

COMMITTEE REPORT

BY THE DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES
READING BOROUGH COUNCIL
PLANNING APPLICATIONS COMMITTEE: 27th June 2018

ITEM NO. 9

Ward: Abbey

App No.: 172259

App Type: FUL

Address: Mercedes Centre 28-30 Richfield Avenue

Proposal: Extension of existing Mercedes-Benz showroom on Richfield Avenue with two smaller buildings erected purely for valet and MOT services. External alterations to building to include cladding and glazing to the showroom and site facing workshop areas. Re allocation of parking, resurfacing of the site, new boundary treatments, a dedicated covered service drop off area installed.

Applicant: Vertu Motors PLC

Date valid: 19/01/2018

Major Application: 13 week target decision date: 20/04/2018

Agreed Extension of time date: 31st July 2018

RECOMMENDATIONS

Delegate to the Head of Planning, Development and Regulatory Services to GRANT Full Planning Permission, subject to the satisfactory completion of a S.106 legal agreement or (ii) to REFUSE permission should legal agreement not be completed by 27th July (unless the Head of Planning, Development and Regulatory Services agrees to a later date for completion of the Undertaking).

The S106 legal agreement to secure an Employment, Skills and Training Plan relating to the construction and operational phases of the development, or equivalent financial contribution, to be submitted to the Council at least one month prior to development commencing, in accordance with the requirements of the adopted Employment, Skills and Training SPD (2013).

CONDITIONS TO INCLUDE:

1. Time limit - 3 years
2. Development to be carried out in accordance with approved drawings.
3. Details and samples of all external to be submitted and approved (including acoustic fence)
4. Details of design of fencing and height to be submitted.
5. Soft landscaping and tree pit specification in accordance with plan.
6. Standard landscaping maintenance.
7. Arboricultural method statement to be followed.
8. Submission of Construction Management Statement (highways, noise, dust and burning of waste) prior to commencement.
9. No development shall take place until sustainable drainage system undertaken in accordance with the approved details.
10. No development shall take place until a detailed sustainable drainage design has been submitted in accordance with the agreed run off rate reduction along with details of the implementation, maintenance and management plan of the sustainable drainage scheme have been submitted to and approved by the Local Planning Authority.
11. Hours of Working restriction
12. Travel Plan to be submitted
13. Noise assessment for mechanical plant before installation
14. The development hereby permitted shall not be occupied until all vehicle parking space(s) have been provided in accordance with the approved plan. The space(s) shall be kept available for parking at all times thereafter.

15. There shall be no obstructions of the parking spaces, access routes within the development and such areas shall not be used for any other purpose other than that shown on the approved plan.
16. All deliveries to the site including deliveries made a vehicle car transporter shall be undertaken in accordance with the tracking diagrams (Drawing no. 1871-100 P1). Development shall take place in accordance with the approved details unless otherwise agreed in writing by the local planning authority.
17. Details of secure, covered and lockable bicycle storage to be submitted for approval prior to occupation and provided, as approved prior to occupation.
18. Development shall not be occupied until all areas shown on the approved plans to be used by vehicles have been fully laid out, surfaced and drained such that surface water does not discharge or transfer onto the highway. These areas shall not be used for any other purpose thereafter.
19. Development as built to meet BREEAM Very Good standard with minimum score of 62.5 points. Post construction review demonstrating compliance with BREEAM Very Good standard with minimum score of 62.5 points to be submitted for approval prior to occupation.

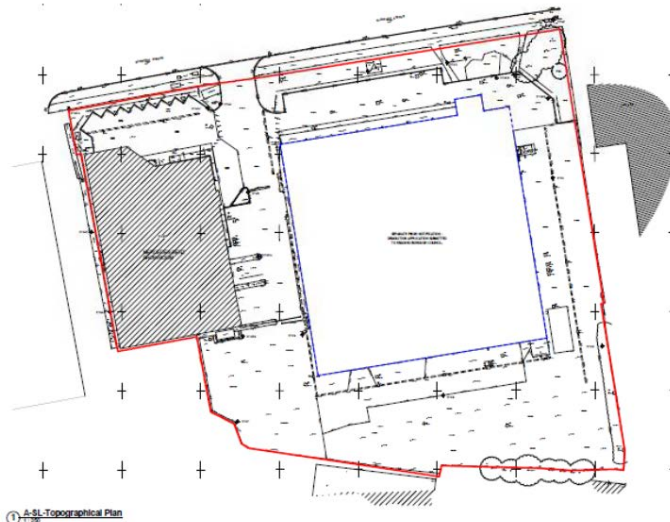
INFORMATIVES TO INCLUDE:

1. Terms and conditions.
1. Building control approval.
2. Pre-Commencement conditions
3. Environmental Protection advice
4. No other tree works approved
5. Record of adherence to approved AMS
6. Section 59 of highways act 1980
7. Works affecting highway
8. Separate advertisement consent
9. S106
10. Positive and proactive.

1. INTRODUCTION

- 1.1.1 The application site relates to the two car show rooms (Mercedes and Smart Car Dealership and Greenoaks Performance Cars) located on the southern side of Richfield Avenue. The site address incorporates 26 and 28-30 Richfield Avenue. Accordingly, part of the site (No.26 Richfield Avenue) is located within the designated Richfield Avenue Core Employment Area, whilst the other part of the site (No's 28-30) is outside of the area, but borders it.
- 1.1.2 The site is approximately 1.2 Ha and is bordered by Richfield Avenue to the north, flats at Caversham Place to the east, housing on Randolph Road and Denbeigh Place to the south-east and other business units to the west. Richfield Avenue itself is characterised by industrial and large scale commercial uses.
- 1.1.3 There are also protected trees to the north and east of the site. The site is within an air quality management area, potentially comprises contaminated land and is within Flood Zone 2 as designated by the Environment Agency.

Location Plan (not to scale)



2.0 PROPOSAL AND SUPPORTING INFORMATION

- 2.1 The proposal is to extend and refurbish the Mercedes car dealership garage. The proposals also include the erection of a detached single storey valet building in place of 28-30 Richfield Avenue, reallocation of parking, resurfacing of the site, installation of new service drop off area and associated hard and soft landscaping.
- 2.2 Car Parking will be provided on-site for a total of 308 vehicles including a total of 31 customer parking spaces, 13 demonstrators, 84 used display and 180 service and storage spaces. Additional display vehicle spaces will be provided within the main building in addition to 9 service drop off spaces.
- 2.3 No change of use is to take place.
- 2.4 A more detailed soft landscaping proposal has been submitted, following discussion with officers, and now includes 5 trees to be planted alongside Richfield Avenue.
- 2.5 The following plans and supporting information have been considered:

Site Location Plan A 0100 S2-P2
Topographical Survey A 0101 S2-P2
Site Plan - Overall A 0102 S2-P3
Valet Building Plan A 0112 S2-P2
MOT Building Plan A 0113 S2-P2
First Floor GA Plan A 0110 S2-P4
Ground Floor GA Plan 0110 S2-P3
Roof Plan GA Plan A 0110 S2-P3
Context Site Sections A 0117 S2-P2
Building Sections A 0118 S2-P4
West and South Elevations A 0116 S2-P3
East and North Elevations A 0115 S2-P3

