

MANAGEMENT POLICIES

The Yard: Containers and a retractable
canopy installation

Site Address:
The Yard
11 Bent Street
Manchester
M8 8NF

Doc. Ref:
1247-MCAU-P.00-MP-001

Rev:
A

Date:
Nov 2023

MCAU

2 Commercial Street
Manchester M15 4RQ

0161 974 7203
mcau.co.uk



0.1 | MANAGEMENT PLANS

Introduction

From 2019, the existing building and yard at 11 Bent Street, Cheetham Hill has been developed from warehouse and wholesaling units into a creative workspace and licensed venue. Now known as “The Yard”, the owners have been working with Manchester City Council (MCC) on using the development as a driver for the local economy and future direction of this part of Cheetham Hill. This includes as a first stage the regularisation of the current uses of the Yard. The following suite of management plans have been developed to support this application for Change of Use.

This consists of the following:

- 1.0 CAR PARK MANAGEMENT PLAN (CPMP)
- 2.0 CYCLE STORAGE SCHEME (CSS)
- 3.0 PARKING STANDARDS BASED ON USE CLASS
- 4.0 TRAVEL PLAN (TP)
- 5.0 NOISE MANAGEMENT PLAN (NMP)

1.0 | CAR PARK MANAGEMENT PLAN

One of the aspects with developing these proposals is that the building, local transport infrastructure and parking facilities are already in existence. We therefore consider how we can make best use of the existing facilities rather than designing new premises or transport systems.

As such we acknowledge that these plans are live documents that will be subject to review as the project and building use develops in the same way that existing activities have informed these proposals.

The first step for a car park management plan is to establish the current position as regards car parking, waste removal and deliveries.

Context and History of Use

- The building’s origins date back to the early 1900s when it was originally built as a Jewish school within a residential area. Over the years, the terraced housing was replaced by industrial units and the school was left empty.
- In 2011, a planning application was approved for the reuse of the existing building as a cash & carry including 15no car parking spaces and a cycle store in the rear yard, of which 2no spaces were to be accessible.
- In 2016, permission was granted to add additional retail units in the rear yard, which were completed in two phases. The plans included 11no car parking spaces, 1no of which was accessible and a new ramp to the side door. The ramp was not built and the spaces were not demarcated. Permission was also granted to gate Torah St to the south of the site, which appears to be a private road shared with

- the adjacent owners.
- Provision for deliveries was to be from both Torah St and the lane to the North, with no internal fencing or gates. Waste was to be stored inside the main building at the rear and collected from the end of Torah Street.
 - “The Yard” branding dates from February 2019, with the building now being used as an “alternative venue, creative workspace, exhibition space, gathering space, special space” and being licensed by Manchester City Council. This application seeks to regularise this use.

Existing Car Parking and Waste Removal

At present, the users of the Yard are tenants, licensees, volunteers and attendees at events, groups or classes. Some will travel daily, others less regularly or occasionally. There are non-accessible parking provision options if needed. Presently, the site accommodates 3-4 cars on a daily basis, with additional spaces available.

The main gate is manually opened and closed on events, both of the gates are manned when in use to assist where needed. Disabled access can be given by personnel who are always on hand to help:

1. Through the sliding gate on Torah Street
2. Through the disabled access door on Bent Street and then straight down Talmud Street.

The fencing to the South of the yard was not removed as proposed, Waste is stored in ??

In contrast to the planning approval, there is no general parking provided on the site. There is a free public car park 300m from the site.

Deliveries

Deliveries are made to the front and sides of the building (Mainly Torah Street but also “Talmud Street”). A variety of vehicles, including cars, vans, box vans, and wagons deliver to site. Products have been delivered down Torah Street using 40ft containers, and wagons have also been used to drop off goods to our neighbours on Torah Street.

