

Planning

Growth & Development

Delegated officer report for planning application

Application no. 136432/VO/2023
Date registered valid: 23 March 2023
Proposal: City Council Development - Installation of secure cycle shelter with 12 cycle spaces
Address: National Squash Centre , Rowsley Street, Manchester, M11 3FF
Ward(s): Ancoats & Beswick Ward
Applicant: Bruce Manchester City Council
Agent (if any): Mr Geoff Goodman AHR
Case officer: Gerry
Tel: 0161 234 Reilly
Email: gerry.reilly@manchester.gov.uk 4163
Recommendation: Approve
Date of recommendation: 5 May 2023

Application details

Type of application: Regulation 3 Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 6 April 2023 Expired: 27 April 2023

Neighbour notifications

Printed: 4 April 2023 Expired: 25 April 2023

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 site/building

The application site relates to a site close to the western elevation of the National Squash Centre (NSC) located at the Etihad Campus. The building comprises of two arching shed structures within which are housed an indoor athletics track, squash courts with a show court and associated changing facilities. There are also many cellular office spaces located within the eastern shed that have over the years have been subject to many alterations. It also supports the adjacent regional athletics arena. A small areas of car parking is located in front of the building for disabled users.

Description of area

The NSC was constructed in 2002 for the Commonwealth Games. The building was constructed along with numerous other building, including the Etihad Stadium, which are now collectively known as the Etihad Campus. A new events arena has recently been granted planning permission at the campus which would add further to the offer at the campus as a sporting and events destination.

There are excellent public transport links in the area, notably the Etihad Campus Metrolink stop along with access to walking and cycling routes as well as the local bus corridor.

Vehicular access is gained via Rowsley Street via an access road that leads to a car parking that is shared by the NSC and Regional Athletic arena.

Description of development

City Council Development - The proposal is for the installation of BROXAP Wardale anti-vandal type secure cycle shelter with 12 cycle spaces featuring a secure sliding gate and mechanical locks. External finish RAL 7016 (Anthracite Grey).

The unit will be Surface mounted on baseplates bolted to existing concrete flags.

A summary of the shelter specification is reproduced below:

- O Frame - Galvanised and Powder Coated RAL 7016 Anthracite Grey
- O Roof cladding - Clear PETg Polycarbonate
- O End panels - Clear PETg Polycarbonate
- O Gates - Mesh, Galvanised and Powder Coated RAL 7016 Anthracite Grey
- O Cycle rack - Galvanised

Consultations & Notification Responses

Neighbours - Local residents were consulted, and no responses were received.

Highways - Highways have no objections regarding the proposed installation of secure cycle shelter with 12 cycle spaces on site at the National Squash Centre.

The proposed location of the cycle shelter is considered acceptable. It is understood that the proposals would not have an impact on the approved pedestrian/vehicular access, parking, circulation or the external highway network.

Environmental Health - have no adverse comment or objection to this application.

Greater Manchester Police - no reply to the consultation letter. have taken a look at the plans tonight and they have no concerns with the proposed development.

Issues

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

There are existing 7 existing cycle stands located just to the west of a ramp for people who are mobility impaired, positioned a short distance from the front of the application site. The current proposal is in addition to this existing cycle storage and, it is intended that these stands mentioned above will remain once the application under consideration is implemented. Although, the proposal includes gates made from Mesh, Galvanised and Powder Coated RAL 7016 Anthracite Grey at the front, other elevations will be formed from Clear PETg Polycarbonate. It is considered that, whilst the proposed shelter will cause some obstruction of views of the National Cycling Centre, this will not be so great as to warrant refusal of the application.

Furthermore, views of the new development will be hidden from Etihad Stadium to the south-east as the ground level at the site is significantly lower (access to the area is achieved via the aforementioned ramp). Most visitors to the Etihad will not see the new bike shelter on non-event days. However, people leaving, or going to the ground on event days may catch a quick glimpse of the bike shelter on their way to or from the venue. The proposals are considered to be acceptable in terms of their impact on visual amenity.

Design

The proposal would include 12 no. cycle stands, over and above the 7 cycle stands located close by. 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 have stated that they "have no concerns with the proposed development". The proposals are considered to be acceptable in terms of security and safety.

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.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

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:

Drawings

Proposed Ground Floor Plan HOS-AHR-00-00-DR-A-20-1002 rev P1

Proposed Roof Plan HOS-AHR-00-R-DR-A-20-1005 rev P1

Proposed Elevations - Sheet 1 HOS-AHR-00-ZZ-DR-A-20-1002 rev P1

Proposed Elevations - Sheet 2 HOS-AHR-00-ZZ-DR-A-20-1003 rev P1

All of the above drawings received by the City Council as local planning authority on 8th March 2023

General Arrangement of Wardale with Sliding Gates WAR-5000-SG-1.03 revision A received via the email from Graham Bruce (Project Manager, Capital Programmes & Procurement, Manchester City Council) of 02 May 2023

Documents

The Cycle Shelter Specification Sheet on Broxap Wardale Cycle Shelter (BXMW/WAR) received via the email from Graham Bruce (Project Manager, Capital Programmes & Procurement, Manchester City Council) of 02 May 2023

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.

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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

EASTLANDS TRUST LIMITED, Institute Of Sport, Rowsley Street, Manchester, M11 3FF
Regional Athletics Arena, Rowsley Street, Manchester, M11 3FF
Manchester City Football Club Ltd, Etihad Stadium, Ashton New Road, Manchester, M11 3FF

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
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
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 -
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Area Team Boundary - Name: CENTRAL