

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131994/FO/2021

Date registered valid: 9 November 2021

Proposal: Installation of cycle shelters

Address: Queens Road Metrolink Stop , Smeaton Street , Manchester , M8 0LG

Ward(s): Harpurhey Ward

Applicant: Stuart Gatley TfGM 2 Piccadilly Place , Manchester , M1 3BG

Agent (if any):

Case officer: Katie
Tel: 0161 234 Raw
Email: katie.raw@manchester.gov.uk 4164

Recommendation: Approve

Date of recommendation: 17 January 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 7 December 2021

Standard consultations:

Printed: 16 November 2021 Expired: 7 December 2021

Neighbour notifications

Printed: 16 November 2021 Expired: 7 December 2021

Site notice

No site notice has been produced

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:

Tree Preservation Order:

Description of area

The application site relates to the Queens Road Metrolink Stop within the north Manchester ward of Harpurhey. The site for the proposal is located on Smeaton Street close to the entrance of the Metrolink stop for trams travelling in the direction of Manchester. The cycle shelter is located opposite a few parking spaces allocated for the tram stop. The site is adjacent to residential homes close to Smeaton Street.

A cycle shelter is already situated in this location. The current facility includes 5 no. non-standard stands with little usage, with the existing provision uncovered. CCTV is provided and there is poor light coverage of the stands. 5 no. BLUC lockers are also located at the site.

Description of development

The submitted application seeks planning permission for the installation of cycle shelters. The proposal would include 4 no. cycle stands, proposed 1 no. new cycle stand and proposed 1 no. cycle shelter with no.5 new stands. The Sheffield fixing cycle stands would have approximate dimensions of Height: 0.8 x Width: 0.72 metres. The cycle shelter would have approximate dimensions of Height: 2.68 x Width: 2.55 metres. The cycle shelter would be provided close to Smeaton Street and 4 no. bollards would protect the rear of the shelter. The other new stands

would be positioned adjacent to the Metrolink platform. A new CCTV camera would be installed on the existing CCTV column.

Materials to be used include:

- Shelter – mild steel framework with zinc plated fasteners and pre-galvanised steel flat- following the Lightwood Cycle Shelter BXMW/LIG specification. In Metrolink Silk Grey (RAL 7044).
- Cycle Stands – These would be constructed from stainless steel grade 316 (unpainted).
- Parking Bollards – These would be heavy duty black plastic with reflective strips.

Planning history

103553/JO/2013/N1- Variation of condition No.2 (specified plans) attached to previously approved application reference number 101220/FO/2012/N1 to allow for revisions to access to platforms.

Approved- 30 October 2013.

101220/FO/2012/N1- Construction of a Metrolink station, comprising the construction of two platforms, pedestrian track crossing, stop equipment room, shelters, seating, information facilities, fencing, cycle storage, lighting, and associated equipment and hard and soft landscaping.

Approved- 27 February 2013.

Consultations & Notification Responses

Local Residents

Local residents were consulted, and no responses were received.

Highway Services

Highways provided the following comments. The cycle shelter retains 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. The shelter has a sufficient headroom clearance which is noted and accepted by Highways. This application does not impact upon MCC's future highway schemes. In summary, Highways do not object to this proposal.

GM Police have outlined constraints with the proposal.

Issues

POLICY

The National Planning Policy Framework (July 2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

a) 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;

b) 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

c) 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.

The following specific policies are considered to be particularly relevant to the proposed development:

i. Chapter 8. Promoting healthy and safe communities- States that planning policies and decisions should aim to achieve healthy, inclusive and safe places and policies and decisions should promote public safety and take into account wider security and defence requirements.

ii. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy DM1 (Development Management); which 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. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The 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. The 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.

Policy SP1 (Spatial Principles); which sets out 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, amongst these include: 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.

Policy EN1 (Design Principles and Strategic Character Areas); states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located.

Policy T1 (Sustainable Transport); states that delivering 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 including those which improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).

