

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132009/FO/2021

Date registered valid: 22 October 2021

Proposal: Installation of stands for GM Cycle Hire scheme stations

Address: Various Sites Along Wilmslow Road, Manchester, M14 6LD

Ward(s): Fallowfield Ward

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

Agent (if any):

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 16.12.2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 18 November 2021

Standard consultations:

Printed: 3 November 2021 Expired: 24 November 2021

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

Posted: 18 November 2021 Expired: 9 December 2021

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

The application proposals relate to the installation of infrastructure to support a GM cycle hire scheme being introduced within the city and wider area. The infrastructure is in the form of stands used for the parking of hire bikes located predominantly in locations with existing footway.

Description of area

The proposals relate to four locations along Wilmslow Road within the Fallowfield Ward. Wilmslow Road is a busy radial route serving south Manchester and the City Centre. Whilst the road is heavily urbanised as it moves north out of Fallowfield towards the southern end of Rusholme District Centre is has a verdant and open feel associated with street trees and Platt Fields Park located on its western side. The four locations and pictures of them are set out below:

- 1) Location M204 - Grangethorpe Road 8 stands in a Type 1 station, on Wilmslow Road in Fallowfield, adjacent to Grangethorpe Road in front of Platt Fields Park



2) Location M210 - Platt Fields Park 10 stands arranged in echelon in a Type 1 station, on Wilmslow Road, Fallowfield, in front of Platt Fields Park



3) Location M170 - Fallowfield Campus 10 stands in a Type 1 station, on Wilmslow Road, positioned adjacent to crossing barriers on Wilmslow Road, on the Fallowfield Campus of Manchester University



4) Location M215 - Wilmslow Road / Landcross Road 10 stands in a Type 1 hub on Wilmslow Road near the junction of Landcross Road



Typical details of the stand and arrangements of these have been provided alongside the application. It was noted at the time of the site visit that a majority of the installation works had taken place to a number of the locations.

Consultations & Notification Responses

Site notices were posted adjacent the proposed locations of the stands. No responses were received.

MCC Highway Services -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.

MCC Access Officer - No objection in principle to the proposals.

Whilst the public cycle parking guide is useful there is limited information on surface treatments; particularly the lack of tactile at the rear of the cycle bays there is concern where the proposal is to have echelon cycle parking, as this could create a hazard for disabled people particularly those who have a visual impairment.

I would suggest the use of tactile around the cycle parks; as they are a new highway item of street furniture and it will mitigate the risk of hazards when cyclists are engaging or disengaging the cycles.

The support comments from TGFM indicate that the application of a yellow painted demarcation line should be enough. Although, it was not shown in the photographs provided. However, disabled people with a visual impairment have varying levels of vision, the inclusion of a tactile element will alert a wider number of people that there is a hazard ahead.

Cadent Gas - We have received a notification from the LinesearchbeforeUdig (LSBUD) platform regarding a planning application that has been submitted which is in close proximity to our medium and low pressure assets. We have no objection to this proposal from a planning perspective. An informative is to be attached to any approval.

Policy

Manchester Core Strategy

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). The Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 - sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. It also sets out the core development principles, including:

- o creating well designed places,
- o making a positive contribution to health, safety and well-being,
- o considering the needs of all members of the community, and
- o protecting and enhancing the built and natural environment.

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 DM1 of the Core Strategy states:

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, odours, litter, vermin, birds, 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.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques for new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 of the Core Strategy.

Saved UDP Policies

Saved UDP Policy E3.3 States the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems.

The National Planning Policy Framework

The NPPF was initially published on the 27th March 2012 (although subsequently amended) and replaces and revokes a number of Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs) previously produced by Central Government. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining planning applications. It does not change the statutory status of the development plan, i.e. the Core Strategy, as the starting point for decision making and it states further that development that accords with an up-to-date local plan, such as the Core Strategy, should be approved unless other material considerations indicate otherwise. The NPPF states that the planning system must contribute to the achievement of sustainable development.

Issues

Principle - The principle of the installation of infrastructure to support a growth in the use of sustainable modes of transport within the city is acceptable and would assist in meeting climate change commitments and assist in improving the air quality particularly along busy roads. In this instance further consideration of the implications of the proposals on the visual amenity of the area and pedestrian safety amongst other things is required.

Visual amenity - The proposals would add to the amount of infrastructure within the pedestrian environment for a majority of the locations subject of this application. The location at the junction of Landcross Road and Wilmslow Road is currently a parking bay and its transfer to parking for bicycles is considered acceptable. The location opposite Owens Park halls of residence is adjacent a safety barrier associated with the pedestrian crossing. This will assist in reducing the visual impact of the proposals in this location although when occupied by bikes it would be a more visible element within the street furniture.

In terms of the locations at Location M204 - Grangethorpe Road/Wilmslow Road and Location M210 - Platt Fields , the current shared pedestrian/cycleway travelling north is relatively open and uncluttered. In this instance attempts have been made to site the stands within areas close to street trees and other signage, this would assist in reducing the visual impact of the installation particularly when full with bikes.

It is considered that given the wider benefit derived from the proposals the proposed locations have been considered to minimise impacts in terms of visual amenity and impacts on clutter within the street scene. On balance the proposals are not considered to give rise to such harmful visual impacts as to warrant refusal.

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. Were advice was sort from the Councils access officer given a number of the locations appears to be in relatively open parts of the footway. In this instance 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 GMP 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 proposal are all located adjacent the busy Wilmslow Road that is heavily trafficked particularly by buses, the stands and docking of bikes is not considered to give rise to unacceptable impacts on residential amenity in terms of noise and disturbance that would warrant refusal of the proposals.

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 policies 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

The application has been dealt with in a positive and proactive manner. Comments arising from the application process have been provided to the applicant and in this instance appropriately worded conditions have been attached to the decision.

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 drawings and documents submitted to the Council on the 22nd October 2021:

GM_INS_001 Rev 1; GM_INS_002 Rev 1; GM_INS_003 Rev 1; GM_INS_004 Rev 1

Location plans - M204 - Grangethorpe Road; M210 - Platt Fields Park ; M170 - Fallowfield Campus ; M215 Wilmslow Road / Landcross Road

and the 'Bee Network Cycle Hire Design Access Statement'

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

3) Within three months of the date of this decision, details of the measures to be installed to demarcate the cycle stations within the footway together with a timescale for its installation 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 pedestrian safety and to ensure the installations do not cause a hazard to pedestrians pursuant to policy DM1 of the Core Strategy.

Informatives

1) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.

This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you need any further information or have any questions about the outcome, please contact us at plantprotection@cadentgas.com

2) 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

Highway Services
Greater Manchester Police

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
Regulation 7 Direction (Control Advert) - Control Of To Let Boards (Fallowfield Central)
Area Team Boundary - Name: SOUTH