First Floor Greenoaks Limited 9575.0003 (Existing)
Ground Floor Greenoaks Limited 9575.0002 (Existing)
Roof Plan Greenoaks Limited 9575.0004 (Existing)
Elevations Greenoaks Limited 9575.0005 (Existing)

Planning Supporting Statement
Design and Access Statement

Received 15th December 2017

Vehicle Tracking Car Transporter 1871-100 P1

Vehicle Tracking Car Transporter 1871-101 P1

Supporting Letter re Transport/Employment Skills and Training/Sustainable Drainage and Natural Environment

Received 25th May 2018

Proposed Site Plan A 0201 D5-P7

Received 6th June 2018

General Arrangement Valet and Wash Building Elevations and Sections A 0331 D2-P3

General Arrangement MOT Building Ground Floor Plan Elevations and Sections A 0332 D2-P3

Received 13th June 2018

Arboricultural Survey, Protection Plan and Method Statement 18212055/14/2018

Received 14th June 2018

3. PLANNING HISTORY

- 3.1 172095 Application for prior notification of proposed demolition. Prior Approval 12/04/2018

4. CONSULTATIONS

Environment Agency

- 4.1 No response received. Any response received prior to the Committee meeting will be reported in an Update Report.

Lead Flood Authority (RBC Highways)

- 4.2 Further to revised information received, no objection subject to conditions.

RBC Natural Environment (Trees and Ecology)

- 4.3 Further to revised plans and submission of Arb report, no objection subject to conditions and informatives.

RBC Transport Development Control

- 4.4 The applicant was requested to submit a Transport Statement to assess the transport implications the development compared to the existing permission on the site. However, this document has not been included with the application submission. In terms of trip generation, the trips generated by the former car showroom will be lost as a result of the redevelopment of the site, therefore, proposed extension of the Mercedes-Benz showroom and valet and MOT services will not significantly increase trips above and beyond the current permitted use. In view of this, I am happy to assess the application without a Transport Statement.

Parking

The site is located within the Zone 2, the primary core area but on the periphery of the central core area which lies at the heart of Reading Borough, consisting primarily of retail and commercial office developments with good transport hubs. In accordance with the adopted Parking Standards and Design SPD, the development would be required to provide the following parking provision;

Land Use	Zone 2
Vehicle Sales	1 space/ 2 FTE staff + 1 space/ 10 display cars**

Vehicle Servicing	1 space/2 FTE staff + 3 per service bay
Vehicle Parts	1 space/ 2 FTE staff + 1 space per 50 sqm

** This refers to parking for customers, display vehicles are not included in this provision, and would fall under sales space.

The Design and Access Statement states that current dealership directly employs 63 staff of which 11 are part-time positions. The existing parts department will be moved off site into a dedicated facility and will continue to operate with the existing staff resulting in the loss of 14 existing employees on the Richfield Avenue site. However, it is expected that the dealership will grow over the next 3-5 years to a total of 87 employees. 68 full time and 19 part time employees. Therefore, the proposed parking provision should meet this anticipated growth.

Car Parking will be provided on-site for a total of 308 vehicles including a total of 31 customer parking spaces, 13 demonstrators, 84 used display and 180 service and storage spaces. Additional display vehicle spaces will be provided within the main building in addition to 9 service drop off spaces.

Assuming the future growth of 68 full time and 19 part time employees (78 FTE), the development should provide 39 staff parking spaces. The proposed site plan (MER01-MCB-SL-SL-DR-A-0201-D5-P6) designates 39 spaces for staff parking which complies with the Council's standards and is acceptable.

In terms of customer parking, the Council's adopted standards requires 10 spaces associated with vehicles sales (new & used) and 36 spaces associated with vehicle servicing. The site plan allocates a total of 31 customer parking spaces plus an additional 9 service drop off spaces. Therefore, I am happy with the proposed customer parking provision.

As the existing parts department will be moved off site into a dedicated facility, I have not assessed the parking provision associated with this use.

Access & Servicing

The main vehicular access point to the site is via the bell mouthed access off Richfield Avenue. A secondary access point is taken from Milford Road where there is an existing gated access into the site.

The Design and Access statement includes diagrams to demonstrate that there a multiple options for accessing the site by a vehicle transporter via either from Richfield Avenue or the rear compound entrance off Milford Road. This will ensure no deliveries are undertaken from Richfield Avenue.

Gates are to be provided within the site boundary to the Richfield Avenue entrance for site security. The gates are positioned to ensure that a standard vehicle can pull off the highway and allow an operative to unlock and open the site. During operational hours the gate will remain fully open.

Cycle Parking

Cycle parking provision should be provided within the site at a ratio of 1 space per 6 FTE staff and 1 space per 20 display cars (vehicles sales). Applying these standards to the proposed staff numbers and display cars, the car dealership is required to provide a minimum of 18 cycle parking spaces to comply with the adopted standards, a total of 9 'Sheffield' type stands will be provided. It is not clear whether these spaces will be provided under a covered shelter but I am happy to deal with this by condition.

RBC Environmental Protection

4.5 No objection subject to conditions and informatives

Public Consultation

4.4 Neighbours adjoining the site were consulted by letter and two site notices were displayed. Two neighbour letters of representation received, neither objecting to the proposal but commenting on:

- Hours of work
- Retention/replacement of trees
- Details of acoustic fence

5. RELEVANT PLANNING POLICY AND GUIDANCE

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. Material considerations include relevant policies in the National Planning Policy framework (NPPF) - among them the 'presumption in favour of sustainable development'.

5.2 The following national and local planning policy and guidance is relevant to this application:

Relevant Policies:

National Planning Policy Guidance

National Planning Policy Framework (NPPF)

Reading Borough Local Development Framework Core Strategy Document (2008, altered 2015).

Policy CS1 (Sustainable Construction and Design)

Policy CS2 (Waste Minimisation)

Policy CS7 (Design and the Public Realm)

Policy CS9 (Infrastructure, Services, Resources and Amenities)

Policy CS10 (Location of Employment Development)

Policy CS11 (Use of Employment Land for Alternative Uses)

Policy CS20 (Implementation of Reading's Transport Strategy)

Policy CS22 (Transport Assessments)

Policy CS23 (Sustainable Travel and Travel Plans)

Policy CS24 (Car/Cycle Parking)

Policy CS34 (Pollution and Water Resources)

Policy CS35 (Flooding)

Policy CS38 (Trees, Hedges and Woodland)

Reading Borough Local Development Framework: Sites and Detailed Policies Document (2012, altered 2015)

Policy SD1 (Presumption in Favour of Sustainable Development)

Policy DM1 (Adaption to Climate Change)

Policy DM3 (Infrastructure)

Policy DM4 (Safeguarding Amenity)

Policy DM12 (Access, Traffic and Highway-Related Matters)

Policy DM18 (Tree Planting)

Policy DM19 (Air Quality)

Policy SA12 (Core Employment Areas)

Supplementary Planning Guidance/Documents

Revised Parking Standards and Design (2011)

Revised Sustainable Design and Construction (2011)

6. APPRAISAL

6.1 The main issues to be considered are:

Principle of Development
Transport and Accessibility
Residential Amenity
Environmental Effects
Design & Appearance
Natural Environment/Ecology
Flood Risk/SuDS/Sustainability
S106 Matters

Principle of Development

6.2 Part of the site, 28-30 Richfield Avenue is allocated for residential use in the emerging local plan. As this has not yet been adopted, it does not currently hold significant weight. It should be noted that this building has prior approval for its demolition.

