



Car Parking Management Plan

Introduction

Planning permission (Planning permission No: 190650) was granted on 8th August 2019 for Greyfriars Church to demolish the western foyer, replace it with a new foyer and change the use of No. 2 and No. 4 Sackville Street from Sui Generis Use (Counselling Services offices) to Class D1 (Non-residential institution – public worship or religious instruction) and changes to external parking and landscaping.

Condition 4b requires that:

“A car parking management plan shall be submitted detailing how the car parking will be managed during the construction phase, and how the car parking spaces will be allocated for staff and visitors during the use of the buildings. This shall be submitted to and approved in writing by the local planning authority, and maintained thereafter unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of protecting the amenity of local land uses or neighbouring residents, the character of the area and highway safety. In accordance with Policy DM12”

A further planning application (No. 191848) was approved on 4th March 2020 for Greyfriars Church to demolish Existing Church Centre, Construct New Three Storey Church Centre with Plant Enclosure on Roof and Single Storey Glazed Link at Ground Floor Level. Associated hard and Soft Landscaping and External Works.

As it is anticipated that the two phases will run consecutively this Car Park Management Plan has been prepared by Greyfriars Church PCC to fulfil the requirements of Condition 4b (above) and condition 17 of application 191848.

Condition 17 requires that:

“Prior to first occupation of the development hereby approved, a Car Parking Management Plan (CPMP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include full details of how the allocation of the car parking spaces for staff and visitors has been calculated and provided. Thereafter the approved CPMP shall be implemented in full and retained for the lifetime of the development.

REASON: In the interest of the safety and convenience of all highway users in accordance with TR5 of the Reading Local Plan 2019”

Management Plan

Demolition and Construction Phases

The site currently supports parking for approximately 30 cars. During the demolition phase of the West End Foyer, the whole car park will be unavailable for parking and the area will be fenced off. During the construction phase, the lower part of the car park and the area previously occupied by the portacabin will be fenced off for storage of construction plant and materials. During construction 3-5 spaces will be available on Sundays, for disabled drivers within the site compound. It is anticipated that other vehicles will make use of the existing parking within the town centre or



switch to other forms of transport. A guide to getting to Greyfriars has been prepared (attached) to inform members of the alternatives. . The car park is currently locked with a padlock and this will be changed to restrict use of the car park during demolition and construction.

Operational Phase

Day to Day Management

Once the proposed development is operational, use of the car park will be restricted during the day time (0830 – 1700) for the use of staff, regular volunteers, permit holders or members with appointments at the church. The church currently sells permits to members who wish to use the car park for leisure or retail purposes, which minimises demand from church members during the day.

As is current practice, the car park will be available during the evenings for study groups which meet at the church during the evening.

Large Events

Due to the existing limited availability of parking spaces, the church already implements a number of measures to minimise car parking on site during services and larger events such as weddings, funerals or music events.

For Sunday services, members are encouraged to park off-site and the majority of members attending a service park in the multi-storey Q Park, on Weldale Street and Great Knolly's Street. To encourage members to park off site on Sunday's, the following measures are in use:

- Volunteers wearing high-visibility jackets manage the car park, directing the majority of member off-site and allowing elderly, disabled or pregnant members to park on-site;
- Vouchers providing a 20% discount at Q Park are distributed to church members;
- Screens and noticeboards in church are used to direct members to park off-site and offer Q park vouchers; and
- Attendees of events such as weddings, funerals or music events are directed to park off-site in the event invitation by the event organiser.

These measures are successful in minimising car parking demand and the church regularly accommodates large numbers of people where the car park is reserved for those with mobility issues. This regularly results in a large portion of the car park being unoccupied, with 10-12 vacant parking spaces. This includes during the weekly 09:30 service.

These measures will continue to be used to minimise parking demand for Sunday services and large events such as weddings, music events or funerals.

Additional Measures

ANPR Cameras

In addition to the existing measures, the church will investigate the implementation of a barrier controlled gateway, operated by an Automatic Number Plate Recognition (ANPR) camera. The number plates of staff, members with a permit and regular volunteers could be programmed into the ANPR system which will ensure the barrier opens automatically when a registered number plate approaches the barrier.



The new layout of the foyer and new reception desks ensures that a member of church staff will be within view of the church gateway for the majority of the day and would be able to open the gate from the desk, in the event that an unregistered number plate approaches the barrier (Ad-hoc visitors, deliveries etc.).

In addition, the church is investigating improved CCTV coverage of the site and church car park. This will provide staff with additional visibility of the gate. In the unlikely event the number plate is not registered and the reception desk is unmanned, staff would be able to react and open the gate.

The provision of ANPR and the location of the reception desks would be an improvement on the existing situation, where the gate is padlocked. The existing reception desk within the church centre does not allow a view of the gate and if the arrival is not a key holder and a member with a key is not in the car park, then they are required to leave their car in the hammerhead and walk down to reception in the church centre.

Travel Planning

The church is committed to additional travel planning and reducing the number of members who travel to site by single occupancy car journey. There is good potential for increased car sharing amongst members, given the congregation is gathered from across Reading and members could easily collect other members when passing on their route to the church. This will reduce parking demand.

Access to Additional Parking

The church will explore obtaining access to additional parking in existing nearby car parks for church services on Sunday. Nearby offices buildings have car parks which may not be in use on a Sunday during service times and the Station Hill redevelopment may have a car park with 600 – 700 parking spaces which the church will explore access too.