

Hedyn

Ringland Regeneration area

Newport



CAR PARKING & LOADING BAY MANAGEMENT PLAN

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FIGURES

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- A Area to which this parking and servicing management plan applies

1 INTRODUCTION

1.1 Background

- 1.1.1 Asbri Transport Limited has been appointed by Lovell to produce a Car Park Strategy and Management Plan for the discharge of condition 7 of the Reserved Matters consent relating to 19/1207 planning permission.

RESERVED MATTERS APPLICATION RELATING TO ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE (STANDARD CONDITION C) FOR CONSTRUCTION OF 12NO. RETAIL UNITS AND 38NO. RESIDENTIAL UNITS AND ASSOCIATED WORKS PURSUANT TO OUTLINE PLANNING PERMISSION 18/1181 FOR DEMOLITION OF RINGLAND CENTRE, 6NO. BUNGALOWS AND LIBRARY AND CONSTRUCTION OF APPROXIMATELY 170NO. HOMES, 1700 SQUARE METRES OF A1/A2/A3 FLOOR SPACE, LANDSCAPING, INTERNAL ROAD NETWORK, CAR PARKING AND ASSOCIATED INFRASTRUCTURE AND PARTIAL DISCHARGE OF CONDITION 07 (FUME EXTRACTION) AND 10 (WASTE STORAGE)

- 1.1.2 This parking and management strategy is specific to the area of the regeneration development outlined in red in **Appendix A**.

- 1.1.3 Milton Court is an existing, residential tower block occupied by Hedyn tenants which does not form part of the permission for the re-development of the Ringland Centre and environs. It is located on the northern edge of the regeneration area and is positioned between the commercial and residential land uses of the regeneration scheme. Nevertheless, this parking management strategy assigns parking spaces for use by Milton Court residents.

- 1.1.4 The implementation of the strategy as detailed in this document will be the responsibility of Hedyn.

1.2 Structure of the Report

- 1.2.1 Following this introductory chapter, the Car Parking and Servicing Management Plan is structured as follows:

- Chapter 2 briefly summarises the existing transport and accessibility conditions around the site;

- Chapter 3 details the development proposals and parking assignment;
- Chapter 4 describes the car parking strategy and management;
- And Chapter 5 concludes the document.

2 SITE ACCESSIBILITY & SUSTAINABILITY

2.1 Overview

- 2.1.1 The proposed development is located centrally within the Ringland area of Newport as shown in **Figure 2.1**. The regeneration site is bound to the north by Hendre Farm Drive, by Cot Farm Circle the east, by an access lane to garages to the south and by Milton Court to the west.



Figure 2.1 Site location

- 2.1.2 The adjacent Cott Farm area immediately to the east has been redeveloped in recent years.

2.2 Accessibility

Pedestrians

- 2.2.1 There is an excellent level of pedestrian provision surrounding the regeneration site with most roads having footway provision on both sides of the carriageway and some separated from the carriageway by grass verge.

2.2.2 Zebra crossings for pedestrians are located at several locations on the surrounding highway network which are shown in **Figure 2.2**.



Figure 2.2 Pedestrian crossing facilities

2.2.3 All crossings have dropped kerbs so may be safely used by wheel-chair and mobility scooter users.

2.2.4 Given the range of facilities within easy walking distance from the site, it is likely that walking will be a highly attractive option for many typical trips resulting from the residential units associated with the regeneration scheme

Cyclists

2.2.5 Whilst there is no National Cycle Network (NCN) route currently within the immediate vicinity of the proposed development, a local cycle route (shown in **Figure xx**) runs parallel to the A48 SDR, which connects with NCN Route 4 approximately 3.3km to the south-west. The further extent of the Newport Integrated Network Map (INM) is shown in **Appendix A**.

2.2.6 NCN Route 4 is a long-distance route (approximately 432 miles) between London and Fishguard, via Reading, Bath Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.

