Outlook

Fw: Objection - 144086/FO/2025 (Case Ref: MA19530)

[redacted]

From: [redacted]
Sent: 07 December 2025 17:04
To: Michael Pearson <Michael.Pearson@manchester.gov.uk>
Cc: Planning <Planning@manchester.gov.uk>; [redacted]
Subject: Objection - 144086/FO/2025 (Case Ref: MA19530)

Hi Michael

I am writing to **object** to the application referenced above for a temporary car park for a period of 12 months on City Road East.

The reasons I am objecting are:

Threat to site development

- The site has extant planning permission for long-term development which though contentions at the time was ultimately approved by the Council and should now be delivered at pace, instead of leaving residents in long-term limbo of the future of a nearby site.
- A temporary car park on this site raises the opportunity cost of commencing that development and implementing the extant permission by providing an income stream, undermining the viability of the approved scheme and delaying regeneration of this key gateway site.
- This risks perpetuating the current wasteland status of the site (even if used as a car park) which is counter to the policy reasons given for the extant permission, our policies promoting sustainable growth, and provides for the issues set out below.

Visual disamenity

- The site and its hoardings are unsightly on all sides of the site and highly reduce the visual amenity of the area, which is particualrly a problem given the regeneration of the First Street side immediately opposite and surrounding residents. The hoardings are poorly maintained.
- Graffiti and flyposting have been a consistent problem on the hoardings, and the 12-month period of no construction activity simply makes this a longer-term problem than it ought to be. These issues have also spread from the hoardings onto nearby buildings creating a run-down appearance in the area. The developer has not acted fast enough in maintaining their hoardings to provide confidence they would do so as a car park operator (and indeed during the period of operation without planning permission this is a problem).
- The hoardings are excessively high and not in keeping with the approved office scheme and its apperance.
- Residents in the Nile, City South, and Medlock Place apartment blocks suffer visual amenity from their homes, reducing the quality of their living environment.

Impact on residential amenity

- The demolition of the former building on this site left residents with the impact of dust, rubble and noise – without the benefit of the site's regeneration which ultimately degrades the planning decision for the extant permission. Meanwhile, the use of the site as a car park throws up dust, creates noise, and generates fumes which impact residents who surround the site.
- The lack of marked bays has led to overcrowding within the site and nuisance from vehicles driving over loose chips and rubble—and beeping at each other.
- As above, the unsightly hoardings alongside this noise and pollution harm the ability for residents to enjoy their homes, reducing the quaility of their living environment and their neighbourhood.

Safety and surrounding public realm

- The hoardings reduce visibility and create extensive shadowing, particularly along Shortcroft St and River St, which makes pedestrians feel unsafe and vulnerable to crime, while also creating traffic hazards for pedestrians trying to cross--given that the hoarding reduce visibility for vehicles.
- The reduction in public realm along Medlock St is harming pedestrian safety and accessibility.
- The absence of CCTV or other safety measures has increased resident complaints about crime (including vehicle damage, drug-related activity, and theft). It has been reported to me by residents that drug-related activity is taking place within the car park.
- The high hoardings provide cover for anti-social behaviour (including drug taking) both within and outside the car park (including on Shortcroft St), which worsens the perception of safety for resident and contributes further to the impact on their residential amenity.

Impact on local highways and traffic

- The proposed car park is significantly larger than the previous car parking facilities on the site, and different in profile to use by office workers. Since it started operation (without planning consent), there has been an increase in traffice along City Road East.
- City Road East is narrow, has been reduced to single-lane traffic when there is high use of on-street parking, and has become a rat-run. There are no crossing facilities over City Road East, including for those emerging from Shortcroft St and River Place, and for residents on both side of the street.
- The entrance to the car park is poorly controlled and creates an unprotected or signalised conflict for pedestrians walking along the pavement on City Road East.
- Increased traffic has excacerbated congestion on Medlock St, is contributing to anti-social driving, and worsening pedestrian risk according to residents.

Air quality and health

- City Road East is highly residential (bar this site) including with young children and elderly residents, who are more affected by poor air quality.
- The increased traffic in the area is worsening local air quality which directly impacts residents' health.
- The cumulative impact of several open-air car parks (eg on Little Peter St) surrounding residents, busy highways, and proximity to the Mancunian Way, is creating an unacceptable impact on residents health through poor air quality (including particulate matter pollution).
- The Council is committed to improving air quality in the city centre, and has taken significant steps to reduce car traffic in line with the investment-led clean air plan and wider traffic reduction and highway reallocation measures (such as improving active travel infrastructure). This proposal fails to contribute to those important policy goals in any way, and directly counters these Council policies by increasing vehicle movements into/out of the city centre.
- Offering cheap car parking facilities in this way actively encourages people to drive into the city centre instead of using appropriate park and ride facilities or sustainable travel (ie public transpot and active travel). This is bad for residents and conflicts with the Council's and GMCA's wider policy frameworks on sustainable transport.
- The site is well served by public transport, including Metrolink (Deansgate Castlefield), rail (Deansgate and Oxford Road), the free bus, and several paid Bee Network bus routes. Another car park is unnecessary in this well-connected location and undesirable given the reasons outlined above.

In conclusion, I am objecting to this application for a temporary car park on this site in light of the six policy areas outlined above, which on balance provide for significant harm from this site on local residents, the safety of pedestrians in the area, and run counter to the Council's policy framework, especially on sustainable travel.

I would urge the Planning Committee there to reject this application.

Please could you confirm you have received this email and let me know if you have any questions on any of my points above.

I would be grateful if you could keep me updated about the passage of this application through the planning process.

Best wishes,

Cllr Marcus Johns
Labour Member for Deansgate Ward
Chair of Economy & Regeneration Scrutiny Committee

[redacted]

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