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Manchester City Council
Planning and Development Control
PO Box 532
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M60 2LA

12 December 2013

Dear Sir/Madam

Existing Surface Car Park bounded by Store Street and Jutland Street.

On behalf of our client Ballymore Group please find enclosed an application for the continued use of an existing surface car park, accessed via Store Street, for a temporary period of 3 years.

Background

Planning Permission was granted on the site on 15 February 2005 for a mixed use development including a tall building, (application reference: 074143/FO/2004/C3). Prior to this the site operated as an NCP car park.

Enabling works were undertaken in 2008 however, during 2008 deteriorating economic conditions, particularly in the local residential market, meant that full scale undertaking of the works could not be justified. Market conditions still remain a barrier to the development of the site today.

It was agreed that the use of the site as a car park was one of the least intrusive and most economically viable temporary uses for the site. Subsequently, permission was granted for the temporary use of the site as a car park (390 spaces) for a 2 year period on 16 April 2009 under application reference: 088254/FO/2008/C2. Prior to an agreement being reached with an operator for the car park, an illegal operator took possession of the site. This resulted in many months of expensive legal proceedings in order to secure possession of the site again.

Once possession of the site was secured, the works approved under application reference: 088254/FO/2008/C2 for the creation of the car park were completed. A need was required to secure the future use of the surface car park for a period of time which represented a viable business proposition to potential operators. A further permission was therefore subsequently sought and approved on 22 December 2010, (application reference: 093702/FO/2010/C2), for the use of the car park for a period of 2

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years. This permission expired on 20 December 2012. Since the approval of application reference: 093702/FO/2010/C2 the car park has been successfully operated by RCP Parking Limited.

The long term intensions of Ballymore Group as the land owner remain to bring forward a high-density mixed use scheme on the site. This represents the most financially beneficial and attractive use of the site. The previously approved scheme (Planning Permission reference: 074143/FO/2004/C3) for a mixed use development has now expired and does not represent an economically viable development scheme at the current time.

Ballymore Group are actively seeking a viable alternative development scheme for the site and have continued discussions with Manchester City Council in trying to realise a potential development option.

Given that the current market conditions presently restrict the potential for the major redevelopment of the site and that a new development scheme needs to be developed, permission is required for the continued use of the surface car park in the interim period prior to the further development of the site.

Permission is therefore sought for the continued use of the site as a car park for a temporary period of 3 years. A three year time period is required in order to provide a satisfactory degree of security to the car park operator managing the site and consequently retain an active use on the land. It is aspired that market conditions will improve and that a viable development scheme can be advanced during this time, while allowing for an active use to be retained.

The Site

The site is located to the rear of Piccadilly Train Station and is bounded by Store Street to the south and Jutland Street to the east. The Place Apartment Hotel and Ashton Canal Basin on Ducie Street are located along the northern boundary of the site.

The car park provides 378 spaces and has been managed and operated successfully since 2011.

The Proposal

The formal description of the development is as follows:

> *'Use of land as a temporary car park.'*

This application seeks the use of the site as a car park as approved under application reference 093702/FO/2010/C2 for a further 3 year period. It is anticipated that the 3 year consent period will be controlled by a Planning Condition as per the previous consent. No further building works are required, with the car park having been implemented in accordance with the previously approved plans.

It is intended that the car park will continue to operate as at present, being open to the public twenty four hours a day, seven days a week.

The Future Development of the Site

Permission was granted on the site on 15 February 2005 (ref: 074143/FO/2004/C3) for a major mixed use development incorporating a tall building and incorporating a hotel, residential apartments and car parking alongside a range of other uses. The economic conditions, particularly with regard to the residential market, prevented the development of the scheme. The previously approved scheme does not represent a viable development opportunity at the current time.

