Wythenshawe Sports Ground

Car Park and Servicing Management Plan

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1.0 Introduction

This Car Park and Servicing Management Plan has been prepared by **Leisure United** and outlines how car parking and servicing associated with the proposed Wythenshawe Sports Ground will be managed to ensure the safe and efficient operation of the facility and to avoid any adverse impacts on the surrounding highway network.

1.1 The Proposals

The proposed development comprises:

- A purpose-built Sports Hub including changing facilities, café and meeting room;
- Four full-size Artificial Grass Pitches (AGPs);
- Circa 21 full-size grass football pitch;
- Associated parking, access and servicing facilities.

The recent Transport Assessment concluded that the proposed development would not result in any severe or unacceptable impacts on the local highway network and that the site can operate safely and efficiently.

The approved site plan is attached to Appendix 1.

1.2 Structure of this Document

This document is structured as follows:

- Section 2 – Car Park Management Plan;
- Section 3 – Servicing Management Plan;
- Section 4 – Summary and Conclusions.

2.0 Car Park Management Plan

2.1 Overview

This Car Park Management Plan sets out the measures that will be implemented by Leisure United to manage parking associated with the Sports Hub.

The objective is to ensure that all vehicle parking generated by the development is accommodated within the site, maintaining highway safety and protecting the amenity of surrounding roads and neighboring properties.

2.2 Aims

The aims of this plan are to:

- Ensure adequate parking provision is available for users of the facility;
- Encourage all visitors to utilise the on-site parking facilities;
- Prevent inappropriate parking on surrounding roads;
- Promote safe vehicle and pedestrian movements within the site;

- Avoid adverse impacts on the operation and safety of the local highway network;
- Ensure the long-term efficient management of parking within the development.

2.3 Anticipated Peak Parking Periods

Peak parking demand is expected to occur during periods when multiple pitches are in use, particularly at weekday evening training sessions, weekend match days, school holiday programs, tournaments and special events hosted at the Sports Hub. Demand may also increase during changeover periods when departing users overlap with arriving users.

The site management team will identify anticipated peak periods in advance through fixture lists, pitch bookings, tournament schedules and event programs. Where higher-than-normal parking demand is forecast, additional operational controls will be implemented before the event or activity begins.

2.4 Parking Controls and Demand Management

The following controls will be implemented:

- Parking will be available solely for legitimate users and visitors to the Sports Hub.
- Matches and training sessions will be staggered with 50% of the pitches starting on the hour and 50% of the pitches on the half hour to ensure a constant flow of available parking bays.
- Parking in standard bays will be limited to a maximum stay of 1.5 hours unless otherwise authorised by site management.
- All vehicles must park within designated marked bays.
- Dedicated accessible parking bays will be available for Blue Badge holders.
- No Electric Vehicle charging bays are proposed within the car park at this stage.
- Clear signage displaying parking terms and conditions will be installed throughout the site.
- Internal circulation routes will be always maintained free from obstruction to allow safe vehicle maneuvering and emergency access.

When occupancy approaches capacity, site staff will actively manage arrivals, direct vehicles to available spaces, maintain clear circulation routes and prioritise the safe movement of pedestrians, cyclists and vehicles. If the car park reaches practical capacity, further arrivals may be held, redirected or advised using agreed overflow arrangements rather than circulating within the site or parking on surrounding streets.

2.5 Booking and Attendance Management

Pitch bookings, fixtures, tournaments and organised events will be reviewed in advance to estimate likely attendance and vehicle parking demand. The existing booking system relates to servicing vehicles only; visitor and participant arrivals will therefore be managed operationally through fixture

scheduling, staggered start and finish times, pre-event information, coach or team communications and real-time site management during peak periods.

Where an event is expected to generate demand close to capacity, attendance information will be requested from organisers in advance and arrival guidance will be issued to clubs, teams, spectators and visitors. This will include advice on arrival windows, carsharing, use of sustainable travel modes and any agreed overflow parking arrangements.

2.6 Current Car Park Management Arrangements

The existing car park is managed by Leisure United through day-to-day site supervision, routine staff presence and operational monitoring during periods of use. Staff are responsible for keeping circulation routes clear, ensuring vehicles park within marked areas, responding to any parking-related issues and providing direction to visitors where required.

