

Application Number	Date of Appln	Committee Date	Ward
129010/FO/2020	18 Mar 2021	1 July 2021	Levenshulme Ward

Proposal Temporary use of the southern half of public car park for a 4 year period in connection with the operation of a weekly market on Saturdays (10.00 am-4.00 pm) between March and December (inclusive) and no more than 10 annual Friday night-markets (5.00 pm-9.00pm) during the same period, retention of existing storage container unit and internal generator, reconfiguration of waste / recycling storage area and installation of electric power supply cabinet (following the phased decommissioning of an existing generator)

Location Public Car Park Accessed Via Stockport Road and Albert Road, Manchester, M19 3AB

Applicant Mr Paul Bower, 4 Dean Bank Avenue, Manchester, M19 2EZ,

Executive summary

Proposal – This application was deferred from consideration by the Planning and Highways Committee meeting of 18 February 2021 to allow issues regarding the ownership of land adjacent to the western and southern site boundaries to be addressed. These issues have been resolved through amendments to the site boundaries, which excludes land owned by Network Rail or without definitive ownership.

This application relates to Levenshulme District Centre car park, which is bounded by a railway line and station to the west and Stockport Road to the east. The use of the car park as a market commenced in 2013. The current operation of the market is permitted by a temporary planning permission referenced: 116414/FO/2017, which expires on 7 August 2021.

The applicant originally proposed the temporary use of the southern section of the public car park as a market for a period of 4 years with an increase in the operating periods, i.e., Saturdays 10.00 am to 4.00 pm (52 weeks per year); Fridays between 4.00 pm and 10.00 pm (up to 12 evenings per year) and Sundays 10.00 am and 5.00 pm (up to 12 days per year). However, in response to local concerns regarding the impact of the extended operation of the market, the application has been amended to replicate the operating arrangements approved under planning permission referenced: 116414/FO/2017, i.e., holding of market events over a temporary period of 4 years on Saturdays (10.00 am-4.00 pm) between March and December (inclusive) and on no more than ten Friday nights (5.00 pm-9.00 pm) per year with the addition of an electricity cabinet in the car park area.

The development would also involve the proposed installation of an electricity cabinet in the car park area and the reinstatement of a waste storage enclosure to a position adjacent to the western elevation of retained storage container. The market layout would consist of 50 moveable stalls and gazebos to the south and immediately to the north of the public footpath crossing the car park from east to

west. The remaining area in the northern section would remain in operation whilst the market is being held.

Objection – Two petitions have been received with 19 and 272 individual signatures respectively. In addition, 16 emails and letters of objection have been received. The following comments relate to the original development and subsequent amendments to it:

- i. The 272 signature petition objects to the originally proposed increased frequency and duration market events due to its resulting impact on the operation of neighbouring businesses. The signatories request that the market be held on one occasion per week. Other representations concerning the original proposal also requested that the market should only operate on the basis of the previous planning permission (ref: 116414/FO/2017);
- ii. The siting of the market significantly reduces the availability of district centre car parking and adversely affects the operation of businesses that rely on passing trade. Car parking is limited within the district centre and should be retained. The reduced availability of car parking has adversely affected commuters using Levenshulme Station and resulted in additional car parking in nearby residential streets;
- iii. The siting of stalls, gazebos and demarcation barriers also restrict access to the rear of businesses and the undertaking of servicing and deliveries and waste collection. Access is required due to the presence of parking restrictions on Stockport Road;
- iv. The siting of the market may prevent access by emergency vehicles;
- v. The original proposal to retain the siting of a bin enclosure to the south of the site was objected to, as it prevented potential rear access to and from properties along Albert Road. This issue would be addressed through the amendments to the development. Notwithstanding the above, concern has been expressed regarding disamenity associated with the lengthy storage of waste within the bin enclosure;
- vii. Market events are harmful to amenity due to noise disturbance. Inappropriate waste storage and litter dispersal around the site may have contributed to localised vermin infestation;
- viii. The market has generated significant noise including the transmission of music, which has continued beyond the end of trading. There are concerns that this disturbance may intensify, if the further sale of alcohol for consumption on-site is permitted;
- ix. The market events now exceed the capacity of the site and a more suitable alternative location should be sought;
- x. The significant and combined activity from the market and neighbouring banqueting suite and retail food store have significantly increased activity within the vicinity to the detriment of local amenity and the character of the area.

Support – 106 emails of support were received in relation to the original proposal and subsequent amendments and are summarised below:

- i. The market has positively raised the profile of Levenshulme District Centre to the area. It has added significantly to the vibrancy of the district centre and its retention is strongly supported;
- ii. The market has increased footfall within the district centres demonstrating the benefits of its operation to its traders and businesses in the wider district centre;
- iv. The market is a well-run and a safe space for families and the wider community providing a much needed destination for social engagement and interaction across a diverse community;
- v. The site is in a sustainable location that can be accessed by local people without the need to use cars, which is beneficial to carbon reduction.

Key Issues

- i. The importance of the market to the vitality and vibrancy of Levenshulme District Centre;
- ii. The benefits of securing additional arrangements to improve the operation and management of the market in response to the concerns of neighbouring businesses.
- iii. The impact of the loss of car parking capacity on the operation of the district centre.

A full report is attached for Members consideration.

Description

This application was deferred from consideration by the Planning and Highways Committee meeting of 18 February 2021 to allow issues regarding the ownership of land adjacent to the western and southern site boundaries to be addressed. These issues have been resolved through amendments to the site boundaries to exclude land identified as being owned by Network Rail or without definitive ownership.

This application relates to Levenshulme District Centre car park, which is bounded by a railway line and station to the west and Stockport Road to the east. Albert Road lies to the south, with the car park access to the north gained from Farmside Place. The existing car park is bisected by a cycle / pedestrian route running beneath the elevated railway line and providing a route through to Stockport Road. Retail and commercial uses are located to the north and east of the site with a mix of commercial and residential uses located to the south of the site with frontages to Albert Road.

