

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	1 North Parade, Manchester M3 2NH and 5 Parsonage, Manchester M3 2HS
Summary of proposal	10,015m2 office space and 635m2 restaurant use across 14-storeys
ATE reference	
Local authority reference	144653/FO/2025
Local planning authority	Manchester
Local highway authority	Manchester
Completed by	Matt Riley
Date (DD/MM/YY)	15 January 2026
Application type	Full planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Exemplar	The traffic forecasting (section 6) of the Transport Assessment provides a projection of multi modal trips, including vehicles, cyclists, pedestrians and public transport users. Industry standard TRICS assessment is used to predict future trip generation. Additional trips for the restaurant have also been calculated, and is therefore not confined to commuting journeys only. The multi modal sensitivity test (table 6.8 of the TA) show that only 34% of future trips will be taken by car driver and 4% by car passenger. Almost half the trips (47%) would be taken by public transport.	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ; This is in line with the Greater Manchester Transport Strategy 2040. Manchester Core Strategy (2012 – 2027)
2. Active travel route audit	Exemplar	Local pedestrian and cycle routes have been identified. These routes identify key amenities within an appropriate distance for each mode. The routes have been assessed qualitatively to include detail on paving, curbing, lighting, signage, wayfinding and security. Local maps and isochrones have been included. The walking assessment is in line with the National Model Design Code and the CIHT preferred maximum walking distance. The cycle assessment is in line with LTN 1/20.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ; This is in line with the Greater Manchester Transport Strategy 2040. The walking assessment is in line with the National Model Design Code and the CIHT preferred maximum walking distance. The cycle assessment is in line with LTN 1/20. Manchester Core

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3. Pedestrian access to local amenities	Exemplar	The Transport Assessment lists several amenity clusters within 800m of the Proposed Development. These amenities are grouped from guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) New Construction V6.1 standards. Distances stated follow footpaths. The amenities listed are appropriate for the development use i.e. access to food outlets, cash services, outdoor open spaces, and leisure facilities. Level access into the buildings will be provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site in the form of ramps and lifts where necessary. There would also be accessible toilets.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ; The walking assessment is in line with the National Model Design Code and the CIHT preferred maximum walking distance. Assessment is in line with BREEAM standards. Manchester Core Strategy (2012 – 2027)
4. Cycling accessibility	Exemplar	The Transport Assessment illustrates that the 5.5km cycle catchment encompasses all of Manchester city centre. The routes around the city are subject to a 20 mph speed limit, making them safer for cyclists. Connections to the NCN are shown, as well as, the local Bee Network. Finally, the TA provides details of the surrounding cycle hire docking stations. Cyclists can also gain access to the building from the east along College Land. There would be a secondary entrance along College Land which leads to a service lift, where cyclists can access the cycle store in the basement.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; This is in line with the Greater Manchester Transport Strategy 2040. The cycle assessment is in line with LTN 1/20. Manchester Core Strategy (2012 – 2027)
5. Access to public transport	Exemplar	The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is located in an area with a GMAL rating of 8 – the highest accessibility level – and is considered very well situated to take advantage of existing public transport infrastructure within central Manchester. There are a number of bus stops comfortably within 400m walk of the site, with the closest located along the A56 Deansgate (c. 160m east of the site) and the A34 Bridge Street (c. 300m south of the site).	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ; The National Model Design Code – Part 2 (DLUHC, 2021). This is in line with the Greater Manchester Transport Strategy 2040. Manchester Core Strategy (2012 – 2027)

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6. Off-site transport infrastructure	Pass	As part of the wider St Marys Parsonage Strategic Regeneration Framework (SRF), there is an objective to enhance the public realm surrounding the site such as improving paving, curbing, lighting, signage and wayfinding, security devices (bollards), public seating and landscape features to reinforce the cohesive character of the area. The design, funding and delivery strategy for the improvement package is currently being considered by the Council and landowners (including the Applicant).	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ; National Planning Policy Framework (December 2024) & Planning Practice Guidance (PPG). Manchester Core Strategy (2012 – 2027)
7. Site permeability	Exemplar	Considering the site's central location in Manchester centre, and its accessibility by active travel and public transport, close proximity to key amenities, the proposed development does not include any dedicated car parking spaces. The development is therefore proposed as car-free. A car-free provision is not unusual for city centre developments, particularly those benefiting from excellent transport links and a highly sustainable location. It is considered that the excellent accessibility of the site for pedestrians, cyclists, and public transport users would contribute to keep the site's car trip generation at minimum levels.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ; National Planning Policy Framework (December 2024) & Greater Manchester Transport Strategy 2040. Manchester Core Strategy (2012 – 2027)
8. Placemaking	Exemplar	The main pedestrian access into the site would be along the western, southern, and eastern perimeters, where the ground floor restaurant would have a direct frontage onto Parsonage. Whereas, the reception of the office buildings could be accessed from North Parade and College Land, which leads pedestrians to the stairway and lifts. Level access into the buildings will be provided for pedestrians and cyclists across all areas within the site in the form of ramps and lifts where necessary.	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ; National Planning Policy Framework (December 2024) & Greater Manchester Transport Strategy 2040. GMCA Places for Everyone. Manchester Core Strategy (2012 – 2027)

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9. Cycle parking and trip-end facilities	Exemplar	Secure and sheltered cycle parking for c. 80 bicycles would be provided at the cycle store in the basement. Additionally, there will be 9 showers (1 of which would be an accessible shower / WC) and 74 lockers located adjacent to the cycle store. There would also be 16 publicly accessible cycle spaces provided within the public realm in the form of Sheffield stands. This exceeds MCC's citywide requirements for 1 space per 200m2 GFA for office uses (equating to 50 spaces for 10,015m ² GFA) and 1 space per 50m2 GFA for restaurant uses (equating to 13 spaces for 635m ² GFA).	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ; This is in line with the Greater Manchester Transport Strategy 2040. The cycle parking is in line with LTN 1/20. Manchester Core Strategy (2012 – 2027)
10. Travel planning	Exemplar	Taking into account the location of the site and its accessibility via walking, cycling and public transport a series of measures and initiatives have been developed to encourage sustainable travel at the site. A Travel Plan Coordinator will be appointed. Sustainable travel information will be provided to future site users. In addition several sustainable measures are presented to encourage active travel. Modal shift targets provided - these aim for a 10% reduction in single occupancy car trips.	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ; Good Practice Guidelines: Delivering Travel Plans through the Planning Process. DfT. Manchester Core Strategy (2012 – 2027)