
HOSIER STREET PREMIER INN, READING

RESPONSE TO HIGHWAY DEPARTMENT SERVICING COMMENTS

8TH APRIL 2019

Introduction

Connect Consultants Limited is a firm of transport planning and highway design consultants that have been commissioned by Moorgarth in relation to the Premier Inn proposals at Hosier Street, Reading.

A planning application has been submitted with reference 182054. This technical note provides information relating to the proposed servicing and cycle parking arrangements.

Background

Meeting held on the 10th August 2018

Prior to the submission of the application a meeting was held with representatives of Reading Borough Council (RBC) highway department, including Simon Beesley, in relation to the servicing strategy for the proposal. The headline discussions focused around the following items:

- The existing servicing of Pavlov's Dog, the Night Club, and Poundland.
- Use of other servicing bays near to the proposals.
- The car parking that had recently been introduced along Hosier Street.

In summary for each of these areas that were discussed it was highlighted the proposals should not make the situation worse than the previous / existing conditions. Also it was noted that Poundland serviced across South Court. Subsequent to the meeting it is noted that RBC also have recycling banks that are serviced via South Court. There was a discussion regarding the recent introduction of the on street parking, RBC suggested that if this was an issue the parking bays could be suspended. However the conclusion was they had no objection to the principle of servicing via Hosier Street as long as it made the existing conditions no worse.

Extract from Outline Development Framework – Minster Quarter Area

There are two points we wish to bring your attention to within section 4.2, 4.4 and movement Figure 17.

4.2 'Vehicular Movement' highlights within the last bullet point that limited service access to Hosier Street for servicing and disabled access should be allowed. It states that servicing this way should be limited and only permitted where it is not possible to service via the Broad Street Mall servicing arrangements.

4.4 'Servicing and Refuse' states that developments should provide appropriate storage facilities to serve the development and enable easy and safe collection from the site in accordance with Policy H10 of the Submission Draft Local Plan. Applicants are recommended to discuss refuse disposal at an early stage pre application process.

Figure 17 shows access onto South Court for access and emergencies only, this conflicts with the servicing provision of Poundland and the Market that currently exists.

Highway Authority Comments

Further to the application now submitted we have received comments from the highway authority that have raised queries in relation to the servicing and cycle parking arrangements for the proposed hotel and restaurant development as part of their consultation response dated 18th February 2019, and in subsequent discussions between the applicant and the highway authority.

Comments relate to:

- 1) Clarification of the frequency of service vehicle movements for the proposed use.
- 2) Location of the refuse collection point.
- 3) Location / manoeuvre of the deliveries.
- 4) Provision of secure cycle parking.

Servicing to the Existing Uses

The existing corner retail unit (formerly occupied by Poundland) is currently serviced from South Court / Dusseldorf Way (having reversed along Hosier Street), with a frequency of 5-6 delivery vehicles per week.

The nightclub use on the proposal site also services from Hosier Street, with a frequency of 2 per week via large vehicle (cellarage and gas), plus 1-3 deliveries per week via Transit van type vehicle.

Refuse / recycling collections associated with the nightclub use are also from Hosier Street, with a frequency of 3-4 collections per week, comprising 2 glass collections and 1-2 general collections.

Recycling banks that exist on South Court are also serviced via reversing down Hosier Street, with collections twice per month.

Market traders also service down Hosier Street on Market Days and across South Court.

Pavlov's Dog bar / restaurant also has deliveries and refuse collection via Hosier Street with daily deliveries for food and drinks, along with twice weekly collections for refuse.

Proposed Servicing to the Hotel & Restaurant

The number of service vehicles to visit the proposed hotel and restaurant are as follows:

- 7no. Linen deliveries per week.
- 4no. Food and beverage deliveries per week.
- 4no Refuse / recycling collections per week.

