

CAR PARK MANAGEMENT STRATEGY

Lidl, Fallowfield Retail Park

Lidl Great Britain Ltd

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1.0 INTRODUCTION

- 1.1 This Car Park Management Strategy has been prepared on behalf of Lidl Great Britain Limited. It shall be implemented upon first occupation of the development and shall continue to operate thereafter in accordance with the approved details. It shall be maintained for the lifetime of the development.
- 1.2 The strategy will ensure that the development will create a safe and accessible environment for all users in accordance with the National Planning Policy Framework Section 7.
- 1.3 It is submitted to Manchester City Council in order to inform decision makers with regard to the following:-
- The operator's approach to the management of the demand to park on site;
 - Detailed design and installation of the external lighting scheme in compliance with the ILP guidance notes for the reduction of obtrusive light (GN01: 2011).
 - Surveillance to include full details of CCTV coverage for the site
- 1.4 Planning permission for this site was granted in May 2022 (reference: 130189/FO/2021) for the demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) and separate hot food delivery unit (sui generis) with associated car parking and landscaping at Fallowfield Shopping Centre, Birchfields Road, Manchester. As part of this planning permission, Condition 18 states:
- 18. Prior to the first occupation of the units hereby approved, a Car Park Management Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The Car Park Management plan shall include details of car park information/directional signage, staff parking, space allocation between competing uses, marshalling arrangements at busy times and any time limitations on parking. The agreed Car Park Management plan shall be implemented as part of the development and remain in use so long as the approved uses are operational.*
- 1.5 This report outlines the car park management strategy for this site in order to discharge Condition 18.

2.0 CAR PARK MANAGEMENT STRATEGY

- 2.1 The store car park layout can be found in **Appendix 1**. Lidl's car park provides 94 spaces for its customers, as well as NHS service users at the adjacent unit. Eleven of these spaces are for disabled users and nine are for parents/carers with small children. Two spaces will be provided for electric vehicle charging. The car park is shared between the Lidl and the GP surgery, there are no allocated car parking spaces for either use or any allocated staff parking.
- 2.2 The agreed lighting scheme for the car park is illustrated at **Appendix 2**. Lidl do not intend to monitor car park usage and operation using CCTV surveillance. However, Lidl reserve the right to reconsider this following an initial 3-month monitoring period.
- 2.3 The existing parking accumulation for the southern car park – containing the adjacent the NHS unit – has been added to a parking accumulation for the Lidl. This does not factor any reduction in accumulation that would result from the loss of the existing retail unit being replaced by the Lidl. Even so, there is no evidence of excess parking across the full weekday or Saturday periods of assessment. This accumulation exercise can be found within the Transport Assessment.
- 2.4 The following Car Park Management Strategy summarises the approach Lidl will take to car park management and maintenance for their Fallowfield store.

3.0 OPERATOR'S OBLIGATIONS

- To operate the Car Park as a free car park for the benefit of Lidl customers and NHS service users;
- To provide appropriate signage at the entrance to and within the car park confirming that the car park is provided for the benefit only of Lidl customers and NHS service users;
- To provide appropriate signage at the entrance to and within the car park confirming that the car park is subject to a maximum length of stay of 90 minutes;
- To employ a number plate recognition system (ANPR) to monitor the use of the car park throughout each weekday, bank holiday and at weekends;
- To issue an Excess Charge Ticket to any vehicle in the Car Park where (i) the vehicle has been parked for more than 90 minutes (ii) the vehicle is not parked in an authorised parking bay (iii) any vehicle has parked in a disabled space where such vehicle is not authorised to

do so (iv) any vehicle is not displaying a valid notice indicating that the driver is disabled (v) a vehicle is not wholly parked within a designated bay (vi) a vehicle is parked in a parent and child bay where such vehicle is not authorised to do so (vii) a five minute prior observation period has been observed;

- To ensure that vehicles do not return within a one (1) hour period after the expiration of the 90-minute maximum stay time;
- To ensure that at peak periods of activity on site, (for example Christmas, Easter and New Year) if required, additional contract staff will be employed to marshal customer traffic, direct people to the nearest vacant space, prevent people from blocking aisles while waiting for a space, prevent fly parking and ensure that vehicles do not queue out of the site access back onto the local highway network.