The use of the car park as a market commenced in 2013. At that time the market was held infrequently and did not require planning permission. However, planning permission ref: 102060/FO/2013/N2 was approved on 4 July 2013 and allowed the siting of a storage container and internal generator unit to facilitate the holding of a market on a more frequent and regular basis. Planning permission ref: 104683/FO/2014/N2 was approved on 14 March 2014 for a temporary 2 year period and allowed a market to be held on Saturdays from 10.00 am – 4.00 pm between March and December (inclusive) and no more than 4 annual Friday night markets. A further planning application ref: 116414/FO/2017 was approved 10 August 2017 and,

for a temporary period expiring on 7 August 2021, allowed the holding of a weekly market on Saturdays (10.00 am-4.00 pm) between March and December (inclusive) and no more than 10 annual Friday night markets (5.00 pm-9.00 pm). It also allowed the retention of the storage container, generator and waste and recycling enclosure.



Fig. 1 - Views across the car park

The applicant originally proposed the temporary use of the southern section of the public car park as a market for a period of 4 years with an increase in the operating periods, i.e., Saturdays 10.00 am to 4.00 pm (52 weeks per year); Fridays between 4.00 pm and 10.00 pm (up to 12 evenings per year) and Sundays 10.00 am and 5.00 pm (up to 12 days per year). However, in response to local concerns regarding the impact of the extended operation of the market, the application has been amended to replicate the operating arrangements approved under planning permission referenced: 116414/FO/2017, i.e., holding of market events over a temporary period of 4 years on Saturdays (10.00 am-4.00 pm) between March and December (inclusive) and on no more than ten Friday nights (5.00 pm-9.00 pm) per year with the addition of an electricity cabinet in the car park area.



Fig 2 - Views of the car park on non-market days and during market events

The proposed development involves:

- i. The siting of a total of 50 moveable stalls and gazebos to the south and immediately to the north of the public footpath crossing the car park from east to west. The remaining area in the northern section would remain in operation whilst the market is being held;
- ii. The arrangement of the stalls would facilitate movement through and around the site and would also allow existing rear access to property along the eastern site boundary. This arrangement is illustrated in Fig.3;

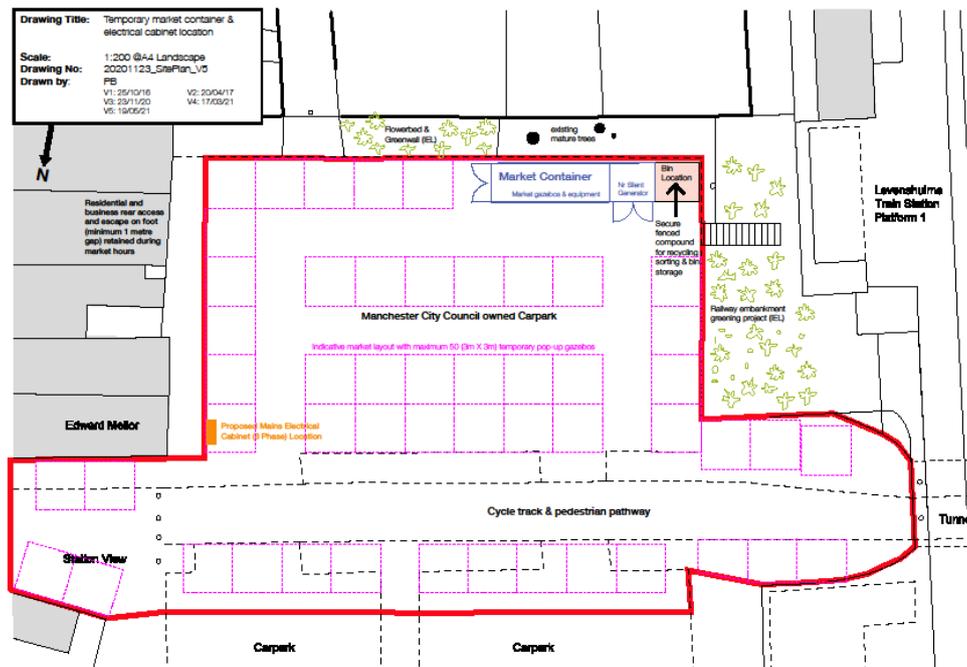


Fig. 3 - Market layout

- iii. The existing storage container and generator unit would be retained in the south-west corner of the site adjacent to a landscaped strip situated adjacent to the southern boundary of the site, which is shared with properties located between 2 – 8 Albert Road;
- iv. The fenced enclosure used for the storage of waste and recycling bins would be relocated to the western side of the storage container;
- v. The applicant proposes a phased decommissioning of the use of the existing generator through provision of electrical mains connection to the site. This would be facilitated by, the installation of an electrical cabinet to be sited to the south of the cycle / pedestrian route running through the site subject to the consent of the Council as car park landlord;
- vi. The market would continue to be operated by local people on a voluntary basis and would provide trading opportunities to local businesses.

Consultations

Local residents – Representations objecting to and supporting the development are summarised below:

Objection - Two petitions have been received with 19 and 272 individual signatures respectively. In addition, 18 emails and letters of objection have been received. The comments, summarised below, relate to the original development and subsequent amendments to it:

- i. The 272 signature petition objects to the originally proposed increased frequency and duration market events due to its resulting impact on the operation of neighbouring businesses. The signatories request that the market be held on one occasion per week. Other representations concerning the original proposal also requested that the market should only operate on the basis of the previous planning permission (ref: 116414/FO/2017);
- ii. The 19 signatory petition has been accompanied with requests that:
 - The siting of stalls to ensure access to neighbouring properties for servicing and deliveries;
 - Appropriate arrangements for waste storage and collection from the market;
 - Guaranteed access to car parking space for neighbouring businesses;
 - Assurances regarding access for emergency services through the car park;
 - Consideration of an alternative location for the market to address concerns regarding its further expansion;
- iii. The siting of the market significantly reduces the availability of district centre car parking and adversely affects the operation of businesses that rely on passing trade. Car parking is limited within the district centre and should be retained. The reduced availability of car parking has adversely affected commuters using Levenshulme Station and resulted in additional car parking in nearby residential streets;
- iv. The siting of stalls, gazebos and demarcation barriers restricts access to the rear of businesses and the undertaking of servicing and deliveries and waste collection. Access is required due to the presence of parking restrictions on Stockport Road;
- v. There are concerns that the siting of the market may prevent access by emergency vehicles;