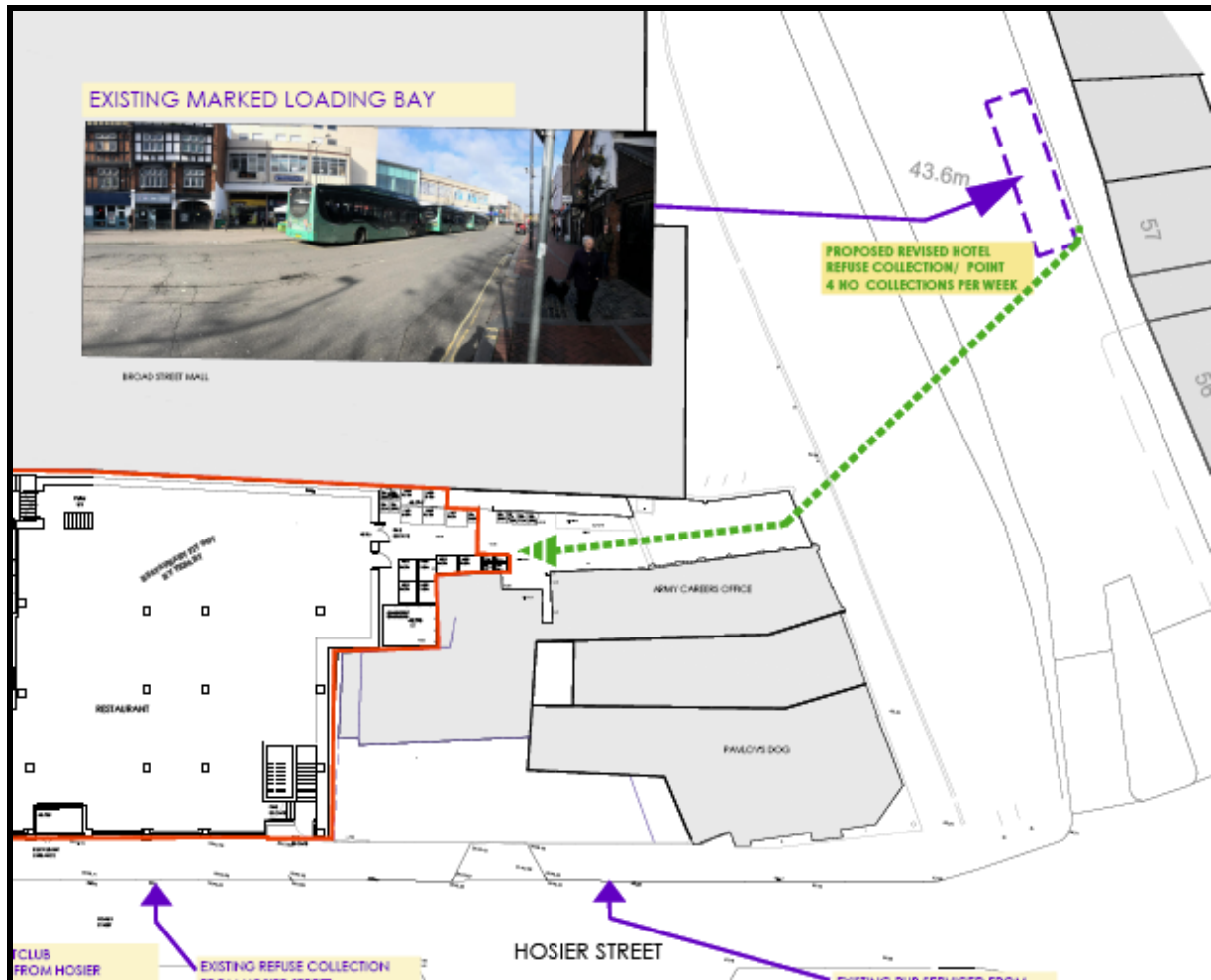
Since the submission of the application, Moorgarth and their team have reviewed the aspirations set out within the Development Framework and, to align with the comments within these, have reviewed the areas that the applicant can influence and are proposing the overall strategy for servicing in this area.

The linen and food / beverage deliveries are to be undertaken from South Court / Dusseldorf Way (having manoeuvred along Hosier Street from St Mary's Butts) which is in line with the Outline Development Framework (Minster Quarter Area) because it is not possible to service this site from the existing Broad Street Mall Basement.

However, to offset some of these movements the applicant is willing to remove the existing servicing across South Court for the Poundland unit which will be now serviced from the basement and is shown in a current application for this unit which shows the introduction of a new service core and access to the basement.

As a change to the application proposals we are also now proposing that the refuse / recycling collections for the proposed development are moved from Hosier Street and collected from the existing marked Loading Bay on St Mary's Butts, to the north of the junction with Hosier Street, this is subject to the agreement with the Highway Authority. **Figure 1** is an extract from the plan at **Appendix 1** which shows the location of the existing loading bay.

Figure 1 – Existing St Mary's Butts Loading Bay



Source: Corstorphine+Wright drawing '18370-0396-01'

The benefits this brings are that it further reduces both the number of vehicles reversing along Hosier Street and also means that the drag distance for the refuse bins is reduced by approximately 25 m. It should be noted that the existing nightclub waste collection strategy is collection from Hosier Street which will cease.

