

Mayfield Mobility Hub – Cycle Parking and Refuse Provision Technical Note

Date: 6 August 2026

Subject Response to MCC Highways and TfGM Comments: cycle parking provision
and refuse storage (LPA Ref: 145636/JO/2026)

1. Introduction

This Technical Note has been prepared on behalf of the Applicant Mayfield Medlock Ltd in response to post-submission comments received in relation to the Mayfield Mobility Hub planning application. It responds to comments from MCC Highways and Transport for Greater Manchester (TfGM) seeking further justification for the reduction in cycle parking provision when compared with the previously granted application, clarification regarding the location of refuse storage and collection associated with the proposed retail unit, and confirmation of EV Charging provision.

For completeness, the comments received from MCC Highways and TfGM addressed within this note are as follows;

- *A minimum 20% EV charging point and cable ducting should be provided at the MSCP in line with MCC's EV Strategy.*
- *Further justification is required on the loss of the cycle parking provision (65no. spaces). It should be ensured that sufficient cycle parking is maintained at the MSCP for the surrounding office development.*
- *Clarification is sought on the location of refuse bins associated with the MSCP and retail use.*
- *Cycle parking provision should be in line with LTN 1/20 standards.*

The note draws upon the submitted Mobility Hub Design and Access Statement Addendum, the Poulton and Republic planning submissions, and relevant cycle parking guidance including Local Transport Note 1/20 (LTN 1/20) and British Council for Offices (BCO) guidance.

2. Cycle Parking Provision

2.1 Overview

The previously approved Mobility Hub provided 450 cycle parking spaces. The revised scheme proposes a reduction of 65 spaces, resulting in the provision of 385 cycle parking spaces.

The cycle hub is intended primarily to support the neighbouring Poulton and Republic office developments, whilst also providing capacity for visitors to Mayfield Park and nearby leisure destinations, including Depot Mayfield / Freight Island. The revised proposals also relocate the cycle hub from basement level to ground floor level, significantly improving accessibility, visibility and convenience for users.

The assessment below demonstrates that, notwithstanding the reduction in overall cycle parking provision, the proposed level of provision remains above the requirements generated by both LTN 1/20 and BCO guidance.

2.2 Assessment Against LTN 1/20

The Local Planning Authority consultation response specifically references LTN 1/20. LTN 1/20 seeks to ensure that cycle parking is provided in sufficient quantities at destinations where people want to travel, and supports the provision of secure and convenient long-stay cycle parking facilities.

The Poulton and Republic developments will provide a combined 46,057 sq.m GEA of office floorspace. Applying the LTN 1/20 long-stay cycle parking standard of 1 cycle parking space per 200 sq.m GEA generates the following requirement:

$46,057 \text{ sq.m} \div 200 \text{ sq.m} = 230.3 \text{ spaces, rounded up to 231 cycle parking spaces.}$

Standard / Provision	Cycle Spaces	Comparison Against Requirement
LTN 1/20 requirement	231	Baseline requirement
Proposed Mobility Hub provision	385	+154 spaces (+67%)

The proposed development therefore provides 154 cycle spaces more than required by LTN 1/20, representing approximately 67% more cycle parking than required by the guidance. On this basis, the reduction in provision from the previously approved still represents an over provision when assessed against the standard specifically referenced within the feedback received.

The revised proposals also provide a materially improved quality of cycle parking compared to the previously approved basement arrangement. The cycle hub has been relocated to ground floor level, removing the need for ramps, lifts or significant vertical circulation. Dedicated access points, visibility from the public realm and direct connections to the surrounding office developments create a more convenient and attractive facility that supports the objectives of LTN 1/20.

2.3 Assessment Against BCO Guidance

The proposed cycle hub is intended principally to serve the Poulton and Republic office developments. The combined office accommodation will provide approximately 31,079 sq.m NIA. Applying the recognised BCO occupancy standard of approximately 10 sq.m NIA per employee results in an estimated office population of approximately 3,107 employees.

BCO guidance recommends provision of 1 secure cycle parking space per 10 members of staff. Applying this standard generates the following requirement:

$3,107 \text{ employees} \div 10 = 310.7 \text{ spaces, rounded up to 311 cycle parking spaces.}$

Standard / Provision	Cycle Spaces	Comparison Against Requirement
BCO guidance requirement	311	Baseline requirement
Proposed Mobility Hub provision	385	+74 spaces (+24%)

The proposed development therefore provides 74 cycle spaces more than required by BCO guidance, representing approximately 24% more cycle parking than required by the recognised office industry standard. As such, even after the proposed reduction, the Mobility Hub continues to exceed the level of cycle parking expected to serve the adjacent office accommodation.

