Application details:	**144086/FO/2025**|Retention of car park for a temporary period of 12 months|1 City Road East Manchester M15 4PN

LLFA Comments 20/11/2025

The following Information has been considered:

Planning Portal uploads:	26/09/2025-11/11/2025
Further submission emails:	
Pre-Application Advice:	

Any LLFA Comments to LPA
Very north of the proposed sight is in close proximity to River Medlock, however, we do not see the need to contact the EA as the proposed development is only retention of an existing sight and no further major building is required.

No Condition Required

FAO: Michael Pearson
Manchester City Council
Development Control
PO Box 488
Manchester
Lancashire
M60 2JT

Our ref: SO/2025/125402/01-L01
Your ref: 144086/FO/2025

Date: 27 November 2025

Dear Michael,

Retention Of Car Park For A Temporary Period Of 12 Months

1 City Road East Manchester M15 4PN

Thank you for consulting us on the above application on 14 November 2025.

Environment Agency Position

We have no objection in principle to the proposed development, but we would wish to make the following comments.

Environmental Permit – Advice to Applicant

The proposed site location is within 8 metres of a designated statutory main river. The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- On or within 8 metres of a main river (16 metres if tidal).
- On or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal).
- On or within 16 metres of a sea defence.
- Involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert.
- In the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission.

For further guidance please visit https://www.gov.uk/guidance/flood-risk-activities-environmental-permits or contact our National Customer Contact Centre on 03708 506

506 (Monday to Friday, 8am to 6pm) or by emailing [redacted].

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

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Should you have any queries regarding this response, please do not hesitate to contact me.

Yours sincerely,

Mrs Holly Jones
Sustainable Places Planning Advisor
Team email: [redacted]

Outlook

Re: 144086/FO/2025

From Laura Miller <[redacted]>
Date Tue 24/03/2026 14:56
To Michael Pearson <[redacted]>
Cc Richard Knightley <[redacted]>; Samantha Stabler <[redacted]>

Hi Michael

We have considered the updated Air Quality Assessment (Redmore Environmental Ltd, Ref: 10122r2, dated 23 January 2026)

1. Summary Position

- The updated Air Quality Assessment (AQA), now includes updated dispersion modelling.
- The AQA predicts negligible changes in annual mean concentrations of NO_2, PM_{10} and $PM_{2.5}$ at nearby residential receptors when comparing Do-Minimum and Do-Something scenarios.
- However, notwithstanding the modelling conclusions, the proposal does not fully align with Manchester City Council's Air Quality & Planning Technical Guidance or wider local and regional air quality policy.
- As a result, Environmental Protection maintains its objection to the application on air quality policy grounds.

2. Key Air Quality Context

- The application site is located within the AQMA, in close proximity to the Mancunian Way and Medlock Street, which are already significant sources of traffic-related emissions.
- Baseline modelling demonstrates that $PM_{2.5}$ concentrations exceed 10 µg/m³ at several nearby residential receptors both with and without the development in place.
- The proposal is for a city-centre car park, a land use that actively encourages additional vehicle trips in an area where policy seeks to reduce car dependency.

3. Assessment Against MCC Guidance and Policy

3.1 Mitigation and "Good Practice" Measures

- The submitted AQA relies heavily on the temporary nature of the development to justify the absence of mitigation.
- Statements such as a Travel Plan "can be requested by the Local Authority if deemed applicable" defer responsibility rather than demonstrating embedded mitigation.
- This approach does not satisfy MCC's expectations for developments within an AQMA.

3.2 Electric Vehicle (EV) Charging Provision

- MCC Air Quality & Planning Technical Guidance recommends EV charging provision for all non-residential developments with parking spaces.
- The AQA states that EV charging is not required because the car park is temporary.
- MCC guidance does not provide an exemption for temporary developments, and the absence of EV infrastructure conflicts with adopted best-practice standards.

- Furthermore, even with EV uptake, non-exhaust emissions (brake, tyre and road wear) would remain, meaning the development would still fail to contribute to air quality improvement.