During busier periods, management arrangements will be strengthened through advance review of bookings, fixtures and events, additional staff oversight, marshal deployment where required and communication with visitors before arrival. These arrangements will provide continuity between the current operation of the car park and the enhanced measures proposed for the development.

2.7 Marshals, Drop-Off/Pick-Up and Adjacent Gym Coordination

During peak periods, tournaments and special events, marshals or stewards may be deployed at the site entrance, internal circulation routes and key pedestrian crossing points. Their role will be to direct drivers to available parking, manage queues, keep access routes clear, assist with pedestrian safety and prevent informal parking in unsuitable locations.

Designated drop-off and pick-up activity will be accommodated within agreed areas of the site where vehicles can stop briefly without obstructing circulation routes, parking bays, pedestrian routes or emergency access. Drivers will be instructed not to wait in the drop-off area, and marshals or staff will manage the facility during busy periods to ensure turnover remains efficient.

Leisure United will coordinate with the gym users prior to known peak periods and events to confirm any operational arrangements, including expected demand, access requirements, marshal deployment, customer communications and any temporary arrangements for shared management of arrivals.

2.8 Cumulative Parking Impact

The cumulative parking impact of the proposed development and the adjacent weightlifting facility will be considered as part of the operational management of the wider site. This will include review of the likely overlap between Sports Hub activity, weightlifting facility usage, gym activity and other events that may occur at the same time.

Whilst cumulative demand is not expected to increase pressure on the shared or adjacent parking environment, Leisure United will coordinate with relevant users in advance to confirm expected attendance levels, likely peak arrival and departure times, staffing requirements and any requirement

for overflow parking or additional visitor communications. This approach will ensure that the combined operation of the facilities is managed proactively and does not result in overspill parking on surrounding streets.

2.9 Overflow Parking, Events Management and Communication Strategy

A proactive overflow parking strategy will be implemented for tournaments, match days and events where parking demand is expected to approach or exceed on-site capacity. This will include advance assessment of parking demand, confirmation of any agreed overflow parking locations, deployment of marshals where required and clear communication to visitors that overspill parking on surrounding streets is not permitted.

In the unlikely event that overflow parking is required, only locations that have been agreed in advance with relevant landowners or other providers will be promoted. Users will be directed to those locations through pre-event communications, temporary signage, stewarding and on-site instructions. If no agreed overflow provision is available for a specific event, attendance levels, arrival times or event arrangements will be managed to prevent parking demand exceeding the available supply.

Parking arrangements and capacity information will be communicated to users through booking confirmations, club and team communications, event information, website or social media updates, on-site signage and instructions from staff or marshals. Communications will encourage visitors to arrive within allocated windows, avoid surrounding residential streets, consider sustainable travel options and follow marshal directions when parking demand is high.

Any overflow car park requirements would be utilised only where advance assessment identifies that a match day, tournament, event or overlapping facility use is likely to generate parking demand close to or above the available on-site capacity. Its operation would be controlled through the Events Management Strategy, which will identify the trigger points for use, staffing requirements, marshal locations, visitor routing, signage, pre-event communications and procedures for closing or standing down the overflow provision once demand has reduced.

The Events Management Strategy will set out how larger events are planned and managed from a parking and access perspective. It will include pre-event assessment of expected attendance, coordination with adjacent operators, confirmation of overflow arrangements, deployment of stewards or marshals, management of arrivals and departures, emergency access requirements, drop-off and pick-up arrangements, and post-event review. This document will sit alongside the Car Park Management Plan and will provide the detailed operational framework for event-specific parking management.

2.10 Sustainable Travel Measures and Travel Plan Commentary

Leisure United will promote sustainable travel to reduce reliance on private car trips, particularly during peak periods. Visitors will be encouraged to walk, cycle, use public transport and car-share

where practical. Pre-event information will include reminders of available sustainable travel options, and clubs and teams will be encouraged to coordinate shared journeys wherever possible.
Cycle parking and pedestrian routes within the site will be kept clear and signed where appropriate.
Communications for tournaments and events will highlight the benefits of carsharing and will request that teams minimise the number of vehicles travelling to the site.

