

RE: LPA Reference: 137226/FO/2023 and 137227/FO/2023 Detailed Response

Mon 02/09/2024 10:50

To: Lucy Harrison

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Thanks for this Lucy and apologies I was not able to come back sooner, we are only a small team of planners responding to consultations at ATE.

I don't wish to send any further formal comments, though I would note that there is no evidence that there will be 'few pedestrians' on this route and therefore remain unconvinced that this will reduce conflict between pedestrians and cyclists as required by the NPPF, given the new residents that will be introduced by this proposal.

| Senior Planning Manager, Active Travel England

From: Lucy Harrison

Sent: Tuesday, August 13, 2024 5:37 PM

To: Planning-Consultations

Cc:

Subject: Fw: LPA Reference: 137226/FO/2023 and 137227/FO/2023 Detailed Response

Hi

Further to your comments of 9 August (see attached) on the above two proposals, please see the response from the applicant in the email below. I should be grateful if you would let me have any further comments you wish to make as soon as possible as the committee reports for these applications need to be finalised by the end of this week. Please copy my colleagues cc'd above in on any response as I am on leave after tomorrow (Wednesday).

Many thanks

Lucy

Lucy Harrison
Senior Planner
Development Management Central Core
Planning, Building Control & Licensing
Growth & Development Directorate
Manchester City Council

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NB My days of work are Monday, Tuesday, Wednesday and Thursday

From:

Sent: 13 August 2024 17:26

To: Lucy Harrison <

Cc:

Subject: RE: LPA Reference: 137226/FO/2023 and 137227/FO/2023 Detailed Response

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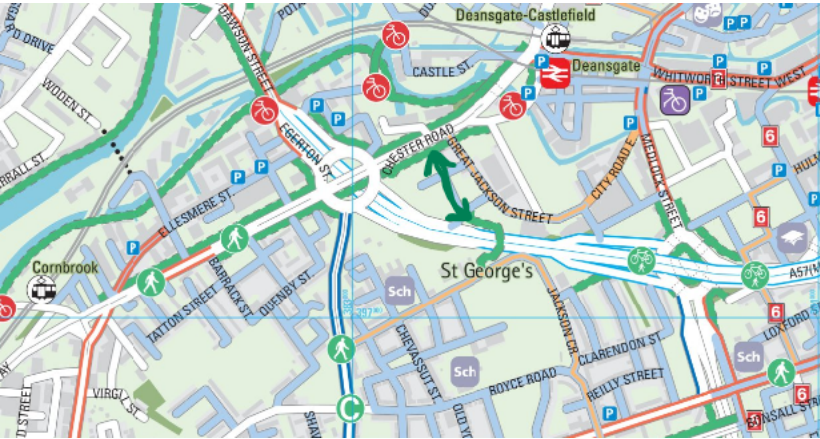
Hi Lucy

Please see Curtin's response to ATE below:

'The provision of cycle infrastructure as part of the Proposed Development is consistent with the overall cycle strategy discussed with MCC Highways and TfGM. It is noted that Great Jackson Street will only accommodate local cycle traffic, primarily related with cyclists living in the residential buildings along Great Jackson Street. As such, it is proposed to continue as an on-road route, signposted but with no on-road facilities.

As mentioned in Curtin's previous response, given the anticipated low vehicular traffic, it is considered that cyclists can travel safely on the carriageway or along the shared facility recently completed as part of Phase 2, with only a section of Melbourne Street to be shared between cyclists and pedestrians. This short section along Melbourne Street associated with this planning application will primarily be used by cyclists accessing the proposed cycle store at Plot D.

Cyclists travelling to the existing shared bridge over the A57(M) Mancunian Way from the wider cycle network will arrive from Chester Road, and via the shared route recently finished as part of Phase 2 proposals, highlighted below with a green arrow:



The following image shows the recently implemented shared pedestrian/cycle route from Melbourne Street to Chester Road through Phase 2 of the wider Masterplan:



Curtins point remains that the infrastructure proposed is suitable – in line with LTN 1/20 – and also in consistent with the design approach for Phase 2 as shown in the above image.

Paragraph 6.5.6 of LTN 1/20 states that shared use facilities may be appropriate in some situations – if well designed and implemented – and some scenarios are provided (noting that this list is not exhaustive). Whilst details of pedestrian flows are not available on Melbourne Street due to the recent re-opening of the link, Curtins noted in the previous post-application response that the number of cyclists along the proposed shared footway will not surpass the 300 cyclists per hour threshold in the foreseeable future; as such, the infrastructure proposed is therefore suitable.

