

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132005/FO/2021

Date registered valid: 22 October 2021

Proposal: Installation of cycle stands in 4 no. locations for GM Cycle Hire scheme stations.

Address: 4 No. Locations On The Highway Including Oxford Road, Great Bridgewater Street, Whitworth Street And All Saints Park, Manchester

Ward(s): Deansgate Ward

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

Agent (if any):

Case officer: Eve Woolstencroft
Tel: 0161 234 4533
Email: eve.woolstencroft@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 22 June 2022

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 3 November 2021 Expired: 24 November 2021

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

Posted: Expired:

Press advert

Published: 9 November 2021 Expired: 30 November 2021

Departure from Development Plan: No

Environmental Statement: Not required

Listed building: Not applicable

Conservation area: Whitworth Street Conservation Area 1985

Tree Preservation Order:

Description of Site/Area

The application relates to four different sites along the Oxford Road corridor, a busy pedestrian and vehicular route close to the city centre.

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.

Consultations & Notification Responses

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

Highways

- 1) Location M063 - Bridgewater House 5 stands in a Type 1 station;
- 2) Location M141 - Whitworth Street 20 stands in a Type 2 station with planters and seating;
- 3) Location M097 - All Saints Park 20 stands across two Type 1 stations of 10 each;
- 4) Location M200 - Circle Square / Oxford Road 16 stands in a Type 1 station

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.

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

In summary, Highways do not object to this proposal.

Environmental Health - no comments

Cadent Gas - The planning application is in the vicinity of gas asset/s. We are placing a holding objection on the proposal whilst our engineering team reviews the available information. We will be in touch once we have reviewed the proposals in more detail. In the meantime, we may contact you for more information to help us make the decision.

The notification was sent to the applicant who was advised to contact cadent.

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:

- creating well designed places,
- making a positive contribution to health, safety and well-being,
- considering the needs of all members of the community, and
- 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.

Core Strategy policy EN 3 (Heritage) states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed so as to support the Council in preserving, or where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

As set out within the issues section of this report below, the application proposals are considered to accord with policy DM1 and EN3 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, however each proposed location has been sited to reduce the impact on visual amenity although when occupied by bikes it would be a more visible element within the street furniture.

The proposal has been sited proposal is considered to have a negligible impact on the significance of the listed buildings which would be outweighed by the wider benefit derived from the proposals the proposed location has 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.

Access

The proposals for the Cycle hubs have been discussed at the Councils Highways Access Group and comments regarding the scheme have been taken on board.

All sites along a kerb will be 450mm away from the kerb line.

All sites have been chosen to leave at least 2m of footway around for other users of the space.

All sites have been chosen to avoid anti-social behaviour and vandalism, as visible as possible and well lit.

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 close to the busy Oxford 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

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 hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings numbered GM_INS_001 Rev 1; GM_INS_002 Rev 1; GM_INS_003 Rev 1;
GM_INS_004 Rev 1

Location plans;

-M063 - Bridgewater House

M097 - All Saints Park I

M141 - Whitworth Street

M200 - Circle Square

The 'Bee Network Cycle Hire Design Access Statement'

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

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.

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Appendix 1 – List of consultees & neighbours notified

Environmental Health
Highway Services
City Centre Regeneration
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Pedestrians Society
Cityco
Manchester University NHS Foundation Trust
Manchester Metropolitan University
Oxford Road Corridor
University Of Manchester

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Article 4 Direction - City Centre PD Restriction - Class B1(a) To C3
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Conservation Area - Whitworth Street Conservation Area 1985
Area Team Boundary - Name: CITY2
Area Team Boundary - Name: CITY1