

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132008/FO/2021

Date registered valid: 22 October 2021

Proposal: Installation of 8 stands for GM Cycle Hire scheme station, and associated planters and 2.1 metre high non-illuminated information panel, at Maple House, 3 Rusholme Place, and installation of 13 stands for GM Cycle Hire scheme stations at Park Crescent

Address: Maple House, 3 Rusholme Place, Manchester, M14 5TE & Park Crescent (adjacent To 185 Wilmslow Road), Manchester, M14 5AP

Ward(s): Ardwick Ward
Rusholme Ward

Applicant: Celine Looten Beryl The Green House, 244-254 Cambridge Heath Road, London, E2 9DA

Agent (if any):

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 01 February 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 22 December 2021

Expired: 5 January 2022

Neighbour notifications

Printed: 22 December 2021

Expired: 5 January 2022

Site notice

Posted: Expired:

Press advert

Published: 16 November 2021

Expired: 7 December 2021

Departure from Development Plan: No

Environmental Statement: Not required

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of site/building

This application relates to two sites.

Site 1 - An area of road, measuring 9.6 metres x 2 metres, adjacent to the back of pavement to the side of 7 Wilmslow Road, and in front of 1-3 Rusholme Place. the area of road is currently used as car parking for residents on Rusholme Place and the adjacent shop and hot food uses.

Site 2 - An area of road, measuring 13.5 metres x 2 metres, adjacent to the back of pavement to the side of 185 Wilmslow Road. The area of road is currently used as car parking for the adjacent shop and hot food uses.

Transport for Greater Manchester, working in partnership with Manchester City Council, Salford City Council and Trafford Council, has launched Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. The scheme, which will roll out in stages, will see 1,500 bikes - including e-bikes, available to the public by summer 2022.

The scheme will be managed and funded by TfGM, on behalf of Greater Manchester Combined Authority, and operated on a day-to-day basis by Beryl, the experienced bike-share company which already works with other cities and regions including London, Watford, Bournemouth, Norwich and Hereford.

Phase 1 of the programme comprises of the following:

- A scheme which serves the regional centre with a residential population of 198,000, defined boundary with an area of 40km².
- 213 fixed docking stations across the scheme area (so the stations are never more than 300-400m apart).
- 1,500 bikes available for use, with at least 95% available or in use between 7am and 7pm.
- A blend of mechanical (80% / 1200) and e-bikes (20% / 300).
- 'Virtual' docking capability across via GPS geo-fencing.
- Smartphone app capable of taking payments.
- Ability to hire bike without having smartphone/internet access and/or a credit/debit card facility.

A detailed assessment was carried out to identify the areas with the greatest propensity for Scheme usage and determine the extent of the first phase. Based on the methodology used in the Systra report, the GM city region was analysed. Each area was assessed against the following factors:

- Existing key destinations/ attractions and major people generators
- Propensity to cycle (based on socio-demographic data)
- Levels of cycling
- Main cycle routes (existing/proposed)
- Cycling potential (based on DfT PCT tool)
- Public transport provision
- Workplace density
- Population density

The study concluded that Greater Manchester and more specifically the regional centre and the inner southern and northern suburbs have the necessary socio-demographic characteristics to support a successful bike hire scheme.

Each Cycle Hire Station will provide individual stands that allows for secure and neatly docked bikes on street. The bike is held securely in place via a custom latching mechanism between the bike's rear dropouts and Beryl Dock. At the bottom of the dock there are two large gussets that help guide the back wheel into position for simple use. The docks do not require excavation of foundations or power supply. They are fixed to the ground using screws.

Site 1 (Rusholme Place) is proposed for 8 stands in a hub with planters, at either end of the row of bike stands. It is currently occupied by two parking spaces. The planters would be 0.79 metres high. This installation also includes the provision of a non-illuminated information panel which would have dimensions of 1.2 metres high x 0.333 metres wide. This would be positioned on top of the planter, giving it an overall height of 1.99 metres. Cycles would be parked at 90 degrees to the highway.

Site 2 (adjacent to 185 Wilmslow Road) is proposed for 13 stands. It is currently occupied by three car parking spaces. Cycles would be parked at 90 degrees to the highway.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services - Makes the following comments:

The Cycle Hire stations retain adequate footway clearance as depicted on the submitted drawings/plans, therefore will not obstruct pedestrian movement including buggies and restricted mobility/wheelchair users.

The unit does not obstruct vehicular or pedestrian sight lines.

This application does not impact upon MCC's future highway schemes.

In summary, Highways do not object to this proposal.

Strategic Area and Citywide Support Manager - No objections.

Greater Manchester Police - No comments received.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 9 'Promoting sustainable transport' states that opportunities to promote walking, cycling and public transport use are identified and pursued (paragraph 104c).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 127).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states that development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- Creating well designed places that enhance or create character
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy T1 'Sustainable Transport' states to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.

- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy E3.3 relates to sites along radial and orbital routes, which includes Wilmslow Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Principle - The principle of the installation of these cycle stands would support a growth in the use of sustainable modes of transport within the city, which would assist in meeting climate change commitments and assist in improving the air quality particularly along busy roads. The development would lead to the loss of some car parking spaces, but would replace them with many more spaces for a more sustainable mode of transport. The principle of the proposed development is therefore considered to be acceptable and in accordance with City Council policy and the NPPF.

