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22 December 2016

Head Of Planning
Manchester City Council
Planning and Development Control
PO Box 532
Town Hall
Manchester M60 2LA

FAO Paula McGovern

Dear Sir / Madam,

Proposed Secure Cycle Store, Manchester Science Park, Pencroft Way

Application for Full Planning Permission

On behalf of our client, Manchester Science Parks Ltd (MSPL), please find enclosed an application for Full Planning Permission for a secure cycle store to be located within the existing surface car park adjacent to the Greenheys Building at Manchester Science Park (MSP).

The proposals include the installation of a large secure cycle store that will provide 50 Sheffield hoops (100 spaces) and removal of six existing covered cycle hoops within Greenheys car park. The spaces will be used by occupiers of the new Hub Building that is currently under construction, as well as other MSP occupiers.

Context

The approved Hub Building development (Planning Permission Ref: 108636/JO/2015/S1) is the first phase of the approved MSP Masterplan and Strategic Regeneration Framework (approved September 2014). It will deliver 7,236 sq.m. of new Grade A floorspace in a high quality, modern building that will appeal to national and international occupiers. It will also deliver important hub facilities, including conferencing facilities, meeting space and common working areas, for use by MSP occupiers.

The Hub Building will also enable the delivery of the first phase of new public realm for MSP, which will provide world-class, functional open space and enhanced pedestrian routes through the site, connecting the institutions of Oxford Road to Central Manchester communities to the west and south.

The Hub Building will create high density employment within a highly accessible, strategic employment location, creating between 310 and 500 FTE jobs, depending upon the final occupiers. The creation of new employment within key growth sectors will provide opportunities for a major contribution to strengthening the skills profile of the workforce, which is a priority for the Greater Manchester Strategy 2013-2020.

The Hub Building is currently under construction and is due for completion in spring 2017.

The original application for the Hub Building identified that a new cycle storage facility would be provided for employee use within the Greenheys Building car park and the final design and location of this store was to be agreed via a planning condition.

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The decision has now been taken to increase the capacity of the proposed cycle parking facility to 100 spaces (the original application identified that the facility would provide 84 spaces).

As a result of the increased size of the store and its final design, the original location proposed within Greenheys Building car park is no longer of a sufficient size and a revised location within the same car park has been selected to accommodate the larger cycle store.

This application therefore seeks consent for the new secure cycle store and will also provide the information required to discharge the relevant condition to Planning Permission ref. 108636/JO/2015/S1. For ease of reference, this condition is worded as follows:

No part of the development shall be occupied until space and full details of the facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Pre-application Consultation

The proposals have been subject to pre-application consultation with the Local Planning Authority, who have confirmed that the principle of the revised location is acceptable.

In addition, the design team has reviewed guidance on cycle park facilities produced by Greater Manchester Police Secure by Design Team to ensure that the final design of the facility is in accordance with the principles set out for safe and secure facilities.

MSPL has undertaken consultation with the existing occupiers of MSP in relation to cycle provision across the campus, to gather feedback about how the existing cycle parking provision is perceived.

Comments from existing occupiers focused on improvements that would be beneficial, including a larger cycle store and the need for improve security. The majority of occupiers identified that they would like an access lock on the door and monitored CCTV of the store.

Site Description

The application site (as shown on Figure 1) is located to the north west of the core MSP site and is approximately 0.05 hectares. It forms part of the existing Greenheys Building surface car park, which is tarmacked, and is accessed off Pencroft Way. Pencroft Way has an existing cycle lane provision.

The site is broadly bound by the Greenheys Building to the west, Greenheys Building surface car park to the north, Pencroft Way to the east and Rutherford House to the south.

The part of the site that will accommodate the new cycle store currently provides ten standard car parking bays and is located to the south west of the car park. The part of the site where the existing hoops will be removed is located to the north east of the car park.

There are trees and shrubs along the southern and eastern boundaries of the site. The Tree Survey completed by Ascerta in 2014 identifies that these trees are of moderate or low quality. All existing trees will be retained as part of the current proposals.

The Hub Building is located approximately 75m from the application site.

