

Application Number	Date of Appln	Committee Date	Ward
122963/FO/2019 and 122963/LO/2019	1st Apr 2019	30th May 2019	Whalley Range Ward

Proposal Retention of temporary marquee for 3 years and associated listed building consent

Location British Muslim Heritage Centre, College Road, Manchester, M16 8BP

Applicant Trustees of the British Muslim Heritage Centre, British Muslim Heritage Centre, College Road, Manchester, M16 8BP

Agent Mr Saghir Hussain, Create It Studio Architects, Universal Square, Devonshire Street North, Manchester, M12 6JH

Description

This report relates to the planning application to retain an existing temporary marquee for a further 3 years and for associated listed building consent.

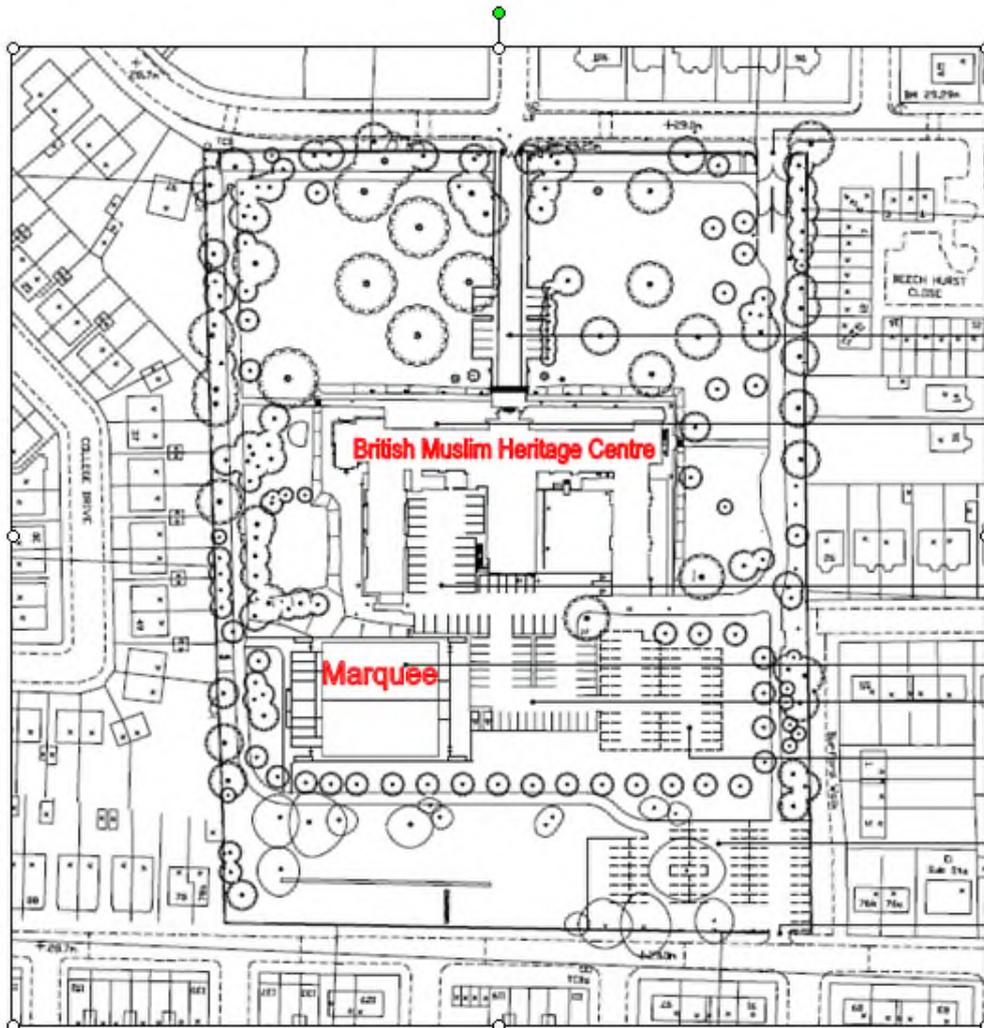
The British Muslim Heritage Centre is a grade II* listed building, set in extensive landscaped grounds between College Road and Clarendon Road in the Whalley Range Conservation Area. Boundary treatment includes a stone wall and railings to College Road, and the gate posts and entrance are grade II listed. This entrance is, however, rarely used and the main vehicle access is currently taken from the north east corner of the site on College Road. To the Clarendon Road boundary the wall is red brick with stone coping and patterns of slightly recessed panels, there is also an access to Clarendon Road. The building sits fairly centrally within the site with more formal gardens to the north and hard standing and grassed areas to the south. There is significant, mature tree cover around the site. The area surrounding the site is predominantly residential, mainly a mix of terraced and semi-detached housing but with some larger detached properties in spacious grounds.

