Jones Lang LaSalle Ltd
One Piccadilly Gardens Manchester M1 1RG
+44 (0)161 828 6440

jll.co.uk

Planning Development Manager
Growth and Neighbourhood Directorate
Manchester City Council
PO Box 463
Town Hall Extension
Manchester
M60 3NY

Your ref
Direct line 01612387411
Direct fax 01618286490

mike.hopkins@eu.jll.com

FAO Dave Roscoe

28th July 2017

Dear David,

LAND TO THE SOUTH OF CHESTER ROAD, BOARDED BY DEANSGATE TO THE EAST AND GREAT JACKSON STREET TO THE WEST

JLL have been instructed act on behalf of Aberdeen Asset Management ("AAM") in respect of land in their ownership at the junction of Great Jackson Street and Chester Road, shown in the attached Location Plan. AAM have instructed JLL to submit a planning application for a six month temporary consent for car parking at the vacant site.

In respect of the application which has been submitted via Planning Portal (PP-06231753), the application comprises the following:

- Completed Application Form
- Site Location Plan (ref: Demise Plan)

Context to the Site and Application

The site is currently vacant and previously granted consent for car parking use for a twelve month period (101973/FO/2013/C1).

The car park operator continued to use the site after the expiration of the 12 month period. An application was sought to remove the time restriction condition and remove the conditions requiring the resurfacing and oil interceptors. Following the dismissal of the appeal the use ceased an the site has remained vacant since. In subsequent years sites in the immediately surrounding area which were previously used for car parking have been brought forward for development which has significantly limited the supply in this location.

A 210 dwelling residential tower was consented on the site on 27th March 2007 (ref: 077114/FO/2005/C3) which included provision for 219 vehicle parking spaces which demonstrates that the Highways network can support 219 spaces in this location..

Proposal

A temporary consent for six months is sought to help alleviate pressures on parking in the locality. The proposal will be able to accommodate no more than 180 vehicles including 10 accessible spaces. Access and egress will be as existing; off Owen Road such that the visibility splay remains consistent to that which was previously consented. No boundary fences are proposed as to maintain clear lines of vision.

The site will be operational 24 hours a day 7 days a week.

Pre-Application Discussions

Informal pre-application advice has been sought and informal discussions have taken place with Dave Roscoe who was in agreement that there is a significant undersupply of car parking in the area due to recent developments.

Car Park Management

The car park will be operated and patrolled by a special car parking company. Pay and display machines will be located within the site.

Planning Policy Context

Local Policy

When determining a planning application for retail development on the site, the relevant authority (in this case, Manchester City Council as Local Planning Authority) will be under a statutory obligation, as imposed by Section 38(6) of the Planning and Compulsory Purchase Act 2004 to make their determination in accordance with the Development Plan unless material considerations indicate otherwise.

In this instance the relevant development plan comprises:

- Manchester Core Strategy & Proposals Map, July 2012
- Unitary Development Plan, Saved Policies, July 1995

Other material considerations include NPPF and Supplementary Planning Documents (SPDs).

Manchester Core Strategy & Proposals Map July 2012

The site is within the designated City Centre, and forms part of the Southern Gateway area.

Policy CC 3 identifies the Southern Gateway area as key location for residential development.

Within the Core Strategy no threshold for the number of pay and display car parking spaces is provided when considering car parks in the city centre.

National Planning Policy Framework (NPPF)

The NPPF sets out the following Core Planning Principles:

- *'Proactively drive and support sustainable economic development;*
- *Promote mixed use developments and encourage multiple benefits from the use of land in urban areas;*
- *Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.'*

Paragraph 20 states that in order to '*help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.'*

Conclusion

Having regard to the above factors, it is considered that the proposed temporary consent for six months will provide much needed additional car parking in a location and relieve pressure on other locations. Furthermore, the proposal will allow additional income to be generated whilst alternative proposals are finalised. A temporary car parking use at this location is compliant with national and local planning policy.

I trust the above information is sufficient for planning permission to be granted, however if you require any further clarification, please do not hesitate to contact me.

Yours sincerely



Mike Hopkins
Director

cc Haseeb Hassan – Aberdeen Asset Management