

01 November 2023

Planning Department
Manchester City Council
PO Box 532
Town Hall
Manchester
M60 2LA

FAO Angela Leckie

Dear Angela,

External Cycle Store, Manchester Science Park (MSP), Manchester Application for Full Planning Permission

Please find enclosed an application ("this Application") for Full Planning Permission for the erection of an external cycle store including associated lighting, access arrangement, and infrastructure (the "Proposed Development").

The Applicant is Bruntwood SciTech Ltd. ("the Applicant").

Description of Development

The proposed Description of Development is:

"Full planning permission for the erection of an external cycle store (class Sui Generis), with associated lighting, access arrangement and infrastructure."

The Site

The Site, spanning 106 sq. m., is bound by the Base Building to the north, Rutherford House to the east, Guildhall Close to the south and west. The part of the Site that will accommodate the new cycle store currently provides eight standard car parking bays and is located to the north of the car park. The Site is located within the Hulme Ward (the "Site"). The Site in itself is located within the Rutherford House surface level carpark.

Please refer to Site Location Plan enclosed in this Application (Plan Ref: GRE-BDP-ZZ-XX-DR-A-00-025).

Background

The Site forms part of Manchester Science Park (MSP), a strategic employment location as identified in the Manchester Core Strategy (2012) within the Oxford Road Corridor. The strategic opportunity presented by

MSP is set out within the endorsed MSP Strategic Regeneration Framework (SRF) (2018) and the subsequent SRF Addendum (2023), hereby known as the “MSP SRF”.

As part of the ongoing delivery of the MSP SRF, Planning Permission for the redevelopment of the existing Greenheys building was granted on 28 July 2023 under planning permission reference: 136934/FO/2023 (the “Greenheys Consent”). This site occupies land located between and bounded by Greenheys Lane to the west, Pencroft Way to the east, the Base building to the south, and the McDougall Centre to the north. The Planning Permission provided consent for the creation of a 7-storey building, cycle parking, hard and soft landscaping, access and servicing, and associated works. Associated approvals were concurrently secured for demolition (Ref: 136962/DEM/2023) of the existing buildings on the site.

As part of the Greenheys Consent and the Prior Approval of Demolition, it was agreed that the existing cycle store located to the southeast corner of the site, which currently accommodates 100 cycle spaces will be provided elsewhere at MSP prior to the commencement of construction of the redevelopment of the Greenheys site.

This existing cycle store was approved under a standalone planning permission on 16 February 2017 (Ref. 114886/FO/2016).

The Proposed Development will constitute the re-provision of 100 no. secured cycle parking space from the existing location to facilitate the redevelopment of the Greenheys building (Ref: 136934/FO/2023); and maintain secure cycle parking provision for existing users within the Manchester Science Park (MSP), thereby continuing to promote active travel options for occupiers, and in line with the overarching sustainable goals enshrined by the MSP SRF.

Pre-application Consultation

Pre-application consultation has taken place with Angela Leckie at Manchester City Council through email and telephone correspondence, to seek agreement on the scope and form of this Application. It was confirmed via email on 05 October 2023 that the proposed relocation site and agreement of this via a standalone planning permission were acceptable.

Proposed Development

This Application is submitted for full planning permission for the erection of an external cycle store (class Sui Generis). This will compromise provision of 100 no. secured cycle parking space (in the form of 50 no. double Sheffield stands) to provide tenants and visitors with cycle parking facilities. For security, the Proposed Development will also be provided with internal and external lighting equivalent to that on the existing Greenheys store, CCTV provisions, secure entry doors with fob access, and security guard monitoring.

MSP and its occupiers encourage use of sustainable transport through various travel planning initiatives is strongly encouraged. Building on this, the Proposed Development will provide excellent facilities for those who cycle to the MSP area in the form of secured cycle parking spaces. The external cycle store will be relocated from the Greenheys site, this will be constructed from a steel portal frame with metal roof, metal mesh sheeting on the elevations.

In terms of accessibility, the Proposed Development can be accessed from Greenheys Lane from the west, Rutherford House car park at the south or through a pedestrian footway between Base Building and Rutherford House from the north.

Planning Policy Framework

The key Development Plan documents relevant to the Proposed Development are:

- The 2012 Manchester Core Strategy
- Saved Policies of the 2006 Manchester Unitary Development Plan (UDP)

Other material considerations associated with the Proposed Development are as follows:

- The National Planning Policy Framework (NPPF)
- Supplementary Planning Documents (SPDs)
- Planning Practice Guidance (PPG)
- The MSP SRF (2018 and 2023)
- The draft Places for Everyone Plan (2021)

Relevant Planning Policies and Material Considerations

Document	Policy
Manchester Core Strategy (2012)	Policy DM 1 – Development Management Policy EC 1 – Employment and Economic Growth in Manchester Policy T1 – Sustainable Transport Policy SP1 – Spatial Principles

Planning Policy Assessment

Principle of Use

The MSP SRF promotes initiatives on sustainable transport within the MSP area and connecting it to the wider Manchester City Centre area. It also facilitates the provision of active travel facilities within the MSP area to support new and existing users of the MSP.