Planning Permission and Listed Building Consent (100277 and 100278) were granted in September 2013 for the siting of a marquee located on the hard standing and grassed area to the south of the west wing. The marquee provides a large floor space for functions, such as weddings, attended by up to 600 people. The marquee was erected shortly after approval was granted and the structure is a standard, white pvc and glazing construction with an internal area of 900 sq m. The height to eaves level is 4m and to the ridge is 8.9m. The structure also has ancillary accommodation for kitchens, toilets and bin storage, and it includes ramps and an entrance canopy.

The consent was granted for a temporary period of 3 years with hours of use from 9.00 am to 10.30 pm seven days a week, although it was stated at the time that it would be unlikely to be in use every day. The aspiration was to bring in funding from these activities to contribute towards longer term proposals for the site and the listed building.

Since the original consent, permission has been granted for a further three years under application reference 112122/FO/2016/S1 (accompanied by application 112123 for the renewal of the listed building consent to October 2019.)

A further application to vary the hours of use condition to allow the use of the marquee until 1.30am for night prayer during Ramadan 2018/2019 was approved under reference 116225/JO/2017.



Consultations

Local Residents –

Objections have been received from 10 separate addresses in relation to both applications.

The following reasons for objection have been made in relation to both applications:

- The noise from the operation of the business based in the marquee is a problem. The pa system regularly continues past its allotted time at night regardless of planning conditions. Fireworks displays have occurred at 11pm. There is noise

break out from the kitchen from clearing up, staff shouting and the van being packed up and driven away.

- The marquee has caused the death of a large birch tree to a boundary due to root disturbance from the hardstanding installed for the kitchen area.
- The smell of cooking oil from the kitchens is pervasive.
- This was meant to be a temporary application for 5 years, not a recurring application.
- The centre was meant to be for worship and education, however, it is increasingly being utilised as a venue for parties and weddings. Functions within the main building would reduce overall disruption. The community do support the British Muslim Heritage Centre.
- Car Parking is inadequate leading to parking on grassed areas within the grounds. Many cars park offsite blocking driveways and cause noise disturbance late at night from people shouting, doors slamming and music from car radios.
- Car park management is poor and people become frustrated and beep their horns late at night. Security personnel are often present at the beginning of the night and not employed until the end of the event. Security use walkie talkies that are noisy.
- Cars arrive to pick up staff until 1am with revving engines and car radios.
- Is there a travel plan to encourage not travelling by private car to the site, it seems to have had little effect.
- People dispersing from the site cause noise disturbance.
- There is a history of noise complaints.
- They have erected numerous unauthorised sheds and outbuildings. They have not regularised breaches of planning control with regards to the entrance into College Road and continue to fix banner advertisements to the fence).
- There are frequent backyard fires on the property.
- The composting area is beginning to be of concern in the event of land slippage onto the adjoining walls.
- Request for the exit gate permitted by application 099604/FO/2012 to be constructed and utilised.

Highway Services

The main site access is from College Road, an alternative access to Clarendon Road can be used for larger events.

MCC Highways have no objection to the retention of the marquee for a further three years. The Centre currently provides 190 car parking spaces for use by staff and visitors, which given previously provided car share and trip data appears sufficient for the current use. It is suggested that arrivals and departures at functions will be outside of traffic peak times. Based on the trips estimated (160 trips) and that these are likely to be spread over an hour, it is accepted that there is unlikely to be a material impact on local highway safety or network operation.

A number of initiatives were previously proposed to manage traffic at the site when large events are being undertaken:

- The Centre will be closed to visitors.

- Car parking area will be signposted
- Parking marshalled during large events
- Segregated areas provided within the site for use by taxis and minibuses.
- The travel plan should be updated regularly.

Environmental Health

Have reviewed the application together with the Licensing & Out of Hours team it is noted that there have been a significant number of complaints received by that team within the last few years, made by surrounding residents regarding noise associated with the use applied for (vehicle noise, security/parking staff, PA system). There is concern that the increased use of the marquee for wedding parties etc. will cause disamenity to nearby residents if robust control measures are not in place.

It is recommended that the applicant agrees to a restriction of numbers of events per year and on certain days of the week - for example weekdays and Sunday evenings are generally accepted to be more sensitive than Friday or Saturday evenings when many people may not need to get up for work the following day. We would also need to consider Bank Holidays.