6.3 Part of the site 26 Richfield Avenue is located within the designated Richfield Avenue Core Employment Area under Sites and Detailed Policies Document Policy SA12 (SA12g: Richfield Avenue). Core Strategy Policy CS11 explicitly states that within the Core Employment Area, the overall level of employment land should be maintained. Proposals that would result in a loss of such uses will not be permitted.

6.4 Whilst the proposals would see the loss of the building 28-30 Richfield Avenue, 68 full time and 19 part time employees are proposed, compared to the previous number of 63 full time and 11 part time employees.

6.5 There are also wider employment related benefits from the proposals as the company provide apprenticeships and graduate scheme.

6.6 Given the above, and that the use would remain the same, and that the building in the Core Employment Area itself has prior approval to be demolished, it is not considered that the proposals would result in any detrimental effect on the ongoing employment use of the site as a whole, nor set a precedent.

Transport and Accessibility

6.7 The comments of the Council's Transport section are set out above in detail in Section 4. It is considered that this is an appropriate assessment of the transport impacts of the proposal. The conditions suggested by Transport are considered to be necessary to make the development acceptable and are therefore included in the recommendation. It is considered that the proposal complies with Policies CS20 and CS24 of the Core Strategy and Policy DM12 of the Sites and Detailed Policies Document on this basis.

Residential Amenity

6.8 26-30 Richfield Avenue has prior approval for its demolition. The building proposed as part of this application in its place, would be considerably smaller in scale (height and footprint) and set further away from the boundaries with residential properties - indeed, the proposals move the working activities away from the residential boundaries. The acoustic fence would replace that which already sits in

the current location and the new fence would match the acoustic specification of the current version.

- 6.9 The Council's Environmental Protection Officer has assessed the proposal and recommended appropriate conditions regarding the control of noise from mechanical plant, control of dust, noise and working times during construction period. With such conditions in place the proposed development is considered acceptable in planning terms and in accordance with Policy CS34.

Environmental Effects

- 6.10 The site is located within an air quality management area. The proposals seek to mitigate against increase emissions including implementation of a travel plan, which can be secured via condition, inclusion of electrical vehicle charging point and provision of cycling facilities. These elements are considered to be beneficial to air quality and acceptable in terms of Policy DM19.
- 6.11 The development lies on the site of historic 'works' sites, and in the 250m buffer zone of a former landfill site (Richfield Avenue). Due to the nature of the historic land use there is the potential of contaminated land being present. The developers must be aware that any ground or enabling works may bring receptors into contact with the aforementioned contaminants. An informative will be attached stating that the applicant should satisfy themselves that the details of the construction proposals take the necessary account of the possibility of contaminants from that source.

Design & Appearance

- 6.12 The site is located within a prominent part of the road, with the existing buildings and parking areas directly fronting the pavement. 26-30 Richfield Avenue has prior approval for its demolition. The proposed valet and wash building would be small in scale and set further back in the site than the existing, resulting in a less prominent feature of the street scene. The proposed external alterations to the Mercedes Benz showroom would be acceptable in size, scale and appearance and a more contemporary design of the building is acceptable, subject to good quality materials, final details of which could be secured by way of a suitably worded condition. The proposed design of the cladding and proposed external alterations would be seen within the context of the site and are acceptable forms of development on such uses in and such context of light industrial and commercial sites. The angular forms of the new additions are intended to create a clean modern look to the building that reflects the premium quantities of the franchise brand. The resulting appearance would improve the building which whilst not unattractive in the realms of its purpose would be updated by the proposals and introduce visual interest on this part of Richfield Avenue.
- 6.13 The proposals to both the main building and the proposed valet building are considered suitable in scale and appearance and considered to be appropriate within their context. Indeed, the proposals are considered to be acceptable given the siting of the proposal, its relationship with neighbouring industrial units and the subservient role of the valet building in relation to the main showroom building.
- 6.14 Whilst signage is indicated, this would be subject to a separate advertisement consent application.
- 6.15 On this basis it is considered that the proposals would be in accordance with Policies CS7 and CS8 of the Core Strategy which relate to the effect on the character of the area.

Natural Environment/Ecology

- 6.16 Following initial concerns raised by the Council's Natural Environment Officer regarding the amount of soft landscaping proposed, revised plans with further clarification was submitted showing increased tree planting that has been assessed and considered acceptable. Subject to compliance with appropriate landscaping conditions the proposal is considered acceptable.
- 6.17 The Council's Ecologist has confirmed that the existing showroom is unlikely to be suitable for use by roosting bats - it is glass fronted with an open roof void and the eastern half of the building is flat-roofed and the works are unlikely to directly affect bats or other protected species. It is noted that a bat survey was submitted under application 172095 for the demolition of the building which stated that further to inspection of the building, no bats or signs of bats were found. The Ecologist considered that the risk of bats being affected by the proposals was minimal and raised no objection. There is no objection to the application on ecological grounds.
- 6.18 On this basis it is considered that the proposals comply with Policies CS7, CS8, CS36 and CS38 of the Core Strategy and Policy DM18 of the Sites and Detailed Policies Document.

Flood Risk/SUDS/Sustainability

- 6.19 The National Planning Practice Guidance recommends that "when applying the Sequential Test, a pragmatic approach on the availability of alternatives should be taken. For example, in considering planning applications for extensions to existing business premises it might be impractical to suggest that there are more suitable alternative locations for that development elsewhere." In this instance it the proposals relate to the extension and refurbishment of existing buildings and therefore there are very limited options for alternative siting. The whole site falls within Flood Zone 2 and as such the Sequential Test is considered to be passed on the basis that there are no reasonably available alternative sites.
- 6.20 The proposals do not involve a change of use and do not involve a significant alteration in the position of buildings relative to existing routes into and out of the site. The proposals would therefore have little impact in terms of the ability of persons within the site to escape, or the ability of emergency services to access the site in the event of a flood.
- 6.21 The submitted Flood Risk Assessment concludes that "the site is effectively on the edge of the floodplain of the River Kennet but is elevated above the main extent of inundation. The site is mapped as having an annual probability of flooding from rivers is between 1 in 100 and 1 in 1000, confirming its categorisation as flood zone 2. Climate change is expected to increase flood risk with time as rainfall intensity and volume increases". The FRA concludes that this would be a modest increase over the 30 year predicted lifetime of the development.
- 6.22 The proposal remains a 'Less Vulnerable' use in terms of national flood risk policy and it is considered that the proposal would not result in a change in the nature of the use which would result in an increased risk to life or property within the site from flooding.
- 6.23 In terms of SuDs, officers are satisfied with the revised information submitted during the course of the application, and it is considered that the proposals would not worsen the existing situation. This is subject to a pre-commencement condition for a final implementation, maintenance and management plan, as well as the measures proposed being implemented prior to the building being occupied.