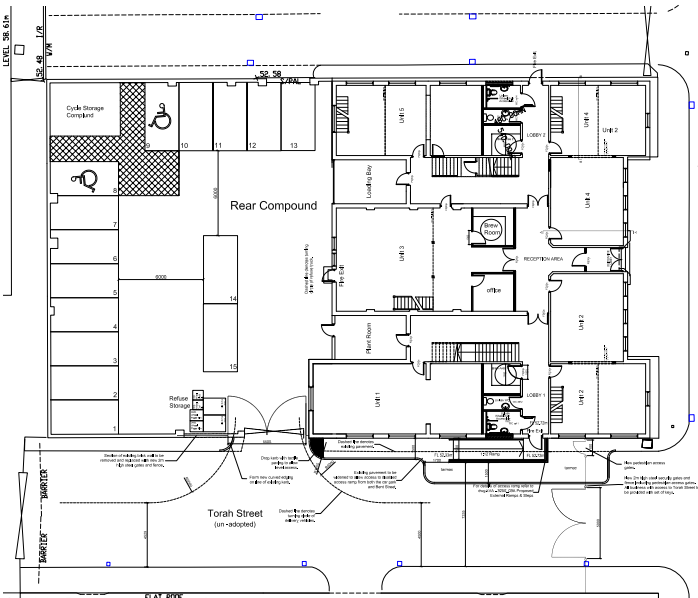
Planning Context

Relevant Policy:

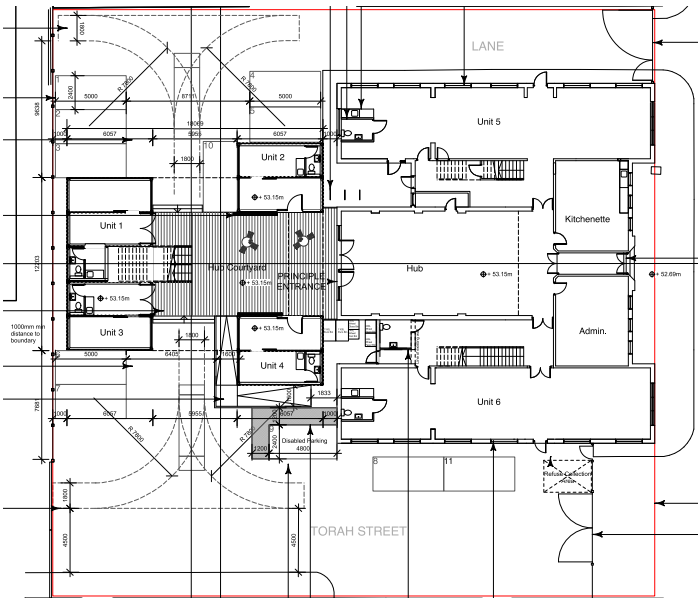
Unitary Development Policy
CC10: Industrial and Commercial Uses
“Permission will be granted for the redevelopment of buildings only where the proposals incorporate sufficient parking and servicing for their own needs.”

Manchester Core Strategy
DM1: Development Management
“All development should have regard to.. Refuse storage and collection. Vehicular access and car parking”

T1: Sustainable Transport
“Improve access to ..facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.”
Car Park Management Plan



2011: Proposed parking



2016: Proposed parking and turning

Car Park Management Plan

Based on the applicable policy, the aim of the travel plan is to build upon and enhance the existing travel arrangements to:

- 1. Provide access and parking for disabled people
- 2. Provide access for deliveries and waste collection
- 3. Not to provide general parking

This will be achieved by:

1. Accessible Access & Parking

There is one disabled space marked out with ramp access in to the atrium or rear yard. There is space for two more accessible spaces on Torah Street for assisted access, with a ramp to the front of Bent Street for access to the atrium and at the back for access to the rear yard.

2. Refuse Strategy

The Yard are on a contract with Biffa for waste collection and the bins are stored in the yard to the rear of the building. Glass is collected on Monday and general waste is collected on Tuesday once a week. The refuse vehicle collects from Torah Street. This arrangement will continue as existing.