If a restriction of numbers of events can be agreed upon it is recommended that the following conditions generally based on the existing permission 112122/FO/2016 are imposed:

1. No part of the site outside of the marquee shall be used other than in accordance with a schedule of days of operation as approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside of the building other than in accordance with a schedule of days and hours of operation as approved in writing by the City Council as local planning authority.
2. Whilst the marquee is in use in accordance with the schedule approved in writing by the City Council as local planning authority, then the marquee shall not be used outside the following hours:- 9.00 am to 10.30 pm. All music and the PA system shall be turned off at 10.00 pm.
3. Any externally mounted ancillary equipment shall be acoustically insulated in accordance with the scheme approved in writing by the City Council as local planning authority under approval 112122/FO/2016.
4. * The premises shall be acoustically treated in accordance with the scheme approved in writing by the City Council as local planning authority under approval 112122/FO/2016. **Noise limiter on PA system.*
5. * Before the use of the marquee re-commences, a management strategy shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall include details of car park marshalling and other measures to reduce the impact of traffic and comings and goings on nearby residents. The details of the approved scheme shall be implemented when the development recommences and shall remain whilst the use or development is in operation.

**Other measures include:*

- *Acoustic barriers between on-site queuing traffic and closest residential areas - locations and details to be agreed.*
- *The use of earpieces by staff instead of walkie-talkies, controls on staff shouting etc.*
- *The submission of vehicle egress routes to prevent all vehicles exiting by the same gate (we understand that the Clarendon Rd gates are not currently used and only one of the 2 exits on College Rd is used).*
- *A method of providing site contact details to surrounding residents to enable complaints to be made directly to the premises management during events and for any such complaints to be suitably resolved.*
- *Communications to event attendees regarding on-site anti-social behaviour, for example revving vehicles, and methods for site staff to address such anti-social behaviour.*

Greater Manchester Police

Any comments received will be reported to Committee

Whalley Range Forum

Any comments received will be reported to Committee

Policies

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in July 2018 and is a material consideration in the determination of all planning applications.

There are three overarching objectives to sustainable development: economic, social and environmental:

- an economic objective, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation; and improved productivity ; and by identifying and coordinating the provision of infrastructure;
- a social objective, supporting strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- an environmental objective, contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

Paragraph 103 states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Within this context paragraph 110 states that applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.

Paragraph 117 indicates that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Including giving substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 127 confirms that planning 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; 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.

Paragraph 185 of the Framework stipulates that local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

Paragraph 189, requires applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to

understand the potential impact of the proposal on their significance. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 190 states Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal.

Paragraph 192 states that in determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved. The proposals would create additional residential accommodation in a sustainable location and as set out in this report are indicated as being in accordance with the up to date Core Strategy Development Plan Document and therefore accord with the main principles and expectations of the revised National Planning Policy Framework.

The Development Plan

Manchester's Core Strategy Development Plan Document forms part of the development plan for Manchester and its policies provide the basis for planning decisions in the City. The Core Strategy replaces a large number of policies in the Unitary Development Plan although a number of the UDP policies remain extant.

Policy SP1 sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs. It also sets out the core development principles, including: creating well designed places, making a positive contribution to health, safety and well-being, considering the needs of all members of the community, and protecting and enhancing the built and natural environment.

Core Strategy Policy EN3 and Saved UDP Policies DC18.1 and DC19.1

These policies address historic and heritage features, particularly conservation areas and listed buildings. The aim is to preserve or enhance the historic environment, including the character, setting and accessibility of areas and buildings of acknowledged importance.

Policy DM1 (Development Management)

This policy covers issues which need consideration in determining applications for planning permission, and seeks to ensure that new development contributes to the overall aims of the Core Strategy. The issues which should be considered are those which will ensure that detailed aspects of new development complement the Council's broad regeneration priorities and particularly by contributing to neighbourhoods of choice.

Saved UDP Policy DC26 - The application is supported by an acoustic assessment and it is considered that proposal would not have an adverse impact on nearby residential accommodation, subject to the recommendations being implemented.

