



Old Town, Newbury

Car Park Management Plan

November 2023

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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

DRAFT

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1. Introduction

1.1 Background

This Car Park Management Plan has been prepared by Waterman Infrastructure & Environment Ltd (Waterman) on behalf of Lochailort Newbury Ltd in support of a Full Planning Application for the redevelopment of the Kennet Centre in Newbury.

The application site is located in the centre of Newbury and measures approximately 2.2 hectares in size and comprises a shopping centre (now known as the Kennet Centre).

The proposed development (known as 'Old Town') would include 317 dwellings and 5 flexible retail units totalling 342.6 sqm (excluding the community hub).

1.2 Aims & Objectives

This Car Park Management Plan is intended to form the framework for how parking on site would be managed. Once the planning application is permitted a Detailed Car Park Management Plan would be secured ordinarily via condition and would be signed off by the Local Planning Authority and implemented in accordance with the approved details.

The key aims of the Car Park Management Plan are as follows:

- To ensure adequate car parking provision for the needs of the development and existing uses; and
- Enforce appropriate use of the car parking such that it remains accessible to all eligible users and the servicing areas remain free of obstruction for the passage of vehicles.

1.3 Report Layout

Following this introductory section, the layout of the report is as follows:

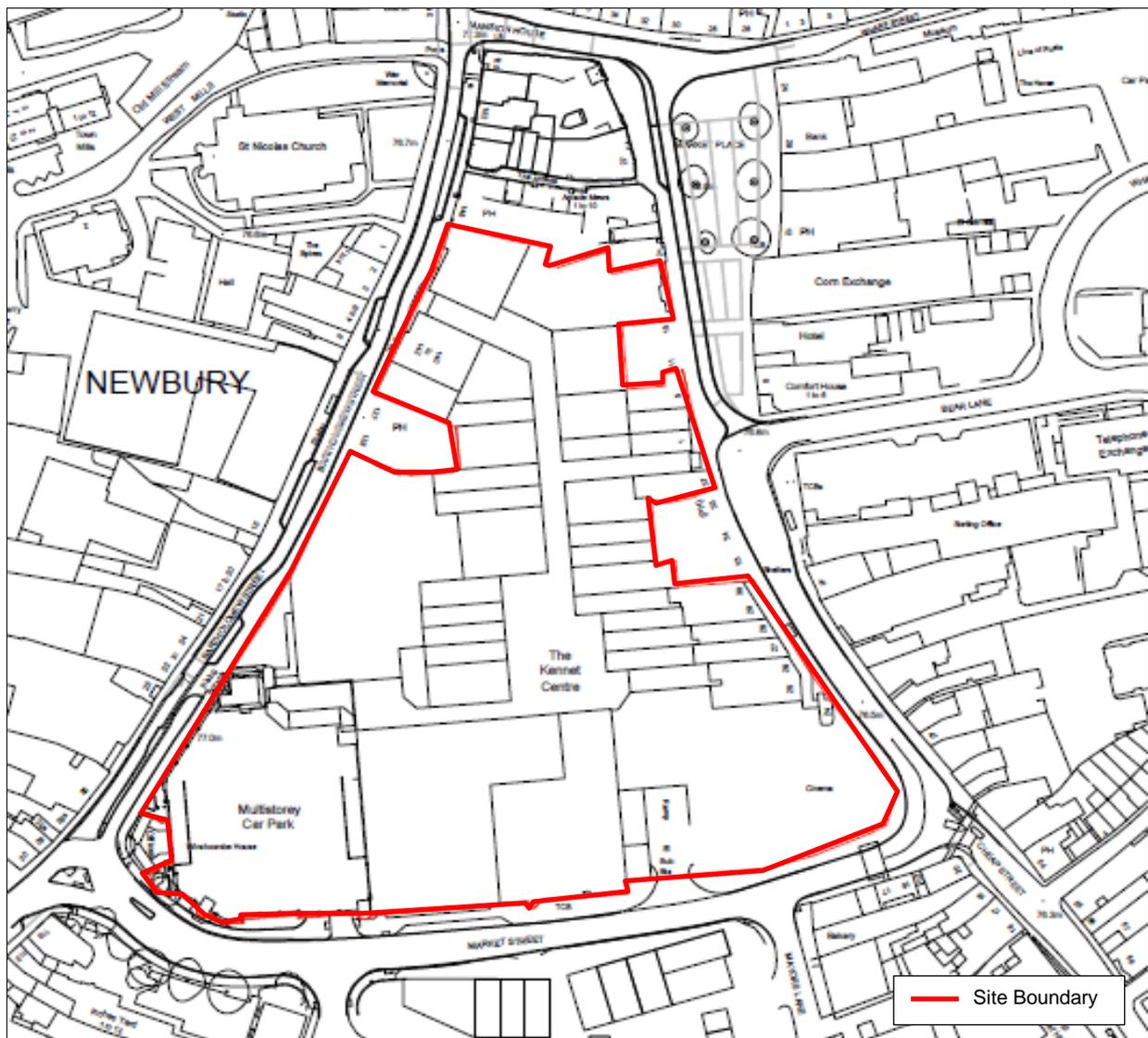
- Section 2 details the application sites location and describes the development proposals;
- Section 3 reviews the on-site parking management programme that would be implemented; and
- Section 4 outlines the programme for ongoing update and maintenance of the Car Park Management Plan.

2. Application Site & Development Proposals

2.1 Site Location

The application site is located in the centre of Newbury and measures approximately 2.2 hectares in size, with the southern edge defined by Market Street, the eastern edge by Cheap Street/Market Place, and the western edge by Bartholomew Street. **Figure 1** shows the location of the application site. A site location plan is also included in **Appendix A**.

Figure 1: Location Plan



The site boundary excludes several existing buildings located within the triangular site. These include the Grade II listed pubs Catherine Wheel Inn and The Newbury (former Bricklayers Arms), 33-34 Cheap Street, and 11-15 Market Place.

2.2 Site Use

The application site was in residential, commercial and industrial use for more than 200 years before being developed from the 1960s onwards as an inward-looking shopping centre (now known as the Kennet Centre) typical of its era. Changes to the way and the places in which people shop, not just in Newbury but nationwide, has resulted in a terminal decline for the Kennet Centre which now has the impossible task of competing against Parkway Shopping (located to the north of the site) and the larger / more commercially attractive retail town centre.

There are shops and restaurants within the Kennet Centre. Many of these units are now on temporary lets or vacant. A VUE cinema with restaurants and retail units at ground floor level is located in the south-east corner of the application site. In the south-west corner of the application sites lies a Multi Storey Car Park (MSCP), accessed off Bartholomew Street (these are to be retained).

2.3 Multi Storey Car Park

The Kennet Centre MSCP currently includes 415 spaces and is owned by the applicant, Lochailort Newbury Ltd and leased to West Berkshire Council. This car park has eight Electric Vehicle Charging Points, five for public use, two reserved for West Berkshire Council authorised vehicles only and one dedicated for use by Newbury Car Club. The car park is available to the general public and allows for both short and long stay parking. The entry gate to the MSCP currently shuts at 10:30pm, whilst the exit onto Market Street always remains open. The pricing structure includes hourly, daytime, overnight and quarterly charges. The MSCP is accessed off Bartholomew Street (as shown in **Photograph 1** below). The exit from the MSCP is onto Market Street (as shown in **Photograph 2**). Photographs taken on 21/08/2023.

