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**AFTER DARK NIGHTCLUB,
112 LONDON STREET,
READING
RG1 4SJ**

RICHARD JAMES HOMES LTD

TRANSPORT STATEMENT

OCTOBER 2016

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1.0 INTRODUCTION

- 1.1 My name is Dermot McCaffery. I am a highway and transportation consultant. I have 28 years experience in local authority and private consultancies in dealing with the highway development control aspects of development proposals. I am a Member of the Institute of Highway Engineers and the Institute of Road Safety Officers.
- 1.2 I have been appointed by Richard James Homes Ltd to provide highway support to the proposed redevelopment of the After Dark Nightclub to a scheme of flats.
- 1.3 Pre-application discussions have taken place with the local planning authority who have advised that a car free development may be acceptable given the site's central location. The comments received from officers have helped to inform this transport statement.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the west side of London Street and approximately 75m north of the junction between London Street and London Road. The site comprises a night club with a pedestrian access to London Street and a rear pedestrian access to St Giles Close.
- 2.2 London Street forms part of the A327 and is an important road on the south side of Reading town centre. In the vicinity of the site it operates one-way southbound with a northbound bus lane on the west side of the carriageway. London Street forms a traffic signal controlled junction with the A4 London Road approximately 75m to the south of the site.



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- 2.3 The proposed development comprises the replacement of the existing night club with a new building containing 5 x 1 bed flats and 5 x 2 bed flats.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 From the pre-application responses from the Council the highway considerations for the proposed development relate to the car-free nature of the scheme.
- 3.2 The adopted parking standards are set out within the Local Development Framework document "*Revised Parking Standards and Design*" which was adopted in October 2011. The standards apply a zonal approach to calculating the parking requirements for development with Zone 1 being the central core of the town centre and subsequent zones radiating out from Zone 1 and reflecting the level of accessibility to public transport. The site lies within Zone 2 and approximately 270m from the southern boundary of Zone 1.
- 3.3 The parking standards are informed by the approach advocated by PPG3 (now withdrawn) and the residential standards are expressed as "required" provision whereas the standards for other land uses are expressed as maxima. The standards explain that "For residential developments car parking levels are based on access to alternative modes, but are also influenced by factors such as expected levels of car ownership." The standards predate the 2011 Census and the NPPF and, in particular the Ministerial Statement (March 2015) in respect of paragraph 39 of the NPPF.
- 3.4 The parking requirement for 1 & 2 bedroomed flats in Zone 2 is 1 space per dwelling.



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- 3.5 The 2011 Census data for the area immediately surrounding the site (the Lower Layer Super Output Layer) shows that the prevailing car ownership level in 2011 was 0.74 vehicles per household. This would suggest that the adopted parking standards are somewhat out of kilter with the up to date data. The last note on page 15 of the adopted standards does state that the standards will be amended in the light of new data that emerges from the 2011 Census. The data from the 2011 Census is contained in **Appendix 1**.
- 3.6 Paragraph 39 of the NPPF advises local planning authorities to take into account the following when setting local parking standards:
- The accessibility of the development
 - The type , mix and use of the development
 - The availability of and opportunities for public transport
 - Local car ownership levels, and
 - An overall need to reduce the use of high emission vehicles.
- 3.7 In March 2015 the Minister issued an update for paragraph 39 which states,
- “Local Planning Authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”*
- 3.8 The site is located 270m from the defined town centre boundary (Queens Road) and 310m from the pedestrian entrance to the Oracle from Yield Hall Place. Bus stops for 6 frequent bus services into and out of the town centre are located immediately outside the development in London Street with buses being given priority via a bus lane into the town centre. Pedestrian facilities along London Street and at junctions along the route to the town centre are of a very high quality. Reading



train station is an 880m (11 minute) walk distance and provides high frequency services to London and the west. Furthermore Reading will be the western end of Crossrail when it is completed. As such, the accessibility of the development is excellent.

- 3.9 The type of development includes 5 small 1 bedroomed flats (and 5 x 2 bed flats) and this will reduce any reliance on owning a car. The 2011 Census indicates that car ownership in this location is low and significantly lower than the average for the Authority which was 1.06 vehicles per household in 2011. By its nature the Census data is not “forward looking” and does not reflect the NPPF requirement to reducing the use of high emission vehicles.
- 3.10 The paragraph 39 update introduces the need for local planning authorities to show clear and compelling justification for imposing the parking standards. The justification must demonstrate that the parking standards must be imposed on a development in order to manage the local road network. The roads in the vicinity of the site all have comprehensive on-street parking controls. London Street has double yellow lines and limited stay parking bays. Being so close to the town centre the parking restrictions are well policed and are effective in preventing undesirable on-street parking. This being the case, it is difficult to see what justification the local planning authority could provide to support the imposition of the parking standards for this development.
- 3.11 In support of the car free nature of the development the proposed plans show how space for 10 cycles to be securely stored will be provided with access from St Giles Close. This exceeds the 0.5 cycle spaces per unit required by the adopted parking standards.



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- 3.12 Refuse storage will be provided at both pedestrian entrances (London Street and St Giles Close) so that collection can take place from the highway as it does at present for the night club.

4.0 CONCLUSIONS

- 4.1 The principle of the proposed residential development of this commercial site has been accepted by the local authority through pre-application discussions.
- 4.2 The constrained nature of the site makes it impossible to provide car parking for the proposed flats. The central location means that car parking is not a pre-requisite of the development.
- 4.3 The car free nature of the development meets the objectives of the NPPF in delivering a residential scheme that has excellent access to public transport and a wide range of facilities within Reading town centre. The adopted parking standards pre-date the NPPF and the requirement now placed on local authorities to provide clear and compelling justification for imposing local parking standards.
- 4.4 The development will provide secure cycle parking for each flat which exceeds the levels required by the adopted standards.



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APPENDIX 1

Car or Van Availability (QS416EW)

				Reading 011D	Reading	South East England	
				Super Output Area Lower Layer	Unitary Authority	Region	Country
All Households	Count	Households	Mar-11	966	62869	3555463	22063368
No Cars or Vans in Household	Count	Households	Mar-11	410	17819	660430	5691251
1 Car or Van in Household	Count	Households	Mar-11	434	28235	1483911	9301776
2 Cars or Vans in Household	Count	Households	Mar-11	98	13326	1059380	5441593
3 Cars or Vans in Household	Count	Households	Mar-11	11	2612	253552	1203865
4 or More Cars or Vans in Household	Count	Households	Mar-11	13	877	98190	424883
All Cars or Vans in Area	Count	Vehicles	Mar-11	721	66681	4803729	25696833
Car or Van Availability, 2011 (QS416EW), Mar11LastUpdated				30-Jan-13			
Car or Van Availability, 2011 (QS416EW), Mar11Source				Office for National Statistics			
Car or Van Availability (QS416EW)				National Statistics			