2.11 EV Charging Provision

No Electric Vehicle charging provision is proposed within the car park at this stage. In the interim, general parking spaces will not be designated as EV charging bays and the car park will be managed based on standard visitor, accessible and operational parking provision.

2.12 Enforcement and Monitoring

Leisure United will actively monitor the operation of the car park to ensure compliance with site rules and to identify any emerging issues.
Monitoring measures will include:

- Routine inspections by site staff;
- CCTV coverage of parking areas;
- Observation of peak usage periods;
- Review of customer feedback and complaints relating to parking.

Users failing to comply with parking controls may be asked to relocate their vehicles or leave the site.
Should monitoring identify evidence of regular overspill parking on nearby roads, Leisure United will review the effectiveness of existing controls and, where necessary, consult with the Local Planning Authority regarding additional mitigation measures. These may include enhanced signage, revised operational procedures or contributions towards highway management measures such as a Traffic Regulation Order.
The effectiveness of the peak-period, overflow, drop-off, communication and sustainable travel measures will be reviewed following larger attended events and during the early operation of the facility. Where necessary, the measures will be refined in consultation with relevant stakeholders to ensure parking demand continues to be managed within the site and any agreed overflow locations.

3.0 Servicing Management Plan

3.1 Overview

This section outlines the arrangements that will be implemented by Leisure United to manage deliveries, servicing, and collections associated with the Sports Hub.
The servicing strategy has been designed to minimise vehicle movements, maintain safe access arrangements, and ensure there is no adverse impact upon the local highway network or site users.

3.2 Time Restrictions

To minimise disturbance and traffic impacts, deliveries and collections will be restricted to the following hours:

Monday to Friday

- 07:00 – 16:00

Saturdays, Sundays and Bank Holidays – (exceptional circumstances)

- 08:00 – 10:00

Outside of these hours, servicing activities will only occur in exceptional circumstances.

3.3 Delivery Scheduling and Traffic Management

Leisure United will implement a comprehensive delivery management system to ensure servicing activities are undertaken safely and efficiently.

A structured booking system will be used whereby deliveries are scheduled in advance and managed through designated time slots. This approach will ensure that the minimum number of delivery vehicles are present on site at any one time and will prevent unnecessary congestion within the development.

The following traffic management measures will be implemented:

- No more than one servicing vehicle will be permitted within the designated servicing area at any one time.
- Deliveries will be coordinated to avoid overlapping arrival times.
- Suppliers will be instructed not to arrive early and wait on surrounding roads.
- Vehicles arriving before their allocated timeslot will be directed to return at the appropriate time.
- Deliveries will, where practicable, be consolidated to reduce the number of vehicle trips required.
- Servicing activities will be planned to avoid peak periods associated with sporting fixtures, training sessions, and special events.
- Drivers will be provided with approved access routes to and from the site to minimise impacts on surrounding residential areas.
- All vehicles will enter, maneuver and exit the site in a forward gear wherever practicable.
- Delivery vehicles will not obstruct access to roads, parking areas, footways, or emergency routes.
- Site staff will be available to coordinate deliveries and assist drivers where required.
- Any abnormal or large deliveries will be arranged separately and subject to specific management procedures.

These measures will ensure efficient servicing operations while maintaining safe conditions for pedestrians, cyclists, customers, and other site users.

3.4 Vehicle Restrictions

A dedicated service and delivery bay will be allocated adjacent to the Sports Hub building.
To ensure its effective operation:

- The servicing bay will remain available for delivery and servicing vehicles only.
- The bay will be clearly marked and signed.
- General parking within the servicing area will not be permitted.
- Deliveries will be unloaded promptly to minimise vehicle dwell times.
- Drivers will be required to switch off engines whilst stationary where practicable to reduce noise and emissions.
- Waste collection vehicles and service providers will use the designated servicing area wherever possible.