- 6.24 Policy CS1 requires Major development such as the current proposal to meet the BREEAM 'Excellent' and 'Very Good' standards with at least half the development achieving 'Excellent'. The Council's Sustainable Construction and Design SPD explains that for practicality this is best achieved in many cases by securing an average score of halfway between Excellent and Very Good, which equates to 62.5 BREEAM points. A condition is recommended to secure this.
- 6.25 Sustainable design details have been provided as part of the application which includes the following:
- Building adaptability to enable flexible and modern design to enhance life span
 - Materials selected for their expected life cycle
 - Light weight construction
 - Building and facilities design to enhance well-being of staff and public
 - Good accessibility
 - Travel plan
 - Electrical vehicle charging points
 - Large areas of glazing to optimise daylighting
 - Lighting with energy efficient controls
- 6.26 This is considered to be reasonable and commensurate with the scope of the proposals which are fundamentally extensions to existing buildings.

S106 Matters

- 6.27 The proposal is classified as a Major development and as such the requirements of the Employment Skills and Training SPD (2013) apply. An Employment Skills and Training Plan is required to relate to both the construction phase and the ongoing operation of the site. The applicant agrees to the principle of an ESP and has been in discussions with the council with regard to the requirements. It is recommended that the detailed plan, or any appropriate financial contribution in lieu of a plan are secured by S106 agreement, to be finalised once full details of the construction process and operation of the development are known.

Equality

- 6.28 In determining this application the Council is required to have regard to its obligations under the Equality Act 2010. The key equalities protected characteristics include age, disability, gender, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sexual orientation. There is no indication or evidence (including from consultation on the current application) that the protected groups have or will have different needs, experiences, issues and priorities in relation to this particular planning application.

7. CONCLUSION

- 7.1 It is considered that the development would be acceptable for the reasons set out above. The proposals are recommended for approval, subject to appropriate conditions and subject to completion of the S106 legal agreement.

Case Officer: Ethne Humphreys

PROPOSED 30' WIDE SIDEWALK WITH 6' WIDE BIKEWAY TO BE CONSTRUCTED TO THE NORTH SIDE OF THE BUILDING.

NO SIGNAGE REQUIRED.

ADDITIONAL SIGNAGE TO BE PROVIDED FOR THE BUILDING, INCLUDING THE FOLLOWING: A SIGNAGE FOR THE BUILDING NAME, A SIGNAGE FOR THE BUSINESS HOURS, AND A SIGNAGE FOR THE BUSINESS TYPE.

ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH THE CITY OF BIRMINGHAM SIGNAGE ORDINANCE.



- LEGEND**
- 10' WIDE SIDEWALK
 - 6' WIDE BIKEWAY
 - 10' WIDE BIKEWAY
 - 15' WIDE BIKEWAY
 - 20' WIDE BIKEWAY
 - 25' WIDE BIKEWAY
 - 30' WIDE BIKEWAY
 - 35' WIDE BIKEWAY
 - 40' WIDE BIKEWAY
 - 45' WIDE BIKEWAY
 - 50' WIDE BIKEWAY
 - 55' WIDE BIKEWAY
 - 60' WIDE BIKEWAY
 - 65' WIDE BIKEWAY
 - 70' WIDE BIKEWAY
 - 75' WIDE BIKEWAY
 - 80' WIDE BIKEWAY
 - 85' WIDE BIKEWAY
 - 90' WIDE BIKEWAY
 - 95' WIDE BIKEWAY
 - 100' WIDE BIKEWAY

PROPOSED BIKEWAY WIDTHS

BIKEWAY WIDTH	BIKEWAY LENGTH	BIKEWAY AREA
10'	100'	1,000
15'	100'	1,500
20'	100'	2,000
25'	100'	2,500
30'	100'	3,000
35'	100'	3,500
40'	100'	4,000
45'	100'	4,500
50'	100'	5,000
55'	100'	5,500
60'	100'	6,000
65'	100'	6,500
70'	100'	7,000
75'	100'	7,500
80'	100'	8,000
85'	100'	8,500
90'	100'	9,000
95'	100'	9,500
100'	100'	10,000

PROPOSED BIKEWAY COSTS

BIKEWAY WIDTH	BIKEWAY LENGTH	BIKEWAY COST
10'	100'	1,000
15'	100'	1,500
20'	100'	2,000
25'	100'	2,500
30'	100'	3,000
35'	100'	3,500
40'	100'	4,000
45'	100'	4,500
50'	100'	5,000
55'	100'	5,500
60'	100'	6,000
65'	100'	6,500
70'	100'	7,000
75'	100'	7,500
80'	100'	8,000
85'	100'	8,500
90'	100'	9,000
95'	100'	9,500
100'	100'	10,000