Other Material Considerations

Guide to Development in Manchester Supplementary Planning Document (SPD) and Planning Guidance (April 2007)

Part 1 of the SPD sets out the design principles and standards that the City Council expects new development to achieve, i.e. high quality developments that are safe, secure and accessible to all. The SPD states that proposals should seek to ensure that the use of the building reflects their purpose and the place in which they are located. Development should enliven and define neighbourhoods and promote a sense of place. Development should have regard for the location of sustainable public transport and its proximity. In relation to crime issues, the SPD requires that prevention measures should be demonstrated, and include the promotion of informal surveillance, CCTV, good lighting and stewardship.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Legislative Requirements - Section 72 of the Planning (Listed Building and Conservation Areas) Act imposes a general duty as respects conservation areas in exercise of planning functions and requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Sections 16(2) and 66(1) of the Act state that decision makers must have "special regard to the desirability of preserving the building or setting or any features of special architectural or historic interest which it possesses."

Issues

Principle

Consent was initially granted for the marquee for a temporary period only - as the structure itself is of a temporary nature and not considered appropriate for long-term or permanent use. In addition it was considered that the type of activities proposed may not be suitable in such a structure in this residential location on a permanent basis, and a temporary permission allowed this to be assessed. BMHC confirmed that the structure was needed for a temporary period only in order to raise funds for the maintenance and up-keep of the listed building and in order to allow time to draw up a permanent proposal for the site which could incorporate a function space. These principles have not changed as a result of this planning application and the marquee is still in a good state of repair, consent for the temporary marquee would expire in October 2022.

Conservation Area and Listed Building

Given the size of the marquee, high boundary treatments and tree cover around the site, and the location at the rear of the main building, it is considered that views of the marquee from outside the site itself are limited and its impact on the character of the Whalley Range Conservation Area and the setting of the Grade II* Listed Building are minimal. The structure is temporary and would cause less than substantial harm. On balance the level of harm is considered less than substantial and justified by the public and community benefits of the proposals.

Residential Amenity

The original approval was granted on a temporary basis and conditions were attached which it was felt would limit any adverse impact on residential amenity,

particularly in relation to fumes and odours, storage and disposal of refuse and noise associated with the use. However, the conditions were not addressed at an early stage and a number of complaints were received about the operation of the site, particularly in relation to noise. In relation to the second application to renew the temporary consent, further work was undertaken on behalf of the applicant and commitments made in relation to the management of the site. The additional information was carefully considered and additional restrictions imposed, as well as recommending that the period covered by the renewal consent in 2016 was only for three years, not five as applied for.

Noise levels were reviewed and an additional report submitted setting out the criteria for mitigating noise levels from the two main sources, the plant and PA system, involving additional acoustic insulation and installation of a noise limiter. The noise created by people leaving the marquee late in the evening could not be controlled by such means and therefore a management strategy was submitted to mitigate this impact.

It is important in considering this planning application to ensure that the concerns of nearby residents are fully assessed and that sufficient mitigation and controls are put in place to minimise any on-going and future impacts.

In brief, measures to reduce the impact on nearby residents previously involved:

- A noise limiter which has been installed on the PA system as specified in the acoustic assessment report. This is to the satisfaction of Environmental Health, subject to a condition requiring that the limiter is in use at all times.
- Odour and acoustic insulation has been installed on mechanical plant, including silencer(s) and odour filters as necessary.
- There are speed restriction signs already on the site, but security guards will also be present at events to help manage traffic flow and parking.
- Security guards help to monitor noise levels at the site boundaries.
- The PA system is turned off at 10 pm allowing guest 30 minutes to leave the premises and this will be enforced by the on-site security staff.

When the application to extend hours during Ramadan was considered the submitted acoustic report confirmed that the limiter had been installed and was conditioned to be in use at all times. This in effect meant that the noise generated by the sound system within the marquee would be at an acceptable level at all times throughout the day, which represented an improvement over and above the previous practice on site.

An application to discharge conditions followed the application to extend the hours, this included a Management Strategy and up to date travel plan information from June 2018. This information was specifically relevant to the operation of the marquee during the period of Ramadan as the application related to an increase in the hours of operation during Ramadan.

In light of the comments received from Environmental Health and in order to safeguard the amenity of neighbouring occupiers it is considered that a condition

requiring a Management Strategy for the operation for the whole of the further three years (not just for Ramadan) is included.

This strategy would reinforce that the site should be carefully managed to ensure any disturbance outside of the marquee is mitigated including the closure of the centre at times that the marquee is in use. The strategy would state that the event management team should be present for the whole of the evening and that they would ensure the managed access and egress of vehicles and pedestrian and ensure access via College Road and egress via Clarendon Road at all times, rather than just for large events.