ISSUES

Principle of Development

The proposed development would help encourage cycling by providing upgraded cycle storage facilities and is therefore considered to be in accord with Core Strategy Policy T1. However, consideration must be given to the proposal's appearance and impact on the visual amenity of the area.

Visual Amenity

The proposal would be positioned in the same location as the cycle storage currently existing at the site and would be located on the pavement off Smeaton Street. This area on Smeaton Street is extremely quiet and those residential properties directly opposite (Gosport Walk) face away from the site. Other properties face onto the site (properties on Highstone Drive) but they are located considerable distance from the proposal. Therefore, there would be no negative visual amenity implications to the surrounding neighbours as a result of the proposal. There would be an increase in the number of built form on the site but this would be minimal and would create improved cycle storage for Metrolink users.

Design

The proposal would include 4 no. cycle stands, 1 no. new cycle stand and proposed 1 no. cycle shelter with no.5 new stands. The lightweight design and open nature is considered appropriate in this case and would allow easy access to the cycles. Materials to be used (as stated above) would be typical of any cycle storage provision and so would not be out of character of what would be expected. A materials condition would be attached to any condition granted. Therefore, the design of the proposal would be in keeping with the cycle storage already in place and would not adversely affect the appearance of the streetscene.

Security and safety

When consulted, GM Police and have highlighted the high potential for crime due to a lack of security.

Policy T1 supports transport proposals including those which improve and further develop Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine

Trail). In addition, cycle storage provision has long stood at this site, as it did at the time of the site visit, and as such there is a precedent of cycle storage in this location.

Therefore, the agent provided the following information to show that the benefits outweighed potential crime implications.

- Improvements would support the local area with enhanced cycle and walking provisions, in line with the Greater Manchester Active Neighbourhood Programme, identified as part of the Mayors Challenge Fund.
- In addition, the scheme supports the delivery of the “Right Mix” as detailed in the 2040 Strategy by improving the provision of cycle storage infrastructure at Metrolink stops.
- Issues with the current cycle provision, including stands with little usage and poor CCTV. Security risks are posed with the 5 BLUC (Bicycle Lockers User Club) at the site. The BLUC lockers present on the Bury line offer an opportunity for an individual to hide themselves or a device intended to cause harm. The plan recognises this risk and requires that they are checked regularly, by removing the lockers from these stops the risk is reduced further and operating costs reduced.
- The new cycle shelter includes incorporated lighting to increase visibility at night. The additional CCTV camera would provide greater coverage to “recognise” standard (R50) of the area to support Metrolink’s management and operation of the facility.
- The improvements proposed have been approved by the Greater Manchester Combined Authority.

Conclusion

The proposed development would accord with the City Council’s policies in that it would encourage cycling. There would be no adverse implications in terms of visual amenity and safety measures have been carefully considered and reviewed to ensure that crime possibilities are as low as possible. In this sense, the need to continue to supply adequate and improved cycle facilities outweighs the potential security implications.

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 proposal was assessed with regards to policies outlined in the National Planning Policy Framework, Unitary Development Plan Saved Policies, Local Development Framework Core Strategy Development Plan and other material considerations. In this instance officers have worked with the applicant in a positive and proactive manner.

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:

-Application for Planning Permission, stamped as received by the City Council as Local Planning Authority on 21 October 2021.

-Drawing- Proposed- Cycle Shelter Scheme Design x4 Drawings, stamped as received by the City Council as Local Planning Authority on 9 November 2021.

-Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 9 November 2021.

-Broxap Lightwood Cycle Shelter, stamped as received by the City Council as Local Planning Authority on 17 January 2022.

-Email discussing design materials of the proposal, stamped as received by the City Council as Local Planning Authority on 17 January 2022.

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) The Cycle shelters hereby approved shall be constructed using the materials specified within those drawings and documents specified within Condition 2 of the approval.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Greater Manchester Police

11 Gomer Walk, Manchester, M8 0LJ
15 Gomer Walk, Manchester, M8 0LJ

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 - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: NORTH1