4.0 THE COST OF MANAGEMENT

4.1 For the avoidance of doubt the Cost of Management are the costs incurred by the Operator in the operation of the Services which are set out above. Costs incurred will also include:-

- Lighting repairs, maintenance and replacement (including crime, vandalism and accidental damage);
- Sundry repairs including but not limited to barriers, gates, armcos and signage (including crime, vandalism and accidental damage);
- General car park repairs (including but not limited to car park white lining and superficial repairs);

4.2 The monies collected from car park fines will be used to offset the costs of managing and maintaining the car park.

5.0 CANCELLATION OF FINES

5.1 The methodology which sits behind the issuing of car park fines or PCN's is one of prevention through a tangible, monetary-based threat to ensure that a safe and efficient operation is maintained for all users.

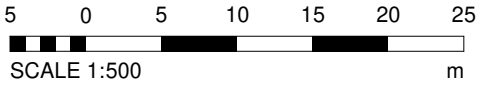
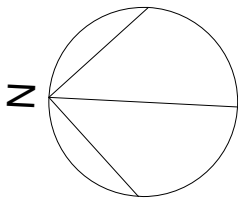
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- 5.2 The PCN thus should never be used as a method of revenue generation or as a form of punishment for the average user as this approach would undermine the integrity of the system and of those who operate it.
- 5.3 A PCN should only be issued where it is deemed that a breach constitutes a wilful contravention of the parking policy or represents a safety risk to fellow users.
- 5.4 To ensure that this methodology is maintained on the car park, the attendant will be trained to approach (where possible) all users in contravention of the parking policy in order to advise them that a PCN will be issued if they do not take action to remedy this breach. Where a user is not present, the attendant will be advised to issue a PCN.
- 5.5 Genuine mitigating circumstance may exist upon which this ticket may be cancelled by a named representative of the operator. Further to this, the 'Schedule of Circumstances' below lists those occasions upon which it would be acceptable to the operator to cancel parking tickets:

Schedule of Circumstances

1. Disabled customer who has not displayed their blue badge
 2. Customer who has been on-site for 5 minutes or less
 3. Customer who is temporarily disabled due to a recent accident or ongoing illness
 4. Customer who due to learning or language difficulties is unable to read or comprehend the car park terms and conditions
 5. Customer who was unable to comply with the car park terms and conditions due to a failure with one or more elements of the parking system
- 5.6 All appeals must be received in writing with proof to back up any claims i.e. copy of blue badge etc. If a penalty notice is cancelled the reasons must be recorded, including details of the colleague who authorised it and retained for report and audit purposes.
- 5.7 Some employees of Lidl may need to bring their car on to site in order to fulfil their day-to-day duties, or because they are involved in closing-up activities and need a car either for security reasons or due to the lack of available public transport services. In such circumstances, such users will be authorised to park for longer than 90 minutes through the use of a badge system.

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APPENDIX 1



PARKING SCHEDULE	
PARKING TYPE	QUANTITY
EVC SPACES	2
LIDL ACCESSIBLE SPACES	11
LIDL PARENT & TODDLER SPACES	9
LIDL STANDARD SPACES	72
GRAND TOTAL	94

Do not scale this drawing.
Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site.
This drawing is to be used solely for the information as titled only.
For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols

- SITE BOUNDARY
- PRIMARY CARE CENTRE (TO REMAIN IN SITU)
- TREES REMOVED SUBJECT TO TREE SPECIALIST REVIEW & LPA APPROVAL. REFER TO LANDSCAPE ARCHITECT PROPOSALS
- EXISTING BUILDINGS AND SITE ELEMENTS TO BE DEMOLISHED / REMOVED