Comparison of Existing and Proposed

Table 1 below summarises the existing and proposed arrangements.

Table 1 – Existing and Proposed Servicing Arrangements

Loading Location	Existing Number (per week)	Proposed Number (per week)	Difference
Hosier Street (potentially blocking car parking and access)	2 Large vehicles 1-3 Transit Van type vehicles 3-4 refuse collections	-	Reduction of up to 9 manoeuvres per week.
Podium / South Court / Dusseldorf Way	5-6 Large vehicles for Mall unit	7 Linen deliveries 4 food and beverage deliveries.	Increase of 5-6 manoeuvres per week.
St Mary's Butts existing loading bay(s)	<i>Already used by others including the commercial properties on St Mary's Butts.</i>	+4 refuse / recycling collections.	Increase of 4 manoeuvres per week.
Turning and Manoeuvring Location	Existing Number (per week)	Proposed Number (per week)	Difference
Turning at Hosier Street / St Mary's Butts and reversing along Hosier Street	11-15 vehicles	11 vehicles	At worst the same; at best a reduction of 4 manoeuvres per week.

Therefore, overall, our new strategy proposes that the total number of delivery vehicle movements along Hosier Street will be, at worst, the same as the existing situation, and, at best, represent a reduction of 4 vehicles per week.

Manoeuvres will be very similar to existing, except for the deliveries associated with the nightclub which load and unload from Hosier Street, that would have blocked the parking bays, will now be replaced by deliveries to the proposed development which will stop on South Court / Dusseldorf Way which will not block the parking bays / access. Furthermore, refuse and recycling collections will be via the existing service bay within Saint Mary's Butts.

The drawing included at **Appendix 1** sets out the revised proposals for servicing arrangements.

Core Strategy policy CS20 requires that developments contribute to, inter alia, transport safety, and Sites and Detailed Policies Document policy DM12 requires that proposals would not be detrimental to the safety of users of the transport network. The reduction (or no worsening) of vehicle movements along Hosier Street, coupled with the relocation of the loading / unloading location to South Court is, we believe, in line with these policies.

Cycle Parking

The Supplementary Planning Document 'Revised Parking Standards and Design' contains the minimum cycle parking standards for developments. For C1 Hotels, this is 1 space per 6 staff. For A3 Restaurants and Cafes, this is 1 space per 6 staff and 1 space per 300 sq.m.

The (combined) maximum number of staff present at any one time in the proposed hotel and restaurant is predicted to be a total of 25 to 30. The floor area of the proposed restaurant is 462 sq.m.

Therefore, based on the parking standards, the number of cycle parking spaces is calculated as follows:

- $30 / 6 = 5$
- $462 / 300 = 1.54$
- $5 + 1.54 = 6.54$

In response to cycle parking we have proposed that 4no. cycle hoops will be located on South Court, providing 8 cycle parking spaces (which accords with the calculation above) in an area of high natural surveillance. This provision will be temporary, until a new more permanent location is defined within the wider Hosier Street Masterplan. See attached sketch at **Appendix 2** which identifies the proposed location.

Also, Premier Inn operate 'Bike-friendly hotels' which permits guests to keep their bikes in their room.

Core Strategy policy CS23 seeks to promote and improve sustainable transport facilities, and Core Strategy policy CS24 seeks to achieve appropriate levels of car / cycle parking facilities, both of which are, we believe, achieved by the proposed cycle parking and operator's bike-friendly policy.

Conclusions

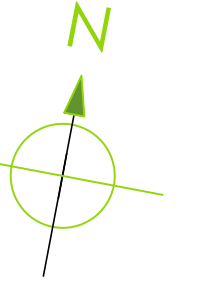
We believe the revised proposals that we are putting forward for consideration are acceptable as they improve on the issues that currently exist for servicing the commercial properties within Hosier Street which has been partly due to the introduction of car parking within it.

The proposed strategy now removes the blocking of Hosier Street for servicing, other than the market vans and Pavlov's Dog deliveries which are outside of the control of our client, and does not increase the overall existing frequency of vehicles.

Overall, the revised proposals are in line with planning policy documents, and represent an improved service strategy.