- vi. The original proposals to retain the siting of a bin enclosure to the south of the site was objected to, as it prevented potential rear access to and from properties along Albert Road. This issue would be addressed through the amendments to the development. Notwithstanding the above, concern has been expressed regarding disamenity associated with the lengthy storage of waste within the bin enclosure;
- vii. Market events are harmful to amenity due to noise disturbance, inappropriate waste storage and litter dispersal around the site. The market has generated significant noise including the transmission of music, which has continued beyond the end of trading. There are concerns that this disturbance may intensify, if the further sale of alcohol for consumption on-site is permitted;
- viii. The previous development was not supported with adequate arrangements for waste storage and collection and the clearance of litter at the end of trading; Consequently, the development may have contributed to localised vermin infestation;
- ix. The market events now exceed the capacity of the site and a more suitable alternative location should be sought, which would allow the full capacity of the car park to be reinstated to the benefit of local businesses and visitors;
- x. The significant and combined activity from the market and neighbouring banqueting suite and retail food store have significantly increased activity within the vicinity to the detriment of local amenity and the character of the area;
- xi. Local businesses are unfairly disadvantaged by the operation of the market as its traders are not subject to the same financial overheads;
- xii. Any management arrangements would not be adhered to by the market operator and traders to the detriment of the operation of neighbouring businesses, including arrangements for off -site parking of traders' vehicles on market days;
- xiii. The operation of the market during the COVID-19 period did not accord with social distancing regulations. The market should be suspended until appropriate social distancing plans can be put in place and enforced.

Support – 106 emails of support were received in relation to the original proposals and are summarised below:

- i. The market has positively raised the profile of Levenshulme District Centre and increased visits to the area. It has added significantly to the vibrancy of the district centre and its retention is strongly supported. It is also considered that a further planning permission will give traders greater certainty in their future business plans and on-going participation in the market;
- ii. The market has increased visitor footfall within the district centre demonstrating that its operation benefits traders and other businesses in the wider district centre. This renewed interest in the district centre has acted as catalyst for new investment along Stockport Road. This is demonstrated by the recent increase in bars and restaurants in the area. The maintenance of the market is therefore seen as being crucial to the on-going regeneration of the district centre in the post COVID period;
- iii. The market is a valuable platform for local businesses and artists and provides them with a direct income from on-site sales, whilst raising their profile and promoting sales elsewhere. The operation of the market thereby

- helps to sustain the employment generated by a significant number of businesses and its promoted of social enterprise;
- iv. The market is a well-run and a safe space for families and the wider community. The market is seen as both a retail and leisure destination providing a much needed destination for social engagement and interaction across a diverse community. The market provides space for various charity promotions and family activities. The success of the market is reflected in it being awarded the 'Best Small Outdoor Market' by the National Association of British Market Authorities in 2020;
 - v. The market provided a valuable community resource during the relaxation of COVID-19 regulations;
 - vi. The site is in a sustainable location that can be accessed by local people without the need to use cars, which is beneficial to carbon reduction. The market also provides outlets that supply organic and vegan foods that support and encourage more environmentally sustainable lifestyles. This is seen as a welcome addition to the retail offer.

Afzal Khan MP – Commented in relation to the original proposals and expressed support for the on-going operation of Levenshulme Market in its present location and on basis of the arrangements approved under planning permission ref: 116414/FO/2017 (relating to the frequency and duration of market events). The market has operated for seven years and has become an integral part of the local economy and wider community. It draws customers from not just surrounding areas, but from across the entire region. The market has been a catalyst for the continued rejuvenation of the local district and subsequently contributes to Manchester's Development Framework Core Strategy.

Councillor Dzidra Noor – Supports the proposed development on the basis that its operation would accord with arrangements approved under planning permission ref: ref: 116414/FO/2017.

Councillor Basat Sheikh – Has expressed support for the market based subject to its operation in accordance with previously approved arrangements.

Levenshulme Traders Association – Did not consider that the originally proposed increase operating periods were satisfactorily justified. However, the continuation of the market is supported subject to the replications of the existing and previously approved arrangements.

The following comments were also received and remain relevant to the revised proposal:

- i. There is concern regarding any potential expansion in the number of stalls serving alcohol for consumption on site. The retail sale of alcohol for consumption elsewhere would be more appropriate;
- ii. The siting of the market restricts the operation of the car park and the availability of car parking spaces. This is particularly significant as the district centre has limited car parking. The market organisers should engage with local businesses regarding parking management prior to market events;

- iii. The arrangements for the storage and collection of waste and the clearance of litter at the end of trading should be reviewed as the current arrangements are not considered to be satisfactory;
- iv. There is concern that the retail offer within the market does not reflect the social diversity of the area;
- v. The siting of the proposed electricity cabinet and removable barriers during market events hinder access to neighbouring properties.
- vi. There is concern that the operation of the market may not be undertaken in accordance with any site management conditions related to the development.

National Association of British Market Authorities (NABMA) – Levenshulme Market CIC is a member of the NABMA, which has written in support of the continued operation of the market. The NABMA has provided the following comments:

- i. In 2020, Levenshulme Market won the category of Best Small Outdoor Market in recognition of very important work they undertake in the local community;
- ii. Levenshulme CIC have successfully operated this market on a voluntary basis and provide an opportunity for many people to trade and shop. The market operation is considered to be a real community asset that is held in great affection in the locality.

Highway Services – Has no objection to the development and the following comments have been received:

- i. It is acknowledged that market events would reduce the availability of car parking. However, Highways have no evidence to demonstrate that these circumstances have adversely affected;
- ii. the operation of the district centre or surrounding streets;
- iii. Pedestrian and vehicle access arrangements are also acceptable.
- iv. Servicing would be potentially feasible of market days. However, its is noted the servicing distances to and from 2-4 Albert Road and 916-934 Stockport Road would increase during these times;
- v. Emergency access would be maintained via Farmside Place;
- vi. The proposed waste management arrangements are acceptable from a Highways perspective.