Photograph 1: Kennet Centre MSCP Access



Photograph 2: Kennet Centre MSCP Exit



The car park includes the following number of spaces per floor:

- Ground Floor – 62 spaces (including 21 disabled spaces, 2 EV charging spaces and 2 parent/child spaces);
- First Floor – 85 spaces;
- Second Floor – 164 spaces (including 3 parent/child spaces and 66 spaces over the former Sainsburys); and
- Third Floor – 103 spaces (including 5 EV charging spaces and 1 EV car club space).

Plans illustrating the existing location and number of parking spaces are provided in **Appendix B**.

2.4 Development Proposals

The development proposals would comprise 317 dwellings and 5 flexible retail units (totalling 342.6 sqm). A drawing illustrating the proposed site layout is included as **Appendix C**. The residential dwellings would be Build to Rent and/or private sale and would include the following mix of units, as detailed in **Table 1**.

Table 1: Dwelling Summary

Bedrooms	Houses	Duplex Maisonettes	Duplex Flats	Flats	Total
One-bed	0	19	6	114	139
Two-bed	47	23	20	6	96
Three-bed	47	18	2	2	69
Four-Bed	13	0	0	0	13
Total	107	60	28	122	317

2.5 Proposed Access Arrangements

Five points of access would be provided into the site for vehicles. These would include the following:

- Bartholomew Street – In Only
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Bartholomew Street.
 - The access would measure 3.75m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.
 - The access would be one-way (entrance only) and would be signed as such.
 - The existing pedestrian zone (applicable between 10am to 5pm), which includes retractable bollards to restrict access, would be relocated to the north of the proposed access. This would allow for 24-hour access into the site for residents.
- Bartholomew Street – Out Only
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Bartholomew Street.
 - The access would measure 3.75m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.
 - The access would be one-way (exit only) and would be signed as such.
 - Bartholomew Street would become two way between the access and the Market Street traffic-signal controlled junction to the south.
 - The existing Market Street / Bartholomew Street junction arrangement currently only allows for northbound movements only. As part of the development proposals this off-site junction would be redesigned to allow for southbound movements on Bartholomew Street. This change would enable drivers exiting the site to travel in both directions on Bartholomew Street, rather than just in a northbound direction (as per the current permitted movements). This avoids a lengthy diversion for drivers wishing to route south of Bartholomew Street. The proposed design would remove the potential for U-turning traffic at the Market Street mini-roundabout, which would occur if drivers were only permitted to turn left out of Bartholomew Street.

- Market Street – In Only
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Market Street and would be the main access point into the site. This access would directly serve the concierge building.
 - The access would measure 3.75m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.
 - The access would be one-way (entrance only) and would be signed as such.
 - The access works would include the provision of new delivery/loading bays on Market Street and on the access road.
- Cheap Street – Out Only
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Cheap Street and would be the main egress point from the site.
 - The access would measure 3.75m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.
 - The access would be one-way (exit only) and would be signed as such.
 - To prevent vehicles rat-running and restrict unauthorised use through the site a retractable bollard (triggered by a pressure plate) would be provided prior to vehicles exiting onto Cheap Street.
 - This access would require the existing bus stop and shelter to be relocated. It is proposed that the bus stop is located to the south (between the new egress and the Market Street traffic signal-controlled junction).
- Cheap Street – Two-way
 - This access would consist of a dropped kerb / vehicle crossover type arrangement onto Cheap Street.
 - The access would measure 5.0m wide and would be a shared surface driveway suitable for use by pedestrians, cyclists, and motor vehicles.
 - The access would be two-way.
 - The location of the access lies within the extents of the existing traffic signal-controlled junction on Cheap Street. As part of the access proposals, it is proposed to revert to an unsignalised junction with vehicles exiting both the site and Market Place required to give-way to traffic on Cheap Street and Bear Lane. Removal of the traffic signal-controlled equipment would be to the benefit of pedestrians as it would provide a wider footway width.
 - As part of the proposals the existing traffic-signal controlled pedestrian crossing on Bear Lane would be retained in its current position.
 - The traffic-signal controlled pedestrian crossing on Cheap Street would be removed and replaced with an uncontrolled crossing which incorporates dropped kerbs and tactile paving.
 - The junction would be set on a raised table and would be resurfaced (blockwork type construction) to lower vehicle speeds and create an improved environment for pedestrians and cyclists.

The existing service ramp access onto Market Street would be removed as part of the proposals.

The existing MSCP entrance onto Bartholomew Street would remain unchanged, as an inbound entrance only. The existing MSCP exit would also remain unchanged as an exit only onto Market Street.

The access proposals are illustrated in the drawing pack provided in **Appendix D**.

2.6 Refuse Collection

Refuse collection would be undertaken by a private collection van (i.e. a box-van).

Residents would be expected to move their bins to a collection point on site, or alternatively the on-site concierge would be assigned the role of moving the bins. The location of the collection points are illustrated on the site plans included in **Appendix C**. The majority of the refuse collection areas are located close to the public highway i.e. Bartholomew Street or Cheap Street.

Refuse collection vehicles would stop on Bartholomew Street and Cheap Street to collect waste. Refuse collection vehicles would also route within the site with sufficient space provided for a box van to access/egress from Bartholomew Street, Market Street and Cheap Street.

The management strategy for refuse collection is included in the Framework Servicing & Management Plan which is submitted with the planning application.

2.7 Servicing & Delivery Arrangements

Given that the scale of commercial activity on the site will reduce significantly following the redevelopment of the site it is proposed that the existing servicing area accessed from Market Street is removed. Commercial deliveries and servicing of the Vue Cinema and retail units in the southeast corner of the site would instead be undertaken within a new loading/delivery bay which would be provided to the east of the proposed Market Street access. This would provide a convenient location for delivery vehicles to park. It is proposed that the layby measures 34m long. This would provide sufficient space for the different land uses on site to receive delivery at the same time. The use of the loading area would be controlled by a TRO in a similar manner to other loading bays within the town centre with times restricted as appropriate.

In addition to the above, the existing layby for taxis on Market Street (located to the west of the proposed access) would be revised to allow delivery vehicles to park within this area. This would also provide a convenient location for delivery vehicles serving the site to park as it lies close to the concierge building. This layby measures 15m long. The use of the loading area also would be controlled by a TRO in a similar manner to other loading bays within the town centre with times restricted as appropriate.

Within the site a loading bay would also be provided adjacent to the concierge building. This would be accessed via Market Street and vehicles would be required to exit onto Cheap Street. The layby would measure 8m long.

2.8 Parking

The development proposals include the provision of 477 spaces within the Kennet Centre MSCP (which includes an additional floor of parking), along with a further 80 parking spaces provided throughout the site. The total parking provision on site would be 557 spaces. The breakdown of parking within the Kennet Centre MSCP would be as follows and is illustrated in **Appendix B**:

- Ground Floor – 73 spaces;
- First Floor – 101 spaces;
- Second Floor – 101 spaces;
- Third Floor – 101 spaces; and
- Fourth Floor/Roof – 101 spaces.

The rationale behind the proposed parking provision is detailed within the Transport Assessment report.

2.8.1 Kennet Centre Multi-Storey Car Park

A total of 230 parking spaces would be allocated to residents on site (150 spaces within the Kennet Centre MSCP and 80 spaces elsewhere on site). Allocated parking within the Kennet Centre MSCP would not be associated with a specific parking space or floor. All parking would be available on a first come first served basis.

