

Application Number	Date of Appln	Committee Date	Ward
101980/FO/2013/C1	9th May 2013	27th Jun 2013	City Centre Ward

Proposal Retrospective change of use of land to temporary 563 public surface car park with associated pay and display machines

Location Site Of Former BBC New Broadcasting House, Oxford Road, Manchester, M60 7HB

Applicant Ms Melissa Humphreys , Total Car Parks Ltd, Suite 255, Communications House, 9 St Johns Street, Colchester, Essex, CO2 7NN,

Agent Mr Mark Aylward, DPP One Ltd, Barnett House, 53 Fountain Street, Manchester, M2 2AN,

Description

The application relates to the former BBC site on Oxford Road. The site comprises 2.38 hectares and is bounded by Oxford Road, Charles Street, Brancaster Road, Sorton Street, Cloak Street, Upper Brook Street and the River Medlock.

The site has previously been developed and was occupied by the former BBC buildings and ancillary car parking (117 spaces) and service areas forming a 27,870 sqm complex. The demolition of this complex was completed in February 2012 and the site is currently in partial use as a surface level car park.

Retrospective consent is now sought for a temporary change of use of land to a 563 public surface car park with associated pay and display machines for a temporary 2 year period. The applicants are proposing to resurface the car park in a loose bound tarmac which would be infilled with limestone to make the surface level. White lines would also be painted to designate parking bays and junctions at each roadway. 28 of the spaces would be designed specifically for disabled people.

The proposed scheme would also include 13 CCTV cameras, 4 x floodlights on lighting columns and the placing of 26 trees in planters along the site boundary.

The areas of the car park that are currently operating do so 24 hours a day and it is intended that once fully operational these hours of operation would continue.

The site is bounded by a paladin fence which was erected following approval of the demolition works under application ref no 098601. The existing surface is largely hardstanding concrete which has been improved since the demolition through the laying and compacting of loose bound concrete.

The application site is located within a part of the City Centre known as The Corridor. This area contains a high concentration of commercial, cultural and education facilities and is identified as the geographical heart of Manchester's 'knowledge economy'. The Corridor is of huge strategic importance to the City Region and beyond. It acts as a significant focus for investment and represents a major opportunity to secure added-value economic growth.

The area around the application site is characterised by a mix of uses including office and university buildings (Manchester Metropolitan University), student and private residential accommodation along with a number of shops, take aways, restaurants and bars.

In support of the application the applicants have stated that they are in pre-application discussions with the City Council about the wider strategic redevelopment of the site, but that given that there is currently no planning application submitted or approval for the redevelopment in place, the temporary car park use would ensure that the site is actively used in advance of the anticipated redevelopment.

They have also stated that whilst there are parking facilities provided in the wider vicinity of the application site, these are generally short term parking facilities and are priced accordingly. They identify a lack of longer stay parking facilities within this part of the City Centre for commuters travelling from the south of the City and believe that the proposed parking would provide a facility for commuters working in the City Centre and its immediate vicinity, and additional short stay parking for people visiting the Universities and local facilities and attractions such as the Palace Theatre.

Environmental Impact Assessment – The proposal does not fall within Schedules 1 or 2 of the Town and Country Planning (Environmental Impact Assessment (EIA)) (England and Wales) Regulations 1999.

Given the size of the site a Screening Opinion was prepared as part of the consideration of the application to evaluate the need for an EIA. This concluded that the scale of the development is appropriate for a City Centre context on a temporary basis, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would as a temporary interim use of the site support the City's objectives of making the City Centre a better place to live, shop, invest, and visit and that as such the development is not likely to have significant effects.

Having taken into account the EIA Directive, Regulations and Circular 2/99, it is therefore considered that an Environmental Assessment is not required in this instance.