Environmental Health – Concerns regarding the increased frequency and duration of market events have been addressed through the reinstatement of the previously approved operating arrangements. In response to Environmental Health recommendations, the conditions have been recommended in relation to the following:

- i. A scheme being submitted to and approved prior to the installation of a mains electricity cabinet supplying energy to the market. The condition also requires the approval and implementation of arrangements for phased decommissioning and removal of the existing generator unit from the site;
- ii. Confirmation that the details of the previously approved noise assessment have been implemented, including its recommendation for the repositioning of intake and external outlets to a position away from the nearest residential uses;

- iii. A supplement to the waste management plan with arrangements for the storage and collection of mixed recyclable waste.

Flood Risk Management – No objection but it is recommended that an informative be included advising that electrical equipment is suitably located to reduce any potential risk from surface water flooding.

Greater Manchester Police Design for Security – Recommend that the development be supported with appropriate lighting and CCTV cameras. It is further recommended that routes through the site should be appropriately demarcated to maintain appropriate sight lines, facilitate pedestrian movement and to reduce the risk of crime.

Network Rail – No objection following amendments to the site layout plan.

Northern Rail – No comments received.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development.' In 'decision-taking', this means that development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole. The Framework has been related to the proposed development, with reference to the following:

- i. Chapter 6: Building a strong, competitive economy – States that planning decisions 'should help create the conditions in which businesses can invest, expand and adapt.' It also emphasises the 'need to support economic growth and productivity, taking into account local business needs' (Paragraph 80). In this case, it is considered that the development provides opportunities for business innovation and diversification of the retail offer in the district centre. This presents potential opportunities to increase interest in the area, generate consumer footfall and create conditions to encourage wider retail and commercial development. Such outcomes are consistent with the objectives of chapter 6.

ii. Chapter: 7 - Ensuring the vitality of town centres – States that planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation (Paragraph 85). As stated, the development presents opportunities for diversification of the retail offer, which would enhance the vitality of Levenshulme District Centre and relates positively to chapter 7.

iii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 91). These considerations have been related to the layout and design of the development and the potential incorporation of measures to address issues of security and potential opportunities for criminal and anti-social behaviour. It is not apparent that the previous operation of the market has been adversely affected by incidences of crime or anti-social behaviour. The layout of the stalls allows appropriate circulation through the site and aids natural surveillance within it. The proposed operating hours and not considered to be excessive within the context of a district centre and the provision of four access points aids the dispersal of customers at the ended of trading. The development is therefore considered to be appropriately related to chapter 8.

iv. Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

It is considered that the site is in a sustainable location regarding its access to public transport and measures can be put in place to improve access to the retained car parking area. The development would thereby be positively respond to the objectives of chapter 9.

v. Chapter 11: Making effective use of land - States that planning decisions should promote an effective use of land. In this case, the site presents an opportunity for the limited provision of a market, whilst maintaining its use as car park at other times thereby responding positively to the objectives of chapter 11.

Planning Practice Guidance - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource and is relevant to key planning issues of significance to applicants and local authorities. In considering this application reference has been given to the following aspects of the PPG, which have been positively responded to for the reasons set out in this report:

- i. Consultation and pre-decision matters;
- ii. Health and well-being;

iii. Noise.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.' The following policies are relevant to the proposed development:

Policy SP 1 - Specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- i. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- ii. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- iii. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The positive benefits of the development have been balanced against the potential harm resulting for the temporary loss of the car parking areas and the continued activity concentrated around the site on market days. It is considered that any potential harm would be temporary and offset by site management and operational conditions. The operation market would be related to the established arrangements and would continue to positively contribute to a distinctive retail offer in Levenshulme District Centre. This contribution to the continued regeneration of the district centre would aid local economic recovery in the post-COVID period. The market is operated as a local social enterprise. Many of its traders have connections with the local area and use the market an outlet for the sustained operation of their businesses. The development would present continued opportunities for social interaction and engagement across a diverse community. Efforts have been made as part of the development to improve its environmental sustainability. It is therefore considered, on balance, that policy SP1 would be complied with.

Policy C 1 Centre Hierarchy - States that district centres, such as Levenshulme, have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. It is considered that the development would comply with policy C1 by encouraging the positive diversification of the retail and leisure offer in the district centre.

Policy C 2 District centres - States that development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, leisure activities and financial and legal services. The development would contribute positively to the character and vitality of the district centre by improving its retail and leisure offer and thereby ensuring compliance with policy C2.

Policy C6 South Manchester District Centres – Relates to Chorlton, Didsbury, Fallowfield, Levenshulme and Withington district centres. The policy states that Levenshulme District Centre has the capacity to support more sustainable shopping patterns, which is consistent with the nature of the development. It states that development should also contribute to the character of the centre and that the independent retail sector should be supported in Levenshulme alongside convenience shopping. It is considered that the development would continue to expand the retail offer in Levenshulme and would thereby be consistent with these objectives of policy C6.

Policy EC1 Employment and Economic Growth in Manchester - The relevant sections of policy EC 1 include the contribution of the development to:

- i. Improving access to jobs for all via public transport, walking and cycling;
- ii. Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- iii. Ensuring the continued social, economic and environmental regeneration of the City.

It is considered that the development would provide opportunities for businesses directly involved in the delivery of the market. The expansion of businesses within the wider district centre also suggests that there has been an added local benefit from increased customer footfall that otherwise would not have been generated. Given its sustainable location the market would be accessible via sustainable transportation modes. It is considered that these outcomes respond positively to policy EC1.