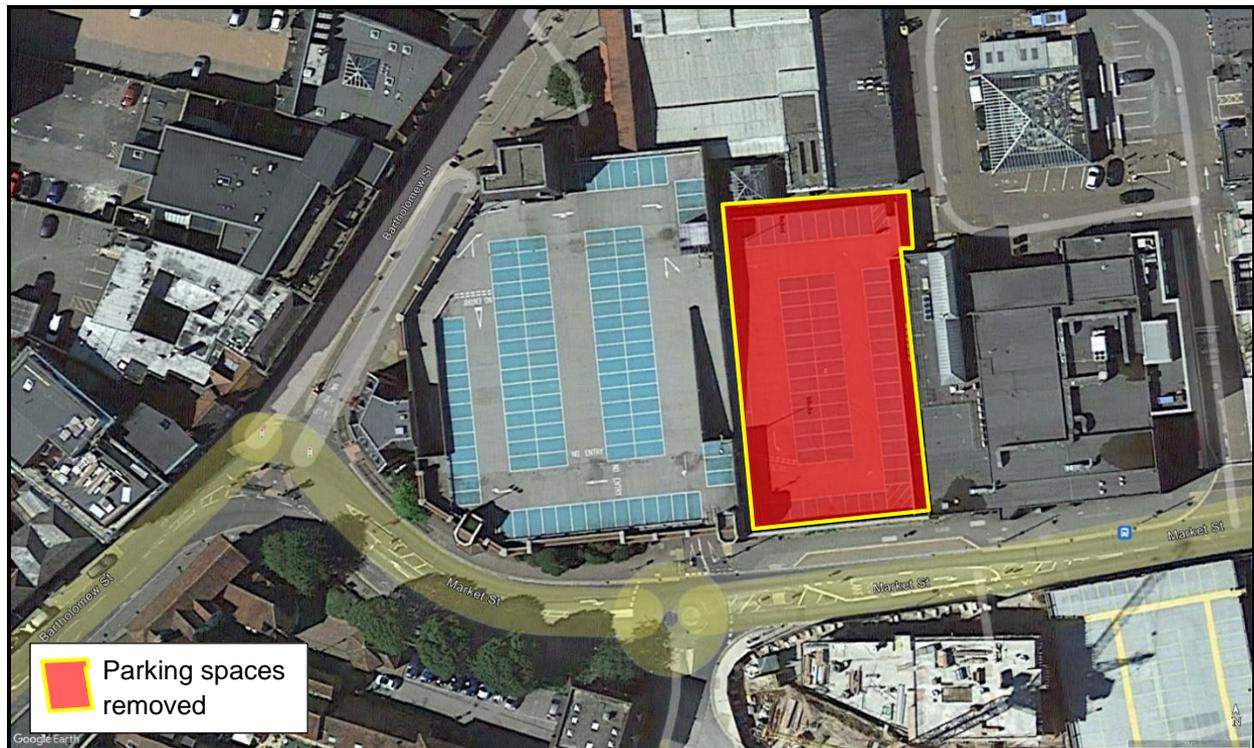
There would be no discounted rate for residents parking within the Kennet Centre MSCP.

The Kennet Centre MSCP would specifically include the following parking spaces:

- 4 car club parking spaces (of which 3 would include electric vehicle charging facilities);
- 22 electric vehicle charging spaces;
- 18 disabled parking spaces;
- 2 extra wide parking spaces; and
- 6 motorcycle parking spaces (an increase of 5 spaces).

The development proposals also include a potential significant investment to the existing MSCP with improvement works totalling more than £600,000 proposed. These works would include removal of the 58 spaces over the shopping centre (shown in **Figure 2**), resurfacing of the parking areas, repainting of road markings, removal of the existing defunct ventilation and the provision of 14 additional electric vehicle charging spaces.

Figure 2: Kennet Centre MSCP Spaces to be Removed



The disabled parking spaces are enhanced for the purposes of assisting disabled drivers / passengers entering or leaving the vehicles. Given the nature of the proposals, it is not proposed to allocate these spaces in the first instance. Any resident fulfilling blue badge criteria, however, would be allocated one of these spaces. It is anticipated that the proportion fulfilling the criteria would not exceed the available provision or demand for disabled space.

2.8.2 On Site Car Parking

80 parking spaces would be provided within the remainder of the site (i.e. not within the Kennet Centre MSCP). These parking spaces would be allocated to specific properties.

3. Management Plan Measures

3.1 Introduction

This section of the report considers the measures to be implemented as part of car park management plan.

3.2 Car Park Arrangements

3.2.1 On Site Car Parking

The development proposals include 80 parking spaces within the site (i.e. not within the Kennet Centre MSCP) of which 38 would be provided on-plot. The 80 spaces would be allocated to specific dwellings and would be signed as such to prevent unauthorised parking. The on-site concierge would monitor/manage use of parking spaces and the internal accesses roads. Residents would be required to display a permit at all times when parking within their allocated space.

The on-site parking provision would be accessible 24 hours a day, 7 days a week.

3.2.2 Kennet Centre Multi-Storey Car Park

Within the Kennet Centre MSCP a total of 477 spaces would be provided. This is an increase of 62 spaces when compared to the existing provision. These spaces would be available to the general public/residents on a first come first served basis. Residents would be charged the prevailing going rate to use the MSCP.

A total of 66 spaces would be available to West Berkshire Council within the Kennet Centre MSCP (for daytime use by Council staff only). Note: There are currently 66 spaces within the MSCP which West Berkshire Council staff have the option to use but not allocate.

Residents or the general public would be able to park in any space (except those spaces allocated to West Berkshire Council staff during the daytime).

Within the Kennet Centre MSCP 14 additional electric vehicle charging spaces would be provided. This would provide 22 electric car charging spaces within the MSCP when including the existing provision.

Within the Kennet Centre MSCP there would be 4 car club cars, including the existing car club car. The applicant would fund the addition of 3 car club cars for a period of 3 years. All car club cars would be parked within the Kennet Centre MSCP on the fourth floor/roof.

The Kennet Centre MSCP would include 18 disabled parking spaces which are to be marked to clearly identify these spaces. This level of disabled parking provision would enable the car park to achieve Disabled Parking Accreditation (DPA) which for a car park of 201-500 spaces requires 4 spaces plus 3% of the total car park i.e. 18 spaces. The disabled parking spaces are enhanced for the purposes of assisting disabled drivers / passengers entering or leaving the vehicles and would be provided on the ground floor only. Any resident fulfilling blue badge criteria, would be allocated one of these spaces. It is anticipated that the proportion fulfilling the criteria would not exceed the available provision or demand for disabled space. Allocated disabled spaces would be retained for use by appropriate individuals. In the event that none, or only some residents are eligible disabled badge holders, the remaining disabled spaces would remain unallocated and not issued for use by other car park users. The additional benefit of this approach is the ability to issue a space to new disabled resident who may move to the site and require a space immediately, and the availability of a disabled space for pickup and drop-off purposes.

The Kennet Centre MSCP would be accessible 24 hours a day, 7 days a week. The entrance barrier into the Kennet Centre MSCP (which currently prevents drivers from accessing the car park after 10:30pm) would be amended/adapted to allow residents to access the car park 24 hours a day. The specific nature of the control has yet to be confirmed. It is likely to take the form of a barrier (as existing) or ANPR.

Ticketing of the Kennet Centre MSCP would be via a pay and display ticketing system with ticket machines located in convenient locations (exact locations to be confirmed). Payment options for users of the Kennet Centre MSCP would be via coins, credit/debit card or contactless or mobile phone payment. The payments would remain as per the existing West Berkshire Council system.

