



Active
Travel
England

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Your Ref: 143164/FO/2025
Our Ref: ATE/25/00943/FULL
Date: 23rd September 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: 143164/FO/2025

Site Address: ALBERT BRIDGE HOUSE, BRIDGE STREET, MANCHESTER, M3 5AH

Description of development: Creation of a mixed use development comprising three separate components: an office building of up to 18 storeys (Use Class E (g)) with ground floor commercial, leisure, food and drink uses (All Use Class E (g)) and/ or drinking establishment (Sui Generis) with rooftop plant and roof top amenity; a residential building up to 37 storeys (Use Class C3a) with roof top plant level, basement car and cycle parking; and a residential building up to 49 storeys (Use Class C3) with ground floor commercial, leisure, food and drink uses (Use Class E) and/ or drinking establishment (Sui Generis), roof top plant level and basement cycle parking, together with landscaping and public realm, drainage, sub-station, servicing and access arrangements, car parking, highway alterations and other associated works following demolition of the existing building complex.

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 provide an additional comment regarding the full application for a mixed-use development comprising three separate components: an office building of up to 18 storeys (Use Class E (g)) with ground floor commercial, leisure, food and drink uses (All Use Class E (g)) and/ or drinking establishment (Sui Generis) with rooftop plant and roof top amenity; a residential building up to 37 storeys (Use Class C3a) with roof top plant level, basement car and cycle parking; and a residential building up to 49 storeys (Use Class C3) with ground floor commercial, leisure, food and drink uses (Use Class E) and/ or drinking establishment (Sui Generis), roof top plant level and basement cycle parking, together with landscaping and public realm, drainage, sub-station, servicing and access arrangements, car parking, highway alterations and other associated works following demolition of the existing building complex.

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

2.0 Summary

ATE provided a response on the 31st of July indicating its support in principle to the application subject to the setting of conditions of planning permission which can be made at the discretion of the local planning authority.

ATE acknowledges the documents published on the Manchester City Council (MCC) planning portal on the 28th of August 2025, the Landscape General Arrangement (ref: 0476-SEW-ZZ-ZZ-DR-L-PL0100) and the Basement – Site wide (ref: 0476-SEW-ZZ-B1-DR-A-PL0999). These documents respectively confirm the materials used for the site and the nature of the cycle parking. While ATE's response remains as previous, ATE welcomes these and has slightly amended Paragraphs 2.2 and 2.4 below.

Should there be any further amendments or aspects for ATE's consideration, ATE welcomes the applicant/LPA to get in contact.

Active Travel Assessment

2.1 Active Travel Route Audit, Trip Generation and Travel Plans

Rating: **PASS** > **CONTRIBUTION/CONDITION RECOMMENDED**

The applicant's representatives have undertaken a sound experiential-based assessment of active travel access from page 5 (Section 2.2) of the submitted TS. ATE also notes that the applicant has addressed trip generation in Chapter 6 of the TA (p.36). With regards to the data presented, the applicant has provided multi-modal trip generation data representative of different hours of the day, albeit reliant on 2011 Census data. Although there are applicable nuances in term of the scope of the application and that this has been addressed by using reference data from London (Hammersmith), ATE recommends that this is ideally augmented with additional data sources such as National Travel Survey to ascertain more accurate calculations, which can subsequently set suitable Travel Plan targets to be set, which in their current format show a 10% decrease of single car use (Table 8.1, FTP, p.40)

These improvements can be in turn then be set as conditions of planning permission at the discretion of the local planning and highways authorities

2.2 Pedestrian Access to Local Amenities/Cycling Accessibility/Access to Public Transport/Off-site infrastructure

Rating: **PASS** > **CONTRIBUTION/CONDITION RECOMMENDED**

The proposed development is in a highly convenient location, easily accessible by active travel modes and in close proximity to a range of services, amenities, and public transport networks.

Overall, the applicant has considered active travel movements to and from the site as detailed in Chapter 8 'Movement & Access' of the submitted DAS (p.203). However, ATE advises that the applicant also needs to clearly indicate a commitment with regards to supporting amenity (e.g. wayfinding signage, seating, lighting) to ensure that the proposed development is compliant with relevant policy/guidance as detailed in *Inclusive Mobility* and the *National Model Design Code*. These details can supplement the details regarding landscaping materials as shown in drawing ref: 0476-SEW-ZZ-ZZ-DR-L-PL0100

There also needs to be clearer indications that demonstrate how active travel users will connect from the site to various current routes from the site and those which will be enhanced as a result of the ongoing improvements to the active travel network initiated by MCC, TfGM and numerous neighbouring development sites. ATE notes that the applicant has demonstrated this in the TS and suggest that drawings such as Proposed Access Statement (ref: 86313-CUR-XX-00-D-TP-75001) be complemented with evidence of all details of access for active travel modes and applicable contributions/conditions.

2.3 Site Permeability/Placemaking

Rating: PASS

The proposed development benefits from high degrees of permeability, orientation and future residents, workers and visitors will benefit from the excellent legibility and access to services that a site of this possesses. The layout and form of the development can contribute to the proposed development being one which offers a high-quality place for residents, visitors, and employees.

2.4 Cycle Parking & Trip-end facilities

Rating: PASS >CONDITION/CONTRIBUTION RECOMMENDED.

ATE acknowledges that the applicant has shown a strong degree of intent in terms of cycle parking provision of 800 cycle parking spaces for the residential component and a minimum of 229 spaces for the office component (para 3.4.21, TS p.19). This quantum of cycle parking is below the stipulation of LTN 1-20 (Table 11.1, p.134), with 1893 habitat rooms proposed (DAS, p.87). However, this is still a considerable provision, and it is pleasing that the applicant has considered the supporting amenities needed for high-rates of cycling and indicatively positioned the cycle parking provision in visible locations (as per images contained within the DAS) through the submission of drawing ref: 0476-SEW-ZZ-B1-DR-A-PL0999.

ATE advises that the quantum of parking is revised/monitored and that there is a suitable condition to ensure that this occurs and that all provision is aligned with LTN 1-20. In addition, ATE advises that the applicant commits via condition to the quantum and suitable location for short-stay cycle parking, for all components of the application.

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.