

POWERLEAGUE MANCHESTER PROPOSED 5-A-SIDE AND 7-A-SIDE PITCHES

Car Park Management Plan

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1 Background and Context

1.1 Introduction

- 1.1.1 This Car Park Management Plan (CPMP) has been produced by MJM Consulting Engineers Ltd (MJM) on behalf of Powerleague. This CPMP has been prepared pursuant to Condition 9 of the planning consent for the subdivision of existing all-weather playing pitch to form three x 5-a-side and three x 7-a-side pitches with the construction of new fencing and floodlights at Nicholls Sixth Form Centre Ford Street Manchester. The planning application reference is 134165/FO/2022.

1.2 Site Location

- 1.2.1 The site is located at the Nicholls Community Football Centre, Ford Street, Ardwick, Manchester and is currently operated by The Manchester College ("the College") and in addition to use by students lets the pitch commercially to non-college members in the evenings and weekends. Broadly, the site is bound to the north and south by commercial units, to the west by Dalberg Street, where the site currently takes access and to the east by Devonshire Street North.
- 1.2.2 The site location is demonstrated in **Figure 1-1** below.

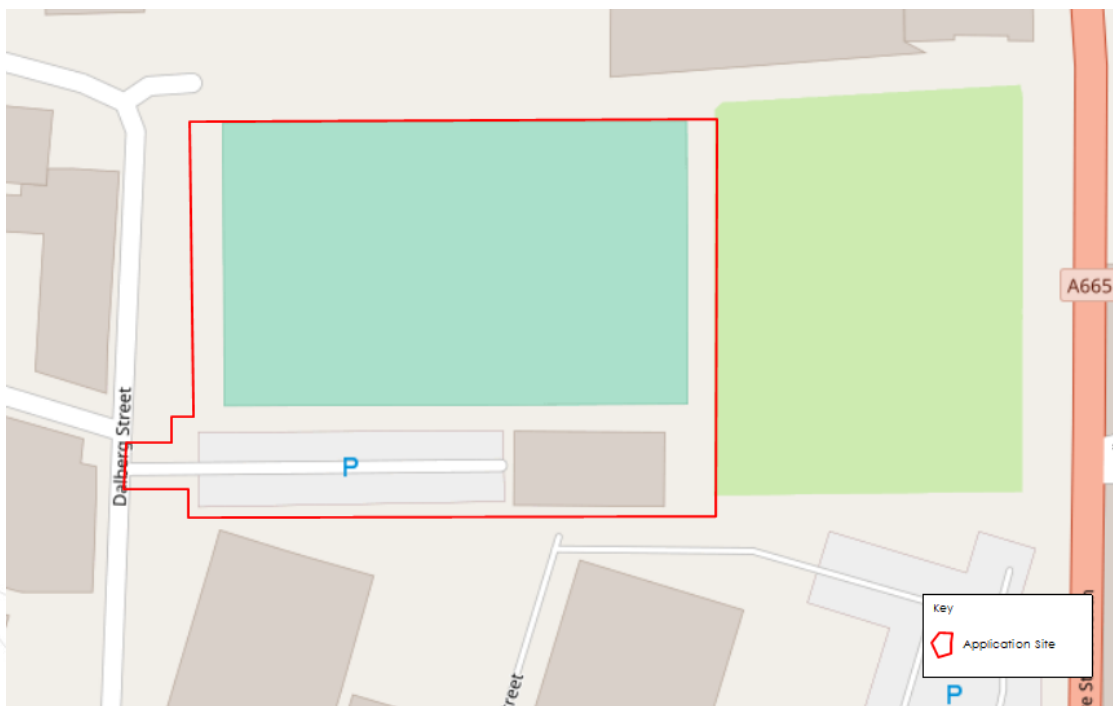


Figure 1-1 Site Location Plan

- 1.2.3 Planning Condition 9 states:
- 1.2.4 "Prior to the first use of the pitches hereby approved, a car parking management strategy shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. For the avoidance of doubt this shall include the monitoring of parking demands, and staggering of activities. The site shall thereafter operate in accordance with this approved car parking management strategy.

Reason. To ensure the effective management of car parking at the site, pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012)."

1.2.5 This report provides details of the car park management procedures to be put in place at the site to ensure the effective operation of the car park amongst staff and site users. This CPMP has been developed with input from Powerleague and is a fluid document requiring regular review, so as to ensure its effectiveness. Should Powerleague conclude at any point that changes to this CPMP are required then a revised version will be prepared and submitted to the local planning authority for its approval.

1.2.6 The Car Park Management Plan will consider / confirm:

- Car park management responsibilities;
- Parking schedule, including disabled space requirements provision;
- Cycle parking;
- Car Park Operation, including typical car parking arrangements, access and provision;
- Parking enforcement;
- Access in emergencies;
- Car park maintenance; and
- Parking review

1.3 Development Proposals

1.3.1 The development proposals comprise the subdivision of the existing pitch in order to create six smaller pitches - three 5-a-side and three 7-a-side, with associated new fencing (which will have a maximum height of 5 metres), and 16 floodlights (which will have a height of 8 metres). The proposed hours of use are Monday to Sunday 10am-11pm.