McBains
ARCHITECTURE

1000 17TH AVENUE SOUTH
BIRMINGHAM, AL 35203
PHONE: 205.975.1111
WWW.MCBAINSA.COM

PROJECT: 30' WIDE SIDEWALK AND BIKEWAY
DATE: 10/15/2024
DRAWN BY: J. SMITH
CHECKED BY: M. JONES

1000 17TH AVENUE SOUTH
BIRMINGHAM, AL 35203
PHONE: 205.975.1111
WWW.MCBAINSA.COM

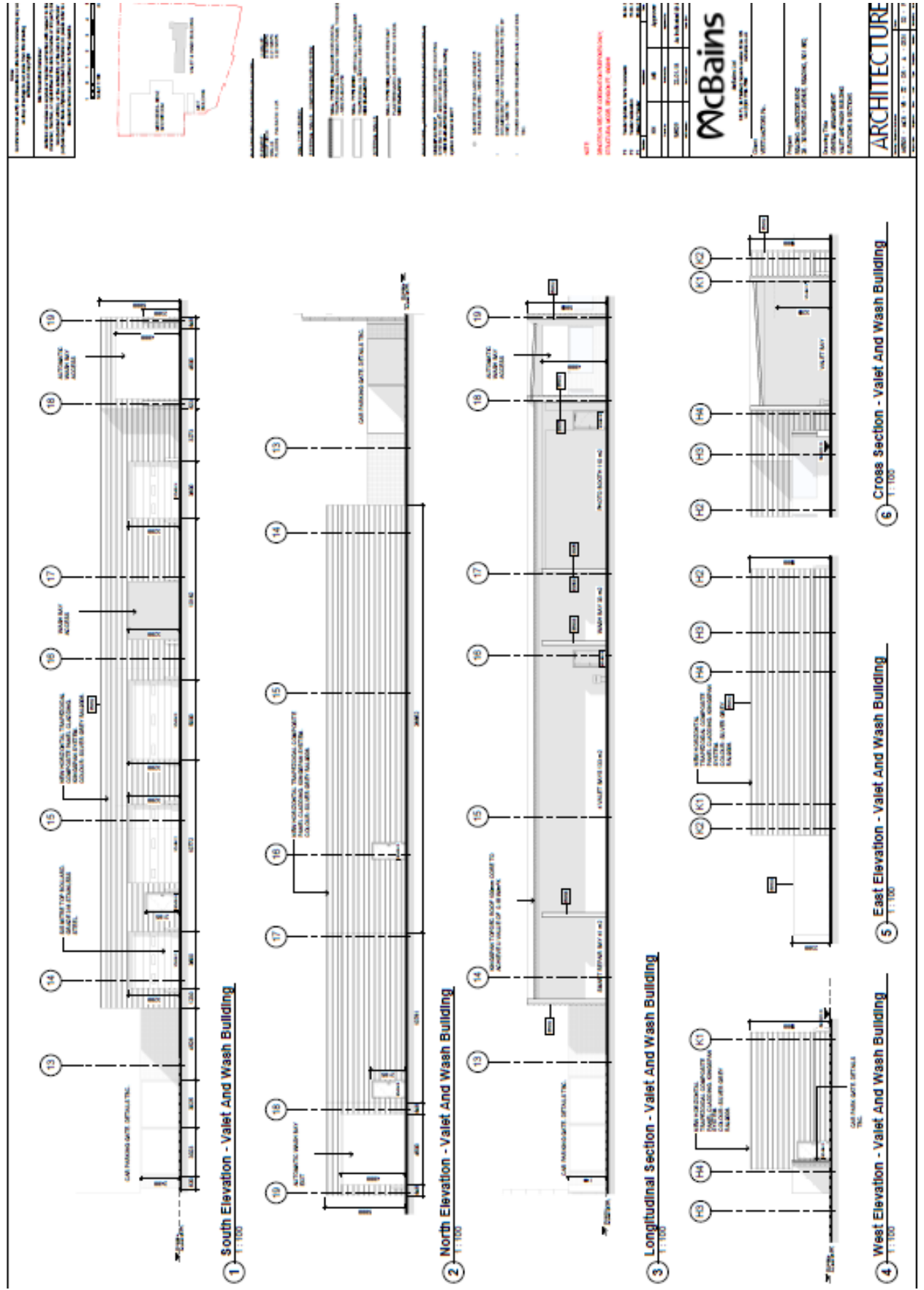
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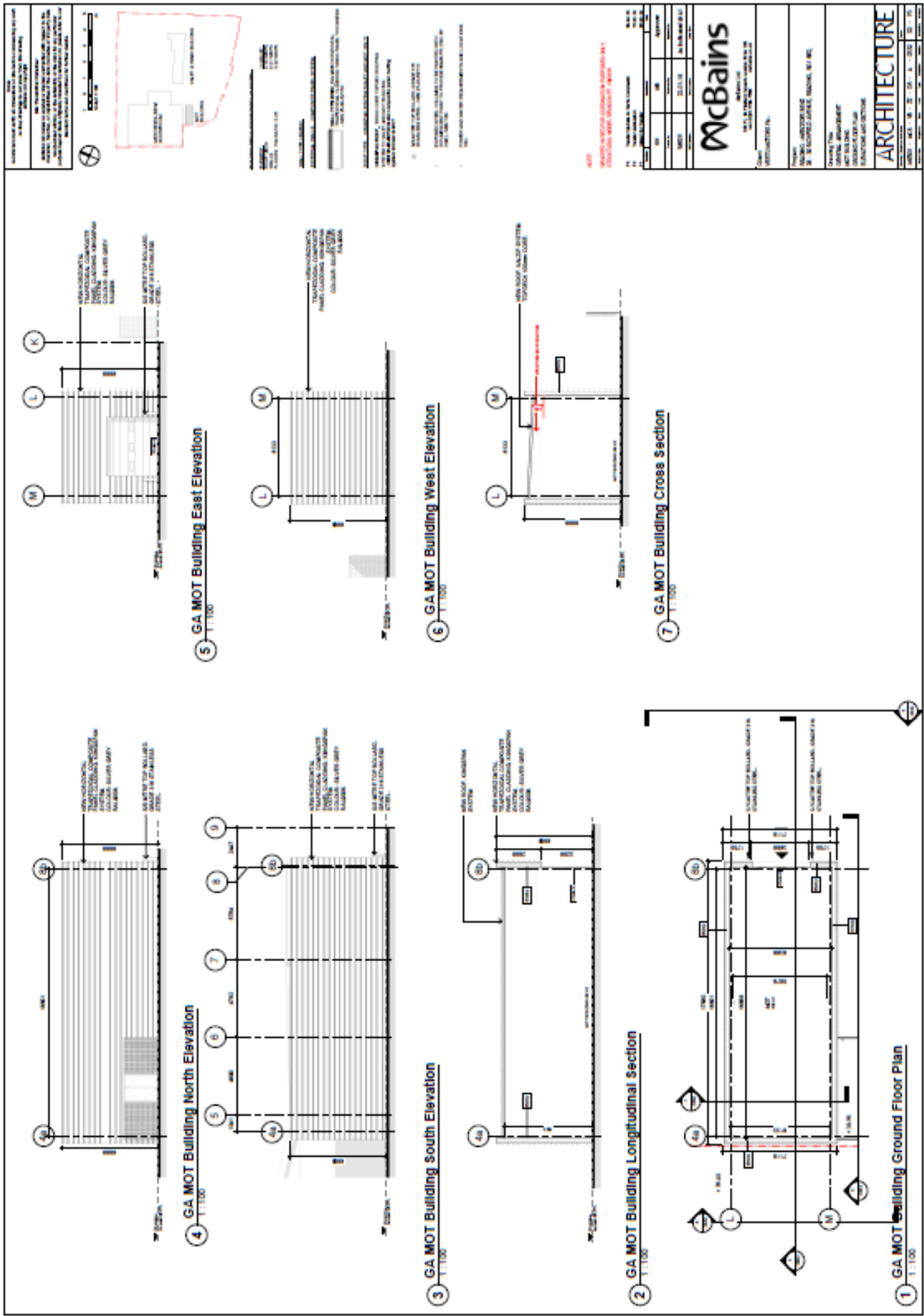