Variable message signs are currently provided at strategic points throughout Newbury which display the availability of parking spaces, thus providing early information to enable drivers to redirect to a convenient location (should the Kennet Centre MSCP be full). The information displayed is updated automatically. The variable message signs are an important part of the traffic management strategy in Newbury town centre and help people park easily and reduce journey times.

3.3 Car Club

The development proposals include a 3-vehicle expansion of the existing Enterprise car club within the Kennet Centre MSCP. The three additional cars would be funded by the operator for a period of 3 years each.

The Travel Plan Coordinator would monitor use of the car club and if it was found to be busy/popular the number of cars would be increased. Details of the applicant's commitment to providing a car club can be found in the Transport Assessment report and Framework Travel Plan submitted with the application.

The Concierge would be responsible for car club key control, vehicle check-in/check-out, working in conjunction with Enterprise Cars.

It is proposed that all car club cars are located on the fourth floor/roof of the Kennet Centre MSCP.

3.4 Access

The access into the site from Market Street (to be known as 'Plenty's Place') would permit entry movements only, with vehicles required to exit onto Cheap Street. To prevent rat-running via 'Plenty's Place and unauthorised use, retractable bollards (triggered by a pressure plate) would be provided prior to the Cheap Street exit. These bollards would lower for residents. The specific nature of the control has yet to be confirmed, however it is likely to take the form of ANPR or key fob access. The on-site concierge would manage egress onto Cheap Street for delivery vehicles and for unauthorised drivers who may have inadvertently entered the site.

All other accesses would be controlled by retractable bollards. These bollards would lower for residents via either ANPR or key fob access.

The entrance barrier into the MSCP (which currently prevents drivers from accessing the car park after 10:30pm) would be amended/adapted to allow access after 10:30pm.

3.5 Ticketing

Ticketing of the MSCP would be as existing i.e. via pay and display ticketing system. Payment options for users of the MSCP would be via coins, credit/debit card or contactless or mobile phone payment. The payments would remain as per the existing West Berkshire Council system.

3.6 General

The site and Kennet Centre MSCP would be accessible 24/7.

Overnight the MSCP would be managed remotely, as per the existing arrangement. Should a resident or member of the public require assistance overnight they would be advised to contact West Berkshire Council on 01635 42161 (as per the existing signage within the MSCP). Signage advising people of whom to contact overnight would be clearly displayed on each floor.

3.7 Management

In order for the car parks to operate effectively, it must be monitored and enforced appropriately. The strategy for the management of the site would be developed in due course as part of a Detailed Car Park Management Plan.

It is expected that the leases and tenancy agreements for the properties would include provisions requiring that the residents adhere to the sites car parking management rules and procedures as well as any S106 obligations.

How the private parking spaces would be managed and enforced has not been determined at this stage. However, it is likely that some activities within the parking area would require some enforcement. Where enforcement could be required might include:

- Vehicle not parked in a correct space (disabled space);
- Vehicle not parking within a demarcated space, but otherwise authorised; and
- Vehicle parking inappropriately and liable to cause obstruction.

The activities in terms of what would constitute enforcement activity would be outlined in more detail within a Detailed Car Park Management Plan which is expected to be a condition of any planning permission. Appropriate measures would be implemented to ensure safety and security of the car park and to ensure no anti-social behaviour or crime. Further detail would be provided in a Detailed Car Park Management Plan which would outline measures which could be adopted in terms of management and enforcement.

It is recommended that the condition is worded as follows:

No part of the development shall be taken into use until a Detailed Car Park Management Plan for the site has been submitted to and approved in writing by the Local Planning Authority. The Detailed Car Park Management Plan shall include the following:

a) Details of the number and location of car parking spaces within the undercroft car park and multi storey car park for all the users of the car park.

b) Details of the entry/exit arrangements for all users of the car park. Thereafter the development shall incorporate and be undertaken in accordance with the approved strategy.

Reason: To ensure the development is provided with adequate parking facilities for all users within the scheme, in order to reduce the likelihood of roadside parking that would adversely affect road safety and the flow of traffic. This condition is imposed in accordance with the National Planning Policy Framework (March 2012), Policies CS13 and CS14 of the West Berkshire Core Strategy (2006-2026) and Policy P1 of the West Berkshire Council Housing Site Allocations DPD.

3.8 Servicing

The Framework Servicing and Management Plan (submitted with the application) covers the servicing of the site and includes information on the following:



- Move-in/Move-out events;
- Deliveries; and
- Refuse collection.

4. Ongoing update & Revision

4.1 Summary

The Car Parking Management Plan and the associated measures set out in this document have been developed to be appropriate for the development and the prevailing conditions in terms of car ownership and travel patterns.

Nonetheless the Plan itself remains a live document and it is anticipated that measures set out within it would evolve to best suit the needs of residents, the operators of the site and the wider users of the highway network.

It is not envisaged that a formal review process is needed for the Management Plan; rather key changes would arise through feedback from key stakeholders, including the residents, the Council and parking management or control subcontractors.

4.2 Integration with Travel Plan

This Plan would operate in parallel to a Travel Plan to be implemented at the development. This provides a valuable framework for monitoring the Car Park Management Plan, particularly those aspects which relate to stakeholder responses.

It is therefore envisaged that the Travel Plan monitoring process, which is likely to include periodic surveys of the travel behaviour of residents, would include categories to determine the suitability of the management of the car parking.

Travel Plan measures would enable and encourage residents to reduce car usage whilst maintaining access to a car at appropriate times when walking, cycling or public transport may not be appropriate.

4.3 Review of Allocation Process

It is not envisaged that the priority to disabled users would change.

In the longer term, if there is potential for demand for car parking to drop, the criteria and allocation process may require appropriate revision.

4.4 Monitoring of Enforcement

Throughout the life of the development, Lochailort Newbury Ltd or its appointed representative would continue to monitor the enforcement activities carried out by the management or subcontractor in order to ensure that it is conducted in accordance with the agreed approach.