Public Transport

2.2.7 The nearest bus stop to the site is located within the immediate vicinity of the proposed development along Ringland Circle. Bus stops within the proximity of the site are shown in **Figure 2.3** below.



Figure 2.3 Public transport infrastructure

2.2.8 Bus stop provision in the immediate vicinity of the development is being reconfigured as detailed on **Appendix A**. The closest bus stops, stops located on Hendre Farm Ct where east and west bound stops are located.

2.2.9 The nearest railway station is Newport which is located in the city centre approximately 5km due west of the site. This can be accessed by the bus services as described previously or by following the cycling route along the A48 to the south of the site. This offers additional opportunities for onward travel to regional and national destinations.

3 DEVELOPMENT AND PARKING PROVISION

3.1 Introduction

- 3.1.1 As set out in Section 1, this Car Park and Loading Bay Management Plan accompanies planning application 19/1207 relevant to the Ringland Regeneration Scheme which consists of the schedule of accommodation detailed below;

SCHEDULE OF ACCOMMODATION	
RESIDENTIAL	
Apartments	No. of Units
1 bed 2 person	18
2 bed 4 person	20
Total	38
COMMERCIAL	
Block	Total Unit Area (sqft)
Retail Block 1	5,711
Retail Block 2	6,192
Retail Block 3	3,955
Total	15,858
PARKING	
Total	95 spaces

- 3.1.2 The Ringland regeneration scheme is larger than that detailed above but this parking and servicing strategy is specific to the parking and loading bays permitted detailed on **Appendix A**.

3.2 Car Parking to front of retail units

- 3.2.1 As detailed on **Appendix A**, a total of 35 parking spaces are to be provided to the front of the 11 retail units on the north-western section of the site.
- 3.2.2 Of these 35 bays, 2x (bay 1 and 28) are to be marked to dimensions for use by disabled users. A further 4 motor-cycle bays are to be provided.
- 3.2.3 A total of 7 bays will provide electric vehicle charging facilities and these are bays 27 and 30 -35.

3.2.4 Covered cycle parking provision for 12 bicycles is to be provided immediately west of retail unit 3.4.

3.2.5 A total of 38 parking bays are provided to the rear of retail units 2.1 – 2.3. Two of these bays (29 & 30) are to be marked as disabled user bays.

3.2.6 Bays 18, 19 & 38 will provide charging facilities for electric vehicles.

3.3 Milton Court Parking spaces

3.3.1 A total of 21 parking spaces are to be assigned to residents of Milton Court. These are annotated bays MC1 to 21 on **Appendix A**.

3.4 Servicing – Retail

3.4.1 It is intended that the retail units will be serviced from controlled loading bays 1 and 2 provided on site and shown in **Appendix A**.

4 PARKING AND SERVICING MANAGEMENT & STRATEGY

4.1 Introduction

4.1.1 As discussed, in order to discharge condition 7 of the planning permission. This chapter details the proposed management of the development car parking provision.

4.1.2 A private parking contractor is to be appointed by Hedyn who will enforce all parking and loading bays referenced in this document.

4.1.3 All vehicles must be parked properly within their designated bay to ensure maximum occupancy of the car parking spaces is possible.

Car parking

4.1.4 A total of 95 car parking spaces are proposed within the development, the subject of this Car Parking and Servicing Management Plan.

4.1.5 These will be available to residents, visitors and customers of the commercial units at the development.

4.1.6 A permit system will be implemented where each resident is provided a permit which must be displayed in their front windscreen when parking in a bay allocated to the residents. As there are more properties than bays, the bays will be on a first come first serve basis.

4.1.7 The visitor bays are also to be monitored on a permit basis with a maximum time allowed to park with a no return period which will stop residents using them as second bays. Signage would be fitted throughout the area and our wardens would patrol these bays on a regular basis and issue a PCN to any vehicle parked in breach of the terms stated on the signage.

