



Ardwick Barracks, Fabric Church

Pavement Parking Prevention Strategy

- 1.1 This note has been prepared to set out the proposed strategy for Fabric Church regarding their occupation of the former Army Reserve Centre at Ardwick Green, M12 6HD ('the Site'). Its purpose is to detail the measures intended to prevent parking on the footway in the area surrounding the Site, in accordance with Condition 7 of planning application ref. 144740/JO/2025. Condition 7 requires the following information to be provided:

Prior to first occupation of the premises full details of any necessary measures, to prevent parking on the footway, in the vicinity of the site, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the proposed accommodation first being brought into use.

- 1.2 Condition 7 requires details of measures to be taken by the Applicant, and does not necessitate that measures must be delivered through a Section 278 Agreement.
- 1.3 At present, the parking provision at the Church associated with the current occupied phase of the building is significantly underutilised by the existing occupiers of the site. The premises include seven designated indoor parking spaces for visitors, however, these spaces are rarely used due to the site not being fully operational.
- 1.4 To discourage and prevent pavement parking along the A6 frontage, parking bollards have been installed outside of the 1950s workshop extension, forming a physical barrier preventing pavement parking. The installation of these bollards provides an effective solution that directly addresses the potential for footway obstruction at this location (please refer to Figure 1).
- 1.5 In addition to this installation, the A6 frontage is subject to double yellow line restrictions. These restrictions prohibit parking at this location at any time and provide a clear and enforceable mechanism to prevent unlawful stopping or waiting along the A6. These measures have been implemented without requiring any alteration to the adopted highway and are entirely proportionate to the scale and nature of the development.
- 1.6 The footway running along Ardwick Green lies outside the Applicant's red line boundary. As such, the Applicant does not have control over this land and cannot undertake permanent works in this location without entering into a separate legal agreement with the Highway Authority. The Applicant does recognise however, that the absence of direct control over the footway does not prevent effective management of parking behaviour associated with visitors to the Site.

- 1.7 Fabric Church is committed to implementing active and responsive management measures during services and events when attendance is higher. Temporary cones will be positioned along the frontage during these periods to provide a visible and immediate deterrent to inappropriate parking. These cones will clearly signal that parking on the footway is not permitted and will help to reinforce responsible parking behaviour among visitors.
- 1.8 In addition, the Church will provide on site designated monitors during events to actively oversee parking arrangements. These monitors will monitor vehicle activity in the vicinity of the site and will intervene where necessary by asking drivers to relocate any vehicles that are parked inappropriately. This direct management approach ensures that any instances of footway parking can be addressed promptly and effectively.
- 1.9 Given the nature of peak attendance (with the majority of visitors attending the site on a Sunday), these operational measures are considered both practical and proportionate, and they avoid the need for unnecessary permanent works within the adopted highway.



Figure 1: Google Maps Street View of Site

- 1.10 The measures proposed within this strategy are appropriate to the scale, nature, and operational characteristics of the Site. The combination of bollards along the A6 frontage, existing double yellow lines, on site parking provision, active travel promotion, and event parking monitoring forms a comprehensive approach to parking management.
- 1.11 There is no evidence of persistent highway safety harm arising from the existing use of the Site that would necessitate permanent works within the adopted highway. Requiring a Section 278 Agreement in these circumstances would therefore go beyond what is

necessary to make the development acceptable in planning terms. The strategy instead provides a balanced and enforceable solution that satisfies Condition 7.