Visual amenity - The proposals would add to the amount of infrastructure on the two streets, on which the stands are proposed, and when occupied by bikes it would be a strident visible

element within the street. This would be more evident on the Rusholme Place site, where planters and an information sign are proposed, but the planters are low level, and the information sign is non-illuminated and under 2 metres high, so it is not considered that the proposed signage would be significantly more prominent than other street furniture in the area. Also, both sites are currently occupied by existing parking spaces, which are continually occupied, due to the busy nature of the location and its relationship with existing day and night-time uses. The wider benefit derived from the proposals also needs to be considered and, in terms of visual amenity and impacts on clutter within the street scene, it is not considered that the proposed development would have a significantly more harmful impact upon visual amenity, than the existing situations.

Pedestrian Safety - The proposals have been considered by Highway Services who raise no objections in relation to pedestrian and highway safety arising from the installations. Although the locations are not on the pavement, advice was sort from the Councils access officer, and it is recommended that the cycle stands are provided with some element of demarcation within the footway to alert pedestrians particularly disabled users of the footway who may have visual impairments. These comments were forwarded to the applicant and in this instance it is proposed to append a condition for details of demarcation to be provided for installation.

Crime and Safety - The applicant has provided information relating to the robustness of the installations and the way sites for the parking facilities have been chosen. There is also in place mechanism for replacing and removing installations where particular problems arise. No comments have been received from Design for Security officers , but the information submitted is considered to set out a reasonable approach to dealing with theft and anti social behaviour that may arise from misuse of the facilities.

Residential Amenity- The stands and use of them are not considered to give rise to unacceptable impacts on residential amenity. The proposals are both located adjacent to the busy Wilmslow Road that is heavily trafficked particularly by buses. It is not considered that any noise/disturbance, from the use of the stands and docking of bikes, would give rise to unacceptable impacts on residential amenity in these locations.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case, further information was sought in relation to the exact nature of the proposed development.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Location plans - M207 - Park Crescent Bay and M211 Rusholme Place Bay
The 'Bee Network Cycle Hire Design Access Statement'

All stamped as received by the City Council, as Local Planning Authority on 22 October 2021

Drawings numbered GM_INS_003- Sheet 3 of 4 Rev 1, GM_INS_005- Sheet 1 of 3 Rev 1, GM_INS_005- Sheet 2 of 3 Rev 1, GM_INS_005- Sheet 3 of 3 Rev 1 and GM_INS_09- Sheet 5 of 5 Rev 1, all stamped as received by the City Council, as Local Planning Authority on 21 December 2021

Email from Celine Looten, dated 22 December 2021, which confirms that the information sign would be non-illuminated.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) Within three months of the date of this decision, details of the measures to be installed to the footway to demarcate the footway from the cycle stations within the highway (together with a timescale for the installation of the measures) , shall be submitted to and approved in writing by the City Council as local planning authority . The development shall be carried out in accordance with agreed details.

Reason - In the interest of highway safety and to ensure the installations do not cause a hazard to disabled people, pursuant to policy DM1 of the Manchester Core Strategy.

Informatives

1) For the suspension of any on-street parking and coach bays this should be arranged through MCC Parking Services via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
Greater Manchester Police
Highway Services
Environmental Health
Greater Manchester Police

104A Wilmslow Road, Manchester, M14 5AJ
112A Wilmslow Road, Manchester, M14 5AJ
Flat 14, 1 Park Crescent, Manchester, M14 5DU
Flat 13, 1 Park Crescent, Manchester, M14 5DU
Flat 12, 1 Park Crescent, Manchester, M14 5DU
Flat 11, 1 Park Crescent, Manchester, M14 5DU
Flat 10, 1 Park Crescent, Manchester, M14 5DU
Flat 9, 1 Park Crescent, Manchester, M14 5DU
Flat 8, 1 Park Crescent, Manchester, M14 5DU
Flat 7, 1 Park Crescent, Manchester, M14 5DU
Flat 6, 1 Park Crescent, Manchester, M14 5DU
Flat 5, 1 Park Crescent, Manchester, M14 5DU
Flat 4, 1 Park Crescent, Manchester, M14 5DU
Flat 3, 1 Park Crescent, Manchester, M14 5DU
Flat 2, 1 Park Crescent, Manchester, M14 5DU
Flat 1, 1 Park Crescent, Manchester, M14 5DU
114 Wilmslow Road, Manchester, M14 5AJ
108A Wilmslow Road, Manchester, M14 5AJ
102B Wilmslow Road, Manchester, M14 5AJ
102A Wilmslow Road, Manchester, M14 5AJ
185 Wilmslow Road, Manchester, M14 5AP
Ground Floor, 181 - 183 Wilmslow Road, Manchester, M14 5AP
112 Wilmslow Road, Manchester, M14 5AJ
110 Wilmslow Road, Manchester, M14 5AJ
104 Wilmslow Road, Manchester, M14 5AJ
102 - 104 Wilmslow Road, Manchester, M14 5SU
181 - 183 Wilmslow Road, Manchester, M14 5AP
First Floor, 102 - 104 Wilmslow Road, Manchester, M14 5AJ
108 Wilmslow Road, Manchester, M14 5AJ
Ground Floor, 106 Wilmslow Road, Manchester, M14 5AJ
Flat 22, Hamilton Lodge, Park Crescent, Manchester, M14 5QU
Flat 20, Hamilton Lodge, Park Crescent, Manchester, M14 5QU
Flat 24, Hamilton Lodge, Park Crescent, Manchester, M14 5QU
Flat 23, Hamilton Lodge, Park Crescent, Manchester, M14 5QU
Flat 21, Hamilton Lodge, Park Crescent, Manchester, M14 5QU
Flat 19, Hamilton Lodge, Park Crescent, Manchester, M14 5QU

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: NORTH2

Area Team Boundary - Name: SOUTH