



Active
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Your Ref: 143024/FO/2025
Our Ref: ATE/25/00925/FULL
Date: 16 July 2025

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: , Manchester City Council

Application Ref: 143024/FO/2025

Site Address: Sister Plot C Former Umist Campus Altrincham Street, Manchester, M1 7JA

Description of development: Phased development comprising: Phase A - demolition of existing buildings and structures, erection of a basement (C1 Building and C2 Building) and a podium across lower ground and upper ground floors comprising flexible commercial space (Class E and/or Sui Generis drinking establishment), erection of a building (C1 Building) to form offices (Class E), landscaping works, highways, access, servicing, infrastructure and other associated works; , Phase B: erection of a podium across lower ground and upper ground floors and a new building (C2 Building) to form offices (Class E) and flexible commercial and community uses (Class E, F2 and/ or Sui Generis drinking establishment), alterations to the existing Sculptural Wall (Hollaway Wall), relocation of existing art work, landscaping works, highways, access, servicing, infrastructure and other associated works; , Phase C - change of use and associated works to railway Viaduct arches to form flexible commercial units (Class E, and/ or Sui Generis - drinking establishment) including highways, access and servicing arrangements, and other associated works.

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- b. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on the Full Application for the construction of two office buildings; new commercial used for the Holloway Wall, including utilisation of the railway arches; and the creation of a new public square. The application is for Plot C of 'Sister' (formerly known as ID Manchester) and forms the Northeast extent of the ID Manchester Strategic Regeneration Framework (SRF).

The application is pursuant to all relevant local, regional, and national policies and guidance.

2.0 Summary: Active Travel Assessment

ATE has reviewed various components of the application for the proposed development including the: Transport Assessment (TA); Design & Access Statement (DAS); and the Travel Plan (TP). ATE's response has assessed the submitted proposals against appropriate national government policy and design guidance via the utilisation of ATE's assessment criteria.

In considering this application, ATE's position is that this significant proposed development clearly has the potential to be a conduit for active travel movement in consideration of its position and overall design. ATE is in principle supportive of the proposed development subject to the setting of conditions of planning permission which can be made at the discretion of the local planning authority. The details regarding ATE's position are as follows:

2.1 Trip generation and assignment/Travel Plans

Rating: PASS > CONDITION/CONTRIBUTION RECOMMENDED.

ATE notes that the applicant has addressed Trip Generation in Chapter 5 of the submitted TA (p.31) and the methodology is suitable for the location and considerate of the deficiencies of the 2021 and 2011 Census data. The resultant Modal Split Table 7 (p.35) clearly provides a suitable baseline for the development with 16% walking, 3% cycling and 75% public transport, with a 5% proportion of car use and 2% as car passenger. Aligned with this, ATE advises that although the applicant will commit to the setting of Travel Plan targets following occupation (TP, p.2) it is preferable that the aspirations to increase Active Travel modes is set at the earliest opportunity, and should ideally aim for high levels of walking and cycling for all purposes from the site. At the discretion of the local planning authority this can be set as a condition of planning permission.

2.2 Active travel route audit/ Off-site infrastructure/Pedestrian, Cycle and Public Transport Accessibility

Rating: PASS > CONDITION/CONTRIBUTION RECOMMENDED

ATE acknowledges that the applicant has undertaken a considered, experiential analysis of the active travel routes to and from the proposed site in Chapter 2 of the TA (p.3). This also includes an assessment of access for disabled people (para 2.7, TA, p.8). ATE advises that due to the applicant's analysis of the various deficiencies should therefore make it a straightforward process in the agreeing of suitable contributions/conditions to enhance active travel provision. These include the need to ensure that all priority junctions in the surrounding area can benefit from tactile paving, and there is suitable wayfinding signage for all active travel users.

In terms of internal provision and site access points, ATE recommends that details of all access points are given to demonstrate compliance with LTN 1-20 and other key policy guidance. These details would be in support of the General Arrangement Landscape Plan (Drawing Ref: 1519-L-01-12-01).

In addition, it is also necessary for the applicant to demonstrate a commitment through means such as technical drawings of the connections between the site to key (and growing) cycle networks that comprise the 'Bee Network' (Figure 8, TA, p.10) and the enhancement of various public transport nodes, in particular nearby bus and tram stops.

2.3 Site Permeability/Permeability

Rating: PASS

The nature of the proposed development means that the permeability is excellent in terms of orientation and importantly considerate in terms of the varied scale of the buildings. These act as a source of legibility and there are other welcoming features such as how the proposed development's layout also has incorporated an East-West active travel routes that connects the site with the Mayfield regeneration area, with active frontages and suitable lighting along Mill Lane.

The applicant also has considered the movement of active travel users and in particular pedestrians as per page 203 of the DAS. With the consideration of all complimentary details as advised in 2.2 above, the proposed development can consequently be a place that is only functional but also enjoyable for people to stay and/or pass through.

2.4 Cycle Parking & Trip-end facilities

Rating: **CONDITION/CONTRIBUTION RECOMMENDED**

The applicant has proposed a total of 417 cycle parking spaces total for the full application component (Plot C1 and C2) and a supporting provision of supporting amenities such as showers, lockers etc (TP, p.20).

While this provision is an offering that demonstrates that the applicant is supportive of large amounts of cycling, it falls slightly short of the 486 spaces for C1/C2 as per Table 11.1 of LTN 1-20 (p.134). This also doesn't allow for additional short stay spaces for the leisure, and community uses. ATE therefore advises that further spaces are provided with supportive technical drawings that detail the provision being suitable for all users (which the applicant has already indicated). In addition, the applicant should also show additional supporting amenities (e.g. bike servicing). This additional amenity can be set as a condition of planning permission.

3.0 Conclusion

It is requested that these recommendations are considered by the LPA case officer and forwarded to the agent and applicant. ATE supports the setting of planning conditions and obligations as detailed above and if necessary, is happy to review any further information.