3. Deliveries

Deliveries are made to the front and sides of the building (Mainly Torah Street but also "Talmud Street"). A variety of vehicles, including cars, vans, box vans, and wagons deliver to site. Products have been delivered down Torah Street using 40ft containers, and wagons have also been used to drop off goods to our neighbours on Torah Street.

3. General Parking

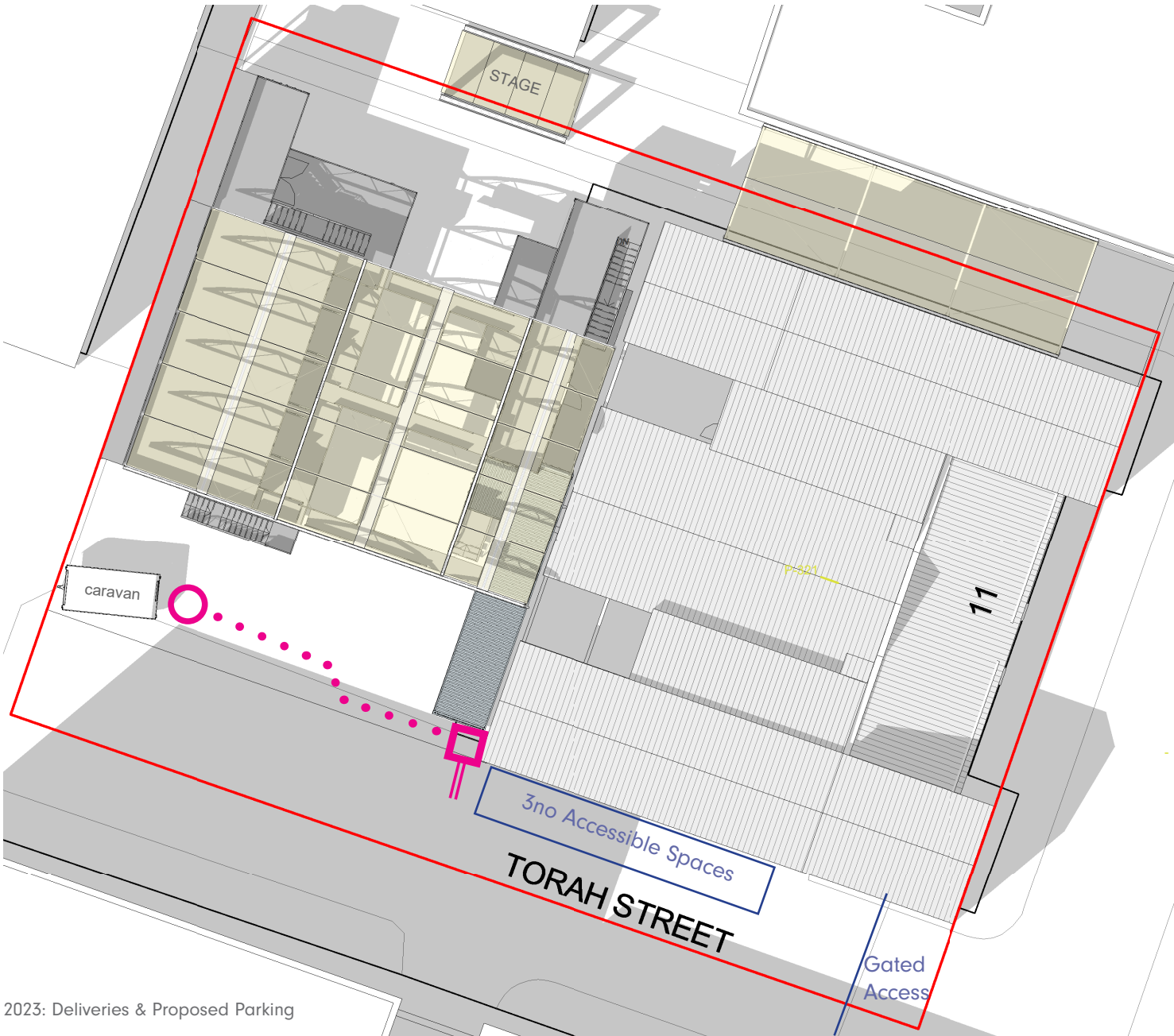
In line with the Travel Plan and to encourage sustainable travel, it is not proposed to provide any general parking spaces on site, as parking is available within half a mile in a number of locations, the closest of which is free of charge.