- EXISTING UNITS 4-8 DEMOLISHED
- VRF UNITS
- EXISTING SECURITY OFFICE BUILDING DEMOLISHED
- EXISTING SUB-STATION RETAINED
- PROPOSED DELIVERY RAMP TO STRUCTURAL ENGINEERS DESIGN
- FALLOWFIELD SHOPPING CENTRE
- UNIT 4 LOADING AREA
- SHARED SERVICE YARD. TRACKING BY HIGHWAYS ENGINEERS
- IMPROVEMENT WORKS TO EXISTING ACCESS JUNCTION AS PER HIGHWAY ENGINEERS DESIGN & LOCAL AUTHORITY APPROVAL.
- APPLICATION SITE BOUNDARY
- 2NO. ELECTRIC VEHICLE BAYS.
- EXISTING TREES WITHIN EXISTING CARPARK REMOVED
- EXISTING UNIT 10 DEMOLISHED
- LOCATION OF ESTATE SIGNAGE
- PEDESTRIAN ROUTE TO THE SITE
- EXISTING SOFT LANDSCAPING ON DEMISE PERIMETER RETAINED. REKERBING REQUIRED FOLLOWING RESURFACING



C2	SCHEME UPDATED. ISSUED FOR PLANNING	01.02.22	MN	JM
C1	Planning issue	09.04.21	DM	JM
P5	EVC spaces added	07.04.21	DM	JM
P4	Layout updated to show phase 2, VRF units & flagpole	06.04.21	DM	JM
P3	Unit 4 revised	19.03.21	DM	JM
P2	Layout updated	11.12.20	DM	JM
P1	First issue	09.10.20	DM	JM
Rev	Description	Date	Drm	Ckd

Status

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Project

Fallowfield Retail Park

Client



Drawing Title

PROPOSED SITE PLAN

Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
- - 7397 -	SMR	00	XX	DR	A	2003	A3	C2
SMR Job Ref		Sheet		Scale		Drawn		
7397-00-2003		A2		1 : 500		DM		

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APPENDIX 2

This preliminary design is produced by the Lighting Application Specialist (LiAS) team of Signify UK&I based on information supplied by the Customer for the purpose of identifying suitable products and costing the proposal. This design cannot be used for Construction, as this design does not purport to eliminate health and safety risks as a CDM Regulation risk assessment has not been undertaken.