Consultations

Publicity – The application has been advertised as a public interest development and a number of site notices have been displayed adjacent to the application site. 8 letters of objection and one comment about the longer term use of the site have been received. The grounds of objection are summarised as follows:

- That there is no need for further car parking facilities in the area;
- That the development contributes absolutely nothing of value to the area;
- That the development would be contrary to the promotion of sustainable transport initiatives by Manchester City Council and transport for Greater Manchester;
- That the car park is unsafe;

- That the car park would create public nuisance, noise and crime and disorder;
- That the car park would impact on the air quality of adjacent residents.
- That the use of a prime City Centre site for a non-commercial use is not in accordance with the Development Plan; and
- That the proliferation of similar temporary permissions in the area are detrimental to the objectives of the Development Plan.

Local Members – Comments have been received from Councillor Peel as follows:

That he is disappointed that the land is already being used as a car park and has been for several weeks without permission and that he believes that this shows a total lack of consideration for the city council, the planning process and the surrounding residents.

That the site is an eyesore and that the owners have made no attempts to tidy up the site or make any improvements.

That this piece of land is a prime development site on the busy Oxford Road corridor and that extended use of this site as a car park could have a detrimental effect on other development sites in the area and overall wider regeneration plans.

That in view of the above he would like to request that a number of conditions to be placed any approval by the committee as follows:

- (a) That any consent is limited to one year,
- (b) That environmental improvements be included in any permission in order to improve its appearance on what is one of the busiest roads in the city and a key regeneration zone.

Head of Regulatory and Enforcement Services Environmental Health) – Have no objections.

The Head of Neighbourhood Services (Highway Services) – Have no objections to the granting of a consent for no more than 18 months. The main reason for this limitation relates to the fact that no data relating to the impact that the Cross City Bus proposals (which are expected to be implemented in 18 months time) would have on traffic flows, the consequent re-distribution of traffic and the submitted junction assessment has been supplied in support of the application

Environment Agency - Have no objections but have recommended that the car park management company register with Floodline due to the site being in Flood Zone 2.

Greater Manchester Police (Design for Security) – Have stated that from a crime prevention perspective, the site benefits from being fully enclosed, benefitting from an onsite security presence, with a reasonable turnover of cars, a steady flow of pedestrians, particularly along the Oxford Road boundary, offering a degree of surveillance to those cars parked close to the perimeter and that subject to continued security presence on the site and the addition of suitable lighting and a monitored

CCTV system, they have no issue with the use of the site as a car park for a time limited period provided that the recommendations suggested in section 6.3 of the Crime Impact Statement are addressed.

United Utilities – Have no objections provided that specific conditions are included in any planning permission granted. These conditions are as follows:-

Drainage

- No surface water from this development is discharged either directly or indirectly to the combined sewer network
- This site must be drained on a separate system, with only foul drainage connected into the foul sewer. Surface water should discharge to the nearby 900mm surface water sewer located in Oxford Road at a rate not exceeding 60 litres per second to meet the requirements of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8) and part H3 of the Building Regulations
- Interceptors must be installed to protect the receiving sewer
- A public sewer crosses this site and cannot be built over. An access strip is required with a width of 6 metres, 3 metres either side of the centre line of the sewer. Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

Water

Access is required to a water main that crosses the site for operational and maintenance purposes. Development is not permitted in close proximity to the main. An access strip of no less than 5 metres wide measuring at least 2.5 metres either side of the centre line of the main is required.

Issues

Relevant National Policy

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to apply.

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraphs 11, 12, 13 and 14 of the NPPF outlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

“Proposed development that accords with an up-to-date Local Plan should be approved and proposed development that conflicts should be refused unless other material considerations indicate otherwise.”

The proposed development is considered to be consistent with sections 1, 2, 4 and 7 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy- The interim use of the site as a car park could help to support economic growth as part of a balanced approach to transport provision in the city. The interim improvements to the site proposed as part of the application would seek to address a potential barrier to investment in the wider area that could result from the continued condition of the site in its current state.

Section 2 Ensuring the Vitality of Town Centres, - The proposal would on a temporary basis provide a facility for those who commute to the City by car and wish to visit the City and use its facilities whilst the proposals for the redevelopment of the site are being finalised.

