

Land at Bromley Street

Planning Statement

November 2023

Contents

	Summary
01	Introduction
02	Site
03	Proposal
04	Policy Spotlight
05	Assessment
06	Technical
07	Conclusion
	Appendix 1 - Planning History
	Appendix 2 - Planning Policies and Material Considerations

ED2237

November 2023

This report has been prepared for the client by Eden Planning & Development Ltd with all reasonable skill, care and diligence, based on the information provided by the client and research undertaken as outlined in this report. This document (or part of it) must not be reproduced without the prior written approval of Eden Planning & Development Ltd.

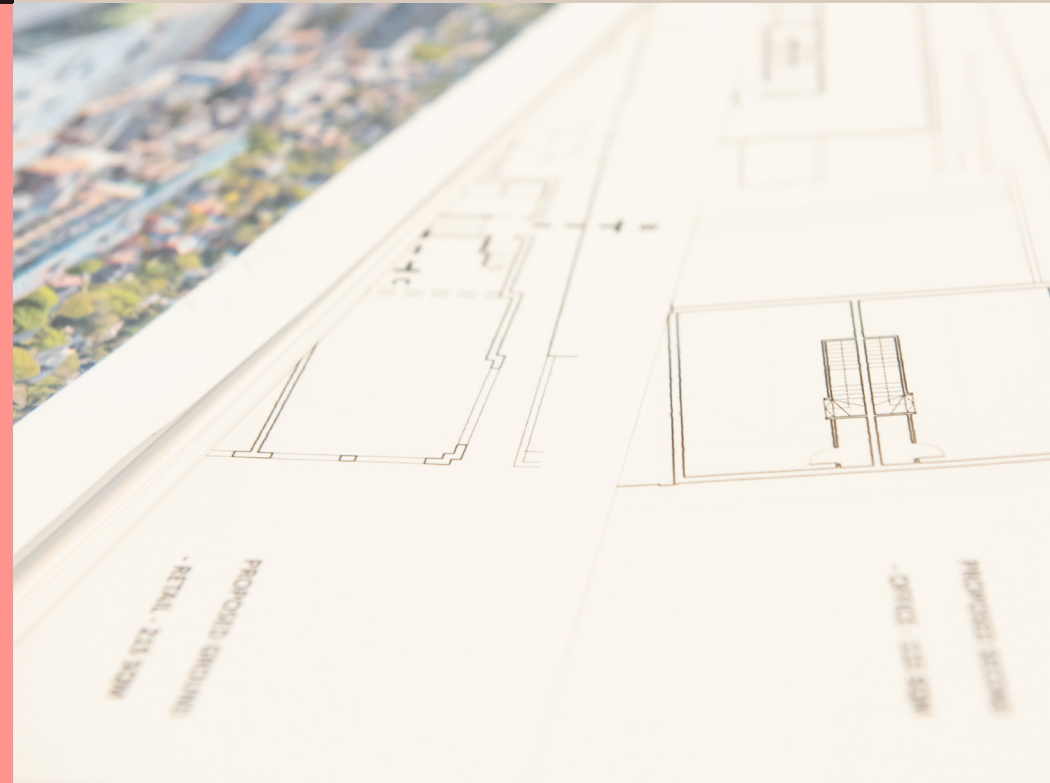
Summary

Following success at Pollard Yard, Meanwhile Creative is seeking to further support the creative and entrepreneurial minds of Manchester by unlocking another potential dormant commercial and employment space for positive uses. Proposed new affordable and flexible workspaces will provide studios for creatives, makers, micro-enterprises, and small businesses.

The Bromley Street site, located to the North of Manchester City Centre, is deemed an appropriate location for this exciting development. The site and surrounding area have not maximised its potential of being located close to the city centre, the area is in need of major investment and rejuvenation. The proposal will create flexible working spaces through repurposing 285 containers, 63 associated parking spaces and a central yard with a stage will also be provided. The proposed development will help revive the site and spark further investment and growth in this part of the city.

01

Introduction



Introduction

This Planning Statement has been prepared by Eden Planning & Development Ltd [Eden Planning] [the Agent] on behalf of Meanwhile Creative [the Applicant]. It supports a full planning application for a coworking space at Land at Bromley Street, Manchester, M4 4JS [the Site].