Policy EC9 South Manchester - States that within South Manchester, including Levenshulme District Centre, development proposals and planning applications should ensure the efficient use of existing employment space and improve public transport, walking and cycling connectivity between residential neighbourhoods and employment locations. The development would provide temporary but regular space for economic activity that would be accessible via sustainable transportation links. The nature of the development would continue to make a positive contribution to the character of the neighbourhood and its vitality. Policy EC9 would thereby be accorded with.

Policy EN 8 Adaptation to Climate Change – States that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. The existing green roof to the storage container would be retained. The applicant has presented waste management plan with a strong emphasis upon recycling and waste reduction.

Further measures can be put in place to encourage sustainable travel to the market using public transport. Improvements would also be potentially delivered through the provision of a more efficient mains electricity supply. It is considered that these measures would be proportionate to the magnitude of the development and appropriately related to policy EN8.

Policy EN 14 Flood Risk – Requires that consideration be given to flood risk and the necessary improvement to drainage. The car park has not been identified as a location of significant floor risk but the recommendation of the Flood Risk Management Team regarding the future arrangements for the positioning of electrical equipment can be related to the development as an informative.

Policy EN19 (Waste) – Requires that submitted waste management arrangements satisfactorily demonstrated how sustainable waste management needs of the end user will be met. Policy EN19 has been related to the proposed waste management arrangements. The applicant has demonstrated a commitment to waste reduction and recycling as part of the market operation. Notwithstanding the applicants' comments, it would seem likely that some, albeit limited, mixed recycling waste would be generated. In response and to address Environmental Health comments, a condition is recommended to ensure that mixed recycling would be accommodated in the waste storage enclosure. Given the size of the enclosure it is considered mixed recycling could be satisfactorily accommodated to ensure compliance with policy EN19.

Policy T1 Sustainable Transport - Relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport.

Policy T 2 Accessible areas of opportunity and need - The Council will actively manage the pattern of development and the relevant section of the policy states: that new development should provide appropriate car parking facilities, including meeting the needs of disabled people and the provision cycle parking.

In this case, the application site benefit strongly from its sustainable location with easy access to bus routes along Stockport Road and Albert Road. Access to the development is therefore not upon travel using private transport. The recommended operational conditions would also help to manage to access to retained car parking spaces and traffic generation to and from the site. These measures would help to offset the impact of reduced district centre car parking on market days and would represent improvements to the established circumstances. On this basis, policies T1 and T2 would be positively responded to.

Policy DM1 Development Management - States that all development should have regard to the following specific issues, which are relevant in relation to the proposed development:

- i. Appropriate siting, layout and scale;
- ii. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- iii. Development should have regard to the character of the surrounding area;

- iv. Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, road safety and traffic generation;
- v. Accessibility - For people with disabilities and via sustainable transport modes;
- vi. Community safety and crime prevention;
- vii. Refuse storage and collection;
- viii. Vehicular access and car parking;
- ix. Flood risk and drainage.

The development would incorporate a layout that would deliver inclusive access, provide appropriate pedestrian flows through the market and secure appropriate natural surveillance. The impact of noise and activity have been related to the context of the site as a district centre location positioned between a major road and railway line. Controls over levels of activity would be maintained through the site management plan and operating hours conditions. Issues relating to waste and recycling storage, car parking and flood risk have been appropriately assessed as part of the consideration of the development. It is considered that development would accord with policy DM1.

Unitary Development Plan saved policies - The following policies are relevant:

Part 1 policies

Policy E3.3 – This policy applies to Stockport Road as a major radial route to the City Centre. However, views of the site from Stockport Road are limited and any impact upon it would be limited to related activity from traders and visitors accessing and egressing the site and the siting of a small number of stalls along Station View. A more significant impact would be related to views of the site from the elevated section of the adjacent railway line and Levenshulme Station. It is considered that the appearance of the market would not be harmful to visual amenity and would add vibrancy to the district centre. It is considered that measures can be put in place to maintain the condition of the site through arrangements for waste storage and the managed removal of litter. It is therefore considered that the development would comply with policy E3.3.

Policy S1.2 (Shopping) – Encourages the delivery of improvements to existing district centres so that they remain the focus for retail and community activity. It is considered that the managed implementation of the development has the potential to complement existing retail and business activity in the district centre. The development would thereby accord with policy S1.2.

Part 2 policy

Policy DC26 (Development and noise)

Policy DC26.1 - The proximity of the site to residential uses has necessitated the consideration of the impact of noise, attributable to the development, on people living and working nearby. Policy DC26.1 is relevant in this regard.

Policy DC26.5 - In recognition of the noise potentially generated by the use, policy DC26.5 is referred to ensure the control of noise levels by requiring, where necessary, appropriate noise insulation to external equipment.

The amended proposal has been related to the previously established operating arrangements that have been in place since August 2017 without apparent or undue noise disturbance or harm to residential amenity. As previously discussed, the local noise environment is characterised by district centre activity that takes place throughout the day and into the evening. Weekend activity is also usually more significant in district centre locations and the operation of the market would be related to these more specific noise characteristics. Notwithstanding the above, the recommended additional operational management conditions would be required to secure appropriate noise mitigation to safeguard against undue noise and disturbance. On this basis, policy DC26 would be complied with.

Positive and proactive engagement with the applicant – An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions have been undertaken between officers and the applicant that have secured reduction in the frequency of market events to ensure that related activity would not disproportionately affect the wider operation of Levenshulme District Centre and local amenity. Further discussions with the applicant have informed the recommended schedule of conditions, which related to a detailed understanding of the development and how it may be undertaken without causing undue harm. It is considered that the planning application has been supported with sufficient information to allow its appropriate assessment.

Principle of the development – The market has established its presence as part of the district centre since the use first commenced in 2013. During this time, it has contributed to an expansion in the diversity and range of the retail offer within Levenshulme District Centre. It has also contributed to an increase in the number of visitors to the area and it appears that many local businesses have benefitted from linked trips to shops, bars, pubs and restaurants in the district centre. The increased interest in the district centre has also been linked to the introduction of new bars and other businesses along Stockport Road.