Section 4 Promoting Sustainable Transport – Whilst in a highly accessible location in relation to public transport provision, the proposal would on a temporary basis provide for the needs and requirements of some users of the City Centre as part of a balanced approach to the provision of sustainable transport infrastructure within the City Centre. This is discussed in more detail below.

Section 7 Requiring Good Design - The proposed scheme would bring some 24 hour activity to a site which would otherwise be likely to remain vacant until such a time as any planning permission for its redevelopment is approved and implemented. It is also noted that the proposals include measures to improve the appearance of the site during the period for which the car park is operational.

Relevant Local Policies

Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP 1 (Spatial Principles) – the improvements to the site proposed as part of the development would enhance the appearance of a derelict site on a major gateway route into the City Centre and improve the appearance of the site for adjacent residents pending its redevelopment.

Policy CC1 Primary Economic Development Focus (City Centre and Fringe) -the car park would on a temporary basis provide infrastructure which supports the wider economic role of the City Centre whilst the proposals for the comprehensive redevelopment of the site which is identified within the Core Strategy as a location for major employment provision are further developed to application stage.

Policy CC4 Visitors, Culture and Leisure – The proposed temporary car park would provide a facility which would improve the accessibility of cultural and visitor attractions and associated facilities for visitors to the City.

Policy T1 Sustainable Transport – the development would on a temporary basis complement the range of transport choices available to users of the City Centre.

Policy T2 Accessible Areas of Opportunity and Need – The proposed development would on a temporary basis help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The improvements to the site proposed as part of the proposals and introduction of a use for the site would on a temporary basis improve the overall image of this large derelict site on a major gateway route into the City Centre.

Policy DM 1- Development Management –outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal: :

- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- impact on safety, crime prevention and health; adequacy of internal accommodation , external amenity space, refuse storage and collection, vehicular access and car parking; and

These are considered in detail in below.

Saved UDP Policies

DC26.1 Development and Noise - which details how the development control process will be used to reduce the impact of noise on people living and working in the City and states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity.

DC26.5 Development and Noise - which states that the Council will control noise levels by requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Manchester City Centre Strategic Plan- The Manchester City Centre Strategic Plan (published in 2009) presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 – 2012. The Plan considers the contribution to be made towards achieving the overall vision by each of the district components of the City Centre and recognises the key role of Manchester City Centre in providing a positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

The site of the current planning application fall within an area designated within the Strategy as The Corridor. The Corridor Manchester is the focus for one of the largest concentrations of world class higher education institutions in Europe; the Central Manchester and Manchester Children's University Hospitals NHS Trust, a wide range of cultural and leisure facilities, a significant number of other commercial, residential and retail uses; and around 37,000 jobs.

One of the key priorities for The Corridor outline in the Strategy is to work with partners to ensure high quality, coherent and co-ordinated regeneration of the Corridor, capturing potential both for local residents and broader economic growth and including improvements of the public realm, new residential and commercial space, improving accessibility and connectivity, integrating local communities and developing pivotal sites.

The Corridor Manchester Strategic Vision to 2020 - The Corridor Manchester Partnership brings together Manchester City Council, the University of Manchester, Manchester Metropolitan University and the Central Manchester University Hospitals NHS Foundation Trust with the aim of generating further economic growth and investment in the knowledge economy for the benefit of the City Region.

The Corridor's Strategic Vision to 2020 sets out the focus of the Corridor Partnership, with the key task being to generate further economic growth and investment in the knowledge economy for the benefit of the City Region, building on the unique advantage of the wealth of knowledge intensive organisations and businesses operating in the Corridor.

A key aim for the Corridor as set out in the Vision, is to be a place of quality employment, skills training and education at all levels and The Corridor aims to continue to work with local communities and key strategic partners to achieve a sustainable reduction of worklessness in the area.