This policy should be read in conjunction with the following:

2.0 Cycle Storage Plan

4.0 Travel Plan

5.0 Noise Management Plan



2023: Deliveries & Proposed Parking

KEY

-  Collection Point
-  Bin Store / drag route

2.0 | CYCLE STORAGE SCHEME

The same approach is taken with cycling storage as it has with creating a car parking plan, in terms of working with the existing; the existing building, local transport infrastructure and the existing cycle storage and the space available for additional bike hoops.

The first step for a cycle storage plan is to establish the current position as regards cycle use and storage.

Context and History of Use

- The building’s origins date back to the early 1900s when it was originally built as a Jewish school within a residential area. Over the years, the terraced housing was replaced by industrial units and the school was left empty.
- In 2011, a planning application was approved for the reuse of the existing building as a cash & carry including a cycle store in the rear yard.
- In 2016, permission was granted to add additional retail units in the rear yard, which were completed in two phases. The plans included 6no covered bike parking spaces.
- “The Yard” branding dates from February 2019, with the building now being used as an “alternative venue, creative workspace, exhibition space, gathering space, special space” and being licensed by Manchester City Council. This application seeks to regularise this use.

Existing Cycle provision

Currently, there is not a great deal of cycle provision in Cheetham Hill, including no dedicated on or off road cycle lanes once you leave Manchester City Centre. A back route on Stocks Street has been proposed for a future phase of the Bee network. The nearest bee bike is approx 0.5 mile away.

At present, the users of the Yard are tenants, licensees, volunteers and attendees at events, groups or classes. Some will travel daily, others less regularly or occasionally.

5no bike hoops are provided at the South of the site, providing 10no spaces. Plus additional posts; which is in accordance with 1 space per 140sqm shown in Appendix B of Manchester City Councils Core Strategy 2012 to 2027.

The bike racks are not covered to avoid loitering, but is enclosed in a private car park and spaces are available in containers in the yard if necessary.

Planning Context

Relevant Policy:

Manchester Core Strategy
DM1: Development Management
“Access to new development by sustainable transport modes”

SP1: Spatial Principles
“Promoting walking, cycling and the use of public transport”

T1: Sustainable Transport
“Encourage modal shift away from car travel to public transport, cycling and walking”
“Improve choice by developing alternatives to the car”

Appendix B: Car Parking Standards
A minimum of 10 spaces are probably required, which is met by the existing provision. The number required depends on the use and floor space (TBC)

Cycle Storage Plan

Based on the applicable policy, the aim of the cycle storage plan is to build upon and enhance the existing cycle provision to:

- Provide cycle facilities that will enable and promote more cycling to the venue by all user groups.
- Meet the requirements of Appendix B

There is space available on Torah Street for up to 40 or 50 bike racks. The cycle hoops are fixed into concrete with a CCTV monitoring system.

The Yard are looking to partner with Cycling UK, who are looking at putting electric bikes in to promote this form of travel. The intention is to propose the introduction of electric bike racks on Cheetham Hill Road.

Two new wet rooms on the first floor of the main building are to be proposed to accommodate the cyclists.

This policy should be read in conjunction with the following:

- 1.0 Car Park Management Plan
- 4.0 Travel Plan
- 5.0 Noise Management Plan

3.0 | PARKING STANDARDS BASED ON USE CLASS

The following activities currently occur at the Yard:

Live music	Sui generis	
Film showings	Sui generis	D2
Theatre	Sui Generis	D2
Fashion events	E / F2	D2
Rehearsals for touring productions		
Assembly?	E?	
Music recording studios	E	B2
Fashion start-ups & incubator	E(g)	B1
Graphic design	E	B1
Drinking establishment	Sui generis	
Sale of food or drink for consumption on the premises	E(b)	

The history of use in terms of planning is as follows:

Prior to 2005 - No applications but the building sat within a zone designated by the Unitary Development Plan (1995) policy CC10 as for economic activity, in particular wholesale trades.