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Ballymore Group continues to explore the site's development potential and have actively engaged with Manchester City Council to help realise this. Representatives of Ballymore Group have met with Senior Officers of the Council twice in the past 12 months, including David Roscoe and Pat Bartoli. The last meeting took place on 7 October 2013 with Pat Bartoli and other Council colleagues to discuss the future of the site. Ballymore Group have also discussed with the Council the potential for the site to assist in delivering the regeneration proposals set out within the HS2 Strategic Regeneration Framework document and formally supported the recent Consultation.

It is hoped that through the ongoing dialogue which has been held between Ballymore Group and the City Council a mutual understanding has been achieved of the genuine desire of the land owners to develop the site, maximising its potential, while accepting the difficulties in bringing forward a major development at the present time.

It is anticipated that a 3 year time period, for which permission for the continued use of the land as a car park is sought, will allow for a viable and acceptable development scheme to be formulated for the site, which can then be realistically progressed.

Crime Impact

A Crime Impact Statement in support of the use of the site as a car park was provided by Greater Manchester Police on 8 July 2010. An update has been provided with regard to crime and security by Michael Craig on behalf of Greater Manchester Police, by way of an email dated 24 October 2013. The email relates to the Store Street car park as well as a separate neighbouring smaller car park accessed via Ducie Street. The correspondence identifies that levels of reported vehicle crime and other disorder incidents on the car parks have not been excessive during the time which they have been in operation. The responses provided by Greater Manchester Police identify the car park as generally consistent with the principles and standards of Crime Prevention through Environmental Design.

Steps have been taken to address the recommendations made by Greater Manchester Police and to limit the potential for crime to occur at the site. Measures taken include; the creation of a suitable layout, a lighting scheme across the site, appropriate signage and regular security patrols. In accordance with the recommendation provided by Michael Craig in an email dated 24 October 2013, a Security and Maintenance Plan which is followed by the car park operator has been provided as part of this application. This management plan appropriately addresses issues of security in the management of the car park facility.

The Crime Impact Statement provided identifies that vacant plots provide opportunities for anti-social behaviour, which often escalates into criminal behaviour. In this respect, the continued use of the site for car parking prevents the land being vacant and subsequently helps to limit the potential for crime in the area, providing a well-managed facility.

Planning Considerations

The use of the site as a temporary car park facility has been accepted as appropriate by the approval of application references: 088254/FO/2008/C2 and 093702/FO/2010/C2. Furthermore the site was previously operated as an NCP car park, prior to a period of inactivity. The car park is currently in operation and no physical works are proposed as part of this application.

All issues relating to; visual and neighbourhood amenity, safety, crime, sustainability and the environment were addressed under the previously approved application to the satisfaction of Manchester City Council.

Ballymore Group commissioned an extensive public involvement consultation exercise in 2008, prior to the site returning to use as a car parking facility. This community involvement exercise sought to gain feedback from a range of stakeholders and neighbouring residents in relation to the future development of the site and the reinstatement of a car park on a temporary basis. Responses received were largely in support of the site being used for parking, subject to the site being managed appropriately. It has been shown over a prolonged period of time that the car park is managed appropriately and can operate successfully without any adverse impact occurring to the surrounding area.

Accessibility

No highway alterations are required, with vehicle access to remain from the existing entrance point on Store Street. The facility provides valuable car parking space within walking distance of Piccadilly Train Station and the amenities of the City Centre. The car park is at ground level, providing level pedestrian access along Store Street.

A Transport Statement was produced in November 2008 by SKM prior to the formation of the existing car park. This statement found that the car park would have no material impact on traffic and the local highway network and raised no significant concerns with respect to transport.

Use

The car park will continue to operate on a pay-and-display basis, served by ticket machines, as has been the case since the operation of the facility began. The car park is well located to serve both the daytime and evening uses within the local area, including Piccadilly Train Station.

The car park has been operating without causing undue noise or nuisance to residents.

Amount

The car park provides a non-intensive use, suited to provide activity on the site for a temporary period, prior to a comprehensive development. The continued use of the site for car parking presents no new concerns for the amenity of the local area.