ISSUES

The Schemes Contribution to Regeneration - Regeneration is an important consideration in terms of evaluating the merits of this application. Manchester City Centre is the primary economic driver in the City Region and as such is crucial to its longer term economic success. It is essential for the City Centre to continue to meet occupier requirements for new workspace and new working environments in order to improve the economic performance of the City Region. It is within this context that the former BBC site has been identified as a location for employment provision in the

Core Strategy and this requirement will be reflected in the Strategic Development Framework for the site that is in the process of being developed. Whilst there is an aspiration as part of the strategic aims for The Corridor to see the site developed for uses that would promote employment provision, the discussions on the form that this would take are ongoing. In the meantime, the site would almost certainly remain vacant if it is not used on an interim basis for car parking. This would give a poor impression of the area and consequently could adversely affect the ongoing regeneration within The Corridor and adjacent areas.

It is not desirable for this site on a major gateway route to remain undeveloped. However it is acknowledged that following the demolition of the BBC complex there will be a period where this continues to be the case until the sites redevelopment is approved and implemented and it is acknowledged that this is an inevitable part of the economic cycle. Therefore it is considered that in the intervening period temporary car parking is an acceptable use for the site so long as improvements to the site can be secured. The proposed temporary use would result in some activity on the site and this may have some interim benefits to the wider area.

Given the above the proposed development would on a temporary basis be consistent with sections 1 and 2 of the National Planning Policy Framework Core Strategy Policies CC1, CC4, SP1 and DM1.

Design Issues and Impact on the Local Environment - Consideration needs to be given to the impact that the proposed temporary car park would have on the local environment. Currently the site is an enclosed uneven concreted expanse and whilst the fence has a uniform and generally acceptable appearance for a cleared development site, given its prominence the site in its current condition gives an overall impression of inertia and inactivity to the immediate area. As part of the proposals, planters containing trees would be introduced to the perimeter of the site and improvement to the quality and appearance of the surface would be carried out. In addition improvements to the boundary treatment are being sought. Discussions about the form that this would take are ongoing as are discussions about an appropriate treatment to the edge of the raised areas (with a view to this overcoming both health and safety and aesthetic concerns)

Whilst it is noted that there is much more potential to improve the appearance of the site (ultimately through its redevelopment) it is considered that on balance and subject to agreement of an appropriate site boundary treatment and safety barriers the proposed improvements are acceptable given the temporary time period for which any consent would be granted.

In view of the above the proposals are on a temporary basis consistent with Core Strategy policies SP1 and EN1.

Sustainability – The City Council in conjunction with its partners has invested heavily in public transport and the promotion of the use of more sustainable forms of transport by all those who use the City Centre. However, the promotion of more sustainable forms of transport does not mean that there will no longer be a requirement for car parking and such provision does form part of a balanced approach to transport provision. It should be noted that in the past 10 to 15 years

sites on a number of surface car parks have been redeveloped and this has reduced the parking options within the City Centre. Given this, whilst the policy objective is for more of trips to be made by public and other more sustainable modes of transport, there is a need to provide for car parking, in appropriate circumstances to ensure that the City remains competitive.

In view of the above the proposals are on a temporary basis consistent with sections 1,2 and 4 of the National Planning Policy Framework and Core Strategy Policies CC1, CC4, T1 and

Full access and Inclusive Design - Five per cent of the proposed car parking spaces would be laid out specifically for disabled people and the spaces would be located near to car park entrances / exits.

In view of the above the proposals are consistent with Core Strategy policy DM1.

Crime and Disorder – The proposals include the installation of CCTV cameras and floodlighting which would enhance the security of the car park for its users. In addition it would be expected that an enhanced level of personal security for those using the area would result from the proposed car park and its associated activity. A condition requiring that all of the measures identified as being required for the safe operation of the car park from a Crime and Disorder point of view (as detailed in the Crime Impact Statement submitted with the application) would be attached to any consent granted and given that the car park is partially operational a timescale for implementing those measures would be included within that condition.

In view of the above subject to compliance with conditions the proposals are consistent with Core Strategy Policy DM1.