The proposed frequency and duration of market events has been amended in response to local concern regarding potential disruption to the operation of the car park, including the availability of car parking. It is considered that reinstatement of the previously approved operating arrangements would give a high degree of certainty regarding the impact of the development and the continued appropriateness of its location in the district centre. The operation of the market would be improved by the recommended conditions. On this basis, it is considered that the principle of the development continues to be acceptable.

Residential Amenity - The site is within the busy and vibrant Levenshulme District Centre and adjacent to an active railway line. The site is therefore located in a relatively noisy environment. Apart from accommodation above retail / commercial units and 6 - 8 Albert Road, there is relatively limited residential use surrounding the site. The development would be appropriately related to and reflective of the characteristics of the district centres. The development would be related established operational arrangements and any impact would be temporary, predictable and controlled through enhanced site management conditions. The impact on the development on residential amenity is therefore considered to be acceptable.

Site management plan – The applicant has submitted a transport statement that identifies potential arrangements for the provision of remote off-highway car parking for use by traders not requiring access to their vehicles during the operation of the market. This would release the availability of spaces within the retained car park and ensure that traders' vehicles would not be parked in neighbouring residential streets. The applicant is amenable to a site management condition that would clearly set out the requirements for the operation of the market. The recommended condition would require:

- i. Specification of the location and number of remote off-highway car parking spaces to be made available to traders not requiring access to their vehicles during the operation of the market. Arrangements would be put in place to ensure that vehicles would only be brought to the site prior to market set up and following the end of trading but remaining off-site whilst the market is in operation. An exception would be made for traders requiring essential and frequent access to their vehicles during trading, e.g., food businesses needing to re-stock refrigerated goods;
- ii. The provision of stewards to marshal vehicles to and from the car park during market set up and car parking reinstatement. Marshals would also assist pedestrian and vehicular movement during the operation of the market;
- iii. The setting out of the market in accordance with the approved layout arrangements, including the maintenance of circulation strips adjacent to the access to the rear of properties located to the east and south of the site;
- iv. The immediate cessation of music transmission at the end of trading and throughout the car park reinstatement period;
- v. Display of signage to aid circulation around the site and the dispersal of customers at the end of trading;
- vi. Ensuring that all segregated waste, recycling and litter is collected and appropriately stored in the identified waste storage enclosure whilst awaiting collection;
- vii. The storage of stalls, gazebos and temporary barriers in the on-site container unit and waste management enclosure.

The recommended site management plan would formalise many of the existing operating arrangements adopted by the applicant thereby giving a high degree of confidence that the above condition would be accorded with.

Highways Issues – The existing car park has 52 demarcated spaces and the applicant has indicated that the market would temporarily suspend the use of 25

spaces. The remaining 27 spaces would remain publicly available whilst the market is in operation. The concerns of objectors regarding access to a reduced level of car parking have been considered. Highway Services have not identified any adverse impacts associated with the on-going operation of the market, including undue displacement of car parking on to neighbouring streets. The site is in a sustainable location with access to rail and bus links and easily accessed by pedestrians and cyclists. The need to access the site by private car is thereby significantly reduced. The car park is publicly accessible and it will not be possible to allocate spaces for the specific use of neighbouring businesses.

Notwithstanding the above, the submitted transport statement provides a detailed assessment of visitor travel patterns. It also details a commitment to the promotion of sustainable transport options, which would be promoted via the Levenshulme Market website. Although, there are no restrictions to prevent traders from using the retained public car park, the applicant has identified measures to secure off-site car parking for traders. It is considered that the above commitments can be linked to the development through the site management plan condition, which would facilitate greater access to retained car parking spaces. It is considered that these arrangements would enhance the previously approved market operation.

The comments of businesses regarding impact of the development on servicing and deliveries have been assessed. The application site primarily functions as a car park when the market is not in operation. Whilst there may be opportunities for servicing of neighbouring businesses via the car park, this would be dependent upon the capacity of the vehicle to access and manoeuvre through the car park when it is in operation. Servicing would also be affected by the number of parked cars and their proximity to neighbouring businesses. The siting of market stalls would appear to have an impact on servicing and deliveries that would be comparable to the occupation car parking spaces adjacent to neighbouring rear yard areas. Notwithstanding the above, the setting out of the market to safeguard access to neighbouring properties has been agreed with the applicant. The operation of the market would take place on advertised dates and times and it would seem possible to arrange deliveries outside of these periods. On balance, it is not considered that any disturbance would be temporary and manageable.

Access to neighbouring properties – Previously expressed concerns regarding access to the rear of properties located between 2 to 8 Albert Road have been addressed through the omission of the related strip of land from the application site and the relocation of the waste storage enclosure.

Consideration has been given to objectors' comments in relation to the impact of the siting of market stalls on the rear access to properties situated between 916 – 924 Stockport Road. An assessment of the existing car parking arrangement has found that vehicles are routinely parked adjacent to the rear boundaries of the above properties and restriction to access is an existing circumstance. Notwithstanding the above, the applicant has acknowledged the need to facilitate access to neighbouring properties. The proposed layout of the market clearly relates the operational area of the market would be related to the perimeter of the car park to avoid encroachment on to the former alleyways sited adjacent to the southern and eastern boundaries of neighbouring properties (as shown in Fig.3). The containment of the development

within the identified application site would be secured by condition. The impact of any disruption to access would be reduced through changes to the frequency of market events and would be related to circumstances established over a number of years. On this basis, it is considered that the concerns of objectors have been satisfactorily responded to.

Number of stalls – The development replicates the previously approved siting of 50 stalls within the southern section of the car park but omits 10 market stalls previously permitted on Levenshulme Village Green located at the corner of Stockport Road and Chapel Street. A condition has been included to ensure that the capacities of the site are not exceeded by limiting the operation of the development to a maximum of 50 stalls.

Opening hours and operating period – The arrangements approved under planning permission ref: 116414/FO/2017 would be related to the development by the recommended condition to the market to operate between 1 March to 31 December over a four year period and during the following hours:

- i. Saturday market – 10.00 am to 4.00 pm;
- ii. Friday market (10 events only per calendar year) – 5.00 pm to 9.00 pm.