Core Strategy SP1 – Spatial Principles states that all developments in Manchester should bring forth improvement to accessibility and developments should “*provide good access to sustainable transport provision*”. Sustainable transport is embedded in the Proposed Development itself and it facilitates the use of cycling instead of other mode of transport. The Proposed Development is located at the heart of the MSP area, in turn a highly accessible location, and as part of the Proposed Development a new pedestrian-only path between Base Building and Rutherford House will be created to the north of the Site.

Core Strategy DM1 – Development Management notes that developments should be mindful of their impact on local amenities and overall accessibility. In the construction of the Proposed Development, the Applicant will give existing MSP customers with advance notice of any unavoidable disruption to the on-site cycle parking provision and will ensure that alternative secured cycle parking facilities will be provided within MSP. It is acknowledged that there will be an unavoidable period of time where the cycle store will not be available whilst the existing store is being reinstalled in the new location, as the existing store will need to be deconstructed and then re-constructed.

The applicant has on-site dedicated property managers who will ensure that there will be secure facilities for the customers to use in the intervening 4 weeks, these including external Sheffield rings, spaces at Base cycle store as well as other vacant suites across MSP. In the Applicant's experience over previous years, during the autumn and winter periods the demand for cycle storage in MSP is typically half that of spring and summer months, and therefore carrying out the relocation during November will mitigate impact.

Design

Core Strategy Policy DM1 – Development Management outlines all developments should pay due consideration for various issues, including but not limited to “*appropriate siting, layout, scale, form, massing, materials and detail*” and “*impact on the surrounding areas in terms of the design, scale and appearance of the proposed development*”. The Proposed Development is of an appropriate scale and design.

The existing cycle store on Greenheys will be reinstated on the Site, and therefore appearance will remain consistent. The compound is approximately 20m long, 5.31m wide and 2.3m tall, as this is a low level structure, the visual impact is minimal, and cannot be seen from outwidth MSP.

To the base, a new concrete plinth will be constructed, laid flush to the adjacent car park levels (see drawing Ref (9-)L115). 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.

Details on the form and materiality of the Proposed Development can be found in the drawings Ref. 9-L114 and Ref. (9-)L115 submitted alongside this Application.

Security

The cycle hub design incorporates a flat corrugated steel roof and is clad in steel mesh, access is achieved via an automated key fob system and houses CCTV security.

Parking

Core Strategy T1 – Sustainable Transport outlines developments should “*encourage modal shift away from car travel to public transport, cycling and walking*” and “*facilitate modes of transport that reduce carbon emissions*”. The Proposed Development provides re-provision of 100 no. cycle parking space in the heart of the MSP area which will continually promote the uptake of cycling into the area and facilitate occupiers/visitors to adopt cycling as a preferred method when visiting the MSP area by providing quality secured cycle storage at a highly accessible location. The Proposed Development will also facilitate the delivery of the Greenheys building (Ref: 136934/FO/2023).

As part of the Proposed Development, it will cause the loss of 8no. carparking space of the existing Rutherford House carpark. It is also noted that the Site has been used as a contractor compound in the past few months and the wider MSP parking strategy has not been adversely affected. Curtins, as Transport Consultant on MSP, have confirmed that the conclusions of their reports prepared for the Greenheys site and the wider MSP parking strategy set out within the Transport Statement for Denmark Road are unaffected by this change.

As such, the Proposed Development is in line with Policy T1.

Summary

The Proposed Development has been fully considered against the relevant policies of the Development Plan and found to be address the requirements of the Development Plan as a whole, as well as relevant material considerations.

Application Submission

In addition to the Drawings and this Covering Letter, the following documentation is submitted in support of this planning application:

- Application Form and prepared by Deloitte;
- Cycle Store Memo prepared by Bruntwood SciTech;
- Site Location Plan prepared by BDP (Plan Ref: GRE-BDP-ZZ-XX-DR-A-00-025); and,
- Suite of Drawings prepared by BDP:
 - Cycle Compound Layout Plan (Ref (9-)L113)
 - Typical Section/ Elevation (Ref (9-)L114)
 - Detail Area (Ref. (9-)L115)

The Application has the Planning Portal reference: PP-12503709 and the application fee of £234 in addition to the pre-requisite Planning Portal administrative fee has been paid online via Planning Portal.

The development is therefore wholly compliant with the policies of the Development Plan and there are no material considerations which would justify refusal of the Application. We therefore respectfully request that this Application be supported by the Planning Authority.

We would be grateful if you could notify us of the validation of the Application and please do not hesitate to contact my colleagues Eithne Fitzgerald (eithnefitzgerald@deloitte.co.uk / +44 161 455 6963) or Matthew Lam (mlam@deloitte.co.uk / +44 161 455 8448).

Yours sincerely

A handwritten signature in black ink that reads "Deloitte LLP". The signature is enclosed within a thin black rectangular border.

For Deloitte LLP

Encl.