Stride Treglown
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FIRST STREET
MANCHESTER

FIRST STREET, MANCHESTER
TEMPORARY CAR PARK (NORTH)
DESIGN AND ACCESS STATEMENT

PLANNING APPLICATION SUBMISSION
28.10.2008

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1 INTRODUCTION

1.1 Background

1.1.1 This Design and Access Statement has been produced in support of the application to create a temporary car park for the first phase of the new First Street development area. These facilities will be provided to the North and central area of the development area.

1.1.2 The First Street development area will provide a new commercial gateway to the city from the south.

1.1.3 The car parking and its associated landscaping, as well as providing a temporary facility to the site, will improve the surrounding public realm. The car park will bring active use to the Northern part of the First Street area prior to further development of the master plan, and will act as part of a 'quality environment' surrounding the No.1 Building.

1.1.4 The proposed car parking is seen an important interim development in the context of the early success of the First Street development area.

1.1.5 This application follows the recent approval of remedial works on site (App. Ref. 087407

1.2 Site Location and Context

1.2.1 The site sits to the South of the city centre, at the end of the Princess Road, between the Mancunian Way and the railway Viaduct that runs along Whitworth Street. The area under the applicant's ownership is bounded to the West by Medlock Street, to the South by Chester Street and to the North by the railway viaduct parallel to Whitworth Street West. The Eastern boundary is towards Cambridge Street, in a line level with the turn in, and the reopening of, the river Medlock (that runs in a culvert under the site).

1.2.2 The existing approach to the application site area is from Whitworth Street West, through a archway in the railway viaduct

1.2.3 The site is open to, and will be particularly visible from, Medlock Street. The proposed car park will also be visible from Whitworth Street West through the open viaduct archways.

1.2.4 The site is generally of a level nature with a gentle gradient down from the North towards the line of the River culvert. The proposed temporary car park is

to be built over the existing topography. However, planned landscaping works to the West of the Northern car park will mean there will be a gradient around the perimeter of the car park in the North West corner of the car park.

1.2.5 Please refer to drawing 45074_P01 for the full site location plan. An extract from this plan is included below.



1.3 Existing and Approved Development

1.3.1 The car park will be located between the railway viaduct to the North and two buildings to South of the parking area. The No.1 First Street (previously the British Council office building) occupies the central portion of the site. To the East behind Building No.1 is a sub-station complex (PRS). Access to the PRS will be maintained from Whitworth Street through the Car Park (for vehicular access). Additional gateways to the PRS complex will be located on its western side adjacent to the temporary facilities compound.

1.3.2 This proposed temporary development is reinstating the sites former use as a car park.

1.4 Former Use

1.4.1 This application sees the reintroduction of car parking that was provided previously on the site, albeit re-planned, immediately prior to recent ground works. The site has been hoarded off in preparation for extensive remedial works being undertaken, due to the historical use of the site by industry, in preparation for the longer-term development of the First Street site.

1.5 Pre-Application Consultation

The proposed temporary car park has been discussed with the Local Authority. We are submitting an application in line with these discussions .

2 DESIGN STATEMENT

2.1 Use and Amount

2.1.1 The temporary car park has been flexibly designed to adapt as required to the varying requirements of the applicant. The car park is urgently required to serve the incoming tenants of the Number One Building. However, in the short term, car parking capacity that is not required by the refurbished building will be available for public use. There will be a total of 226 parking spaces including 20 spaces for the disabled, plus a area for the parking of approximately 13 motorcycles.

2.2 Layout

2.2.1 The car park has been planned to make use of an existing vehicular access route. The car park will be accessed from the road network from Whitworth Street West.

2.2.2 Pedestrians will have safe access and egress to the car park by 4 pathway surfaces that cross, or are adjacent to, the car park area. The primary users of the car park are anticipated to be the tenants of the No.1 Building of which the main door is adjacent to the South West corner of the Car Park. From this corner it is also anticipated that there will be a pedestrian connection to two other footpaths, that will each run from the No.1 Building - one to the midpoint of Medlock St. and the other to the corner of Medlock St. and Whitworth St. West (developed following the discharging of conditions of another application). From the car parks North side there is pedestrian access to Whitworth Street West through the same archway in the railway viaduct as is used for vehicle access.

2.2.3 Hoarding will be provided around the eastern edge of application area along the River Medlock.

2.3 Landscaping

2.3.1 Tarmac surfaces are being provided through or along the edge of the car park areas to provide a dedicated hard pedestrian surface.

2.3.2 Soft landscaping (low-level shrub planting) is being provided within the islands inside the parking area, as indicated on the proposed drawing.

2.4 Appearance

2.4.1 Indicative material list:

- Parking Surface - The car park will be constructed using two layers of tarmac on a suitably compacted sub base material to minimise ground settlements. The tarmac finish will provide a suitable surface for both vehicular and pedestrian traffic.
- Painted car parking space demarcation to tarmac surface
- Kerbs – The car park will be contained by full face kerbs with dropped kerbs suitably designed for disabled access into and out of the car park
- Footways – tarmac
- Planting/Trees – heights of shrubs indicated on section/elevation
- Hoarding – 2400 m high painted timber
- Barriers/Ticket machines etc - dependent upon chosen operator
- Signage – statutory standard road signage outside of the site, design of on-site signage to be confirmed.

2.5 Other Design and Planning Issues

Safety and security

2.5.1 Lighting will be provided in line with BS 5489-1:2003 - specifically section 10.7 (Lighting of car parks). A Lighting Strategy Plan has been submitted in conjunction with this application.

2.5.2 In addition, a Crime Impact Statement has been commissioned from Greater Manchester Police, and will be submitted as part of the application.

3 Accessibility

3.1.1 The car parking is designed to be accessible for all. 9% of the parking bays are for the disabled, situated in the most safe an convenient locations for percieved onward movement to the No.1 Building. The disabled parking bays measure 6m x 3.6m.

3.1.2 The proposed hard surfaces and car parking is designed to minimise abrupt changes in level on the approach to the buildings. Visitors to No.1 Building will access the building at grade, aiding to the maximum extent, easy access to and from the building. Where there are interchanges between heights of footpaths and road infrastructure dropped curbs have been provided to assist wheelchair users where necessary.

4 CONCLUSION

4.1.1 The proposals are interim measures, primarily reintroducing much of the sites former use as a car park.

4.1.2 The aim of the proposal is to provide parking facilities for the new tenants for the No.1 building, the first building to come into use in the First Street development area.

4.1.3 The car park will bring active use to the city centre side of the site.

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