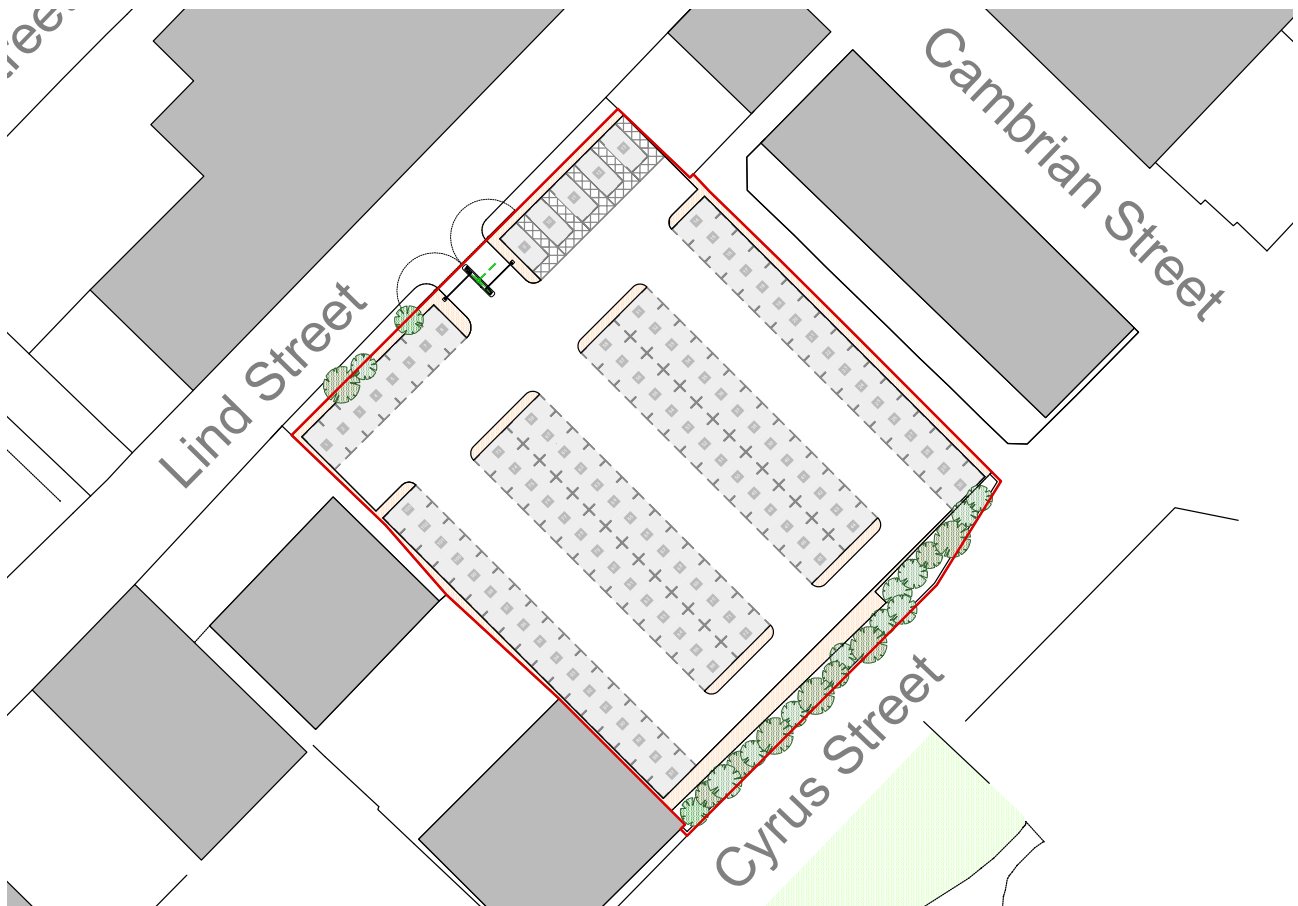


Car Park Management Plan

For Boohoo Group PLT

February 2022



Lind Street - Car Park
19 Lind Street, Manchester, M40 7ES

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1.0 Introduction

This statement has been prepared in connection with the now empty site following the demolition of two industrial buildings and the construction of a new surface car park within Ancoats, Manchester.

This supporting document serves as an appendix to the application that was submitted to the local planning authority under the reference 132458/FO/2021, and aims to assist in its positive progress and has been compiled as a response to point 7 of the Invalid Application Letter;

“7) Is the proposal in association with an employment use in the area or a car park for members of the public? Please provide details of a management operations plan.”

This document therefore sets out the Car Park Management and Operations Plan in respect to the above condition.

1.1 Management Objectives

The primary objective of this application is to create secure off-street car parking in association with a local business situated on Pollard Street East (Boohoo Group PLT), with a view to tackle the problematic road side vehicle parking and congestion which has been caused by increasing levels of Commercial development in the area over a short period of time.

2.0 DEVELOPMENT PROPOSALS

2.1 Site Location

The site is located within the compound of an empty industrial yard, situated in the Ancoats district of Manchester City Centre and is accessed via a gated entrance off of Lind Street.

2.2 Development Details

The development in question comprises of a surface level car park covering approximately 2760m² of hardstanding parking area.