4.1.8 The management company will provide all signage for these bays and provide each property with one permit and one visitor permit. Replacement permits would be sought from the management company.

4.1.9 Bays numbered 1 – 35 are provided for customers of the commercial units as shown on **Appendix A**.

4.1.10 These spaces will have a maximum stay period of 2 hours with 1nr ANPR camera to be fixed at the entrance/exit of the retail parking area which will monitor the cars using these bays. Any vehicle that was parked for a period longer than the maximum time allowed would be issued with a PCN.

Cycle Parking

4.1.11 Covered long-stay cycle parking will be provided on site with room for 50 bicycles throughout the site and 8 short-stay cycle parking spaces.

Disability parking

4.1.12 Disability parking will be provided on site for 4 vehicles to Newport County Council SPG standards. These bays may only be used by blue badge holders.

Servicing

4.1.13 It is proposed to provide two controlled loading bays within the site which will be used to service the commercial units.

4.1.14 Loading Bay 1 will be exclusively for the use of retail units 1.1 to 1.4 and loading bay 2 will be used by retail units 2.1- 2.3 and 3.1- 3.4.

4.1.15 Use of the loading bays will be enforced by Hedyn's parking contractor. This will ensure that the loading bays are used for servicing activities only.

EV Parking

Bays 27 and 30 to 35 will provide electric vehicle charging points and will be restricted to use by such vehicles only and signed accordingly.

4.2 Objectives

4.2.1 The objective of this CPMP is to ensure that the parking provided with the development is adequate and used as intended. The CPMP also seeks that controls are in place to ensure appropriate use of parking areas for residents, staff and users of the Ringland site.

4.3 Monitoring and enforcement

- 4.3.1 There are a range of possible measures in reducing unregulated parking within a development.
- 4.3.2 Hedyn are to appoint a private parking contractor who will be responsible for enforcing parking within the site.
- 4.3.3 Bays 1 – 35 will be subject to a maximum stay period of 2 hours with 1nr ANPR camera to be fixed at the entrance/exit of the retail parking area. PCN's will be issued for non-compliance.

Signage

- 4.3.4 Signs will be erected for users of the parking spaces to be informed of the conditions of use of the parking provision.
- Entrance signs will advise that the commercial unit car parking is managed and that there are terms to its use.
 - Specific parking-terms signage: must tell a driver the terms and conditions such as parking charges in an easily readable location and intelligible language and be at least 450mm x 450mm.

Parking Enforcement

- 4.3.5 Parking enforcement measures will be used to reduce any indiscriminate or unauthorised parking at the site. This has been discussed above where bays 1 – 35 will be subject to a maximum stay period of 2 hours with 1nr ANPR camera to be fixed at the entrance/exit of the retail parking area. PCN's will be issued for non-compliance.
- 4.3.6 Use of the loading bays will be controlled by collapsible bollards thus ensuring the bays are only used for the servicing of the commercial premises.

5 CONCLUSION

- 5.1.1 This car park management and service bay management strategy has detailed measures that will be deployed to ensure the parking and loading bays are used by the intended users only.
- 5.1.2 The Plan will be effectively implemented by Hedyn.

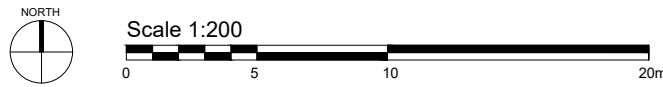
Appendix A



C CAR CHARGING POINT

NOTE: DRAWING TO BE READ IN CONJUNCTION WITH LANDSCAPE ARCHITECT DRAWINGS:
A115176 LA100 RETAIL AREA - LANDSCAPE STRATEGY
A115176 LA101 RETAIL AREA - LANDSCAPE PLANTING
A115176 LA102 RETAIL AREA - HARD LANDSCAPE

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Total	15,858
PARKING	
Total	95 spaces



A0
Original sheet size
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