In addition to the numerical provision, the scheme includes a comprehensive package of end-of-journey facilities including secure cycle storage, accessible cycle parking spaces, showers and changing facilities, lockers, direct access to the neighbouring office developments, and facilities capable of supporting electric bicycle use. Collectively, these facilities provide a high-quality active travel offer that materially exceeds the minimum expectations of office occupiers and supports modal shift objectives across the wider Mayfield development.

2.4 Wider Demand and Shared Use

The proposed provision should not be considered solely in relation to the office developments. The Mobility Hub occupies a central position within the wider Mayfield development and is located adjacent to Poulton and Republic, Mayfield Park, and Depot Mayfield / Freight Island and other leisure and event uses.

As demonstrated above, the proposed provision exceeds both LTN 1/20 and BCO guidance. This surplus capacity provides flexibility to accommodate demand arising from visitors to the wider Mayfield destination in addition to office users.

Importantly, the peak demand periods associated with these uses are not expected to coincide. Office demand is likely to be concentrated during weekday morning arrival periods and remain relatively static during the working day. By contrast, demand associated with Mayfield Park and Depot Mayfield / Freight Island is typically expected to be focused during evenings, weekends and other leisure periods. Consequently, cycle parking demand generated by these uses is complementary rather than cumulative. The differing demand profiles allow the cycle hub to operate efficiently and mean that overall demand is not expected to exceed available supply.

2.5 EV Charging Points

In reference to the comments made by MCC Highways regarding EV charging provision it can be confirmed that the EV charging capacity for the Proposed Development will be 50% of bays. This represents a 30% betterment on Manchester City Council's EV Strategy which requires a minimum 20% provision.

3. Refuse Storage and Collection

Clarification has been requested regarding refuse storage and collection arrangements associated with the proposed retail unit.

The submitted Mobility Hub Design and Access Statement confirms that the development incorporates dedicated refuse storage facilities as part of the ground floor layout and wider waste management strategy. The retail unit will contain its own internal refuse storage provision.

Given the nature of the proposed café use to be located within this retail unit it is not anticipated that the unit will produce much in terms of waste. Regardless, waste generated by the retail use will therefore be stored internally within the unit before being relocated to the waster store in the Republic prior to collection. The proposed waste store route is set out in Figure 1 below. Collection will take place from the dedicated loading bay / servicing area located at the end of the service road serving the Mobility Hub. This arrangement ensures that refuse storage and collection activities are appropriately managed and do not adversely affect the operation of the cycle hub or surrounding public realm.



Figure 1: Mobility Hub retail unit to Republic Building waste store route

4. Conclusion

Whilst the proposed scheme reduces cycle parking provision by 65 spaces compared to the previously approved Mobility Hub, the resulting provision remains above recognised guidance requirements.

- The proposed provision of 385 cycle spaces exceeds the LTN 1/20 requirement of 231 spaces by 154 spaces, representing approximately 67% above the requirement.
- The proposed provision of 385 cycle spaces exceeds the BCO requirement of 311 spaces by 74 spaces, representing approximately 24% above the requirement.
- The revised ground floor cycle hub represents a substantial qualitative improvement over the previously approved basement arrangement through enhanced accessibility, visibility and convenience.
- The cycle hub provides comprehensive end-of-journey facilities including lockers, showers, changing facilities, accessible cycle parking and electric bike charging capability.
- Surplus capacity provides flexibility to support visitors to Mayfield Park and Depot Mayfield / Freight Island, with differing peak demand periods ensuring that overall demand is not expected to exceed supply.

- EV charging capacity will be provided for 50% of bays, representing a 30 percentage point betterment over Manchester City Council's minimum 20% standard.

In relation to refuse storage, waste associated with the retail unit will be stored internally and collected from the dedicated loading bay / servicing area at the end of the service road in accordance with the submitted waste management strategy.

This demonstrates that the proposed amendments continue to deliver an appropriate and robust level of cycle parking provision, whilst maintaining suitable operational arrangements for waste management.