Appendix 1

NOTES:



BROAD STREET MALL

EXISTING MARKED LOADING BAY



BROAD STREET MALL

43.6m

PROPOSED REVISED HOTEL
REFUSE COLLECTION/ POINT
4 NO COLLECTIONS PER WEEK

57

56

55

EXISTING POUNDLAND
UNIT
DELIVERIES FROM SOUTH
COURT ACCESSED FROM
RAMP

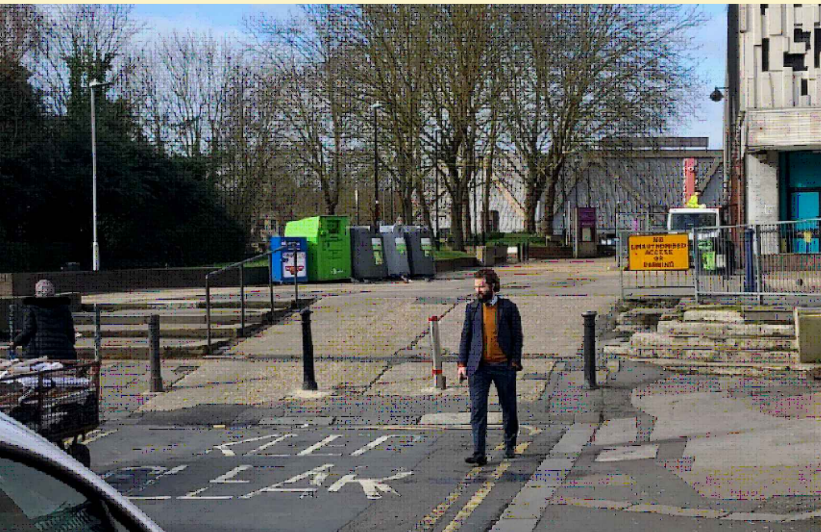
FUTURE SERVICING FROM
BASEMENT

PROPOSED HOTEL
DELIVERIES-
11 NO PER WEEK-
7 LINEN
4 FOOD AND
BEVERAGE

CURRENT AND PROPOSED
VEHICLE POSITION

DUSSLEORF WAY

EXISTING RE-CYCLING BINS-
READING BOROUGH COUNCIL
VEHICLE ACCESS VIA RAMP

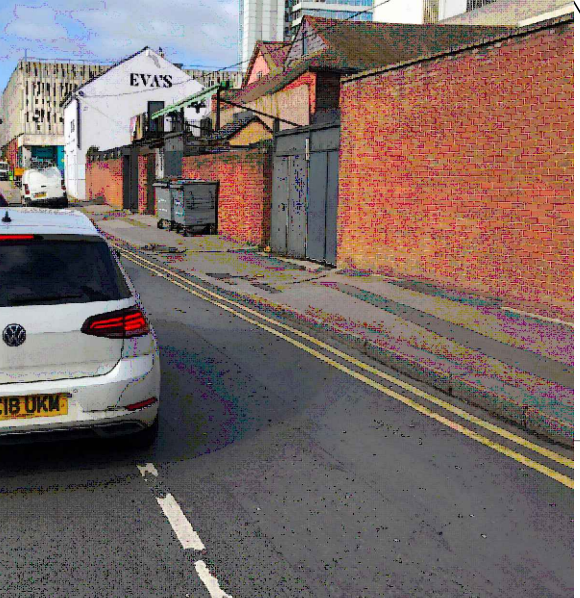


PCs

RAMP

EVA'S NIGHTCLUB
DELIVERIES, FROM HOSIER
STREET

EXISTING REFUSE COLLECTION
FROM HOSIER STREET



HOSIER STREET

EXISTING PUB SERVICED FROM
HOSIER STREET



El Sub Sta

REV	DATE	NOTES	CHK
-----	------	-------	-----

Client	
--------	--

MOORGARTH

Project	
---------	--

PREMIER INN

HOSIER STREET

READING

Drawing Title	
---------------	--

DELIVERY STRATEGY

PREMIER INN HOSIER ST

Drawn	Checked	Paper Size	Scale	Date
-------	---------	------------	-------	------