Layout

The car park provides a safe and open space, well connected to the pedestrian environment on Store Street. The existing vehicle entrance and exit points will continue to be used. The southern boundary of the site parallel to Store Street has a 600mm high post and rail trip barrier which provides both a physical and visual barrier for vehicles and pedestrians, while ensuring the designated entrance and exit points are utilised.

Scale

The car park has a capacity of 378 vehicle spaces. It has been demonstrated that the scale of the car park does not cause undue disturbance to any neighbouring land uses and can operate safely.

Landscaping

The landscaping scheme as approved under application ref: 093702/FO/2010/C2 has been implemented. The car park boundary treatment, access points and lighting scheme in place integrate suitably with the surrounding area.

The demarcation of car parking bays is provided by low level timber post and rail barriers between the rows of car parking bays. Numbers indicated on the barriers identify each individual bay. Timber planter boxes are positioned at the end of each row of car parking bays.

Appearance

No physical works are proposed. The low-level timber posts and barriers along the southern perimeter of the site provide a desirable visual permanence to the car park facility.

The site is not located within a Conservation Area and the continued use of the site for vehicle parking provides an active use for the site, which would otherwise lie dormant and be prone to visual deterioration if left unmanaged.

Environmental Impact

A suitable drainage system is in place on the site. A drainage system in accordance with the details submitted as part of the previously approved application has been implemented. The drainage system was designed in-line with guidance provided by the Environment Agency and CIRIA in terms of pollution and flood control requirements.

Relevant Planning Policy

The decision notice for the previously approved car park application on the site (ref: 093702/FO/2010/C2), approved on 22 December 2010 concluded;

> *'...the development would make a positive contribution towards improving the area's environment pending the future development of the site, that the development would make the area more safe and attractive; that there would not be any significant impacts on the residential amenities of adjoining occupiers; that development would include suitable landscaping and that it would not have any adverse impact on the adjacent watercourses.'*

The car park remains as approved under this previous application, with no physical works proposed.

Policy DM1 of Manchester's Core Strategy (2012) sets out the key issues which regard should be given to all development proposals. Appropriate attention has been provided to and measures taken to address all the relevant issues set out in Policy DM1.

The location of the car park, in close proximity to Piccadilly Train Station and the retail centre of the city accords with the Transport Strategy for Manchester City Centre and Policy CC5 of the Core Strategy, which seeks to; *'..maintain access to the City Centre by all modes.'*[1]

The necessary consideration was given to; neighbourhood amenity, visual impact, crime reduction, access and the environment prior to application reference: 09702/FO/2010/C2 being granted, to the satisfaction of Manchester City Council.

There are no planning reasons why the use of land as a temporary car park for a further 3 year period should not be approved.

[1] *Manchester City Council - Core Strategy Development Plan Document, (2012), Policy CC 5, p59*

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The Submission

The application comprises the following documents:

- Completed planning application forms;
- Location Plan (Ref: SK0200 Rev A);
- Existing/Proposed Site Plan (Ref: SK0202 Rev D), as approved under application 093702/FO/2010/C2;
- Typical Cross Section (Ref: SK203 Rev A), as approved under application 093702/FO/2010/C2;
- Crime Impact Statement, prepared by Greater Manchester Police, dated 08/07/2010;
- Email from Michael Craig on behalf of Greater Manchester Police, dated 24/10/2013;
- Statement of Community Involvement, prepared by Indigo Public Affairs, as provided with application 093702/FO/2010/C2;
- Transport Statement, as provided with application 093702/FO/2010/C2KM;
- Outdoor Lighting Report dated 3 September 2008, approved under application 093702/FO/2010/C2;
- Outdoor Lighting Report dated 9 April 2009, approved under application 093702/FO/2010/C2;
- Car Park Security and Maintenance Action Plan;
- Planning application fee of £195. A cheque has been issued in the post.

Summary

I trust that you find this proposal for the continued use of the car park acceptable, and look forward to receiving your written confirmation that the application has been formally registered and validated. If you have any questions, please contact my colleague Peter Campbell on 0161 455 8175.

Yours faithfully



Michele Steel
For Deloitte LLP