

Car Park Management Plan

- 1.1 This Car Park Management Plan (CPMP) has been prepared in relation to the Churchill Way West Retail Park in Salisbury, SP2 7TS.
- 1.2 Compliance and implementation of the CPMP will be monitored by the site management team or appointed representative as appropriate.

Management Objectives

- 1.3 The objective of the CPMP is to ensure the safe and efficient operation of the car park, with the primary aim of ensuring the retail park does not prejudice highway safety or cause inconvenience to other highway users.

Site Description

- 1.4 The retail park is situated to the northwest of Salisbury city centre and is bounded by the River Avon to the east, the A36 (Churchill Way West) to the south, residential dwellings to the west and Ashley Road / Salisbury Fire Station / Studio Theatre to the north.
- 1.5 Vehicular access to the Retail Park is via the A36 (Churchill Way West) to the south, with a roundabout at the site access. Servicing of the site is undertaken to the rear of the units, accessed via a service road running along the western boundary of the site

Car Park Provision / Layout

- 1.6 A site plan illustrating the car park layout is provided in **Appendix A** and detailed herein.
- 1.7 The retail park accommodates 4 retail units in a terrace arrangement with 945 car parking spaces provided to serve the retail park, including 50 disabled Blue Badge spaces, 8 Parent & Child bays and 8 designated Electric Vehicle (EV) charging spaces.
- 1.8 Sufficient aisle widths are provided within the site to enable appropriate access to parking spaces with generally two-way vehicle flows, with certain aisles within the car park being designated as one-way to improve internal circulation.
- 1.9 Entry to the car park is provided from the eastern and western arms of the roundabout, with all vehicles exiting via a central car park egress point onto the roundabout. No barriers are currently or planned to be provided to restrict access to the car park outside of unit opening hours.
- 1.10 Employees of the retail operators are permitted to use parking spaces provided within the service yard area to the rear of the retail units free of charge, with specific allocation of spaces per unit.

Car Park Management System

- 1.11 Automatic Number Plate Recognition (ANPR) cameras are installed at the car park entry and egress points, being in operation 24hrs a day, 7 days a week.
- 1.12 The ANPR cameras record vehicle registrations and time of arrival / departure to ascertain vehicle duration of stay.

System Management

- 1.13 A car parking management company enforce the parking rules within the car park on behalf of the site management / landlord.
- 1.14 The company is required to hold all the necessary registrations and shall abide by all of the requirements as currently proscribed by the IPC and / or BPA (the Accredited Trade Associations of the DVLA) and shall maintain Approved Operator Status.

Restrictions

- 1.15 The car park is free to use for customers for up to 3 hours, providing sufficient time to enable linked visits between units onsite, with parking then chargeable to all users beyond the initial free period. No return is permitted within 3 hours.
- 1.16 Restrictions and the private nature of the car park are explicitly signposted, therefore being compliant with the rules required of a Car Park Operator with Approved Operator Status.
- 1.17 At present, no implementation of minimum spend requirements is proposed.

Charges & Appeals

- 1.18 To discourage long stay parking, following 3 hours a parking charge of £100 shall be applied. A reduction of at least 40% will be available if the parking charge is paid within 14 days. If charges remain unpaid past 28 days, then this debt may be passed for collection to a third-party company and consequently additional charges in respect of recovery may apply.
- 1.19 A fully compliant appeals procedure is available, with further independent adjudication of disputes by a third-party, shall be put in place.

Car Park Signage

- 1.20 On entry to and within the car park, static signage clearly outlines the terms and conditions of its use according to guidelines laid down by the Accredited Trade Associations.
- 1.21 If changes are made to the restrictions / charges, updated signage shall be put in place and visible to car park users for 2 weeks prior to any changes coming into effect to give clear notice for a reasonable period of the change in charging system.

Other Uses of Data Collected

- 1.22 Details of vehicles using the car parks will be shared with the Police or other government agencies and regulatory bodies in accordance with the Data Protection Act (2018) and in response to individual requests by them for the purposes of solving or detecting crime or other anti-social activity, or any other regulatory requirements.

Additional items

Trolley Management

- 1.23 Reasonable and adequate customer trolley bays will be provided within the car park.
- 1.24 The trolleys themselves will belong to the respective retailers and will be their responsibility. The landlord and retailers will not accept responsibility for any loss or damage to cars or people resulting from the trolleys.
- 1.25 Shopping trolleys provided for the Lidl store are coin operated, reducing trolley theft and abandonment and encouraging customers to return trolleys to designated collection bays.

Lighting

- 1.26 Adequate lighting is provided to ensure safety of all users of the car park during normal trading and working hours and outside of trading hours due to pedestrian public rights of way through and across the car park.

Designated Spaces

- 1.27 Designated disabled and Parent & Child parking spaces are delineated using lining, hatching and appropriate pictograms on the finished car park surface based upon the space designation. As appropriate, additional static signage may also be displayed to indicate the designation of these spaces for specific car park users.
- 1.28 Pedestrian routes linking designated disabled and Parent & Child parking spaces to the unit frontages will be clearly defined and well lit.