Project Specific Assumptions

- Generic Assumptions (unless specifically informed differently)**

- LL-Canopy
Emergency Version

LL-E
Emergency Version

1

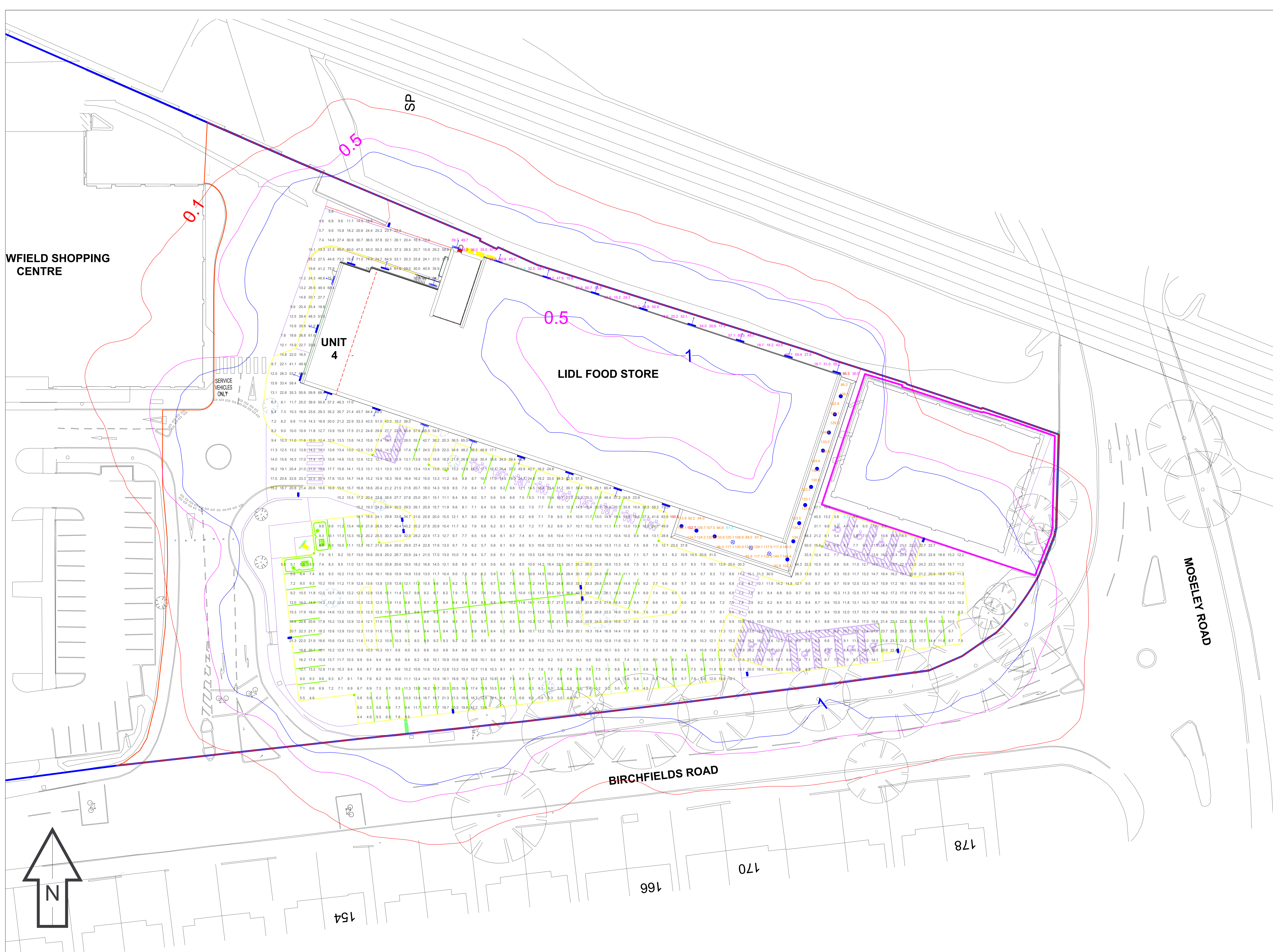
Single LL-C

1 lamp(s) per luminaire, 7500 initial lumens per lamp
Maintenance Factor = 0.760, watts per luminaire = 0
Outreach (from mounting axis to photometric center)= 400 mm
tilt angle= 5 deg
mounting height= 6 m
number locations= 7, number luminaires= 7

1 lamp(s) per luminaire, 2100 initial lumens per lamp
Maintenance Factor = 0.800, watts per luminaire = 18
Outreach (from mounting axis to photometric center)= 0 mm
mounting height= 3.25 m
number locations= 13, number luminaires= 13

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Lighting Proposal Terms and Conditions of Use These terms apply to the use of this preliminary proposal produced by Signify UK. This “Proposal” is understood to mean this document, a CAD drawing, lighting calculations, written documents, verbal conversations or any medium used to demonstrate or communicate the proposed lighting scheme using products from Signify’s brands. A “Customer” is the person or organisation for whom the Proposal is intended. The “CDM Regulations” means The Construction, Design and Management Regulations 2015, the Safety, Health & Welfare at Work Act 2005, The Construction (Design & Management) Regulations (Northern Ireland) 2015. This Proposal is for guidance only and cannot be relied upon for purposes of installation or Health and Safety. The supply and installation of this lighting scheme are subject to a contract being agreed between Customer and Signify.	PROPOSAL (NOT FOR CONSTRUCTION)	Rev DSR no. Comment Date LiAS KAM	Project Number Project Name
		0 D-403148 Initial proposal. 26/04/21 MD RF	0400605001 Lidl Fallowfield Retail Park Manchester
			Scale & Sheet Size NTS @ A3
			Sheet No DWG 00
			Drawing Name LiAS DESIGN NOTES & LUMINAIRE SCHEDULE