Noise / Impact on Amenity – As the proposed car park would be operational 24 hours a day it does have the potential to cause disturbance to the occupiers of adjacent properties in particular the residential accommodation to the rear adjacent to the River Medlock. However it is considered that given the hours of operation any noise associated with car doors shutting, engines starting etc is likely to be intermittent and given the location of the site between 2 of the major routes into and out of the City, the level of noise that are likely to be created would not be unusual within this area in a City Centre environment.

In view of the above subject to compliance with conditions the proposals would be consistent with Core Strategy Policies SP1 and DM1 and saved UDP policies DC26.1 and DC26.5.

Consultation Responses – In terms of the comments from the Environment Agency and United Utilities regarding water and petrol run off. The applicants have been made aware of United Committee's comments and these will be included as informatives on any consent granted. In terms of petrol run off there are existing petrol interceptors on the site and the drainage statement submitted with the application concluded that any pollution risk is low, would be isolated and would in any event be widely disbursed across the site. The comments from the Environmental Agency do not raised any concerns in this respect.

Objectors Comments – The majority of the objectors comments have been addressed above. However in addition the following is noted.

In terms of concerns relating to Health and Safety associated with the existing operation of the car park the applicants have confirmed that they will be implementing the recommendations of a Risk Assessment carried out in relation to the layout and operation of the site and compliance with this is capable of being a condition of any consent granted.

With respect the concerns about road safety and traffic generation Highways Services have not raised any concerns in this respect.

In terms of comments about the proliferation of temporary car parks on vacant sites, each such application is evaluated on its own merits and for the reasons outlined in this report, the use of this site as a car park along with the proposed improvements to the site, is considered to be acceptable on a temporary basis. It should be noted that there will be a number of development sites within the City Centre where given market conditions alternative uses such as for temporary car parks have in the past been considered appropriate and where given the continuation of such conditions extensions of these consents has been considered appropriate. As with the application site it is anticipated that when market conditions improve appropriate development of these site would be brought forward.

Given that a car parking use on this scale would not be unusual in a City Centre location and that a large number of vehicles pass the site on both Oxford Road and Princess Street on a daily basis it is not clear how the proposed car park would impact on air quality for residents and certainly not to the extent that is would be injurious to their health.

Conclusion

Given its size, location and connections to transport infrastructure the former BBC site is a key strategic development site within The Corridor. The City Council is in ongoing discussions with the site owner and their development team to bring forward an appropriate development on the site in keeping with the objectives for The Corridor as outlined in the Core Strategy, the other Strategic Plans identified above and the emerging Strategic Development Framework. This would be aimed at creating employment opportunities on this site within a high quality, coherent and co-ordinated development which would properly sit within The Corridor and successfully integrate with the wider area to provide opportunities for local residents along with broader economic growth.

Whilst the aspirations for the site are clear, the discussions about the appropriate form of the development are ongoing. In the meantime, if consent for the car park was to be withheld, the site is likely to remain in its current condition. This has the potential to harm the image of the area and the wider City given the sites location on a major gateway into the City Centre, within an area which is one of the key focal points of the City Council's regeneration initiatives. That is not to say that any use, rather than no use, is acceptable or that in the longer term the site would be

appropriate for the level of car parking proposed. But it should be noted that without the temporary approval for the use of the site as a car park, the owners would be unlikely to carry out the improvements that are proposed and sought as part of this application.

The other issue that has been considered above is whether given the City Council's aspirations to promote more sustainable forms of transport the use of the site for car parking is appropriate. However it has been noted above that the provision of car parking needs to form part of a balanced approach which ensures that sustainable transport objectives are achieved.

Given all of the above and the fact that the car park has been operational for several months it is considered that on balance the use of the site as a car park for a temporary period of 12 months is appropriate particularly in terms of improving the level of activity on and appearance of the site.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 31 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has including seeking to address concerns about the level of supporting information submitted with the application and reaching agreement with the applicant that in order for the proposals to be acceptable they needed to make improvements to the appearance of and safety on the site.