It is considered that the above arrangements have operated appropriately over a number of years and there is satisfactory a high degree of certainty that its future operation would be manageable.

Site set up, reinstatement and servicing hours - The existing car parking has an authorised 24-hour operation and generates related daytime, evening and night-time activity. However, it is acknowledged that the development would generate concentrated activity operation during the early morning site set up and reinstatement in the later evening period. The applicant has indicated that the market requires a 3 hour set up period with less time required for site reinstatement. To address any related impact on residential amenity, a condition has been recommended to ensure that: no loading or unloading, including work relating to the market site set up and reinstatement and storage of removable equipment, shall be carried out on the site outside the hours of:

Friday Market (10 events per year): 12 noon and 12 midnight;
Saturday weekly market: 6.00 am and 8.00 pm.

Inclusive access – The access points to the car park from adjacent streets are level and appropriate circulation spaces within and between the stalls would be provided. Inclusive access would thereby be achieved.

Waste management – In response to amendments to the reconfiguration of the application site, the existing waste storage enclosure would be relocated to a position adjacent to the western elevation of the retained storage container. It would again be enclosed with 2.4 metre high paladin fencing and gates. A condition has been recommended to ensure that the waste compound is suitably enclosed as part

of the implementation of the development. The applicant has indicated that the following bins would be retained within the waste enclosure:

- i. General waste – One, 1100 litre Eurobin;
- ii. Pulpable recycling - One, 1100 litre Eurobin;
- iii. Food waste – One, 240 litre wheeled bin.

As part of the market operation, four waste sorting stations would be positioned at the corners of the market consisting of three bins providing on-site sorting of organic waste, mixed cardboard and paper and general waste. Traders would be encouraged to use recyclable or biodegradable packaging, including the market bar which would continue to use plastic pint 'glasses' that are re-used through a deposit scheme. In response to the concerns of local objectors, the applicant maintains that the dispersal of litter is not directly attributable to the market and has advised of reports that have been made to the Council regarding fly-tipping and takeaway waste within the car park.

The applicant has advised that in 2017 waste outputs were assessed and it was found that the market generated very little mixed waste, including glass bottles, drink cans and recyclable plastic. However, it would seem likely that some, albeit limited, mixed recycling waste would be generated. A condition has therefore been recommended to ensure that any generated mixed recycling is appropriately stored in the waste enclosure. It is considered that these arrangements can be delivered due to the size of the enclosure area. These additional arrangements, in conjunction with the recommended service plan condition, would address residents' concerns relating to waste management and litter around the site are addressed.

Carbon reduction – The development benefits from sustainable transport links, is accessible on foot and cycle and provides opportunities for retail sales with a reduced reliance on private car usage. The proposed phased provision of a mains electricity supply would be dependent upon landlord consent. However, its delivery would secure a 'greener', more efficient and less polluting energy supply, thereby improving the existing circumstance. Comprehensive arrangements for waste management and recycling would significantly reduce the environmental impact of the development. The retained storage container incorporates a green roof, which also produces environmental benefits. The development would thereby make an appropriate contribution to carbon reduction and environmental sustainability.

Crime reduction and security – The previous operation of the market does not appear to have been related to significant incidences of crime or anti-social behaviour. The comments from GM Police Design for Security would be positively responded to through the layout of stalls and pedestrian routes through the site. These arrangements would allow sight lines to be maintained and natural surveillance secured to reduce opportunities for criminal activity and anti-social behaviour. The evening operation of stalls would continue to be supported with lighting thereby positively responding Design for Security comments. The provision of CCTV to specifically support the operation of the market would not be viable given the temporary nature of the development. The arrangements for the secure storage of stalls, equipment, segregated waste would be retained and are considered to be appropriate. The existing circumstances would be potentially improved by the recommended site management plan, which would aid the future operation of the

market, including arrangements for the dispersal on customers at the end of trading. It is therefore considered that issues relating to crime reduction and security would be positively responded to.

Conclusion - It is considered that development would make an on-going and positive contribution to Levenshulme District Centre and its regeneration by attracting visitors to the area who in turn make linked trips to neighbouring businesses. It is also considered that the recommended operational conditions would improve the management of market events and address concerns raised by neighbouring residents and businesses. The approval of the development for a temporary 4 year period is therefore recommended on the basis of the specified duration and frequency of market events.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Temporary Approval for a 4 year period expiring on 1 July 2025

Article 35 Declaration

In this case, officers have worked in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Discussions have been undertaken between officers and the applicant that have secured reduction in the frequency of market events to ensure that related activity would not disproportionately affect the wider operation of Levenshulme District Centre and local amenity. Further discussions with the applicant have informed the recommended schedule of conditions, which related to a detailed understanding of the development and how it may be undertaken without causing undue harm. It is considered that the planning application has been supported with sufficient information to allow its appropriate assessment.

Condition(s) to be attached to decision for approval

1) The permission hereby granted is for a limited period only, expiring on 1 July 2025 and the works and use comprising the development, for which permission is hereby granted, shall be respectively removed and discontinued. The land shall be reinstated in accordance with a scheme to be submitted to and approved in writing by the City Council local planning authority before this permission expires and implemented in accordance with and an agreed timetable.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council as local planning authority on 27 December 2020, 19 March 2021, 24 May 2021 and 10 June 2021:

Planning application forms (as amended by email of 10 June 2021 from Levenshulme Market CIC confirming the proposed operation of a weekly market on Saturdays (10am-4pm) between March and December (Inclusive) and no more than 10 annual Friday night-markets (5pm-9pm))

Levenshulme Market trading sites & indicative gazebo layouts Ref: Drawing No: 20201210 _ ExistingWiderSitePlan_V4

Location Plan Ref: Drawing No: 20201210_ExistingLocationPlan_V4

Temporary market container & electrical cabinet location Ref: Drawing No: 0201123_SitePlan_V5

Waste Management & Collection Plan - Drawing No: 201210_WasteCollectionPlan_V4

Reconfigured recycling compound fence Ref: Drawing No: 20170519_ProposedContainerPlan_V1