4.0 Travel Plan

4.1 Overview

This Travel Plan has been prepared to support the Car Park and Servicing Management Plan and to encourage sustainable travel to and from Wythenshawe Sports Ground. It sets out practical measures to reduce reliance on single-occupancy car journeys, manage peak visitor demand and support the safe and efficient operation of the site.
The Travel Plan will apply to staff, visitors, teams, spectators, event organisers and servicing users where relevant. It will operate alongside the Events Management Strategy so that sustainable travel messaging and parking demand management are considered before match days, tournaments and special events.

4.2 Objectives

The objectives of the Travel Plan are to:

- Promote walking, cycling, public transport and carsharing as realistic alternatives to single-occupancy car travel;
- Reduce pressure on the on-site car park during match days, tournaments and special events;
- Support safe and convenient access for pedestrians, cyclists and public transport users;
- Encourage clubs, teams and event organisers to coordinate shared journeys and reduce the number of vehicles travelling to the site;
- Provide a framework for monitoring travel behaviour and reviewing travel management measures over time.

4.3 Travel Plan Measures

Leisure United will implement the following measures to encourage sustainable travel and manage travel demand:

- Walking: pedestrian access routes within the site will be maintained clear of obstruction, and visitor information will encourage local users to walk where practicable.
- Cycling: cycle parking will be promoted to staff, visitors and teams, with cycle routes and parking locations identified in pre-event information where available.
- Public transport: visitors will be encouraged to consider bus, tram or rail options where suitable, with public transport information signposted through event communications and user guidance.
- Carsharing: teams, clubs and spectators will be encouraged to travel together where practicable, particularly for fixtures, tournaments and events expected to generate high parking demand.
- Team and event coordination: organisers will be asked to share travel guidance with participants before arrival, including advice on arrival times, parking availability, overflow arrangements and sustainable travel options.
- Servicing coordination: servicing activity will be scheduled to avoid peak visitor arrival and departure periods wherever practicable.

4.4 Communication and Promotion

Travel Plan measures will be communicated through booking confirmations, club and team briefings, event information, website or social media updates, on-site signage and direct instructions from site staff or marshals. Communications will be tailored to the scale and nature of the activity, with additional emphasis placed on sustainable travel and carsharing for tournaments, match days and larger events.

Where peak parking demand is anticipated, pre-event communications will ask users to avoid parking on surrounding streets, follow marshal directions, use agreed overflow parking where applicable and consider non-car modes or shared journeys. This will ensure the Travel Plan directly supports the parking management and overflow parking strategy set out in this document.

4.5 Monitoring and Review

The Travel Plan will be monitored during the early operation of the facility and following larger events. Monitoring will include review of car park occupancy, observe use of walking and cycling routes, feedback from staff and visitors, comments from clubs or event organisers and any issues relating to overspill parking or access.

Where monitoring identifies that further measures are required, Leisure United will review the Travel Plan and update visitor communications, event arrangements, car-sharing messaging, cycle parking promotion or overflow parking procedures as appropriate. The Travel Plan will remain a live operational document and will be reviewed alongside the Car Park Management Plan and Events Management Strategy.

5.0 Summary and Conclusions

Leisure United has prepared this Car Park and Servicing Management Plan in support of the approved development.

The Plan establishes a robust management framework to ensure:

- Sufficient on-site parking is available for visitors;
- Anticipated peak parking periods are identified and managed in advance;
- Parking demand is effectively managed through fixture scheduling, staggered arrivals, staff monitoring and visitor communications;
- Marshals, stewards, drop-off and pick-up arrangements and agreed overflow provision are used where required during peak periods and events;
- Overspill parking on surrounding streets is prevented through proactive management and clear communication;
- Sustainable travel options, including walking, cycling, public transport and carsharing, are promoted;
- The Events Management Strategy and Travel Plan provide supporting mechanisms for event-specific parking management and sustainable travel promotion;
- No EV charging provision is proposed at this stage and this will be confirmed separately by technical note or email;
- Deliveries and servicing activities are carefully controlled;
- Safe and efficient operation of the site is always maintained;
- There are no adverse impacts on the local highway network.

Accordingly, the proposed parking and servicing arrangements demonstrate that the development can operate safely and effectively, and that Condition 11 can be discharged.

Site map showing the entrance from the main rd. (To be added)