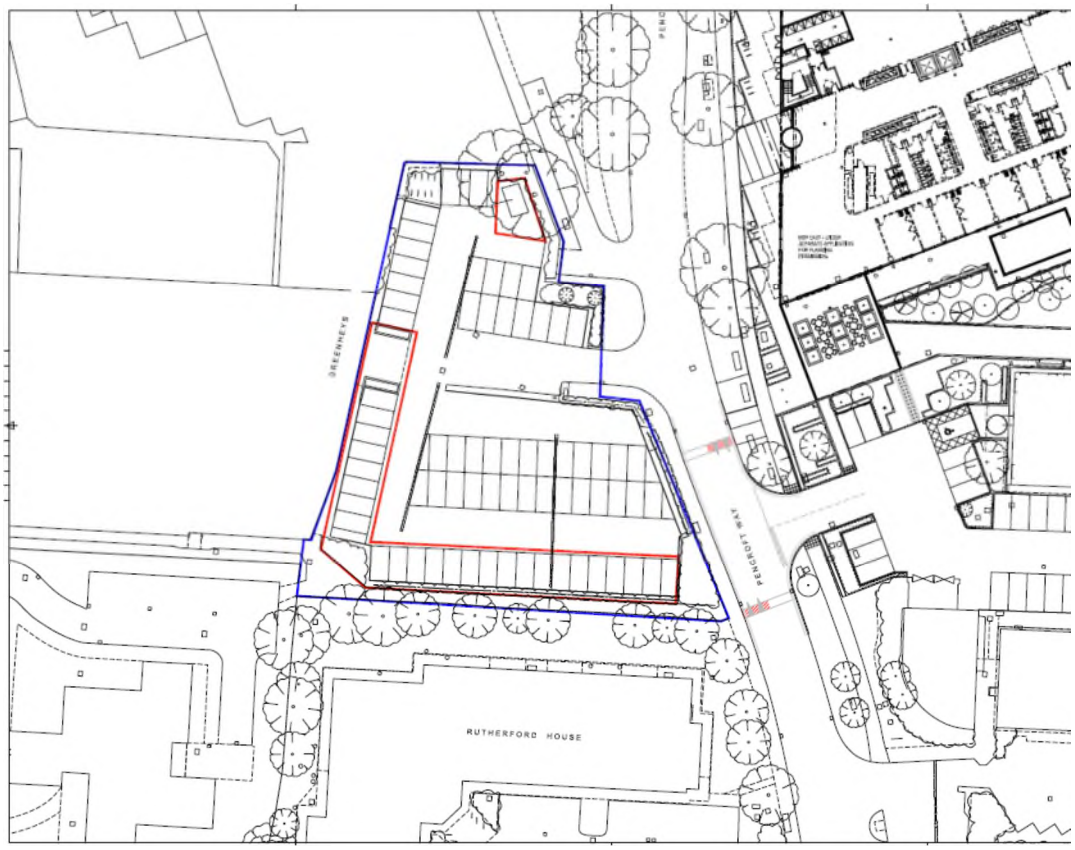


Figure 1: Application Site

Description of Proposals

The proposals will provide a new secure cycle parking facility, which accommodates 50 Sheffield hoops, the equivalent of 100 cycle parking spaces. The facility will be a Broxap Cycle Compound.

The design incorporates a duo pitched polycarbonate roof and is clad entirely by polycarbonate panelling complete with graphic images of cycle parking.
Access to the secure store will be achieved via an automated key fob system.

The compound is approximately 20.6m long, 5.3m wide and 2.8m tall and features:

1. Duo pitched polycarbonate roof (opaque white).
2. Polycarbonate panelling complete with graphic images (MSP 'diagrid' logo to north and west elevations, Broxap 'cycle' logo to south and east elevations).
3. Automated key fob access system.
4. LED Lighting with PIR sensors.
5. Powder coated finish to galvanised steel frame (dark grey, RAL 7016).
6. CCTV camera coverage and lighting.

Figure 2 provides a precedent image of the type of facility that will be installed.