1 Proposed Site Plan
1/1/2024

Proposed Site Plan

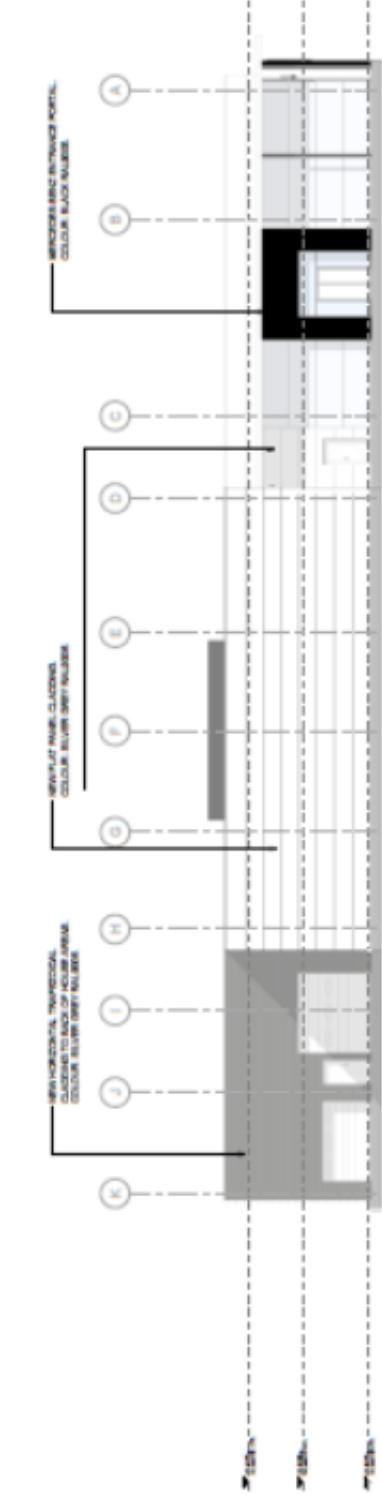
Proposed Valet Building



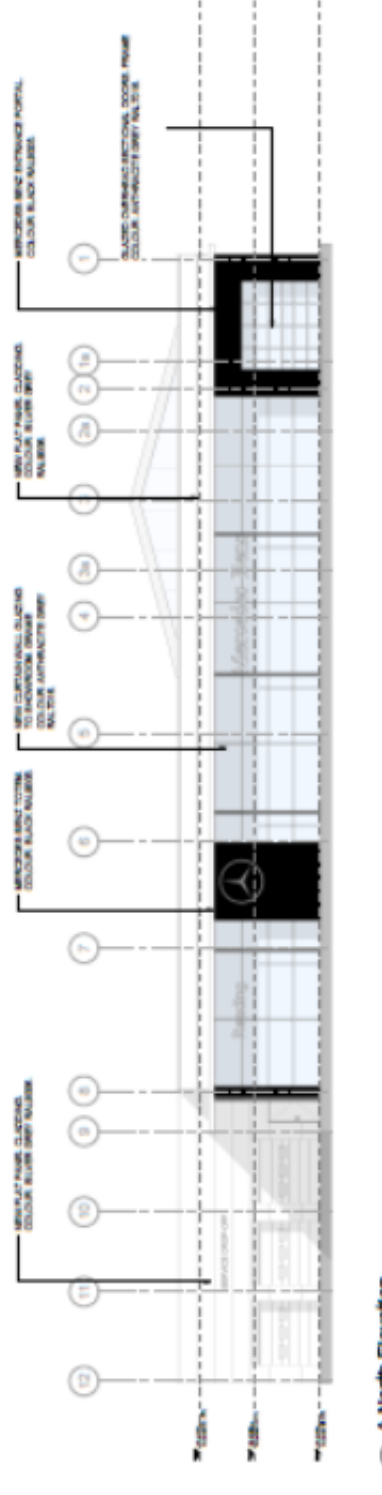


Proposed MOT Building

PROJECT NO. 2023-01
 CLIENT: [REDACTED]
 DATE: 15/11/2023
 DRAWN BY: [REDACTED]
 CHECKED BY: [REDACTED]