Key:

⊗

LL-Canopy
Emergency Version

1 lamp(s) per luminaire, 2100 initial lumens per lamp
Maintenance Factor = 0.800, watts per luminaire = 18
Outreach (from mounting axis to photometric center)= 0 mm
mounting height= 3.25 m
number locations= 3, number luminaires= 3

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LL-E
Emergency Version

1 lamp(s) per luminaire, 2300 initial lumens per lamp
Maintenance Factor = 0.800, watts per luminaire = 17
Outreach (from mounting axis to photometric center)= 0 mm
tilt angle= 10 deg
mounting height= 3.25 m
number locations= 6, number luminaires= 6

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Single LL-C

1 lamp(s) per luminaire, 7500 initial lumens per lamp
Maintenance Factor = 0.760, watts per luminaire = 0
Outreach (from mounting axis to photometric center)= 400 mm
tilt angle= 5 deg
mounting height= 6 m
number locations= 7, number luminaires= 7

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Twin LL-C

1 lamp(s) per luminaire, 7500 initial lumens per lamp
Maintenance Factor = 0.760, watts per luminaire = 0
Outreach (from mounting axis to photometric center)= 900 mm
tilt angle= 5 deg
mounting height= 6 m
number locations= 2, number luminaires= 4

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LL-E

1 lamp(s) per luminaire, 2300 initial lumens per lamp
Maintenance Factor = 0.800, watts per luminaire = 17
Outreach (from mounting axis to photometric center)= 0 mm
tilt angle= 10 deg
mounting height= 3.25 m
number locations= 17, number luminaires= 17

●

LL-Canopy

1 lamp(s) per luminaire, 2100 initial lumens per lamp
Maintenance Factor = 0.800, watts per luminaire = 18
Outreach (from mounting axis to photometric center)= 0 mm
mounting height= 3.25 m
number locations= 13, number luminaires= 13

Car Park / Loading Area
1594 points at z=0, sp 1.5m by 1.5m
HORIZONTAL LUX
Average 15.9
Maximum 100.8
Minimum 4.3
Min/Avg(Uo) 0.270
Min/Max 0.043
Coef Var 0.758
UniGrad 3.59

Rear Walkway
44 points at z=0, sp 1.5m by 1.5m
HORIZONTAL LUX
Average 43.5
Maximum 66.3
Minimum 11.9
Min/Avg(Uo) 0.273
Min/Max 0.179
Coef Var 0.405
UniGrad 3.20

Canopy
49 points at z=0, sp 1.5m by 1.5m
HORIZONTAL LUX
Average 118.4
Maximum 152.7
Minimum 61.2
Min/Avg(Uo) 0.517
Min/Max 0.401
Coef Var 0.179
UniGrad 2.04

Notes:		PROPOSAL (NOT FOR CONSTRUCTION)	Rev	DSR no.	Comment	Date	LIAS	KAM	Project Number	Project Name	
1) Unless agreed otherwise, the lighting proposal produced by the Lighting Application Specialist (LIAS) team of Philips Lighting UK&I is not intended for construction purposes, as it does not take into account the elimination of health and safety risks at this stage. For further details please refer to sheet number DWG 00			0	D-403148	Initial proposal.	26/04/21	MD	RF	0400605001	Lidl Fallowfield Retail Park Manchester	
2) Do not scale for this drawing									Scale & Sheet Size	Drawing Name	
									1:200 @ A0	PROPOSED LIGHTING LAYOUT	
									Sheet No		
									DWG 01		