Parking Statement by Levenshulme Market – December 2020

Design & Access Statement by Levenshulme Market (est.2013) (Version 4) dated June 2021

Waste Management Proforma dated 27 December 2020

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

3) The use of the land as a retail market, as identified on approved drawing referenced: Levenshulme Market trading sites & indicative gazebo layouts Ref: Drawing No: 20201210 _ ExistingWiderSitePlan_V4 shall only take place on the basis of a weekly market on Saturdays (10am-4pm) between March and December (Inclusive) and no more than 10 annual Friday night-markets (5pm-9pm) and at no other times.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) The authorised retail market shall consist of no more than 50 stalls with associated gazebos, which shall be laid out in accordance with the details shown on drawing referenced: Levenshulme Market trading sites & indicative gazebo layouts Ref: Drawing No: 20201210 _ ExistingWiderSitePlan_V4. The pedestrian / cycle routes running through the site and connecting Stockport Road and the 'Street With No Name' shall remain unobstructed at all times.

Reason - In order to protect the amenity of local residents and secure the appropriate operation of the authorised market pursuant to policies SP1, C2, EC9, S2.4, T1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

5) Within one month of the planning permission hereby granted, a site management plan shall be submitted to and approved in writing by the City Council as local planning authority detailing:

- i. The specified location and number of remote off-highway car parking spaces to be made available to traders not requiring access their vehicle during the operation of the market. Arrangements shall ensure that traders vehicles would only be brought to the site prior to market set up and following the end of trading and remain off-site whilst the market is in operation;
- ii. The provision of stewards to marshal vehicles to and from the car park as part of the market set up and car parking reinstatement and assist pedestrian and vehicular movement during the operation of the market;
- iii. The setting out of the market in accordance with the approved layout arrangements, including the maintenance of circulation strips adjacent to the access to the rear of properties located to the east and south of the site;
- iv. The immediate cessation of music transmission at the end of trading and throughout the car park reinstatement period;
- v. Signage to aid circulation around the site and the dispersal of customers at the end of trading;
- vi. Ensuring that all waste, recycling and litter is collected and appropriately stored in the identified waste storage enclosure whilst awaiting collection;
- vii. The storage of stalls, gazebos and temporary barriers in the on-site container unit and waste management enclosure.

Reason - In order to protect the amenity of local residents, in the interests of pedestrian and highway safety and to secure the appropriate operation of the authorised market pursuant to policies SP1, C2, EN19, EC9 and T1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

6) All stalls, gazebos and moveable equipment shall be removed from the car parking area at the end of each daytime and evening trading period and securely stored within the container and enclosed compound area as shown on the drawing referenced: Levenshulme Market trading sites & indicative gazebo layouts Ref: Drawing No: 20201210 _ ExistingWiderSitePlan_V4 and Reconfigured recycling compound fence Ref: Drawing No: 20170519_ProposedContainerPlan_V1 until the next market is held.

Reason - In order to protect the amenity of local residents and secure the appropriate operation of the authorised market pursuant to policies SP1, C2, EN19, EC9 and T1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

7) No loading or unloading, including work relating to the market site set up and reinstatement and storage of removable equipment, shall be carried out on the site outside the hours of:

Friday Market (10 events per year): 12 noon and 12 midnight;
Saturday weekly market: 6.00 am and 8.00 pm;

Reason - In order to protect the amenity of local residents and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

8) Before its installation, details of the specification, appearance and operation of the mains electricity supply cabinet detailed in Design & Access Statement by Levenshulme Market (est.2013) (Version 4) dated June 2021 and Temporary market container & electrical cabinet location Ref: Drawing No: 0201123_SitePlan_V5, shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall also include details relating to the timescale for the decommissioning the existing generator and the cessation of its use and removal from site along with any associated plant and equipment. The development shall be fully implemented in accordance with the approved details, in accordance with an agreed timescale and maintained in situ thereafter and whilst the market is in operation.

Reason - In the interests of residential amenity and to reduce to the risk of noise disturbance pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, saved policy DC26 of the Unitary development Plan and the guidance contained in the National Planning Policy Framework.

9) Within one month of the planning permission, written confirmation shall be submitted to and approved by the City Council as local planning authority, confirming that the details of Noise Assessment by Hoare Lea dated 30 June 2014 and Ref: LET-1-MCC-10-053-MM-30062014_D and stamped as received by the City Council on 30 May 2017, including its recommendation for the repositioning of intake and external outlets to a position away from the nearest residential uses. The generator unit shall be undertaken in accordance with the period preceding the cessation of its use, decommissioning and removal from site.

Reason- In the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and policy DC26 of the saved Unitary Development Plan for the City of Manchester.

10) Notwithstanding the details of the waste management strategy and before the commencement of the authorised development the submitted waste management strategy received on and comprising:

Waste Management & Collection Plan - Drawing No:
201210_WasteCollectionPlan_V4
Reconfigured recycling compound fence Ref: Drawing No:
20170519_ProposedContainerPlan_V1
Waste Management Proforma dated 27 December 2020

shall be supplemented with a drawing confirming arrangements for storing any mixed recycling the waste and recycling enclosure. The approved waste management strategy shall be implemented upon first commencement of the authorised development and remain in place at all times whilst the market is in operation.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

11) Before the commencement of the authorised use, the waste and recycling enclosure, as shown on drawings referenced: Levenshulme Market trading sites & indicative gazebo layouts Ref: Drawing No: 20201210 _ ExistingWiderSitePlan_V4 and Reconfigured recycling compound fence Ref: Drawing No: 20170519_ProposedContainerPlan_V1 shall be fully implemented and comprise 2.4 metre high paladin fencing and gates with a green colour treatment. The implemented enclosure shall be maintained in situ thereafter.

Reason – In the interest of residential amenity and to ensure the appropriate storage and collection of waste and recyclable material pursuant to policies SP1, EN10 and DM1 of the Core Strategy for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 129010/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer : Carl Glennon
Telephone number : 0161 234 4530
Email : carl.glennon@manchester.gov.uk