The description of development reads:

“Application for 4326sqm. gross of co-working space (sui generis) in recycled shipping containers with central yard area, car parking and associated works”.

This statement confirms the proposal satisfies the key policy tests and summarises the technical reports for officers. Initial engagement was undertaken with the Principal Planning Manager, Jennifer Atkinson, to confirm the validation requirements set out in the submission package.

The Submission Package.

Application Form (PP-12113482)

Site Location Plan (A-P10-001)

Proposed Site Plan (SK-001)

Typical Container Plan/Specs (SK-002)

Planning Statement (Prepared by Eden Planning)

Design and Access Statement (Prepared by Marrons)

Crime Impact Statement (Prepared by Design For Security)

Transport Statement (Prepared by Eddisons)

Waste Proforma (Prepared by Meanwhile Creative)

Maintenance Strategy (Prepared by Meanwhile Creative)

02

Site



Site



View of Site from Peary Street facing west



View of Site boundary along Bromley Street facing east



View of Site boundary along Rochdale Road facing West



View of Site boundary along Bromley Street facing west

Located to the north of Manchester City Centre on Bromley Street, the Site is completely enclosed by roads with Bromley Street to the north, Peary Street to the south west, and Rochdale Road to the south east. With the exception of the railway line situated to the north of the Site beyond Bromley Street, the remainder of surrounding land uses primarily consist of brownfield land utilised for surface car parking. Abbott Community Primary school is situated to the east of the Site on Livery Street alongside two-storey, terraced residential properties.

The Site has a hardstanding gravelled surface and was previously utilised as a public car park. A strip of existing mature vegetation is located along the south of the site, providing partial screening from Rochdale Road.

The entire site is surrounded by palisade style security fencing with the existing access taken via the gated car park entrance on Peary Street to the west. Three access points located along Bromley Street are fenced and currently inaccessible.

Site

The Site is in a highly accessible location with several bus stops located on Rochdale Road providing frequent services to Manchester City Centre, Rochdale, Middleton, and Bury.

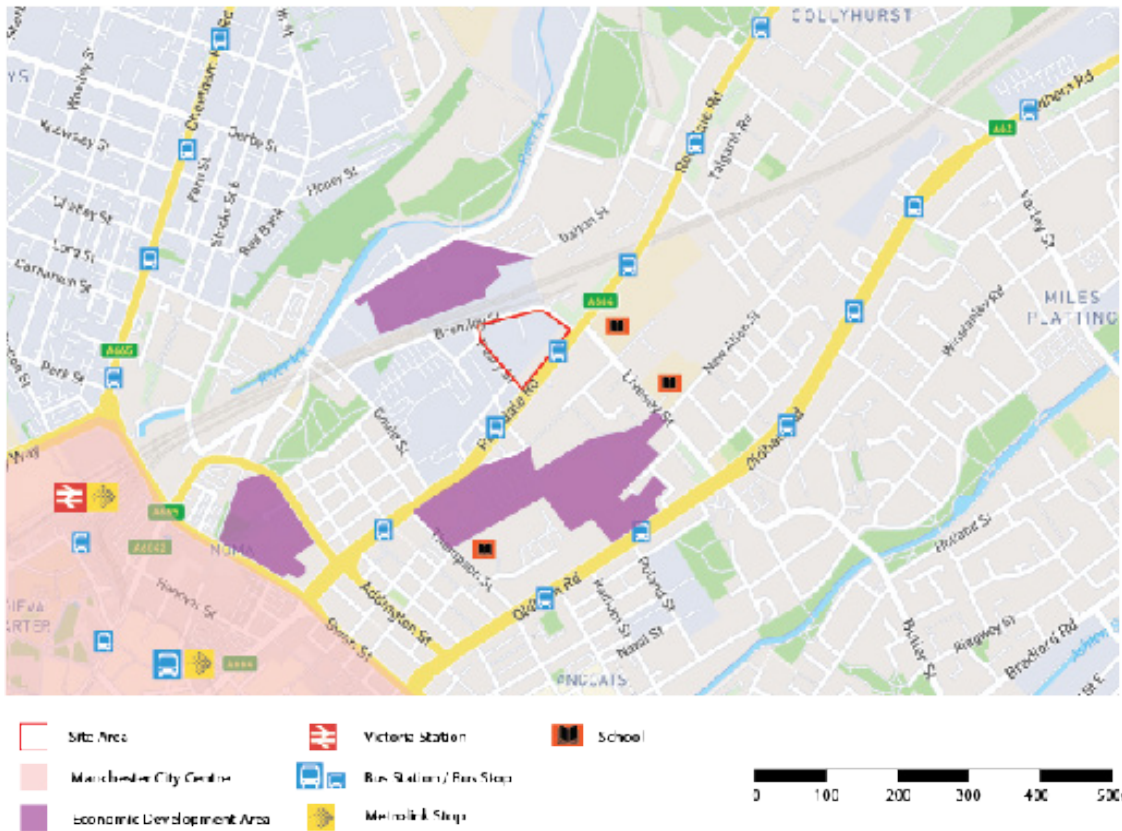
Several cycle routes are located within the vicinity with the nearest National Cycle Network route 66 situated approximately 5 minute cycle from the centre of the site. Route 66 provides a route from Central Manchester to Bradford, Leeds, York and Kingston Upon Hull.