Reason for recommendation

On the basis that the proposal is in accordance with Section 2 (Ensuring the Vitality of Town Centres), Section 4 (Promoting Sustainable Transport), Section 7

(Requiring Good Design), Core Strategy Policies SP 1 (Spatial Principles) Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)), Policy CC4 (Visitors, Culture and Leisure), Policy T1 (Sustainable Transport), Policy T2 (Accessible Areas of Opportunity and Need), Policy EN1 (Design Principles and Strategic Character Areas) and Policy DM 1 (Development Management) and saved UDP policy DC26 (Development and Noise) in that proposal would on a temporary basis provide;

a facility for those who wish to visit the City and use its facilities; provide for the needs and requirements of some users of the City Centre as part of a balanced approach to the provision of sustainable transport infrastructure within the City Centre; would bring some 24 hour activity to a site; would include measures to improve the appearance of the site during the period for which the car park is operational; would enhance the appearance of a derelict site on a major gateway route into the City Centre helping to improve the overall image of the Corridor and improve the appearance of the site for adjacent residents pending its redevelopment; would provide infrastructure which supports the wider economic role of the City Centre and improve the accessibility of cultural and visitor attractions and associated facilities for visitors to the City; would complement the range of transport choices available to users of the City Centre;

whilst the proposals for the comprehensive redevelopment of the site which is identified within the Core Strategy as a location for major employment provision are further developed to application stage to help to connect residents to jobs, local facilities and open space.

Conditions to be attached to the decision

1) The permission hereby granted is for a limited period only, expiring on 27th June 2014; and the use comprising the development for which permission is hereby granted is required to be discontinued on that date.

Reason - Consent is sought for a temporary period only and on this basis is pursuant to Core Strategy Policies SP1, CC1, CC4, T1, T2, EN1 and DM1.

2) The development hereby approved shall be operated in accordance with the following plans and documents:

(a) Site Location Plan stamped as received on 19/03/13;

(b) Proposed Car Park Layout plan Rev A stamped as received on 14th June 2013;

(c) Dwg's VN30193-100, 101 and 102 stamped as received on 19/03/13;

(d) Site drainage details contained in Vector Drainage Statement statement as received on 19-03-13;

(e) Information detailed in Location of Pay and Display Machines and Information Signs dwgs stamped as received on 05/04/13;

(f) Details on Surfacing and Boundary Landscaping contained in Mark Aylward's e-mail and attachments dated 14/06/13; and

(g) Recommendations contained in J. A. Holden's Health and Safety Inspection and Assessment of Risk dated 4th June 2013.

where not already in place, all of the above measures shall be implemented within 45 days of the granting of this consent.

Reason - Consent is sought for a temporary period only and on this basis pursuant to Core Strategy Policies SP1, CC1, CC4, T1, T2, EN1 and DM1 and saved UDP policies DC26.1 and DC26.5

3) The development hereby approved shall be operated in accordance with the following plans and documents:

(a) Recommendations contained in section 6.3 of the Crime Impact Statement Rev A dated 26-03-13;

(b) Plan detailing location of CCTV cameras stamped as received on 19/04/13; and

(c) Plan showing location of lighting units stamped as received on 14/06/13 and attached technical details showing type of lighting pole / unit;

where not already in place, the above measures shall be implemented within 45 days of the granting of this consent.

Reason - In accordance with point 3 of DPP's letter dated 28/04/13 and as consent is sought for a temporary period only and on this basis pursuant to Core Strategy Policies SP1 and DM1.

4) Within 21 days of the granting of this consent a maintenance strategy for the following shall be submitted for agreement with the City Council as local planning authority :

(a) trees contained within the planters

(b) CCTV cameras; and

(c) Lighting Units

Reason: Pursuant to Core Strategy Policies SP1 and DM1.

5) Within 21 days of the granting of this consent final details of the proposed high level safety barrier(s) (appearance and location) shall be submitted for agreement with the City Council as local planning authority. The agreed treatment shall be implemented within 45 days of any approval of the barrier (s).

Reason: Pursuant to Core Strategy Policies SP1 and DM1.

6) Within 21 days of the granting of this consent details of a revised boundary treatment shall be submitted for agreement with the City Council as local planning authority. The agreed treatment shall be implemented within 45 days of any approval of the revised boundary treatment.