A request for the restriction of the number of events throughout the year and for a physical acoustic barrier was made by Environmental Health, however, the existing British Muslim Heritage Centre, which was built as an educational institution and changed utilising permitted development rights to a the Heritage Centre has no restrictions currently placed upon its operation or the number of events that can be held throughout the year. The conditions would therefore not have the required effect as the wider building could still be used for large functions. The recommendation to have a Management Strategy for the temporary marquee throughout the whole year would effectively control the intensity of the use of the whole site and the management of the arrival and dispersal of those utilising the site. Subject to adherence to the abovementioned Management Strategy condition it is not considered that the use of the marquee would cause such harm to residential amenity that would warrant withholding planning consent. This is particularly important to address the concerns raised by people living nearby.

Highways

There are 190 parking spaces on site and the parking at large events are marshalled. When large events are held at the marquee, the Centre will be closed to visitors to minimise traffic. Highways Services consider that the car park would be of sufficient size to cater for attendees at the largest events, without significant overspill into the surrounding residential area. The comments received from Highways with regards to the provision of cover to the Sheffield cycle stands is not considered to be appropriate having regards to the temporary nature of the marquee.

Highways require that any Management Strategy would state that the Centre would be closed to visitors, would set out car parking signposting, would expressly state how the car park would be marshalled and would detail the location of a taxi drop off area.

A travel plan was conditioned on the variation of the hours application for the temporary marquee and this was discharged. A further travel plan is required for the continued use of the marquee.

Subject to adherence to the abovementioned conditions it is not considered that the use of the marquee would cause such harm to highway safety that would warrant withholding planning consent.

Trees

The continued use of the temporary marquee would not have any impact upon the trees on site.

Public benefits

For proposals that are likely to cause less than substantial harm to the significance of a designated heritage asset, the NPPF states that the harm should be weighed against the public benefits. It is acknowledged that there are public benefits to be derived from the extension of the use of the marquee for functions that would fund the long term economic future of the listed building. The use a single space for congregation will continue to allow the use of a one entrance and one exit system which will aid crowd control and enable a greater reduction to any disturbance to the local community. The local planning authority are aware of the alleged breaches of planning control and are in discussions with the applicant who have committed to address the issues raised.

Conclusion

The retention of the marquee for a further temporary period would contribute towards maintaining the long-term future use of the listed building and would continue to provide a community asset. The addition of appropriate conditions are expected to limit the impact of the proposal on residential amenity. On balance the level of harm is considered less than substantial and justified by the public and community benefits of the proposals.

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 polices of the Unitary Development Plan, the Head 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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the application, particularly in relation to the impact on residential amenity, and the application has been determined in accordance with the policies within the Development Plan.

Conditions to be attached to the decision for application 122963/FO/2019

1. The further retention of the temporary marquee is hereby granted for a limited period of time only. This consent expires on 31 October 2022, and the structures, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within six months in accordance with a scheme to be submitted and approved by the local planning authority before this permission expires.

Reason - The proposal is of a temporary nature and in accordance with Policies SP1, DM1 and EN3 of the Core Strategy and Saved Policies DC18.1 and 19.1 of the UDP.

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:

Location Plan referenced A1038-A-G100-P-00

Site Plan referenced A1038-A-G100-P-01

Proposed Plan referenced A1038-A-G200-P00

Proposed Plan & Elevation referenced A1038-A-G200-P-01

Design and Access Statement dated March 2019

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.

3. The temporary marquee shall not be used outside the following hours:- 9.00 am to 10.30 pm seven days a week. In addition the noise limiter detailed in the acoustic report ref: 12416-170531—L1 shall be in use at all 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.

4. Before the continued use of the marquee commences a management strategy must be submitted to and approved in writing by the City Council as local planning authority. The strategy must detail the closure of the centre during events within the marquee, include details of car park marshalling and other measures to reduce the impact of traffic and comings and goings on nearby residents, car parking signage and taxi drop off area. The strategy must detail the use of the Clarendon Road exit. The details of the approved scheme shall be implemented when the continued use commences and shall remain whilst the use or development is in operation.

Reason - To ensure a satisfactory development and in the interests of amenity and traffic safety pursuant to Policies SP1, EN3 and DM1 of the Core Strategy and saved Policy DC18.1 of the Unitary Development Plan for the City of Manchester.

5. Within one month of the date of this consent a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the date of this consent, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the temporary marquee, pursuant to policies SP1 and DM1 of the Core Strategy.

**Conditions to be attached to the decision for listed building consent
122964/LO/2019**

1. The further retention of the temporary marquee is hereby granted for a limited period of time only. This consent expires on 31 October 2022, and the structures, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within six months in accordance with a scheme to be submitted and approved by the local planning authority before this permission expires.