The Site is also located c. 850m to the north of Manchester Victoria train station which provides train services to local towns and major cities such as Liverpool, Bradford, Leeds, and York, as well as Metrolink services.

Planning History

A review of the Council's online services identified the Site received temporary permission to operate as a car park in April 2018. There have been no planning applications submitted for the site since 2018. The planning history for the Site can be found in Appendix 1.





Site Location Plan (Source: Eden Planning)

Site Stats

Site Area	1.39ha
Flood Zone	One (low risk)
Heritage Designations	Not within a Conservation Area. Does not contain any designated and non-designated heritage assets
Ecological or Landscape Designations	Low
Public Rights of Way	No Public Rights of Way are within or near the Site
Tree Preservation Orders	Zero

03

Proposal



Proposal

Full Planning permission is sought for:

“Application for 4326sqm. gross of co-working space (sui generis) in recycled shipping containers with central yard area, car parking and associated works”.

Design and Layout

The development has been sympathetically designed to accommodate 4326sqm of co-working space through the use of recycled shipping containers.

Units and separate parking arrangements have been allocated to ‘Dark Kitchen’. ‘Dark Kitchen’ will provide a delivery food service on Site. The units and parking have been positioned close to one another, as illustrated on the supporting Proposed Site Plan, ref. SK-00, to ensure appropriate services are provided and to avoid conflict with other tenants.

Key features include:

- Shipping containers which have been positioned in rows to create a parade of mixed-use units.
- The topography has been utilised, providing steps within the Site to access units at different levels.
- A central yard area with a performance stage, acting as the central hub for the development.
- An urban park within the existing strip of vegetation along the south of the Site.
- Two access points from Peary Street and Bromley Street.
- 63no. car parking spaces.
- Toilets (WCs), bin storage and servicing area.

Scale, Massing and Appearance

The development will consist of two types of shipping containers, measuring:

- 20ft containers (6090mm x 2440mm x 2590mm);
- 40ft containers (12180mm x 2440mm x 2590mm).

The shipping containers will be bought second hand and refurbished, for use by start ups and small scale businesses. The containers will vary in colour and be positioned in rows on three separate stepped levels.

Access and Parking

The main pedestrian access will be from Peary Street with the main vehicular access from Bromley Street. Both access points are existing and will not require any additional works.

The pedestrian access points will directly lead to the central yard and performance stage via an arcade of units with steps leading to the containers to the south of the site. These steps can be avoided by using one of the alternative internal paths within the development.

The proposed car park adjacent to the Bromley Street access will contain 63 car parking spaces.

Five Sheffield bicycle stands will be provided on-site adjacent to the car park.

Proposal

Hours of Operation

To attract occupants and accommodate flexibility the Site is proposed to be open 24 hours a day, 7 days a week. Access to the site is controlled through a keypad entry system on the pedestrian and vehicle gates. It is expected however that the containers will primarily be utilised during normal working hours.