Reason: In the interests of visual amenity and promoting the regeneration of the City Centre as the the existing boundary treatment is not considered to be appropriate on a site being actively used as a car park on a major gateway route into the City Centre, pursuant to Core Strategy Policies EN1, SP1 and DM1.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 101980/FO/2013/C1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
City Centre Regeneration
Environment Agency
Greater Manchester Police
Corridor Manchester
Manchester Metropolitan University
Corridor Manchester
University Of Manchester
Health & Safety Executive
8 Oxford Road, Manchester, M1 5QA
12A Oxford Road, Manchester, M1 5QA
1 New Wakefield Street, Manchester, M1 5NP
8A Oxford Road, Manchester, M1 5QA
6A Oxford Road, Manchester, M1 5QA
14A Oxford Road, Manchester, M1 5QA
15 Oxford Road, Manchester, M1 6FZ
1 Oxford Road, Manchester, M1 6EY
9 - 11 Oxford Road, Manchester, M1 6EY
Flat 1, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 2, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 3, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 4, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 5, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 6, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 7, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 8, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 9, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 10, Oxford Place, 7 Oxford Road, Manchester, M1 6EY

Flat 11, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 12, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 13, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 14, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 15, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 16, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
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Flat 27, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
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Flat 30, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 31, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 32, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 33, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 34, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 35, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 36, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 37, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 38, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 39, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Flat 40, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
36 Charles Street, Manchester, M1 7DB
62 Charles Street, Manchester, M1 7DF
60 Charles Street, Manchester, M1 7DF
38 Charles Street, Manchester, M1 7DB
First Floor, 42 Charles Street, Manchester, M1 7DB
Ground Floor, Bracken House, 44 - 58 Charles Street, Manchester, M1 7BD
5 Oxford Road, Manchester, M1 6EY
10B Oxford Road, Manchester, M1 5QA
14 Oxford Road, Manchester, M1 5QA
88A Oxford Street, Manchester, M1 5WH
105 Oxford Street, Manchester, M1 6EY
116 Princess Street, Manchester, M1 7EN
118 - 120 Princess Street, Manchester, M1 7EN
42 Charles Street, Manchester, M1 7DB
Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Fourth Floor, Bracken House, 44 - 58 Charles Street, Manchester, M1 7BD
106 Princess Street, Manchester, M1 6NG
10 Oxford Road, Manchester, M1 4PB
Apartment 1, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 10, Montana House, 136 Princess Street, Manchester, M1 7AF

Apartment 57, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 58, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 59, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 6, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 60, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 61, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 62, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 7, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 8, Montana House, 136 Princess Street, Manchester, M1 7AF
Apartment 9, Montana House, 136 Princess Street, Manchester, M1 7AF
Flat 23, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 51, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 52, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 53, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 54, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 55, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 56, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 57, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 58, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 60, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 61, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 62, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 63, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 64, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 65, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 66, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 67, Princess House, 144 Princess Street, Manchester, M1 7EP
First Floor Suite 7, St James Court, Oxford Street, Manchester, M1 6FQ
Umist Welfare Centre, York Street, Manchester, M1 7DE
First Floor Suite 2, St James Court, Oxford Street, Manchester, M1 6FQ
Armstrong House Third Floor, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Armstrong House Fourth Floor, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Northern Ballet School Ltd, Oxford Road, Manchester, M1 5QA
First Floor Suite 8-9, St James Court, Oxford Street, Manchester, M1 6FQ
Armstrong House Suite 1E, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Paint Pots Nursery, Bracken House, 44 - 58 Charles Street, Manchester, M1 7BD
Second Floor, 42 Charles Street, Manchester, M1 7DB
Second Floor And Third Floor, 3 York Street, Manchester, M1 7DE
Armstrong House Suite Ga, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Suite 1, St James Court, Oxford Street, Manchester, M1 6FQ
Basement And Ground Floor, 42 Charles Street, Manchester, M1 7DB
Oxford House Suite 1a, Manchester Technology Centre, Oxford Road, Manchester,
M1 7ED
Oxford House Retail Unit A, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED

Retail Unit B Oxford House, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
90 - 94 Oxford Street, Manchester, M1 5WH
Laine Johnson Theatre Workshop, 15 Pritchard Street, Manchester, M1 7DA
Sixth Floor Suite 6.08, Peter House, 2 - 14 Oxford Street, Manchester, M1 5AZ
Armstrong House Suite 1a, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Armstrong House Suite 1b, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Armstrong House Suite 1d, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Armstrong House Suite 1c, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Oxford House Third Floor, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Oxford House Suite Gb And Suite 1b, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Armstrong House Suite Gb, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Armstrong House Suite Gc, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Armstrong House Suite Gd, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Armstrong House Second Floor, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
First Floor To Seventh Floor, Bracken House, 44 - 58 Charles Street, Manchester,
M1 7BD
First Floor Rooms 2 To 8, 3 York Street, Manchester, M1 7DE
First Floor Rooms 10- To 12, 3 York Street, Manchester, M1 7DE
First Floor Rooms 13 To 16, 3 York Street, Manchester, M1 7DE
First Floor Room 17, 3 York Street, Manchester, M1 7DE
First Floor Rooms 18 To 19, 3 York Street, Manchester, M1 7DE
Mezzanine Floor, 3 York Street, Manchester, M1 7DE
2 - 4 Oxford Road, Manchester, M1 5QA
Precinct Centre, 26 Oxford Road, Manchester, M13 9RN
St James Court, Oxford Street, Manchester, M1 6FQ
Montana House, 136 Princess Street, Manchester, M1 7AF
Princess House, 144 Princess Street, Manchester, M1 7EP
3 York Street, Manchester, M1 7DE
10A Oxford Road, Manchester, M1 5QA
Flat 59, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 1, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 10, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 11, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 12, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 13, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 14, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 15, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 16, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 17, Princess House, 144 Princess Street, Manchester, M1 7EP

Apartment 18, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 19, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 2, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 20, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 21, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 22, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 24, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 25, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 26, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 27, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 28, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 29, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 3, Princess House, 144 Princess Street, Manchester, M1 7EP
Flat 30, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 31, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 32, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 33, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 34, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 35, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 36, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 37, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 38, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 39, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 4, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 40, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 41, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 42, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 43, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 44, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 45, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 46, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 47, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 48, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 49, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 5, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 50, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 6, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 7, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 8, Princess House, 144 Princess Street, Manchester, M1 7EP
Apartment 9, Princess House, 144 Princess Street, Manchester, M1 7EP
Unit 2, The Quadrangle, Chester Street, Manchester, M1 5QS
Unit 4, The Quadrangle, Chester Street, Manchester, M1 5QS
Flat At, 106 Princess Street, Manchester, M1 6NG
Fifth Floor, Bracken House, Charles Street, Manchester, M1 7BD
Holiday Inn Express, 2 - 4 Oxford Road, Manchester, M1 5QA
Spar, 2 - 4 Oxford Road, Manchester, M1 5QA
Armstrong House Suite 1G, Manchester Technology Centre, Oxford Road,
Manchester, M1 7ED
Granby House 61 Granby Row, Manchester, Manchester, M1 7AR

Representations were received from the following third parties:

26 Oxford Place, 7 Oxford Road, Manchester, M1 6EY
NCP Car Parks C/o GVA Grimley, 3 Brindleyplace, Birmingham, B1 2JB
Flat 2 172 Burton Road, Manchester, Manchester, M20 1LH
Flat 1 Connect House 1 Henry Street, Manchester, Manchester, M4 5DA
Flat 33, Oxford Place, 7 Oxford Road, Manchester, M1 6EY
Apartment 47, Princess House, 144 Princess Street, Manchester, M1 7EP
Granby House 61 Granby Row, Manchester, Manchester, M1 7AR
22 Heywood Rd, Sale, Greater Manchester, M33 3WB

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Email : a.leckie@manchester.gov.uk