3.3 $PM_{2.5}$ Policy Alignment

- The modelling shows $PM_{2.5}$ concentrations above 10 µg/m³ at four residential receptor locations.
- While the development does not create new exceedances, the assessment does not meaningfully address how $PM_{2.5}$ emissions or exposure will be minimised as far as reasonably practicable.
- MCC and GMCA have pledged to achieve the 2005 WHO $PM_{2.5}$ guideline of 10 µg/m³ by 2030. Developments should support this trajectory rather than simply demonstrate neutrality. It should also be noted that MCC has ambitions to work towards the 2021 WHO $PM_{2.5}$ guideline of 5 µg/m³ (action led by Councillor Rawlins, see: Environment, Climate Change and Neighbourhoods Scrutiny Committee - Tuesday, 3rd February).

3.4 Cumulative and Strategic Impacts

- MCC guidance requires consideration of cumulative impacts and consistency with air quality action planning.
- The AQA does not clearly demonstrate how the proposal aligns with:
    - Policy EN16 (Air Quality)
    - The Greater Manchester Clean Air Plan
    - Wider city centre transport and climate strategies
- Increasing car parking provision in this location runs counter to established policy objectives aimed at reducing traffic emissions and promoting sustainable travel.

4. Construction / Associated Works

- The AQA scope is limited to operational traffic emissions.
- Should the development involve any associated works (surfacing, reconfiguration, maintenance or resurfacing), MCC guidance would normally expect controls relating to:
    - Dust management
    - NRMM standards
    - No-idling practices
- These matters have not been addressed within the submission.

5. Conclusion

- Whilst the updated AQA demonstrates that traffic-related pollutant increases are predicted to be negligible, this alone is not sufficient to support the proposal.
- The development:
    - Fails to deliver appropriate mitigation in line with MCC guidance
    - Does not support the Council's objective to improve air quality within the AQMA
    - Conflicts with strategic policy seeking to reduce car-based travel in the city centre
- **E**nvironmental Protection therefore maintains its objection to the application on air quality policy grounds.

Kind Regards

Laura Miller (MRes, MA, BSc(Hons))

Environmental Protection
Environmental Health
Neighbourhoods Directorate
Manchester City Council

Outlook

Planning app. 144086/FO/2025 URN:2020/0438/PLA/03

From Patrick Babb <[redacted]>
Date Wed 19/11/2025 17:26
To Michael Pearson <[redacted]>

ALERT This message originated outside of the Manchester City Council network. **BE CAUTIOUS** before clicking any links or opening any attachments. Please remember your Cyber Training and report anything suspicious.

Hi Michael

Having looked at the proposals I am not concerned with the proposed temporary permission to continue operating as a car park.

Kind regards

Patrick Babb
Design for Security Consultant

Greater Manchester Police| Crime Prevention Team
designforsecurity

4th Floor, GMP HQ, Northampton Road, Central Park, Manchester, M40 5BP
[redacted] | www.designforsecurity.org

You can access many of our services online at gmp.police.uk.

For emergencies only call 999, or 101 if it's a less urgent matter.

You can also connect with us on:

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Thank you for your co-operation.

MANCHESTER CITY COUNCIL

Development Management
Citywide Support (Highways)

[redacted]

Hammerstone Road Depot,
Manchester M18 8EQ

Memorandum

To	Michael Pearson
From	Rebecca Hesketh
Date	24 November 2025
Subject	**144086/FO/2025** **Retention of car park for a temporary period of 12 months**

We have reviewed the above application in relation to highways and our comments are as follows:

144086/FO/2025

Retention of car park for a temporary period of 12 months at 1 City Road East, Manchester, M15 4PN,
CONTEXT
The proposals comprise a circa. 180no. space pay-and-display car-park, with plans showing 14no. disabled bays. It is understood that the car-park has been operational since May 2025 and approval is sought up to September 2026.
HIGHWAYS COMMENTS

Access will be provided via the existing site access at City Road. No off-site highways works are proposed/required and suitable swept-path assessment has been provided.

Re-surfacing and yellow hatching has been provided internally in the vicinity of the access which will ensure no debris overspill onto the highway.

No barrier to entry is proposed - this will ensure no queuing back-up onto the highway.

As the Transport Technical Note (TN) states that bays will not be demarcated:
- It is unclear how the disabled bays identified/marked.
- The TN states that the car-park has parking capacity for up to 180 vehicles although data submitted shows parking demand exceeding this level. It is unclear how onsite-parking and movement is safely managed?

Based on the above, it is recommended that bays are demarcated with sufficient aisle-widths.

Pedestrians leaving or entering the site are forced to walk in the site access-road due to the current hoarding alignment. Amendments will be required to ensure provision of a safe segregated pedestrian route to the City Road footway.

Highways Reference: 17815/FO/2025