MSP Cycle Hub Design Narrative

Existing site

Currently the MSP Greenheys car park encompasses two small areas for cycle parking to the north of the site, consisting of 8 free standing uncovered hoops (16 spaces) on an area of hardstanding to the north west, and 6 covered hoops (12 spaces) on an area of hardstanding to the north east. This gives a total of 28 spaces (16+12 spaces).

The remaining area consists of a tarmac surface with car parking spaces marked using white paint. The car park currently provides 68 standard car spaces, plus 2 accessible parking spaces.

Proposals

The proposals within this application cover the removal of the cycle shelter and cycle hoops to the north east of the site, which will be replaced by 1No. standard parking space.

To the south of the site the addition of a large new cycle hub for staff use is proposed, consisting of 50 Sheffield style hoops within an enclosed compound (100 cycle spaces). This new cycle compound will provide 58 spaces for the new 'MSP Hub Building' located to the east of Greenhays, and re-provide 26 spaces for existing buildings 'Kilburn' and 'Williams House', which have been lost due to the new Hub Building development (Subject to a separate Planning Application). The cycle parking will meet the requirements of the new Hub Building and re-provide lost spaces for the occupiers of the existing buildings across the two sites of Greenhays and MSP East. There is a gain of 88 spaces across the two sites, totalling 116 cycle spaces in all.

Through the proposed development 10 standard parking spaces are to be removed to accommodate the new cycle hub. There will be a net loss of 9 standard parking spaces. No accessible / disabled parking spaces will be removed in the proposed development. With the removal of the small cycle shelter to the north and the construction of the new compound to the south, any existing tarmac disturbed through construction will be made good. White lining will be added to accommodate the new parking space to the north.

In order to provide lighting to the new cycle hub, new ducting will be installed, running along the Greenheys building elevation, and across the perimeter of the car park. Any surface which has been lifted to accommodate this duct will be re-laid as per the exiting material. Electric lighting will be fixed centrally within the ceiling of the structure.

To the south of the car park, 22.5m of the existing hedge will be removed to accommodate the cycle compound and a 2m opening in the existing fence will be created to enable pedestrian access from the existing footpath to the south of the compound.

A new drainage channel will be introduced along the north elevation of the compound to drain water from the downpipes located at the north corner points of the hub. These will connect into the existing drainage channels within the car park. The downpipes will be concealed from the external view by running them down the inside of the structural frame.

The Primary structure is a galvanised powder coated steel frame, to RAL 7016 dark grey colour. This will be clad with transparent toughened glazing panels with graphics / MSP logo applied.

The roof of the compound will be constructed from galvanised corrugated steel, fixed back to the structural frame. The roof is sloped from the southern to the northern elevation, to a gutter and rainwater downpipes. The roof and guttering will be concealed from external view by way of a metal

facia panel fixed along the roof edge of the compound. This will be powder coated RAL 7016 Dark Grey.

To the base, a new concrete plinth 20.2 x 5.3m will be constructed, laid flush to the adjacent car park levels. The compound will be surfaced fixed on top of this.

An infill of new tarmac is proposed to tie the surfaces of the existing car park and the existing footpath materiality. The levels between the two areas are level, with no steps or raised kerbs. A new flush concrete pin kerb is proposed to make good the edge of the hedge planting bed. The existing timber post and rail fence where retained is to be cut back to the nearest post, which are approximately 1m apart, and any raw edges sanded smooth.

The existing trees within the ownership boundary will be protected during construction according to BS 5837:2012 'Trees in relation to design, demolition and construction - Recommendations', using heras fencing to protect the tree root zone as identified on the Aescerta Tree Survey Report.

Cycle compound appearance, scale and materiality

The cycle hub design incorporates a flat corrugated steel roof and is clad in toughened glass with graphic applied images, access is achieved via an automated key fob system and houses CCTV security. All galvanised steel elements will be powder coated in RAL colour 7016.

The compound is approximately 20.m long, 5.31m wide and 2.3m tall and features:

1. Corrugated steel roof. The compound will be constructed with a slight slope to the north in order to drain into drainage outlet.
2. Transparent toughened glass panelling complete with graphic images – MSP 'diagrid' logo to North and west elevations. 'Cycle logo' to be incorporated to south and east elevations.
3. Automated key fob access system, as standard
4. LED Lighting with PIR sensors, as standard
5. Powder coated finish to galvanised steel frame. Colour, dark grey, RAL 7016.
6. CCTV cameras, as standard

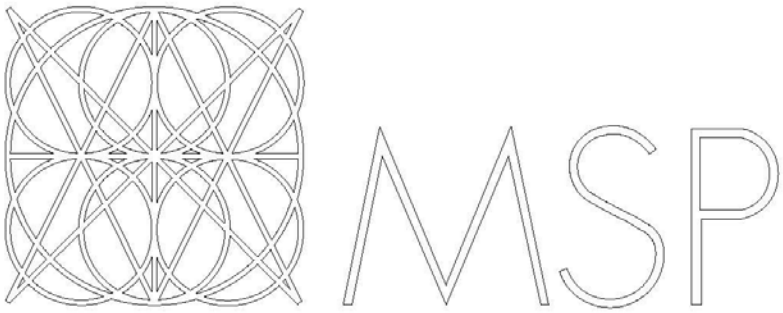
Photographic precedent image below of Bike Dock Solutions Cycle Compound to be installed. Product reference 'Eastbourne Cycle Enclosure. Web-link: https://www.bikedocksolutions.com/product/eastbourne-cycles-enclosure-80-space





Photograph above illustrates the frame materiality, colour and scale. Please note the MSP cycle hub windows are specified in toughened glass rather than polycarbonate.

Image below illustrates the MSP ‘diagrid’ logo to be incorporated onto the north and west elevations of the cycle compound:



For further details refer to Landscape drawings:
(9-)L110 - RED LINE BOUNDARY PLAN
(9-)L111 - GREENHEYS PROPOSED CARPARK LAYOUT
(9-)L112 - TREE CONSTRAINTS PLAN
(9-)L113 - CYCLE COMPOUND LAYOUT PLAN
(9-)L114 - CYCLE COMPOUND TYPICAL SECTION / ELEVATION
(9-)L115 – DETAIL AREA

Information on existing tree species and condition can be found within the Tree Survey Report:
P.390.14B Ascerta Tree Survey Report - Manchester Science Park - RevB 02 June 2014