Electric Vehicle Charging Spaces

- 1.29 8 EV charging bays are provided onsite, consisting of 2x CCS 120kW and 6x Type-2 22kW chargers. EV charge points onsite are managed and maintained by Shell.
- 1.30 As per designated spaces, EV charging spaces are delineated using lining, hatching and appropriate pictograms in addition to static signage, also including any guidance details and instructions for use.

Monitoring & Review

- 1.31 The car park operator is to provide regular updates / reports to the site management team detailing data in relation to the previous months' car park operation.
- 1.32 These regular reports will enable the management team to identify if the CPMP objectives are being successfully met.
- 1.33 If substantiated issues are identified relating to parking onsite, resulting in the development prejudicing highway safety or causing inconvenience, then a review of the CPMP will be undertaken and actions put into place as soon as reasonably possible to address these concerns.
- 1.34 Liaison would be undertaken with the local authority as part of the CPMP review and associated planned actions or changes implemented as appropriate.

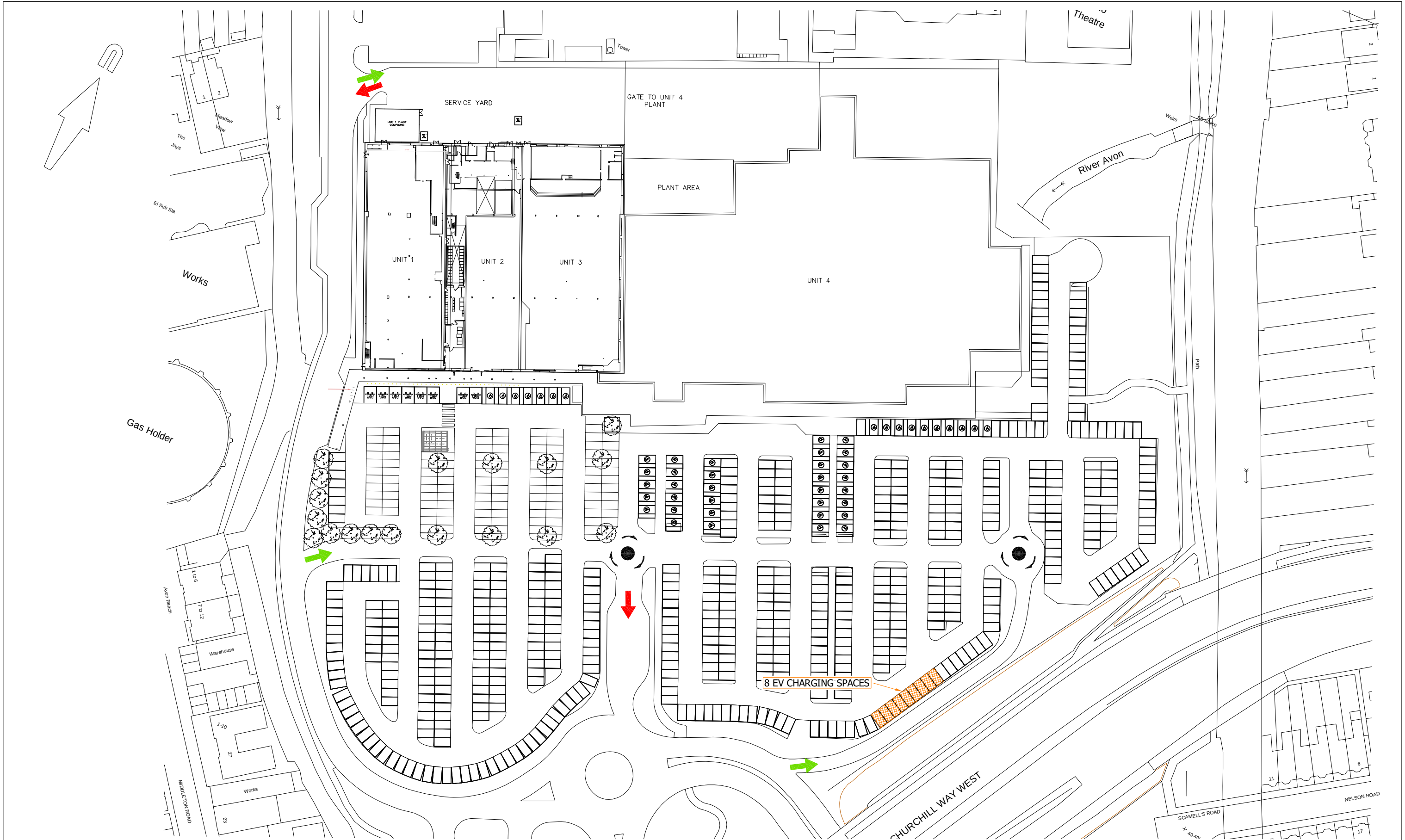
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APPENDIX A: Car Park Layout Plan



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client

SREIT (PORTERGATE) LIMITED

project

CHURCHILL WAY WEST RETAIL PARK
SALISBURY, SP2 7TS

title

SITE PLAN - CAR PARK LAYOUT

POST DEVELOPMENT

scale

1:1000 @ A3

drawn by

RB

checked by

RG

date created

26/11/26

date revised

-

cad file

251126 - CP LAYOUT

suitability

P1

rev.

-

drawing number

B/LIDLCHURCHILLWAYW2.1/01