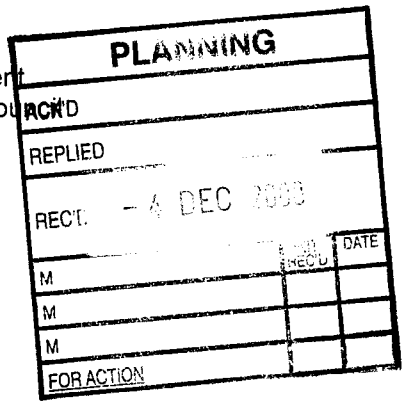
DRIVERS JONAS

Drivers Jonas LLP
5 New York Street
Manchester
M1 4JB
Tel 0161 247 7373
Fax 0161 236 8420
www.driversjonas.com

Planning Department
Manchester City Council
Town Hall
Albert Square
Manchester
M60 2LA



Our ref 066061/MS/SP/DM

4 December 2008

Dear Sirs

Land South of Whitworth Street West, First Street, Manchester - Application for Full Planning Permission for a Temporary Car Park and Associated Development

1. We are writing on behalf of our client Southside Regeneration Ltd in relation to the above site.

2. Please find enclosed a full planning application for the creation of a 226 space temporary car park on land between the existing First Street Number One Building and the railway arches on Whitworth Street West. This land is located in the First Street Area, which is a long term regeneration priority area for Manchester City Council, the landowners, and other interested stakeholders.

3. The proposed development is being brought forward in line with the First Street Development Framework which was endorsed by Manchester City Council's Executive Committee on 22 October 2008.

COPY

The Site

4. The site extends to an area of 0.8 hectares.

5. The site awaits permanent redevelopment as part of the emerging mixed use proposals for the First Street Development Area. The site is currently undergoing comprehensive remediation. This application seeks to allow the implementation of a fully operational car park facility, albeit for a limited period of three years, whilst permanent development proposals for the site are finalised.

The Development

6. The formal description of development is:

   "Creation of Temporary Car Park (226 Spaces) And Associated Development"

7. This application seeks to introduce a 226 space car park to the site that will be accessed by vehicles and pedestrians from an existing access on Whitworth Street West. The car park will predominantly be for the use of those employed in the Number One Building, once this space is let. The car park will, at least initially, be available for public use as well. Further detail on this is provided below.

8. The temporary car park will be bounded by hoarding, existing fencing, and a knee-high rail on the western perimeter (adjacent to an area of temporary landscaping which is being dealt with via a separate submission to Manchester City Council).

9. The three year period required for the proposed car park is a requirement of the package being proposed to potential tenants of the Number One Building who require confirmation that on-site parking will be guaranteed for as long a period of time as possible. This will help to secure full occupation of the building and the future regeneration of the area.

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10. The temporary car park will be constructed with a solid surface, clear line demarcation, disabled accessibility, landscaping, and will be fully drained.

11. Bypass separators will be installed to ensure that petrol and other pollutants do not drain into the watercourse. These separators are provided by Conder Products who are approved by the Environment Agency. Further detail is provided within the enclosed Drainage Statement.

The Submission

12. The following documents and plans are enclosed in support of this application:

- Completed planning application forms and Ownership Certificate B (4x copies);
- Red Edge Site Location Plan (REF: 45074 PO1 – REV B) prepared by Stride Treglown (4x copies);
- Existing Site Plan (REF: 45074 PO2 – REV A), prepared by Stride Treglown (4x copies);
- Proposed General Arrangement Plan (REF: 45074 PO3 – REV E), prepared by Stride Treglown (4x copies);
- Proposed Cross Section (REF: 45074 PO5 – REV C), prepared by Stride Treglown (4x copies);
- Lighting Layout Plan (REF: E-GR02 REV P2), prepared by Norman Disney & Young (4 x copies);
- Design and Access Statement, prepared by Stride Treglown (4x copies);
- Transport Statement, prepared by Capita Symonds (4x copies);
- Drainage Strategy, prepared by Sutcliffe (4x copies) to include the following plans:
    i. Typical Details - Attenuation Storage Tanks (REF: 24341/670) (4 Copies);
    ii. Existing Drainage Layout (REF: 24341-601) (4 Copies);
    iii. Proposed Drainage Layout (REF: 24341-620) (4 Copies); and
    iv. Proposed External Levels (REF: 24341-615) (4 Copies).
- Crime Impact Statement, prepared by GMP ALU (4 x copies); and
- Application fee cheques totalling £335.00.