As such, it is therefore concluded that the proposed cycle and pedestrian facilities are both consistent and suitable for the intended use and are in accordance and consistent with the existing and proposed cycle network.'

I trust this is acceptable

Many thanks

[Redacted]

[Redacted]

[Redacted]

Assistant Director | Deloitte LLP

From: Lucy Harrison <[Redacted]>
Sent: Monday, August 12, 2024 12:12 PM
To: [Redacted]
Cc: [Redacted]
Subject: [EXT] Fw: LPA Reference: 137226/FO/2023 and 137227/FO/2023 Detailed Response

Hi [Redacted]

Please see the attached from Active Travel England in response to the further information you submitted. Please would you respond to their comments.

Many thanks

Lucy

Lucy Harrison
Senior Planner
Development Management Central Core
Planning, Building Control & Licensing
Growth & Development Directorate
Manchester City Council

[Redacted]
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From: Active Travel England Planning [REDACTED]
Sent: 09 August 2024 14:41
To: Lucy Harrison <[REDACTED]>
Subject: LPA Reference: 137226/FO/2023 and 137227/FO/2023 Detailed Response

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LPA Reference: 137226/FO/2023 and 137227/FO/2023

ATE Reference: ATE/24/00630/FULL

Site Address: Part Of Plot C And Plot E, Plot D Great Jackson Street,
Manchester, M15 4NP

ATE Case Officer: [REDACTED]

ATE Case Officer Email: [REDACTED]

Thank you for your email

Active Travel England, after reviewing the submitted proposals and their potential impact has provided a detailed response containing specific recommendations. Please find attached the following:

- Detailed response

ATE would like to be notified of the outcome of the application through the receipt of a copy of the decision notice, in addition to being notified of committee dates for this application.

Kind regards



Development Management Team

Active Travel England

West Offices Station Rise, York, YO1 6GA

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Active
Travel
England

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Tel: 0300 330 3000

Your Ref: 137226/FO/2023
137227/FO/2023
Our Ref: ATE/24/00630/FULL
Date: 09 August 2024

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: 137226/FO/2023 and 137227/FO/2023

Site Address: Part Of Plot C And Plot E Great Jackson Street, Manchester,
M15 4NP, Plot D

Description of development: Full planning permission for the demolition of existing structures and the phased construction of four residential buildings (two at 47 storeys and two at 51 storeys) to provide 1,746 homes (Use Class C3), flexible commercial, leisure, food and drink uses (all Use Class E) and / or drinking establishment (Sui Generis), basement car parking, cycle parking, landscaping and public realm, servicing and access arrangements, highways alterations and associated works.

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

- a. **No Objection:** ~~ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- 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.~~
- c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.
- d. **Refusal:** ~~ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the further opportunity to comment on two full planning applications; one for the demolition of existing structures and the phased construction of four residential buildings to provide 1,746 homes), flexible commercial, leisure, food and drink uses, basement car parking, cycle parking, landscaping and public realm and one on the adjacent site for full planning for one residential building to a height of 71 storeys comprising 642 homes with food and drink uses and one office building ; with basement car parking, cycle parking, landscaping and public realm.

ATE previously commented on these applications in June 2024.

2.0 Summary

ATE thanks the applicant for its response, which has partially addressed its initial comments. ATE has further comments on outstanding issues set out below.

3.0 Further comments

Offsite infrastructure

ATE previously raised an issue around the justification for a shared cycle and pedestrian footway. While the applicant has provided information around proposed cycle flows, it does not address why a shared path is considered to be part of the limited set of circumstances described in LTN 1/20 paragraph 6.5.6 which states that shared use may be appropriate in some situations and goes on to set out the situations eg **places where there are few pedestrians, at and around junctions where cyclists will be moving at a slow speed**. Clarification around this element would be welcome.

Related to this is the fact that a section of shared path does not meet the full 3m requirement along its length and MCC Highways have requested a S1 RSA to be undertaken to assess the overall design of the site. ATE would support this requirement, as any designers' response to issues identified should be dealt with as part of this full planning application rather than dealt with by way of a condition.

4.0 Next Steps

These recommendations should be provided to the LPA case officer and forwarded to the agent and applicant. ATE would be content to review further submitted information to help address the above identified deficits with a view to providing a further response and recommended wording for planning conditions and obligations.