1 East Elevation
 1:100



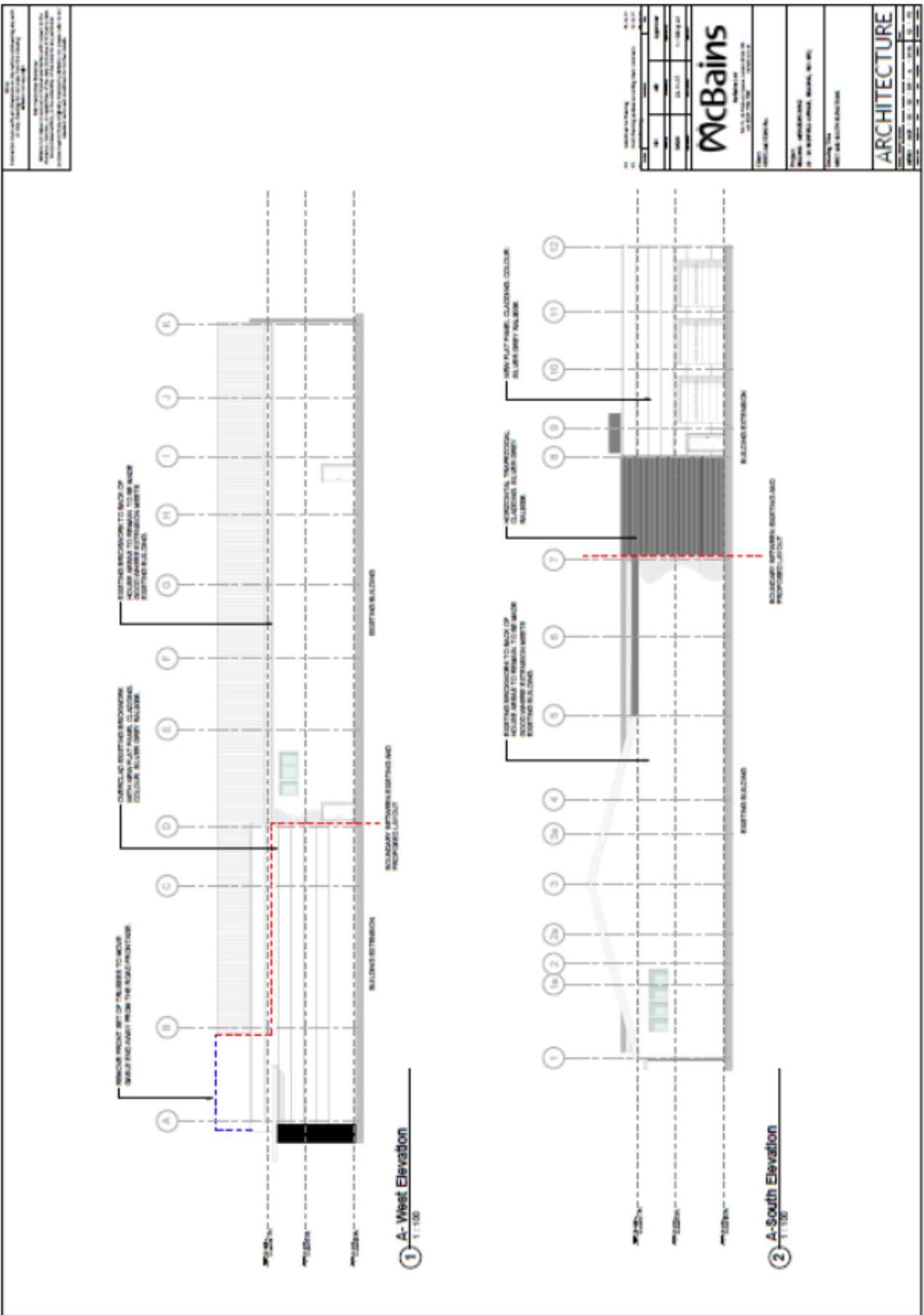
2 North Elevation
 1:100

McBains
 ARCHITECTURE
 11/11/2023
 11/11/2023

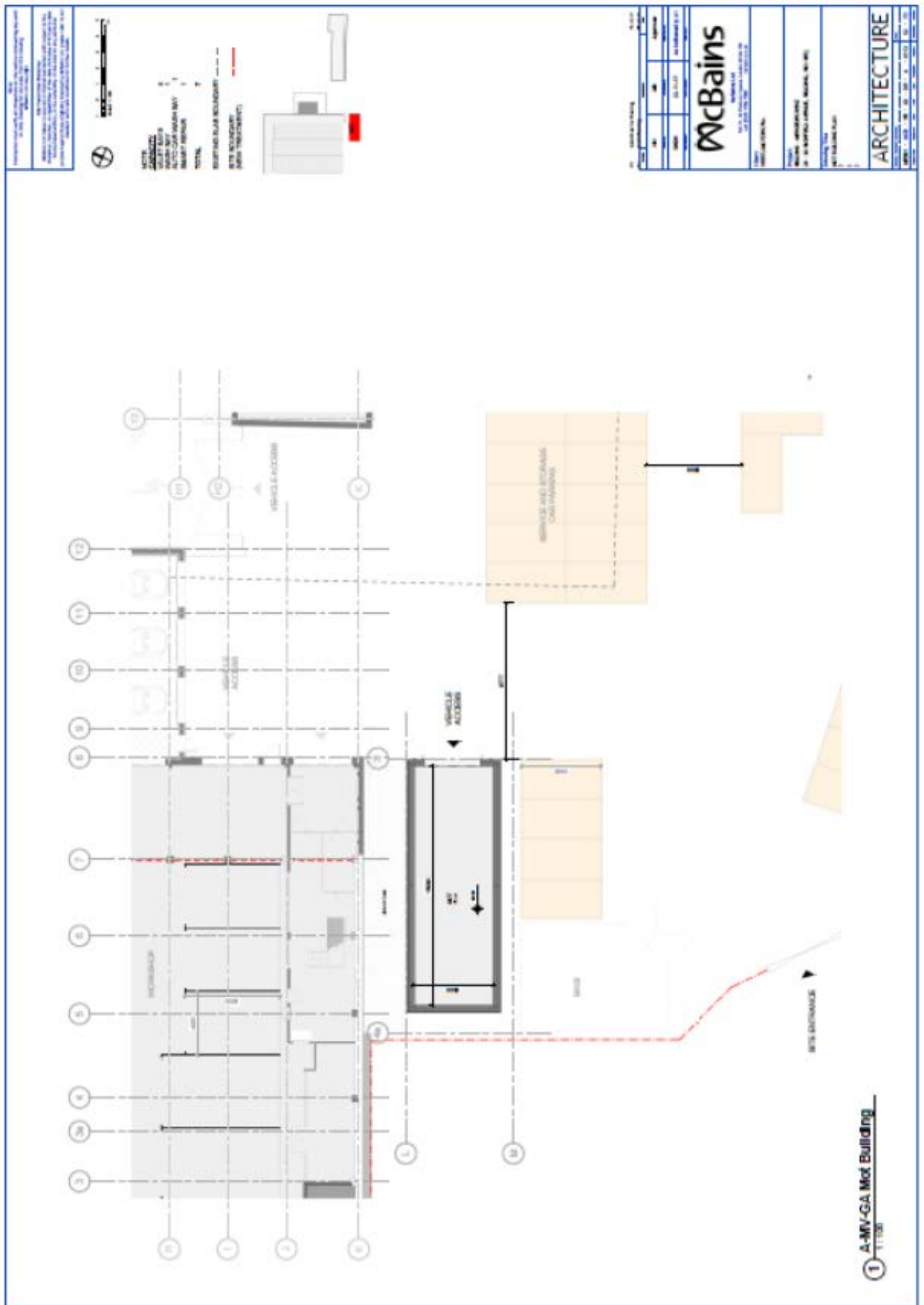
NO.	DATE	DESCRIPTION
1	11/11/23	ISSUED FOR PERMIT
2	15/11/23	ISSUED FOR PERMIT

ARCHITECTURE
 11/11/2023
 11/11/2023