APPENDICES

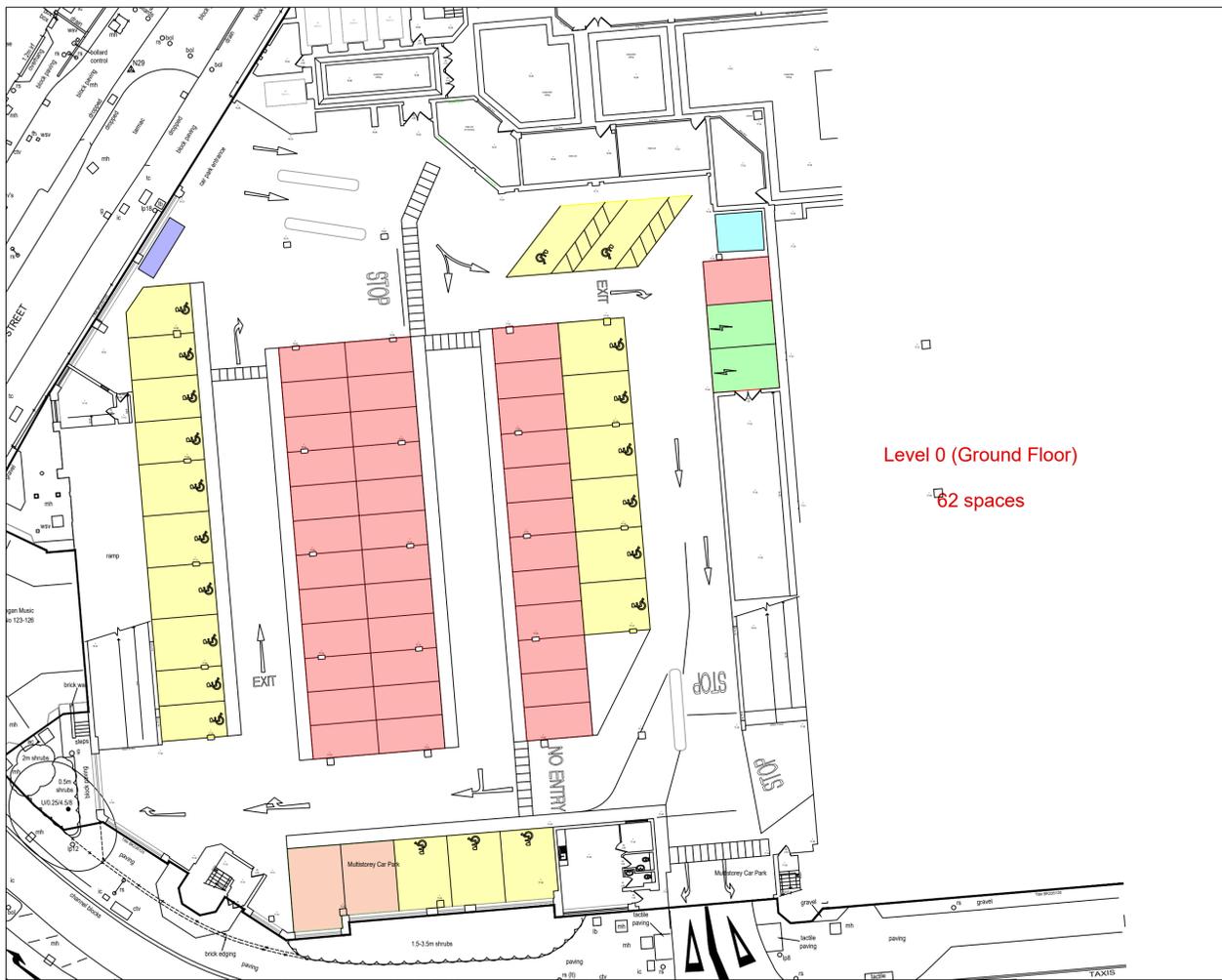
A. Location Plan



B. Parking Schedule

Ground Floor (Level 0)	Number Of Spaces		First Floor (Level 1)	Number Of Spaces		Second Floor (Level 2)	Number Of Spaces		Third Floor (Level 3)	Number Of Spaces		Fourth Floor (Level 4)	Number Of Spaces		Total Number of Spaces		
	Existing	Proposed		Existing	Proposed		Existing	Proposed		Existing	Proposed		Existing	Proposed	Existing	Proposed	Existing
Regular 2.4m x 4.8m	37	55	Regular 2.4m x 4.8m	85	100	Regular 2.4m x 4.8m	161	100	Regular 2.4m x 4.8m	97	101	Regular 2.4m x 4.8m	0	78	Regular 2.4m x 4.8m	380	434
Disabled	21	18	Disabled	0	0	Disabled	21	18									
EV Charging	2	0	EV Charging	0	0	EV Charging	0	0	EV Charging	5	0	EV Charging	0	19	EV Charging	7	19
Car Club / EV	0	0	Car Club / EV	0	0	Car Club / EV	0	0	Car Club / EV	1	0	Car Club / EV	0	3	EV / Car Club	1	3
Car Club	0	0	Car Club	0	0	Car Club	0	0	Car Club	0	0	Car Club	0	1	Car Club	0	1
Parent & Child	2	0	Parent & Child	0	0	Parent & Child	3	0	Parent & Child	0	0	Parent & Child	0	0	Parent & Child	5	0
Extra Wide	0	0	Extra Wide	0	1	Extra Wide	0	1	Extra Wide	0	0	Extra Wide	0	0	Extra Wide	0	2
Total (Ex. M'Cycles)	62	73	Total (Ex. M'Cycles)	85	101	Total (Ex. M'Cycles)	164	101	Total (Ex. M'Cycles)	103	101	Total (Ex. M'Cycles)	0	101	Total (Ex. M'Cycles)	414	477
Motorcycles	1	0	Motorcycles	0	2	Motorcycles	0	2	Motorcycles	0	2	Motorcycles	0	0	Motorcycles	1	6

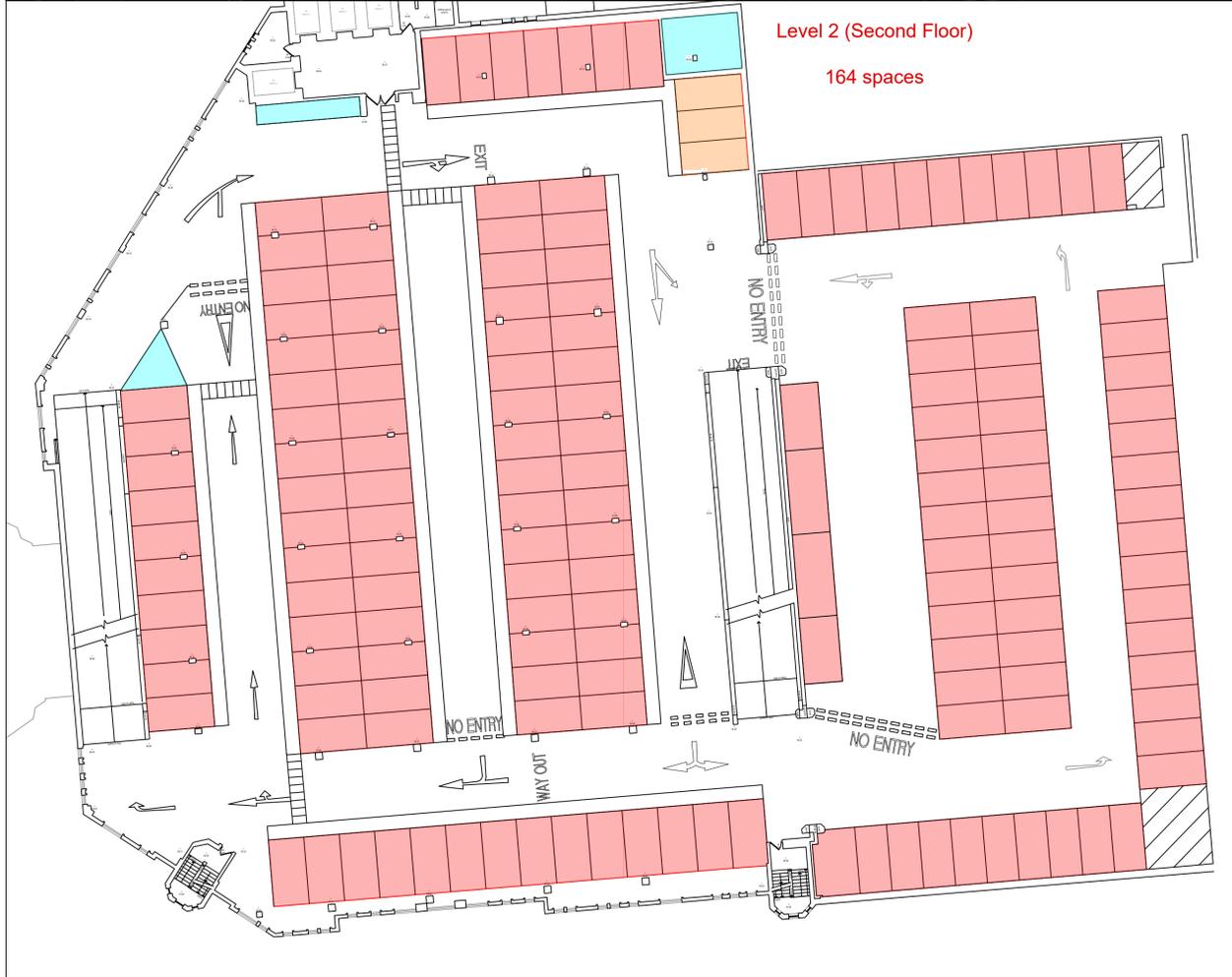
Client	Lochailort Newbury LTD	Team	WIE	Drawn by	CW	<p>Waterman Group 5th Floor One Cornwall Street Birmingham B3 2DX www.watermangroup.com</p> 
Project	Old Town, Newbury	Checked	DW	Approved	DW	
Title	Parking Schedule	Date	17.09.24	Rev.	P07	