Type of Occupants

The Applicant has delivered similar successful developments in Bristol, Cardiff, and Manchester. These sites have been occupied by various businesses, solopreneurs and start-ups, including:

- Ceramicists.
- Filmmakers and photographers.
- Sustainable clothing labels.
- Interior designers and furniture makers.
- Fashion and graphic designers.
- Marketers.
- Event companies.
- Musicians and producers.
- Beauty therapists and tattoo parlours.

The proposed central yard is intended to create a space that can be used by performing arts as well as a shared space for occupiers to collaborate and promote their businesses.



Converted container (Source: Marrons)

Proposal



04

Policy Spotlight

...particularly noted that an the extremely restrictive definition
...is prescribed by paragraph X for the purposes of Class R. This
...a very small area of land adjacent to the agricultural building, to
...in the permitted change of use. It is confined to:
...piece of land, whether enclosed or unenclosed, immediately beside
...around the agricultural building, closely associated with and serving
...purposes of the agricultural building; or
...area of land immediately beside or around the agricultural build-
...ing no larger than the land area occupied by the agricultural building,
...never is the lesser.

Policy Spotlight

In accordance with Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the 2004 Planning and Compulsory Purchase Act, the planning application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. Applications which accord with the development plan should be approved without delay.

Section 38(6) of the Planning and Compensation Act 2004 requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

Relevant to the Site, the adopted Development Plan for Manchester City Council comprises:

- Core Strategy Development Plan [Core Strategy] (2012)
- Saved Policies of the Unitary Development Plan [UDP] (1995)

The pertinent Core Strategy Policies are:

- Policy SP1 – Spatial Principles
- Policy EC1 – Employment and Economic Growth in Manchester
- Policy CC1 - Primary Economic Development
Focus: City Centre and Fringe
- Policy CC2 – Retail
- Policy CC7 – Mixed Use Development
- Policy T1 - Sustainable Transport
- Policy EN1 - Design Principles and Strategic Character Areas
- Policy EN4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN15 - Biodiversity and Geological Conservation

The pertinent UDP Policies are:

- Saved Policy 26 – Development and Noise

Section 70(2) of the 1990 Act deals with determination of applications general considerations requires that the authority in dealing with the application shall have regard to the provisions of the development plan, so far as material to the application and to any other material considerations.

A summary of the relevant policies and material considerations are summarised at Appendix 2.

05

Assessment



01

Principle of Development

The proposed development will revitalise and regenerate a vacant brownfield site to create unique workspaces and retail units. The development will utilise shipping containers as well as a central yard for collaboration and performances.

In accordance with Core Strategy Policy SP1, the proposal will create vibrancy and character to the area, making efficient use of space by developing a brownfield site for creative working spaces. The Site is in a highly accessible location which can be accessed by car, foot, cycle and public transport.

The proposal will provide an employment-generating space for mixed-use startups and small businesses to thrive, supporting and enhancing employment opportunities. The central yard will enable businesses to collaborate and promote their work through events and performances, improving the portfolio of employment premises as supported by Core Strategy Policy EC1, CC1, CC2, and CC7.

02

Design

The proposed development represents an innovative and thoughtful approach to urban design and has been designed in accordance with Core Strategy Policy SP1 - Spatial Principles and the Guide to Development in Manchester SPD.

The development will feature rows of single storey shipping containers which have been repurposed to create a unique and sustainable environment. The layout of these containers has been carefully planned to make the most efficient use of space on site and to provide ease of navigation for all users. An open central yard will be incorporated into the design to enhance the provision of public open space and to promote collaboration between tenants. The existing vegetation on site will be utilised as an urban park to provide a green space for occupiers and visitors.

The development has been carefully designed to take into account the topography of the Site, with stepped access routes seamlessly integrated into the overall design whilst also providing access for occupiers and visitors who are mobility impaired.

03

Crime Impact

The site boundary will be secured by mesh security fencing with CCTV proposed to be in operation 24 hours a day with cameras positioned over the site entrance. CCTV will be monitored by the site manager.