2005 - Permission granted for B1 (offices) to front and B8 (storage/distribution) to rear

2011 - Permission granted for Sui generis use (wholesale cash & carry) - A1 Retail use explicitly forbidden as per UDP policy PPS6. (Replaced by the Core Strategy)

2016 - Existing use described as Class B1a (offices) in existing building.
Applied to increase this to include new units in yard - also B1a.
Permission granted for Sui Generis (wholesale cash & carry)to new units. A1 Retail use explicitly forbidden as per UDP policy PPS6. (Replaced by the

Core Strategy)

Appendix B of the Core Strategy lays out requirements for disabled spaces and cycle provision based on use class, however these are the previous use classes.

Capacity of the yard as a venue is assumed at 200 people based on venue information.

It is assumed that there are two main uses:

- Offices (incubator) - existing building?
- Venue - yard?

The other uses support these e.g. food/drink, practice rooms i.e. are not a main use. (TBC)

Accessible Spaces Requirement

Offices (B1) - 2 bays plus one for each disabled employee

Events (D2) - depends on whether seated or standing?

Likely to require 3 bays:

200 seats -> max 40 spaces. 6% to be disabled = 2.4
Minimum 3 disabled.

In summary =3 bays required

Cycle spaces Requirement

Offices (B1) - 2 spaces if office space < 400 sq m

Events (D2) - 10 spaces if 200 seats

In summary - 10 spaces required

This assumes that the same provision can be used for both uses.

4.0 | TRAVEL PLAN

When developing a travel plan we consider how we can make best use of the existing facilities rather than designing new premises or transport systems.

As such we acknowledge that these plans are live documents that will be subject to review as the project and building use develops in the same way that existing activities have informed these proposals.

The first step for a travel plan is to establish the current position as regards travel.

Context and History of Use

- The building’s origins date back to the early 1900s when it was originally built as a Jewish school within a residential area. Over the years, the terraced housing was replaced by industrial units and the school was left empty.
- In the years leading up to 2005, the building was used for wholesale and document storage before becoming empty again.
- By 2011 the building was used as a cash and carry and in 2016, permission was granted to add additional units in the rear yard, which were completed in two phases.
- “The Yard” branding dates from February 2019, with the building now being used as an “alternative venue, creative workspace, exhibition space, gathering space, special space” and being licensed by Manchester City Council. This application seeks to regularise this use.

Existing Travel

At present, the users of the Yard are tenants, licensees, volunteers and attendees at events, groups or classes. Some will travel daily, others less regularly or occasionally.

None of the sites daily users usually drive, with the metro, bicycle and bus options available. The clients have previously asked people coming to events how they travelled to site and had received a variety of answers, the most popular being cycling, public transport, using the metro then walking from the Green Quarter, Northern Quarter, Trinity and Cheetham hill; along with using taxi’s and Ubers.

The site sits within an industrial area (shaded) which is currently well served by public transport from Manchester City Centre:

Buses: 41, 135 & 59 run every 10-12 minutes between 5am and midnight to Manchester City Centre, Oldham, Middleton, Bury, Heaton Park, Manchester University, Sale. The 41 bus that goes from Sale Broad Road to Middleton Bus Station, connecting the site to the town centre, and stops on Cheetham Hill Road, which runs parallel to Bent Street on the east, and is a 2 minute walk from the site.

Metrolink: Victoria at least every 12 minutes between 5am and 1am (15 minute walk)

Train: Victoria (15 minute walk) direct to Manchester Airport and Northern destinations

Cycling: 5no Cycle hoops are currently available withn the gated area.

