Redpoint Holidays Ltd.

Car Parking Management Plan

Trinity Hall, Llangollen Road, Acrefair, LL14 3SF



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CAR PARKING MANAGEMENT PLAN

1. Introduction

The aim of this plan is to manage the car parking to the rear of Trinity Hall for the proposed use of the buildings as 8 office spaces with storage.

Car Parking Management objectives:

1. Effectively manage the on-site parking.
2. Minimise the use of off-site parking in the interests of highway safety.
3. Minimise the need for parking by encouraging use of public transport and active travel.

2. Car Parking Provision

2.1 Number of Parking Spaces

The on-site car parking will provide a total of 9 car parking spaces, with one allocated disabled space. The car parking spaces are solely for the use of the office workers.

2.2 Bay Dimensions and Swept Path Analysis

All parking bay dimensions shown are 4.8 meters x 2.4 meters, except the disabled space, which is 4.8 x 3.6 meters, as per LPGN No. 16.

The six spaces along the northern boundary have a minimum of 6 meters clearance, with the shortest distance being 6.085 meters from the building. Four of the cars have more than 8 meters clearance, the other one has 6.522 meters.

→ Please see the site plan (DAS - Appendix 11).

→ Please reference diagrams D1 & D2, E1 & E2 (DAS - Appendices 16 – 19), which show the swept path analysis for a car with 200mm clearances arriving and departing from each of the two tightest spaces.

2.3 Additional Car Parking Provision

The four parking spaces on the outbound side of the unadopted road are situated on our property, are currently being used for parking, and are generally vacated during the day, so could be used to park up to 4 additional cars.

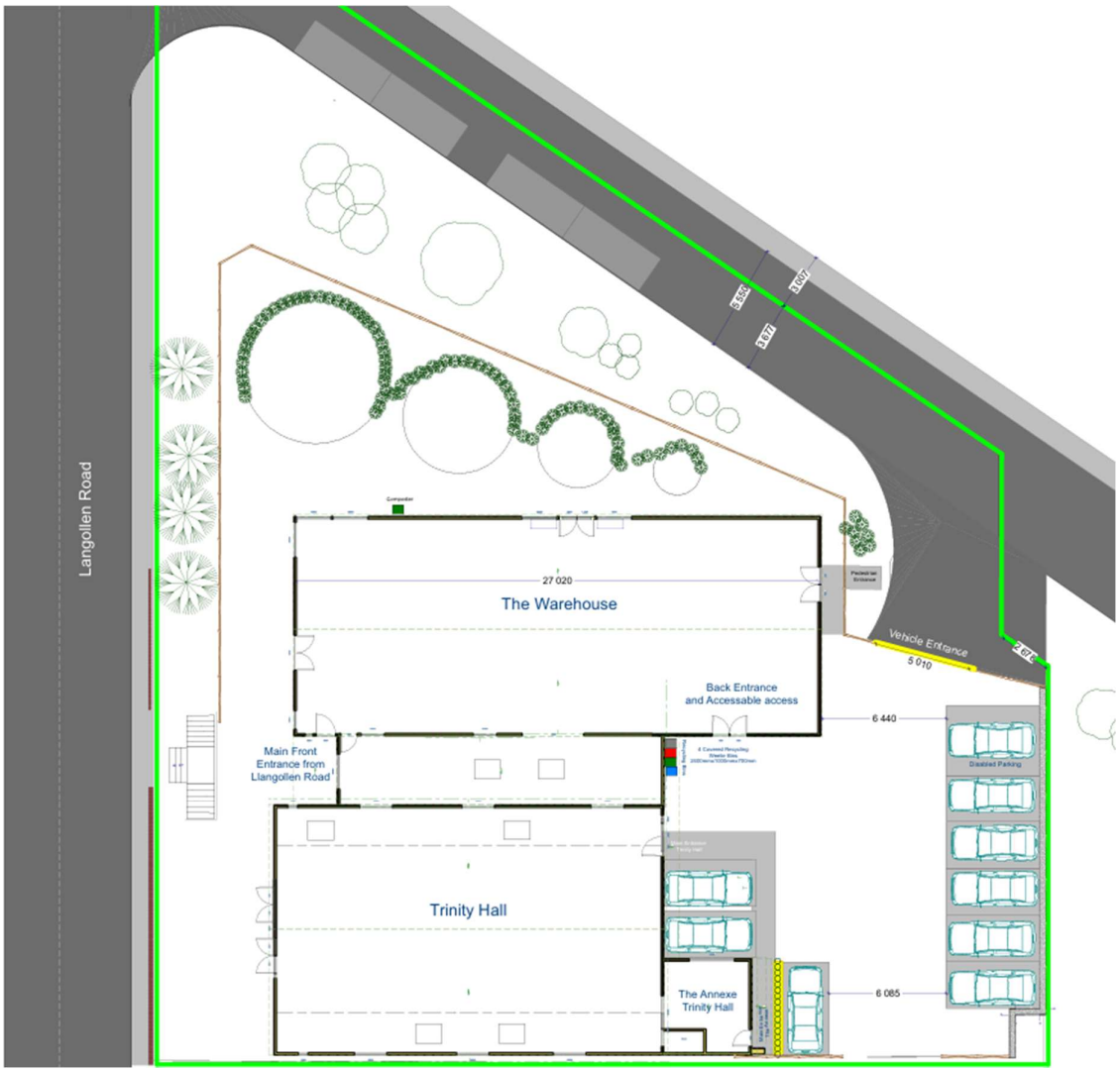
The first parking space is situated over 10 meters from the junction with the main road, as per the highway code. The layout and dimensions are designed in accordance with LPGN No.16 - Layout of Parking Space – Parallel Parking. The swept path analysis shows vehicles departing the site are not impaired by the parked cars and the line of sight of the visibility splays are not restricted.

→ The visibility splays are shown on diag. G1 (DAS Appendix 20) – Visibility Splays and Access.
→ For swept path analysis for a large car see DAS Appendices 18 & 19.

Adding double yellow lines along the rest of the road, regulating the parking situation to discourage over-parking, and enforcing road safety 10 meters from the intersection with the main road, will improve road safety and provide better access for neighbours that use the road to access to their properties.

3. Car Park Access

Car parking will be accessed off the unadopted road through the vehicle entrance.



4. Car Park Management

Car Parking will be managed by designated staff, who will be responsible for the communal spaces, facilities and car parking areas.

They will:

- Issue each office that is entitled to a parking space with a parking permit, which must be displayed in the car.
- Carry out bi-yearly inspections to inspect the condition of the car parking spaces and accessways to ensure that they are in good condition and being used as intended.
- Provide occupants with 'Travel Information packs' which encourage the use of public transport or active travel.
- Prevent misuse of the parking areas, by issuing parking guidance/restrictions as part of their tenancy agreements. These restrictions will be enforceable under contract.
- Enforce appropriate use of the car parking to ensure that only those eligible make use of the facilities.
- Ensure that no vehicles associated with the site shall park/wait on the adjoining highway.
- Prevent customers and clients from visiting the business units as part of their tenancy agreements. These restrictions will be enforceable under contract.