Tenants will be responsible for securing their own container units. Containers will be secured with internal lockable patio doors and external cargo doors with integrated bar locking systems and padlocks.

06

Technical



Highways, Parking and Access

The supporting Transport Statement and Travel Plan produced by Eddison has highlighted that the proposal will have a minimal impact on the highway network and the site is well connected to promote sustainable travel.

The existing access points from Peary Street will be used as the main pedestrian access and a separate access from Bromley Street will be provided for vehicles. Bromley Street previously provided 3no. access points along the northern boundary and one the most eastern access will be utilised and will not require additional works. The access provides safe access and egress to and from the site for vehicles, pedestrians and cyclists.

The proposal includes the provision of 63no. car parking spaces providing an appropriate level of car parking for occupiers and visitors, including 5no. designated car parking spaces for the 'Dark Kitchen' tenants to ensure they have appropriate parking arrangements and avoid conflict with other tenants.

The site is accessible by bicycle, and five Sheffield bicycle stands will be provided on-site adjacent to the car park.

A servicing area is provided to the north of the site. As set out in the supporting Transport Statement, it is considered there is adequate space for delivery vehicles to manoeuvre on site and waste collection vehicles will have easy access for collection from the roadside.

Overall, the site is located in a highly accessible location being in proximity to bus stops, train station and Manchester City Centre.

Flood Risk and Drainage

The supporting Flood Risk and Drainage Assessment prepared by Betts Hydro concludes the development will not result in an increase in flooding to the site and surrounding area.

The Site is located within Flood Zone 1 with very low risk of surface water flooding. The proposed development will incorporate the existing hardstanding and will ensure appropriate drainage measures are implemented, taking into consideration the topography of the Site to ensure water run-off and to retain a very low risk of surface water flooding.

The proposed development will not increase the amount of hardstanding present and the containers have space underneath so that flow of surface water is minimised.

Trees and Ecology

There are no designated TPOs within or adjacent to the Site and the Site has limited ecological value. The proposed development seeks to retain the existing trees on site and use the existing strip of vegetation adjacent to the road as an urban park. The rest of the site is covered by hardstanding which will remain with the incorporation of steps. As such, the proposal will not have a negative impact on trees and ecology.

Noise

The Site is not located close to sensitive noise receptors. Noise generated within the Site will largely be contained within the shipping containers with occasional events in the yard area. The Site is surrounded by car parks with Abbott Community Primary School to the east. The yard area is located centrally and will have limited impact on the surrounding sites. The noise generated from the railway line will not have a detrimental impact on the ability for occupiers to operate on site. As such, the proposal is in accordance with Saved UDP Policy 26.

07

Conclusion



Conclusion

This Planning Statement is submitted in support of the generation of coworking space (sui generis) through the use of recycled shipping containers with a central yard, car parking and associated works. The proposed development represents a carefully designed and considered approach to urban renewal, with a focus on employment opportunities, sustainability and affordability. By utilising shipping containers, the development will be providing unique working spaces for startups, solopreneurs and small businesses within the artisan sector, improving the portfolio of employment premises within the Borough.

We have assessed the proposals against the planning policy test and consider the policy is wholly compliant.

We trust this application provides sufficient information to register and progress the application and we look forward to your support for these proposals.

Appendix 1 Planning History

Appendix 2 Planning Policies and Material Considerations

Appendix 1: Planning History

Comment	Response to Comment	Decision
118699/FO/2017	Creation of a 487 space and 142 space car parks for a temporary period of 5 years with associated access, boundary treatment and other works	Approved (19th April 2018)
118700/AO/2017	Installation of various non illuminated signage to proposed car park	Approved (22nd February 2018)
104025/FO/2013/N1	Creation of a temporary surface public pay and display car park for 250 vehicles, with erection of associated boundary treatments and floodlighting, for a temporary period of 12 months.	Approved (26th November 2013)
099262/FO/2012/N1	Erection of a 1.8 metre high weld mesh fence and gates to secure the site.	Approved (14th May 2012)
067350/FO/NORTH1/03	A: Erection of 2 No. portacabins to be used as toilet block for temporary 16 week period. B: Permanent police blue lamp post.	Approved (17th April 2003)
029853	Alterations to part of police divisional headquarters.	Approved (8th October 1987)
029255	Conversion of two car bays in car pound into additional office space	Approved (25th June 1987)
F10264/LA	CONSULTATION ON INTENDED G.M.C. DEVELOPMENT. Conversion of two car bays into additional office accommodation.	Approved (28th March 1979)