Level 0 (Ground Floor)
62 spaces



Level 1 (First Floor)
85 spaces



Level 2 (Second Floor)
164 spaces



Level 3 (Third Floor / Roof)
103 spaces

- Key:
- Regular Car Parking Spaces
 - Disabled Car Parking Spaces
 - Electric Vehicle (EV) Charging Spaces
 - Parent & Child Parking Spaces
 - Motorcycle Spaces
 - Trolley Spaces
 - Car Club EV Charging Spaces

P05	17.09.24	KEY CHANGED	CW	DW
P04	16.09.24	COMMENTS ADDRESSED	CW	DW
P03	13.09.24	ISSUED	OT	DW
P02	11.09.24	ISSUED	OT	DW
P01	27.08.24	ISSUED	CW	DW
Rev	Date	Description	By	Chk

Amendments

Project
OLD TOWN, NEWBURY

Title
EXISTING CAR PARK LAYOUT

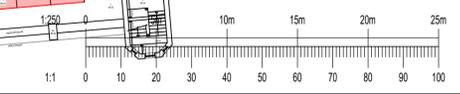
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LOCHAILORT NEWBURY LTD

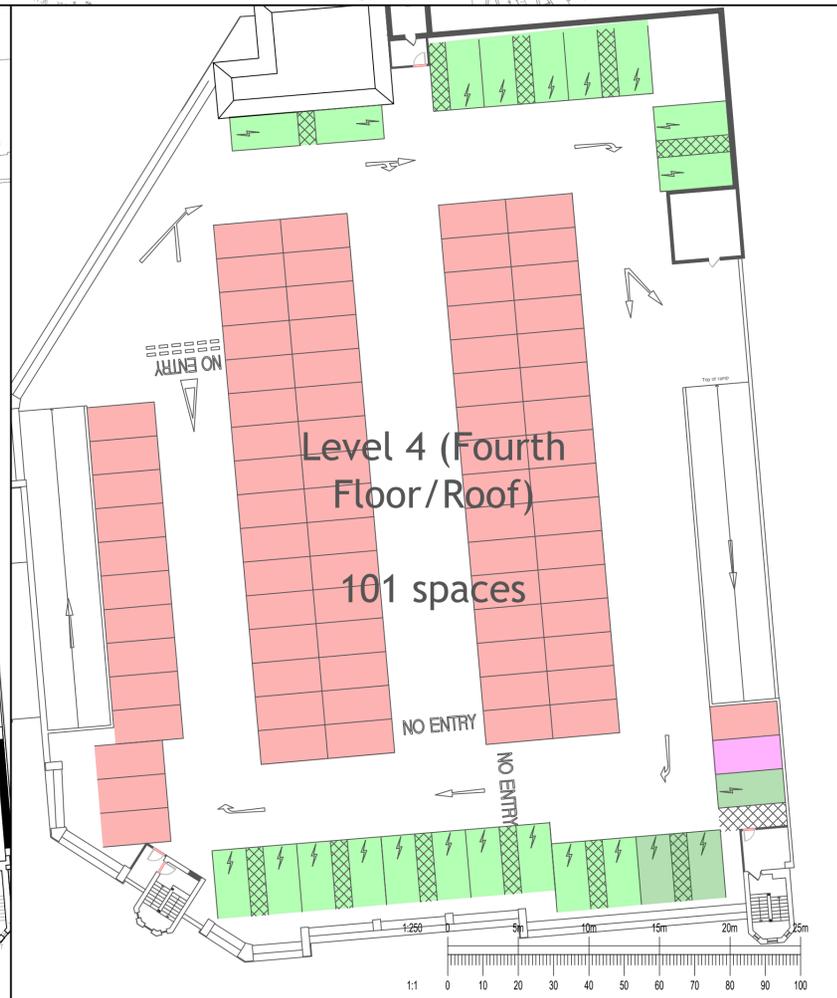
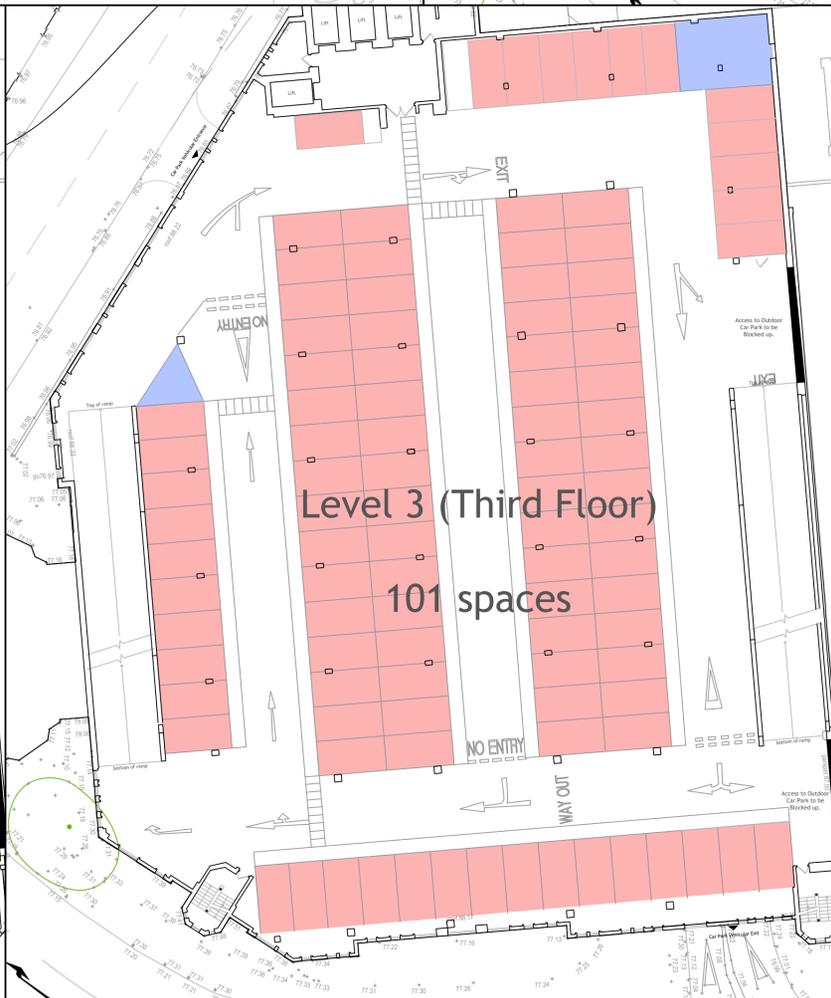
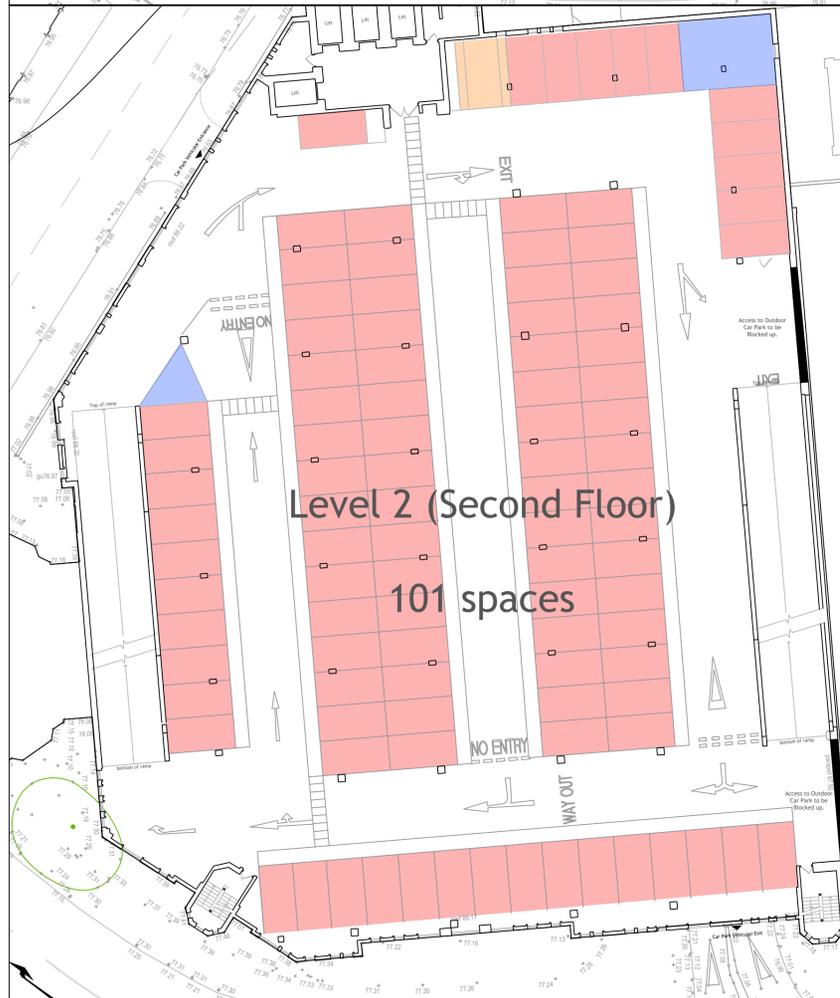
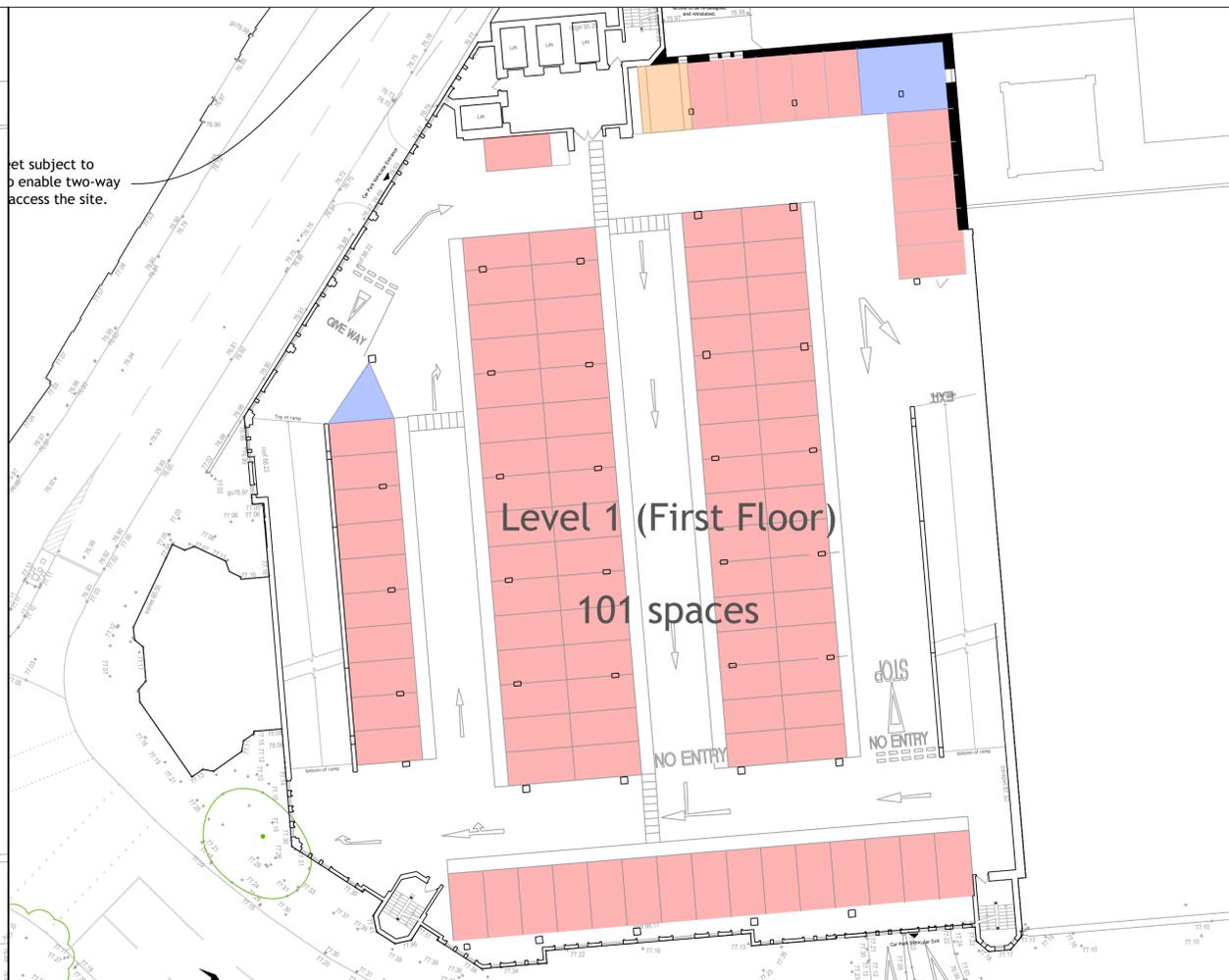
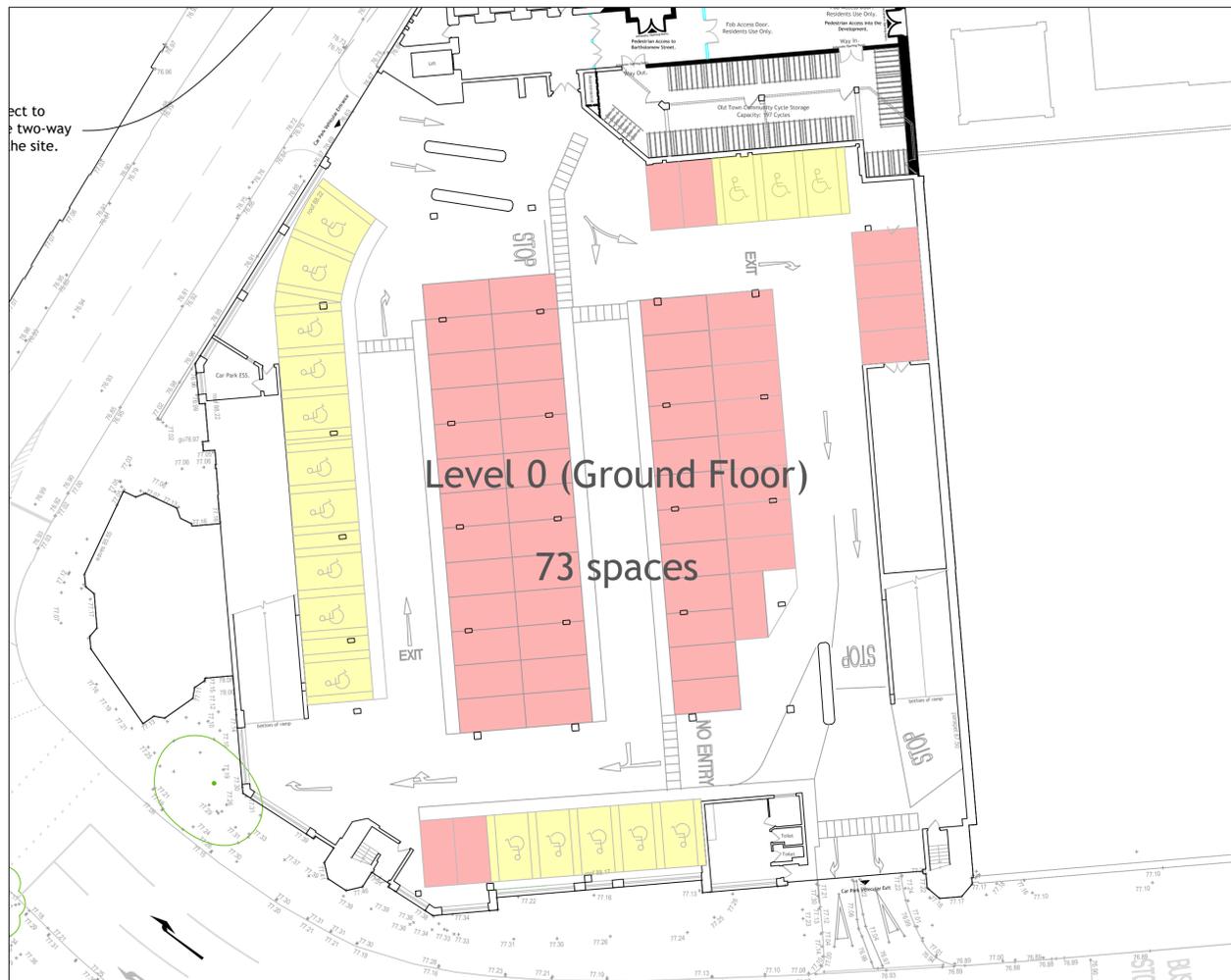