Walking: The building is located just off Cheetham Hill Road which is animated during the daytime with shops and major transport routes, however this may be less safe for walking at night due to the lack of residential use. Other routes to the site include a 25 minute walk from the Northern Quarter or a 30 minute walk from Piccadilly Station.

Car Parking: Available free at Manchester Fort Shopping Park (1/3 mile to the North-East)
Various Surface Parking 1/2 mile to the South

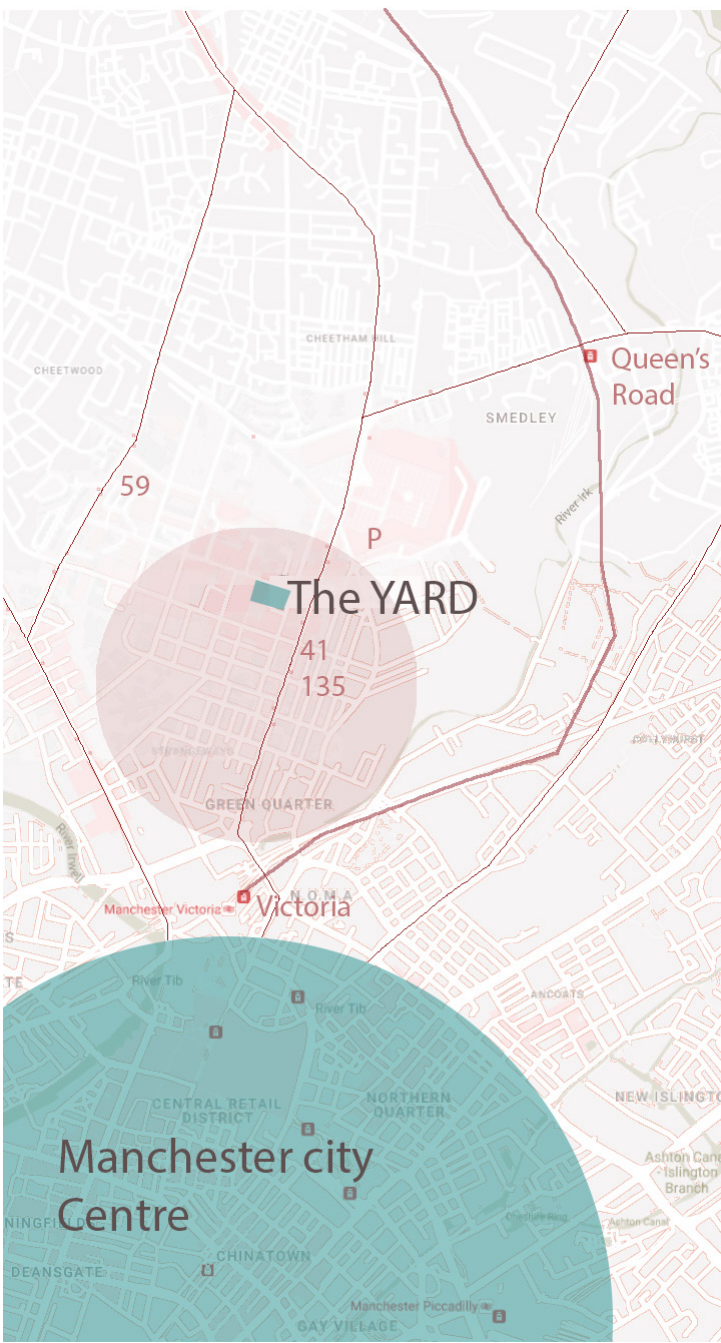
Accessible Parking: To Torah Street alongside the building (not currently marked out), with level access to the inside.

Planning Context

Relevant Policy:
Manchester Core Strategy
DM1: Development Management
“Buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes”

SP1: Spatial Principles
“Maximise the potential of the City’s transport infrastructure, in particular promoting walking, cycling and use of public transport”
“Improve access to jobs, services .. by being located to reduce the need to travel and provide good access to sustainable transport provision.”

