appropriate and effective monitoring of Target One (Travel Plan awareness), and Target Two (reduction in single occupancy staff trips).
- 7.5 The STARSfor monitoring methods will determine: the level of Travel Plan awareness; the baseline modal split and travel patterns within each unit, and thus at the site as a whole; the uptake of any measures and incentives proposed in this Travel Plan; and help identify any further measures that need to be investigated and proposed.
- 7.6 The results of the monitoring will be presented in a report form to RBC for discussion and agreement. The Travel Plan Co-ordinator will be responsible for compiling the information and analysing the characteristics of their business.
- 7.7 The Monitoring Report will include:
- an introduction
 - the annual survey results including an analysis of trends against previous years
 - details of measures implemented throughout the year
 - an action plan of what is to happen the following year, including a marketing plan of how the initiatives will be promoted e.g. leaflets, newsletters, etc. with examples
 - up to date contact details for the TPC
 - appendices to contain any meeting notes, letters to residents, leaflets distributed, additional information, etc.
- 7.8 The Monitoring Reports and hence details of the survey results will be made available to employees by the Travel Plan Co-ordinator to ensure they are aware of the progress being made.

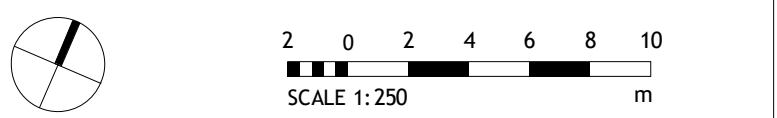
APPENDIX A

ILLUSTRATIVE DEVELOPMENT MASTERPLAN



Notes
Contractors must verify all dimensions on site before commencing any work on shop drawings Do not scale from this drawing
McBains Ltd copyright

BM Transmittal Disclaimer
McBains Ltd makes no express or implied warranties with respect to the character, function, or capabilities of the data (inclusive of 3rd party data incorporated within), or the suitability of the data for any particular purpose beyond those originally intended by McBains Ltd. please refer to our standard terms and conditions for further details.



- LEGEND:
- SITE BOUNDARY (NEW TREATMENT)
 - - - ITEMS TO BE DEMOLISHED. SEE DEMOLITION DRAWING
 - - - EXISTING SLAB BOUNDARY
 - EV CHARGING POINT - TO M&E SPECIFICATION.
 - ASPHALT - TO CIVIL ENGINEERS SPECIFICATION
 - TARMAC - TO CIVIL ENGINEERS SPECIFICATION
 - RESIN BOUND WALKWAY - ADDAGRIP - ADDASET 6mm STERLING MIDNIGHT COLOUR - NBS 20-15-35/160
 - AREA OF SOFT LANDSCAPING. TO BE DESIGNED BY OTHERS.
 - CONCRETE BASES TO WASH VALET, BIN STORE, WORKSHOP WASTE AND CYCLE STORE
 - FE01 METAL MESH PANEL FENCING SYSTEM - NBS 25-20-30/145
 - FE02 COMPOSITE BRICK BRICK AND GLAZED PANEL FENCING SYSTEM - NBS 25-20-30/143
 - FE03 ACOUSTIC WOOD CLOSE BOARDED FENCING SYSTEM - NBS 25-20-30/130

ROAD MARKINGS & WHITE LINING - ALL ROAD MARKINGS REQUIRED WITHIN THE SITE TO BE CARRIED OUT IN ACCORDANCE WITH ALL RELEVANT BRITISH STANDARDS AND HIGHWAYS CODES. TO CIVIL ENGINEERS DESIGN.

EXTERNAL SOFT LANDSCAPING - TO BE DESIGNED BY OTHER.
STREET FURNITURE - TO BE IN ACCORDANCE WITH MERCEDES-BENZ CORPORATE SPECIFICATION.

CURBS AND EDGING - TO BE IN ACCORDANCE WITH MERCEDES-BENZ CORPORATE SPECIFICATION.

SIGNAGE BASES - CONTRACTOR TO PROVIDE CONCRETE BASES TO ALL EXTERNAL SIGNAGE ELEMENTS. SPECIFICATION AND DETAILS TO BE CO-ORDINATED WITH SIGNAGE SUPPLIER.

DRAWING TO BE READ IN CONJUNCTION WITH OSE CONSULTING SITE WORKS DRAWINGS.

NOTE: ALL FINISHES MUST BE IN ACCORDANCE WITH MERCEDES-BENZ CORPORATE IDENTITY.

CONTRACTOR TO ALLOW FOR ALL WORKS FOR EXTERNAL LIGHTING. TO BE SOURCED FROM APPROVED MERCEDES-BENZ SUPPLIER. DETAILS TO BE SUBMITTED FOR APPROVAL.

P7	Updated following Natural Environment comments	06.06.18
P6	Planning Addendum	25.05.18
P5	Tender Update to Vertu Comments	06.04.18
P4	Tender Addendum	19.03.18
P3	Issued for Tender	09.03.18
P2	Issued for Information	13.11.17
P1	Issued for Information	10.11.17

Revision	Amendment	Date
NN	MB	Approver
Drawn by	Reviewed by	Approved by
58929	MAR 18	As indicated @ A1
MCB Number	Date Created	Scale @ A1

McBains

McBains Ltd
5th Fl, 26 Finsbury Square London EC2A 1DS
+44 (0)20 7786 7900
mcbaains.co.uk

Client
VERTU MOTORS Plc.

Project
READING - MERCEDES BENZ
28 - 30 RICHFIELD AVENUE, READING, RG1 8EQ

Drawing Title
PROPOSED SITE PLAN

ARCHITECTURE

Drawing / Document Reference							Status
MER01	MCB	SL	SL	DR	A	0201	D5 - P7
Project Men	Originator	Zone	Level	Type	Discipline	Number	Suitability Revision