2.3 Parking Provision

The total car parking provision for the site is 103 car spaces, including 5 disabled spaces (6% provision). Allowance for 8no. Electric Vehicle charging points could be incorporated into the scheme as part of an environmental strategy which would count for 8% of the total parking provision. The car park is to be used in conjunction with the existing car parking provision located within the site confines of the business address and serves to expand the total capacity of employee car parking without causing any further strain on the road network.

3.0 CAR PARK OPERATION

3.1 Management System

The site will operate as a private car park for employees associated to a business address on Pollard Street East (Boohoo Group PLT).

3.2 Height Restriction to Car Park

Height restriction barrier on extra / exit points - Height restrictors are designed to restrict access to high sided vehicles such as HGV's, commercial vehicles and caravans. This will ensure that only car vehicles are able to use the car park. See below image of a type of barrier system in high visibility galvanised paint.



3.3 Vehicle Parking Management Signs

To inform that the car parking area is private and not for general public use, signage is proposed s at the entrance point of the car park. The wording on the respective signs will be 'PRIVATE CAR PARK, this car park is for the use of employees only'.

3.4 Disabled Parking

A total of 5 parking spaces (6% of the total car park provision) for disabled employees will be provided in the car park. These spaces are positioned close to the car park entrance for easy of access.

3.5 Security of Car Parking Area

The need to secure the car park is apparent given the lack of existing security to the site and immediate environment which has led to the occurrence of numerous spates of crime within the area over the past few years. Further to a recent site visit, evidence of damage to the boundary wall and fence can be seen where attempts have been made to break into the yard and it has been indicated as a preference to further secure the site due to increasing crime levels within the area.

A review of the crime data (source - UkCrimeStats) show that over a 12 month period (June 2018 - June 2019 as latest retrievable data) a total of 588 criminal incidents were recorded within 0.25 mile of the LSOA. A breakdown on the classification of these incidents are recorded within the below table.

Criminal Incident	Number of records over a 12 month period
Anti-Social Behaviour	104
Burglary	20
Robbery	23
Vehicle Crime	78
Violence & Sexual Offence	149
Criminal Damage & Arson	66
Other Theft	35
Drugs	8
Weapon Crime	5
Public Disorder	90
Other	10
TOTAL	588

The above figures do indeed highlight that vehicle crime/criminal damage is prevalent within the area. The above figures do not account for any unreported criminal damage to property/vehicles.

3.6 Car Park Access

To secure the car park area, security swing barriers painted in high visibility galvanised paint at the entrance and exit points of the site, at a point immediately before the height restriction barriers. The barriers will be unlocked through the use of a key by site security personnel and retracted to the open position by securing them back to the palisade fence. Keys to access the car park will only be issued to those responsible for the safekeeping and security of the car park and will be expected to open the car park in the morning and lock it again after working hours. Facility personnel and emergency services would retain spare keys for the purpose of access to the car park to undertake routine maintenance and in case of emergency.

See image of swing style security barrier below.



Additionally, lifting arms barriers operated by a ticketed / fob access which would be in effect during the times of the day when the swing barriers are in their open position and will help to further increase site security as a secondary layer of security when the car park is unlocked. The lifting arms barriers will limit access and egress of the car park and will be located behind the height restrictive barrier.

See image of style of lifting arm barrier on page 7.



The surface car park will be illuminated evening and on winter mornings during the hours of darkness. The use of tall lighting columns positioned throughout the car park will provide full illumination of the site to further enhance security. The existing and proposed planting strategy around the perimeter edge of the site and the height of the proposed lighting will ensure that there is no significant light pollution to the adjacent residential properties. CCTV cameras are also proposed to be fitted to a number of the lighting columns to cover the entirety of the site footprint which will further increase the security presence within the area. The position of lighting columns and CCTV cameras for the car park are indicated on drawing 536_200_P.

4.0 LANDSCAPING

The scheme consists of landscaping features which have been designed to allow the car park to blend into the environment with materials to match existing. It is hoped that the brick retaining wall and cast iron railings will be repaired to suit their original appearance as they add a visual interest from the aspect of Cyrus Street as well as adding a good level of site security. The additional planting of trees around the site perimeter will also help to hide the car park amongst the existing tree line along Cyrus Street.

With reference to the above, there are a number of trees/ shrubs situated around the edge of the site, in which some do not appear to have been planted intentionally. Furthermore, it is noted that the trees which have been planted behind the retaining wall along Cyrus Street have caused significant damage to the structure which has reduced the walls integrity as large sections of the brickwork are missing where roots have pushed them out. It is therefore considered that these trees could be removed to stop further damage from occurring to the retaining wall and additional trees would be planted within the site confines, away from the immediate boundary edge.

The proposed landscaping as indicated on drawing 536_200_P will be maintained for a period of 5 years from the date of full completion. Within this period, any trees, shrubs or plants which die, become seriously diseased, damaged or is removed shall be replaced with a tree, shrub or plant of the same or greater size and same species as that original planted.

5.0 MAINTENANCE

The maintenance of the car park will be the responsibility of Boohoo Group PLT. Six monthly inspections will be undertaken to inspect the car park surface, car park road markings, car park lighting and camera systems and security barriers.

Routine inspections of the landscaped area will be undertaken by Boohoo Group PLT at 12 month interval periods.