2 Car Park Management

2.1 Introduction

- 2.1.1 This section of the report sets out how the car park provision at the will be managed. It is necessary to implement a CPMP for the site to robustly manage the operation of the car park to ensure that it is used effectively for the benefit of all users and to ensure that no unauthorised users park at the site.

2.2 Management

- 2.2.1 Powerleague will have overall responsibility for the management of the car park. The car park will be managed in accordance with the following objectives:

- To provide adequate and safe provision for staff and visitors;
- To provide a safe and secure environment for users;
- To minimise any potential conflict with other road users as a result of unauthorised parking and queuing or congestion at the car park entrance;
- Enforce the use of the car park to ensure that only those eligible make use of the facilities, including preventing parking by non-site users; and
- Provide unobstructed access, egress, loading and unloading for service and emergency vehicles.

2.3 Parking Schedule

- 2.3.1 Table 2.1 sets out the parking schedule associated with the site.

Table 2.1: Car Parking Schedule

Parking Space Type	Number
Standard	54
Cycle	10

2.4 Space Allocation

- 2.4.1 Car parking spaces will be available on a first come, first served basis.

2.5 Car Park Operation

- 2.5.1 Each member of staff will be responsible for providing Powerleague with a record of their vehicle registration to ensure they are eligible to park within the car park.
- 2.5.2 All staff eligible to park within the car park must agree to a parking code of conduct, confirming that:
- They will only park within marked spaces; and
 - They will only park in the car park during working hours.
- 2.5.3 Acknowledging that failure to do so may result in their eligibility to parking within the on-site car park being revoked.

2.6 Visitor / Participant Car Parking Conditions

- 2.6.1 All visitors / participants will park in available spaces on a first come, first serve basis. If all parking spaces are already fully occupied on a particular day, visitors will be made aware, via the Powerleague website, of alternative methods of travelling to the site to ensure that they are able to access the site as required.
- 2.6.2 Visitors / participants will be required to park in accordance with the terms and conditions displayed upon the signage erected at various points throughout the car park. The following conditions of parking may be put in place:
- Visitors should park in the specific car parking space they are directed to; and
 - Visitors should not park in an obstructive or dangerous manner.

2.7 Parking Enforcement

- 2.7.1 Certain activities within the car park will be seen to constitute a trigger for enforcement action, including as follows:
- Vehicle not authorised to park;
 - Vehicle not parking within a demarcated space, but otherwise authorised; and
 - Vehicle parking inappropriately and liable to cause obstruction.

Vehicles not authorised to park

- 2.7.2 In the event that a vehicle is not authorised to park, Powerleague will identify the owner of the vehicle and ensure the removal of the car to ensure that the space is made available for those who correctly have an expectation to be able to park. In the event of ongoing abuse of parking by the individual, Powerleague will consider the introduction of a Penalty Charge Notice scheme.

Authorised Vehicles Parked Outside of Demarcated Spaces

- 2.7.3 Where permitted vehicles are parking, outside of demarcated spaces, in the first instance a warning will be issued. If the offence is repeated, then their eligibility to park may be revoked in accordance with the Car Park Code of Conduct.

Vehicle Parking Inappropriately

- 2.7.4 All vehicles will be required to park entirely within their defined car parking space. In the first instance, a judgement as to the severity of the situation will be made. Where it is judged that the nature of parking is likely to obstruct other users of the car park, the vehicle owner will be identified and required to move their car so it is no longer causing an obstruction. If there is repeated inappropriate parking, then their eligibility to park may be revoked in accordance with the Car Park Code of Conduct.

2.8 Access in Emergencies

- 2.8.1 In the event of emergencies, access will be available using the normal car park access route with accessible spaces to be used.

2.9 Car Park Maintenance

- 2.9.1 The car park will be lit to promote the safe movement of vehicles and pedestrians.

- 2.9.2 The car park will be maintained during extreme weather and / or wintery conditions to ensure, as far as is practical, the availability of car parking spaces and such that visitor and vehicle navigation is maintained through both preventive and reactive measures. This will be managed by the facilities maintenance team at the site and will include, but will not be limited to, sweeping, gritting and clearing.

2.10 Car Parking Review

- 2.10.1 It is proposed that the car park management system will be subject to initial reviews at three and six months and on an annual basis thereafter. Notwithstanding this, should it be observed that the car park management objectives are not being met then an interim review will be undertaken.

3 Summary

- 3.1.1 This Car Park Management Plan has been prepared to ensure that the effective operation of the car park can be achieved without undue detrimental impacts upon the operation of the highway network.
- 3.1.2 The responsibility for the implementation of the plan lays with Powerleague. This Car Park Management Plan will formalise the anticipated good practices at the site, which visitors and staff will be expected to adhere to.