PHT	PT	A1	1:200	22.03.19
-----	----	----	-------	----------

Project No.	Drawing No.	Revision
-------------	-------------	----------

18370	0396	01
-------	------	----

**CORSTORPHINE
+WRIGHT
ARCHITECTS**

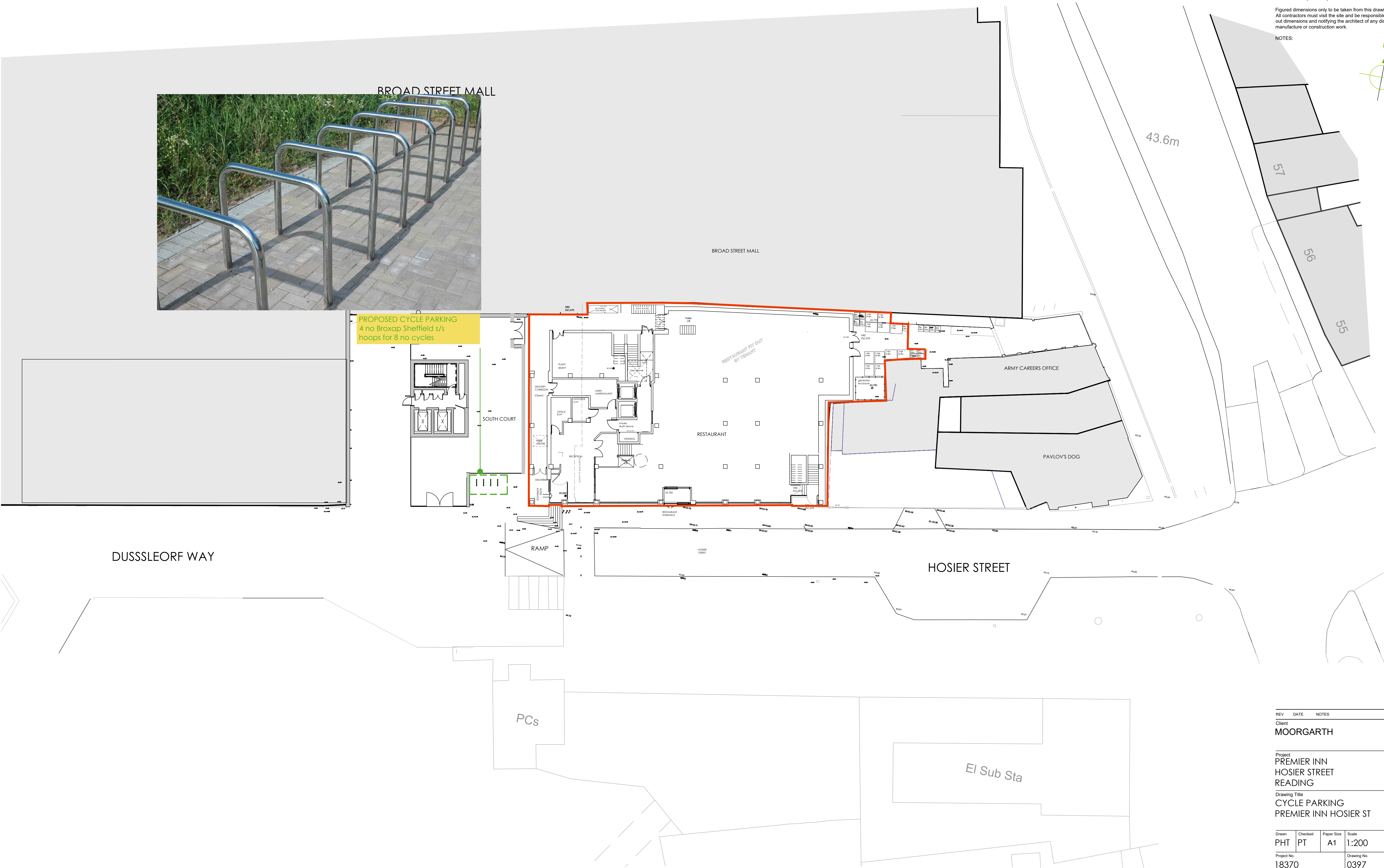
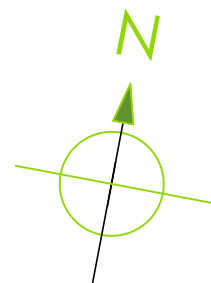
Warwick
London
Birmingham
Manchester
Newcastle
Canterbury
Dublin

Brook Hall Brook Street Warwick CV34 4BL
Tel. 01926 658444 www.corstorphine-wright.com



Appendix 2

NOTES:



REV	DATE	NOTES	CHK
Client			
MOORGARTH			
Project			
PREMIER INN			
HOSIER STREET			
READING			
Drawing Title			
CYCLE PARKING			
PREMIER INN HOSIER ST			
Drawn	Checked	Paper Size	Scale
PHT	PT	A1	1:200
Project No.	Drawing No.	Date	
18370	0397	04.01.19	
Revision			00

CORSTORPHINE
+WRIGHT
ARCHITECTS

Warwick
London
Birmingham
Manchester
Newcastle
Canterbury
Dublin

Brook Hall Brook Street Warwick CV34 4BL
Tel. 01926 658444 www.corstorphine-wright.com