Reason - The proposal is of a temporary nature and in accordance with Policies SP1, DM1 and EN3 of the Core Strategy and Saved Policies DC18.1 and 19.1 of the UDP.

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: 122963/FO/2019 and 122964/LO/2019 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.

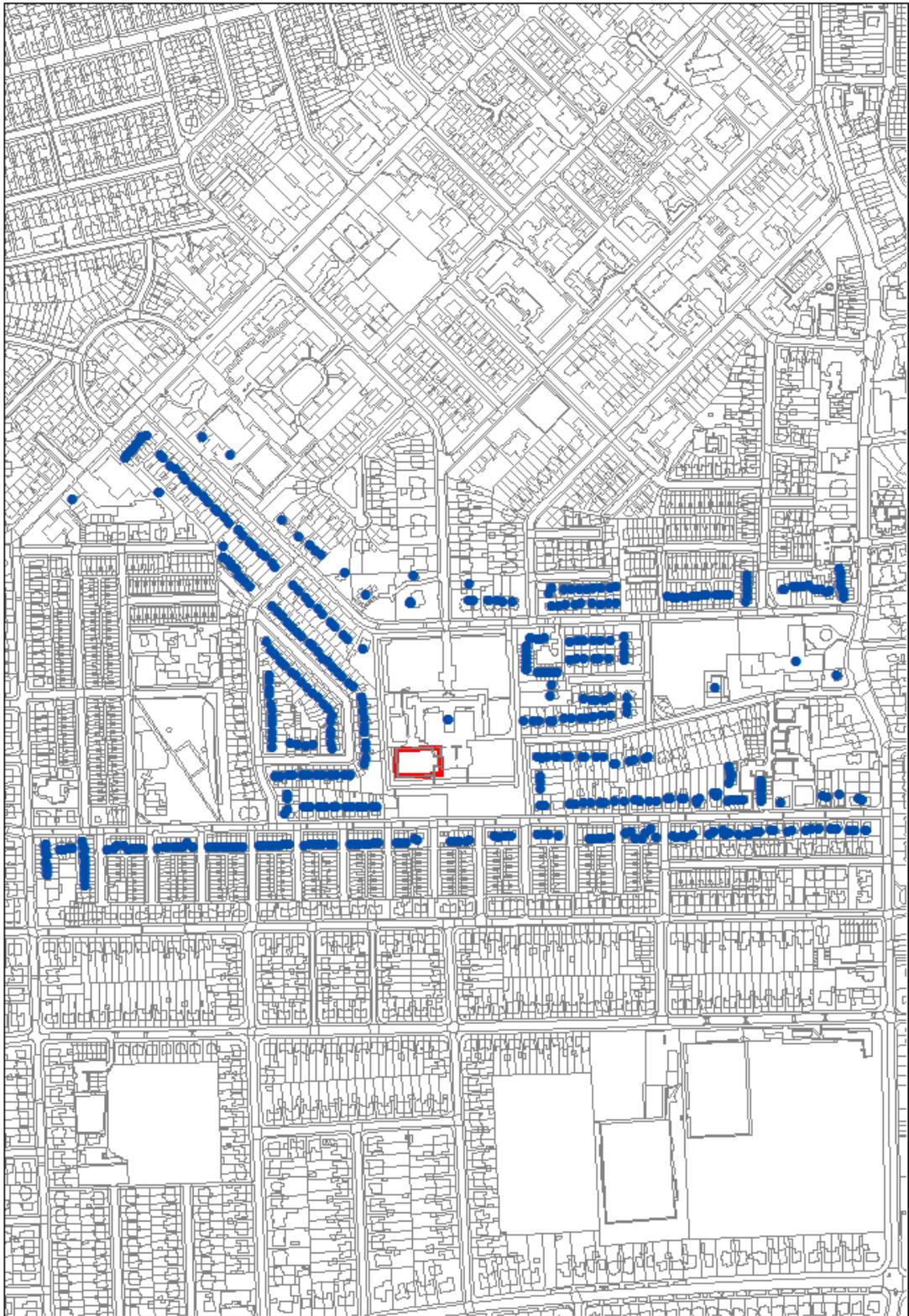
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health

Greater Manchester Police
Whalley Range Forum

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

Relevant Contact Officer : Jennifer Connor
Telephone number : 0161 234 4545
Email : j.connor3@manchester.gov.uk



 Application site boundary  Neighbour notification
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