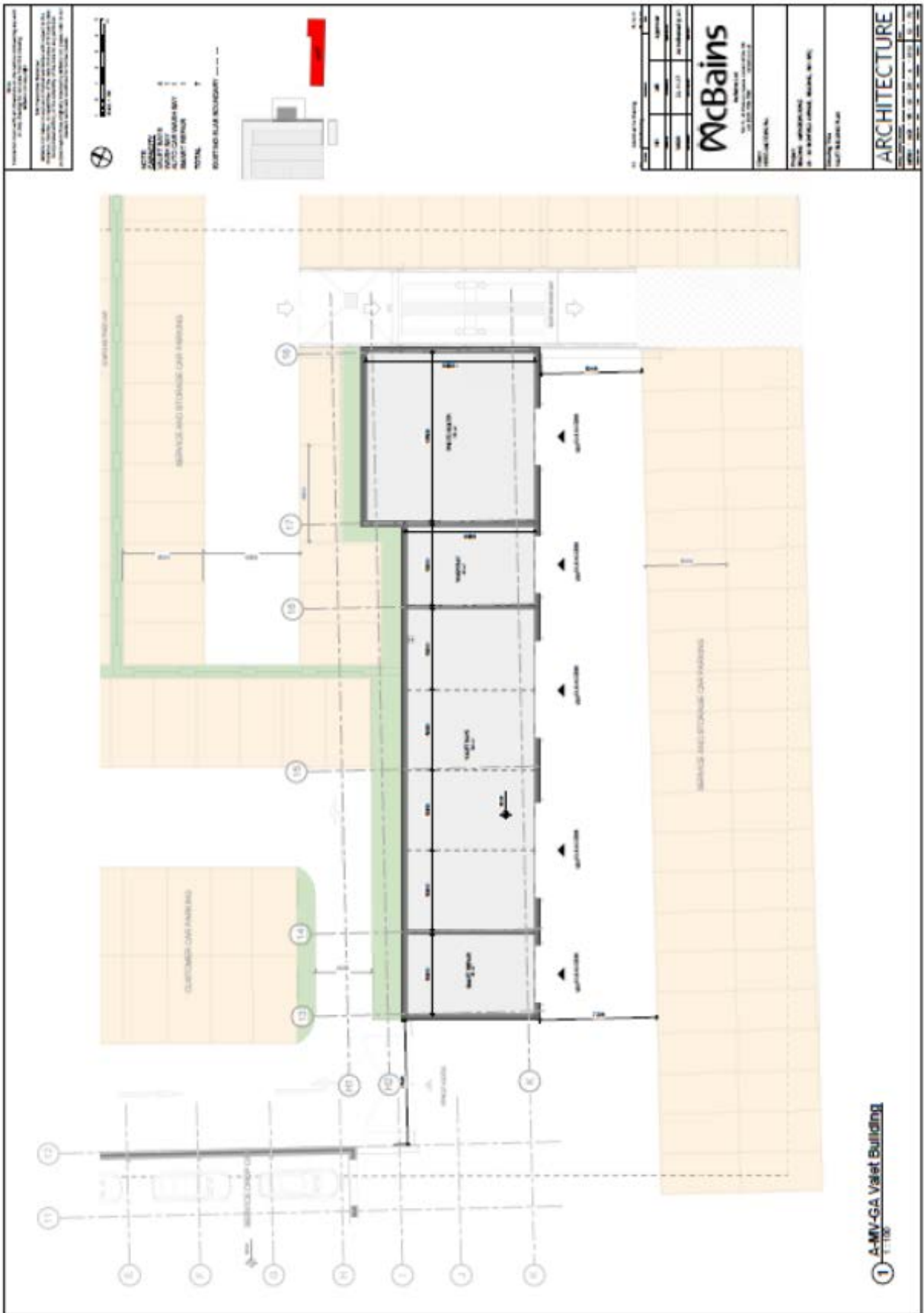
Proposed East and North Elevation



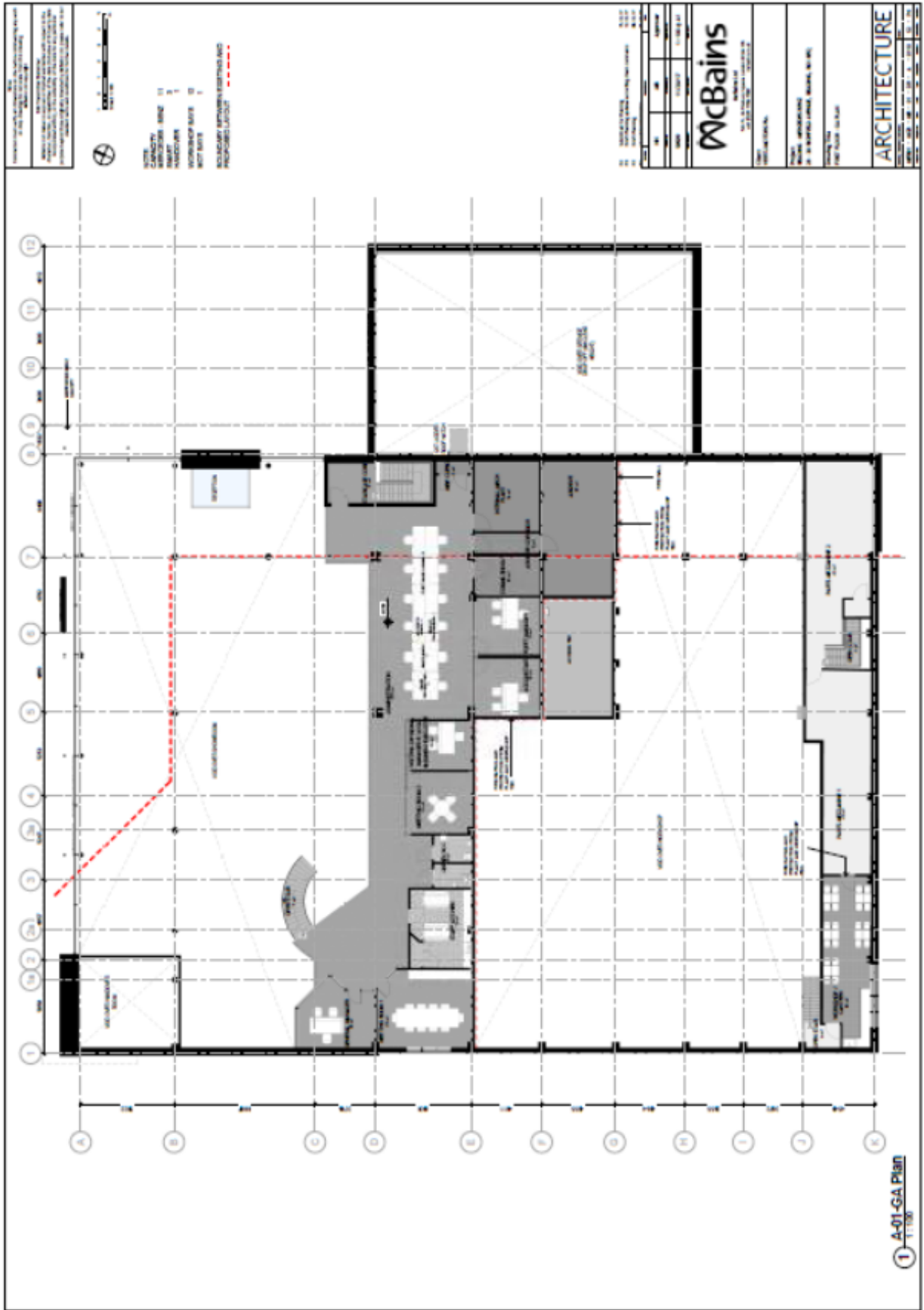
Proposed West and South Elevation



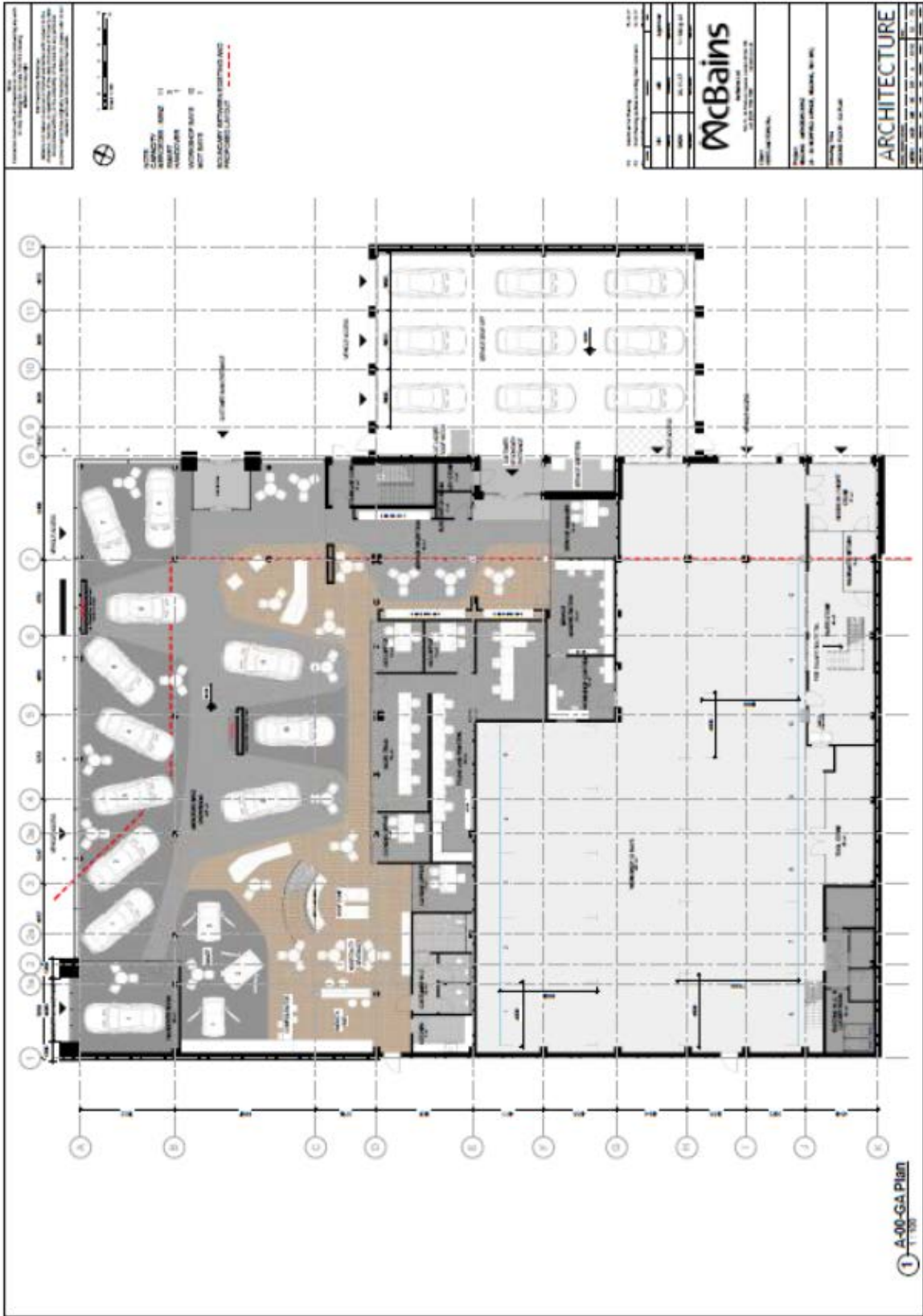
Proposed Floor Plan MOT Building



Proposed Floor Plan Valet Building



Proposed First Floor Plan



Proposed Ground Floor Plan