Appendix 1 Planning History

Appendix 2 Planning Policies and Material Considerations

Appendix 2: Planning Policies and Material Considerations

Core Strategy

- **Policy SP1 – Spatial Principles:** Developments should be well designed to enhance the character of place, whilst considering the needs of all members of the community. Developments should also improve access to jobs, services, and open space.
- **Policy EC1 – Employment and Economic Growth in Manchester:** This policy aims to ensure the continued social, economic, and environmental regeneration of the city. The policy also highlights the importance of providing a range of employment sites and premises for small, medium, and large businesses.
- **Policy CC1 Primary Economic Development Focus:** City Centre and Fringe: Within the City Centre and fringe (such as Strangeways where the proposed development is located), a variety of high-quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The policy states that developments which lead to the more intensive use of employment land (in terms of floorspace provided) will be supported.
- **Policy CC2 – Retail** – Across the City Centre, retail which supports and serves the local community and contributes to the area's character will be supported. The council is particularly supportive of the growth of the independent retail sector.
- **Policy CC7 – Mixed Use Development:** Mixed-use development is encouraged in which proposals must contribute to the economic regeneration of the city. Developments should also incorporate active ground floor uses (shops, food and drink and leisure).
- **Policy T1 – Sustainable Transport** – This policy highlights those developments should support more sustainable modes of travel, improving choice by developing and facilitating alternatives to the car. This involves improving the pedestrian environment and improving access to the cycle network.
- **Policy EN1 – Design Principles and Strategic Character Areas** – Developments are expected to follow the seven principles of urban design as stated in national planning guidance. Proposed developments should demonstrate how the development addresses the design principles and how it reinforces and enhances local character. This policy particularly highlights that there are less active and less densely developed areas outside the core city centre which need to be redeveloped.

Appendix 2: Planning Policies and Material Considerations

- **Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** – This policy highlights that all new developments should be energy efficient and should reduce the need for energy through design features that provide passive heating, natural lighting, and cooling. Developments should be well insulated using low or zero carbon energy generating technologies.
- **Policy EN15 – Biodiversity and Geological Conservation**
– Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site.

Unitary Development Plan

- **Saved Policy 26 – Development and Noise** - The Council will consider the effect of likely noise generated from new development and the implications of new development being exposed to existing generators of noise.

Material Considerations

National Planning Policy Framework (NPPF)

Paragraph 12 highlights that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. It also states that planning authorities may take decisions which depart from the development plan, only if material considerations in a particular case indicate that the plan should not be followed.

Paragraph 38 states that planning authorities should approach decisions on proposed developments in a positive and creative way to ensure sustainable development comes to fruition. Planning authorities should use the full range of tools available, working proactively with applicants to secure developments that improve the social, economic, and environmental conditions of the area.

Appendix 2: Planning Policies and Material Considerations

Design

Paragraph 130 sets out that planning policies and decisions should ensure that developments:

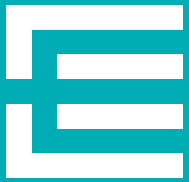
- “Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

Transport

Paragraph 104 highlights that development proposals should consider the potential impacts of the development on transport networks, make opportunities from existing or proposed transport infrastructure. Proposals should also create opportunities to promote walking, cycling and public transport. These considerations are integral to the design of proposals, and contribute to making high quality places.

Guide to Development in Manchester Supplementary Planning Document (SPD)

This document sets out the urban design requirements for new developments in Manchester. The guide discusses character and context, continuity and enclosure, legibility, accessibility, and adaptability. As well as this the guide environmental standards for development in terms of energy efficiency, water and waste management, and biodiversity creation.



EDEN

Get in touch

+44 (0) 161 820 2055
info@edenplanning.co.uk
edenplanning.co.uk

1 Market Street | Altrincham | WA14 1QE