Figure 2: Broxap Cycle Compound

In order to facilitate the proposals, ten existing standard car parking bays will be removed. This includes the bay adjacent to the entrance, to provide room for access the store.

Primary access to the store will be via Pencroft Way and through the existing car park. A new access point will also be created to the south, through the removal of 22.5m of existing hedge and the creation of a 1.2m opening in the existing fence. A new infill of tarmac will tie the surfaces of the existing car park and footpath. The levels between the two areas are level, with no requirement for steps or raised kerbs.

The six existing covered cycle hoops to the northeast of the car park will be removed and the surface made good with tarmac, with re-provision of one standard car parking space laid out with white paint as per the existing spaces.

Drainage channels will be introduced to the south and rear end of the compound to drain water from the downpipes located at the rear side of the store.

The description of development as stated on the application form is as follows:

"Erection of new secure cycle parking facility together with removal of 6 existing covered hoops, creation of one new standard car parking space and associated works."

Planning Policy

The proposals have been considered in the context of planning policy at national and local levels, in particular the National Planning Policy Framework (NPPF) (March 2012) and the adopted Manchester Core Strategy (July 2012).

The NPPF introduces a new 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan. Sustainable development is about positive growth – making economic, environmental and social progress for this and future generations.

The proposed secure cycle store is required to meet the needs of MSP occupiers, and in particular those of the new Hub Building. The Hub Building is a critical first phase of the expansion and intensification of the MSP site, which will deliver high quality new office floorspace and enhanced public realm. It represents sustainable development, which will bring into full, active economic use an area of existing surface car parking and create new high density employment within key growth sectors.

The proposals will help to facilitate the Hub Building development, providing a large cycle store to accommodate the demand for cycle spaces within MSP. This in turn offers a greener alternative for commuting occupiers of MSP.

The approach is in full accordance with the NPPF particularly to 'encourage the effective use of land by reusing land that has been previously developed.'

The proposals are also in full accordance of Manchester City Council's Core Strategy Policies EC1 and T1 which highlight the need to encourage a shift in the reliance of the car to travel, onto more sustainable transport modes, preferably ones that are carbon free.

Site Specific Issues

Trees

The existing trees on site were identified as being of moderate or low quality in the Tree Survey prepared by Ascerta in 2014. All existing trees on site are to be retained and they will be protected during construction in accordance with BS 5837:2012 'Trees in relation to design, demolition and construction – Recommendations', using heras fencing to protect the tree root zone.

Security

Access to the cycle store is through automated key fob system to increase security. CCTV is also present in the car park, and will extend surveillance over the proposed cycle store. The removal of part of the hedge to the south of the site will also improve visibility into the cycle store.

This type of compound that is proposed within the application is favoured in terms of Secure by Design principles as it is very visually permeable, but very secure with fob access control. On-site management staff will also regularly monitor the cycle store.

The Secure by Design Guidance indicates that in scenarios where a large number of cycles will be stored for longer periods of time, secure compounds should be used.

Application Documentation

This covering letter should be read in conjunction with the application drawings and the following supporting documents:

- Application Form.
- Application Drawings prepared by BDP:

  - (9-)L110 Rev A - Red Line Boundary Plan
  - (9-)L111 Rev A - Greenheys Proposed Carpark Layout
  - (9-)L112 Rev A - Tree Constraints Plan

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  - (9-)L113 - Cycle Compound Layout Plan
  - (9-)L114 Rev A - Cycle Compound Typical Section / Elevation
  - (9-)L115 Detail Area

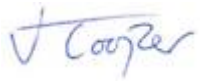
- Tree Survey prepared by Ascerta (June 2014).
- Cycle Hub Design Statement prepared by BDP.

The application has been submitted on the Planning Portal with reference number PP-05711146.

The application fee in the sum of £195, based on the site area, has been paid on-line.

We would be grateful for your written confirmation that the application has been registered and validated. Please do not hesitate to contact me or alternatively my colleague Laura Feekins (0161 455 6324 / lfeekins@deloitte.co.uk).

Yours faithfully



John Cooper
Deloitte LLP