T1: Sustainable Transport
“Encourage modal shift away from car travel to public transport, cycling and walking”
“To enable disabled people and people with mobility impairments to participate fully in public life.”



Travel Plan

Based on the applicable policy, the aim of the travel plan is to build upon and enhance the existing travel arrangements to:

1. Actively encourage the use of sustainable forms of transport over driving wherever possible
2. Make it as easy as possible for disabled people and those with mobility impairments to access the building and its facilities

This will be achieved by:

1. Sustainable Transport

The site is well placed for existing public transport, including outside working hours, and as such is an ideal location for both workplaces and events. In the first instance the following would be promoted to visitors and tenants:

- the regular bus services nearby
- the 15 minute walk to Victoria station / metrolink
- cycling, including secure cycle storage facilities and partner with Cycling UK

Regular parking will not be provided on site, although this is available nearby, which should further encourage the use of sustainable travel over driving.

2. Accessible Parking Provision

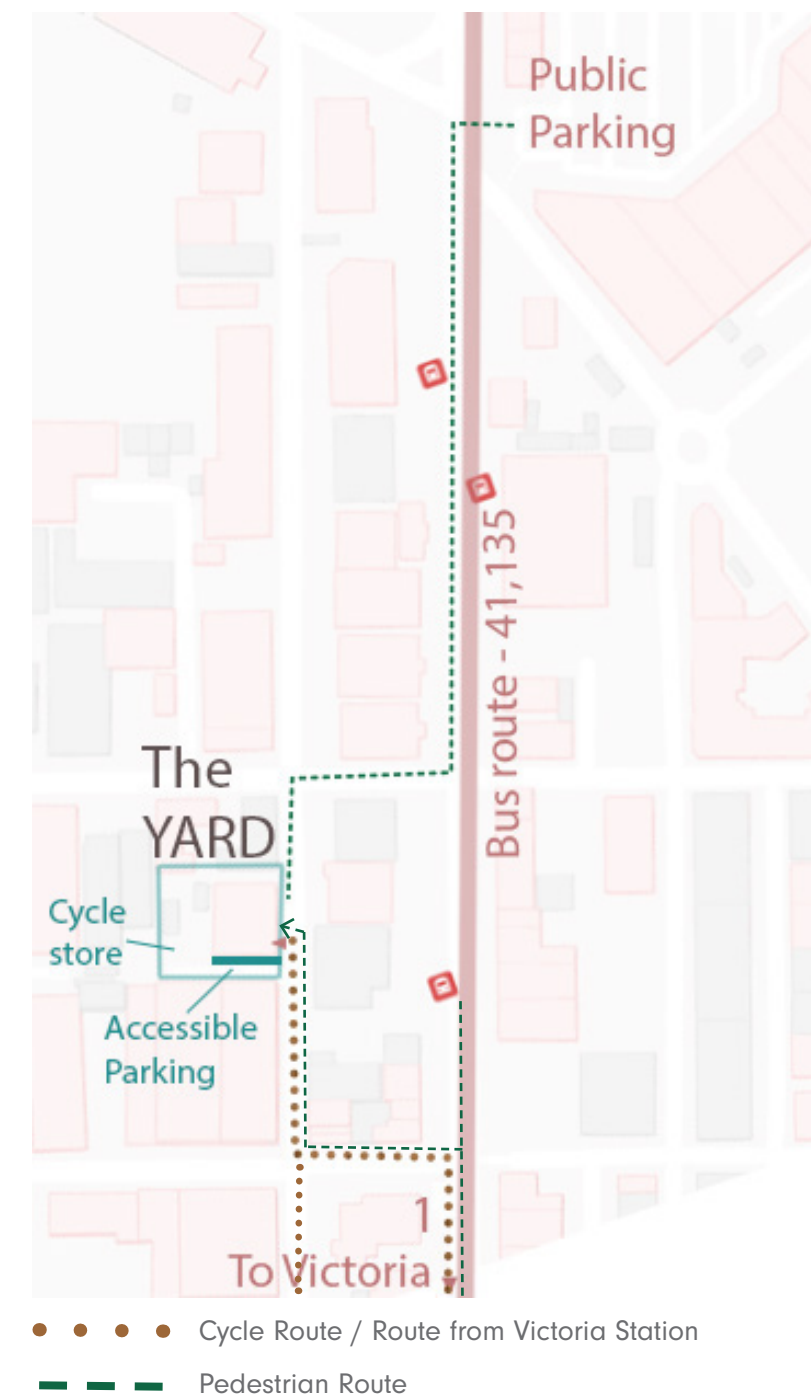
The site already provides secure, accessible parking and level access to the building. This will be formalised by:

- Providing 3no accessible spaces as required by Appendix B of the Core Strategy.
- Demarcating spaces of the required size to the side of the building

This policy should be read in conjunction with the following:

- 1.0 Car Park Management Plan
- 2.0 Cycle Storage Plan
- 5.0 Noise Management Plan

These elements cover the delivery, storage and waste removal strategies for the building which relate to the travel plan.



5.0 | NOISE MANAGEMENT PLAN

The first step for a noise management plan is to establish the current position as regards sources of noise.

We are fortunate with the existing conditions of the regarding noise management; as the site is currently surrounded by industrial and retail units with noise licences in place.

Context and History of Use

- The building’s origins date back to the early 1900s when it was originally built as a Jewish school within a residential area. Over the years, the terraced housing was replaced by industrial units and the school was left empty.
- In the years leading up to 2005, the building was used for wholesale and document storage before becoming empty again.
- By 2011 the building was used as a cash and carry and in 2016, permission was granted to add additional units in the rear yard, which were completed in two phases. This came with a planning condition that any external plant was to generate at least 5dB less noise than the existing background noise level. The hours of opening and deliveries were also to be restricted to avoid noise disturbance.
- “The Yard” branding dates from February 2019, with the building now being used as an “alternative venue, creative workspace, exhibition space, gathering space, special space” and being licensed by Manchester City Council. This application seeks to regularise this use.

Existing Noise

At present, the sources of noise that can be expected include:

- Traffic/delivery noise
- Waste collection noise
- Event noise

The site sits within an industrial area alongside Cheetham Hill Road which is a main artery and regular bus route.

There is some residential use along this road, much of which is above shops and food outlets, however the immediate context of the site is industrial wholesale and warehousing.

The current license allows for exhibition of films, live music and recorded music to take place indoors and outdoors between the hours of 23:00 - 02:30.

Planning Context

Relevant Policy:

Manchester Core Strategy
DM1: Development Management
“Development should have regard to .. effects on amenity including privacy, light, noise, .. odours..
Refuse storage and collection”

SP1: Spatial Principles
“Making a positive contribution to the health, safety and wellbeing of residents.”

Noise Management Plan

Based on the applicable policy, the aim of the noise management plan is to manage potential sources of noise to reduce any impact on the wellbeing of local residents by:

- Controlling daytime operating hours, that are currently between 8am - 10pm. With opening hours between 9am - 10pm.
- Controlling hours of deliveries,
- Controlling hours of waste collection
- Controlling event hours, the current license allows the premises to be open to the public from 12pm - 2:30am. Music whether live or recorded, and film to finish by 2:30.
- Ensuring and monitoring noise levels at events, through the musics technical equipment.
- Public relations - responding to noise complaints, the clients have never had a complaint from January 2019 to the present day.
- Local residents will be able to find all event information on The Yard’s website.

This policy should be read in conjunction with the following:

- 1.0 Car Park Management Plan
- 2.0 Cycle Storage Scheme
- 4.0 Travel Plan

MC
AU

**Modern City
Architecture & Urbanism**

Manchester
2 Commercial Street
Castlefield, Manchester
M15 4RQ

info@mcau.co.uk

0161 974 7203

Liverpool
Avenue HQ
17 Mann Island, Liverpool
L3 1BP