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1 0121 212 7700
mail@watermangroup.com www.watermangroup.com

Subtabley
INFORMATION **S2**

Designed By	CW	Director	DW	Waterman Ref	WIE18916		
Drawn By	CW	Date	SEPT 2024	Scale	@ A1 1:250		
Project	Originator	Volume	Level	Type	Role	Number	Revision
18916100-WAT-HGN-ZZ-DR-C-950115							P05





- Key:
- Regular Parking Space
 - Disabled Parking Space
 - Electric Vehicle (EV) Parking Space
 - Motorcycle Parking Space
 - Extra Wide Regular Parking Space
 - Car Club EV Charging Parking Space
 - Car Club Parking Space

Rev	Date	Description	By	Chk
P07	26.09.24	FOURTH FLOOR/ROOF LAYOUT AMENDED	CW	DW
P06	16.09.24	COMMENTS INCORPORATED	CW	DW
P05	13.09.24	UPDATED FROM COMMENTS	OT	DW
P04	11.09.24	UPDATED FROM COMMENTS	OT	DW
P03	04.09.24	MOTORCYCLE PARKING ADDED	CW	DW
P02	03.09.24	PARKING LAYOUT UPDATED	CW	DW
P01	27.08.24	ISSUED	CW	DW

Amendments

Project: OLD TOWN, NEWBURY

Title: PROPOSED CAR PARK LAYOUT

Client: LOCHAILORT NEWBURY LTD

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Subtable: INFORMATION S2

Designed By	CW	Director	DW	Waterman Ref	WIE18916
Drawn By	CW	Date	SEPT 2024	Scale	@ A1 1:250

Project	Originator	Volume	Level	Type	Role	Number	Revision
18916100-WAT-HGN-ZZ-DR-C-950116							P07

C. Site Layout Plan



- NOTES
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REV	DESCRIPTION	DRN	CHD	DATE	
<input type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT		

SCALE 1:200 @ A0 DATE FEB 2024

DRAWN AT/JPG CHK JAL

DRAWING NO. 19401/1002 REV -

TITLE Old Town, Newbury.

DETAILS Semi-basement Floor Plans, Site Layout.

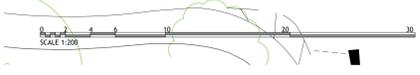
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- Legend:**
- Metal (black) c.0.9-1.2m high railings.
 - Dwarf Wall (c.0.3m) with c.0.9m railings (black) on top.
 - Brick wall 1.8m min. high.
 - Metal (black) gates (various heights).
 - Way-finding lantern.
 - Retractable Bollard.
 - Bollard.
 - Denotes lockable gates.
 - Elevation Symbols
 - Courtyard Water Hose Stand.
 - CCTV Camera.
 - Cycle Maintenance Stand.
 - Denotes Cycle Store Location.
 - Denotes Refuse Store Location.
 - Denotes GSHIP Location.
 - Denotes Cobble Sets Laid Horizontally.
 - Denotes Cobble Sets Laid in a Fan Pattern.
 - Denotes York Flag Stone.

Bartholomew Street subject to improvement works to enable two-way traffic, in part, to access the site.

Proposed highway improvements to facilitate access into the site.



Level 0 (Ground Floor)
73 spaces
(inc. 18 disabled bays)

REV	DESCRIPTION	DRN	CHD	DATE
	<input type="checkbox"/> PRELIMINARY	<input type="checkbox"/> INFORMATION	<input type="checkbox"/> TENDER	
	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> AS BUILT		
SCALE	1:200 @ A0	DATE	FEB 2024	
DRAWN	AT/JPG	CHK	JAL	
DRAWING NO.	19401/1003	REV		
TITLE	Old Town, Newbury.			
DETAILS	Ground Floor Plans, Site Layout.			

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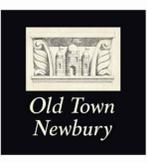
Existing Vehicular Ramp to be made into a Pedestrian Access and Retained by the Existing Dwellings.

Proposed new layby parking.

BUS STOP

Legend:

- Metal (black) c.0.9-1.2m high railings.
- Dwarf Wall (c.0.3m) with c.0.9m railings (black) on top.
- Brick wall 1.8m min. high.
- Metal (black) gates (various heights).
- Way-finding lantern.
- Retractable Bollard.
- Bollard.
- Elevation Symbols



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Level 2 (Second Floor)
101 spaces

7 Auditorium Cinema - 860 Seating Capacity
Fit Out Retained as Existing
First Floor.

REV	DESCRIPTION	DRN	CHK	DATE	
<input type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	INFORMATION	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	CONSTRUCTION	<input type="checkbox"/>	AS BUILT		

SCALE: 1:200 @ A0 DATE: FEB 2024

DRAWN: AT/JPG CHK: JAL

DRAWING NO.: 19401/1004 REV: -

TITLE: Old Town, Newbury.

DETAILS: First Floor Plans, Site Layout.

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