Car Park Management

13. Excluding the Number One Building, refurbishment of which will be completed in December 2008, the remainder of the First Street area is undergoing a period of significant transition. This application seeks to develop part of the overall First Street site, and implement a use for a limited period of three years.

14. The temporary car park has been flexibly designed to adapt 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 via a 'pay & display' system. As more office floorspace is occupied, less car parking will be available to the public.

15. Initially, as the car park will be available for public use, it will not be barrier-controlled. In the medium to longer term, and following the tenancy of the Number One Building, a barrier system will be implemented.

Environmental Impact Assessment (EIA)

16. This application has been submitted in parallel with a letter requesting a formal EIA screening opinion from Manchester City Council. This letter concludes that there will be no significant adverse impacts either individually or cumulatively arising from the proposed development either during the construction stage, or the operation stage.

17. We do not therefore propose to submit an Environmental Statement in support of this application.

Flood Risk

18. The enclosed Drainage Statement builds upon the Flood Risk Assessment previously undertaken for the entire northern section of the First Street site, which encompasses the application site. The Flood Risk Assessment which was previously submitted in support of an application for site remediation (REF: 087407/FO/2008/C3) has been accepted by both Manchester City Council and the Environment Agency as a robust Assessment. The enclosed Drainage Statement provides site-specific details relating to site drainage and flood risk, thus complementing the Flood Risk Assessment.

19. Copies of this previously submitted Flood Risk Assessment are available upon request.

Crime Impact Statement

20. The applicant has sought the advice of the Greater Manchester Police Architectural Liaison Unit (ALU) during the preparation of these proposals. The ALU has prepared a Crime Impact Statement which outlines where the proposed development contributes positively to crime reduction objectives and areas where improvements could be introduced.

21. In response, the design has been altered by the removal of one of the proposed pedestrian entrances and by the scheduled implementation of a barrier-control system. However, there are still a number of minor outstanding issues and we provide below a response on each:

- Natural surveillance will be provided from the offices in the Number One Building and from the 24hr security team operating in and around this area. In further discussions with the ALU, they have confirmed that sufficient surveillance can be provided by regular parking attendant patrols in addition to security provided from the Number One Building;

- Whilst CCTV will not be allocated to the car park specifically, CCTV mounted to the Number One Building will include coverage of the car parking areas to augment the surveillance detailed above;

- The hoarding located on Whitworth Street West is to be retained as it is not only a part of our client's marketing strategy for First Street, but also provides a more pleasing aesthetic than would be provided by a chain link fence. Further discussions with the ALU have confirmed that they would be concerned about the removal of these hoardings creating additional access to the car park. Our client would therefore be happy for the retention of these hoardings to be conditioned as part of any approval;

- No height restricting barrier will be constructed at the vehicular entrance as this is not only the temporary car park access, but is also temporarily the access point for service vehicles and emergency services to the Number One Building;

- Further to the above, the layout of the car park has been carefully designed to allow access for emergency and service vehicles and it is therefore not considered appropriate to seek to alter the design in this regard.

22. We trust that the enclosed information is satisfactory and we look forward to receiving confirmation that this application has been formally registered. In the meantime, if you have any queries please do not hesitate to contact me or my colleague Don Murphy (0161 247 7372).

Yours faithfully

for DRIVERS JONAS LLP

stephenprice@driversjonas.com
Tel: 0161 247 7217 Fax: 0161 236 8420

Enc. Planning Submission

cc. Jon Weston – Southside Regeneration Limited