

Application No: 15/4515M

Location: WARFORD HALL, WARFORD HALL DRIVE, GREAT WARFORD, ALDERLEY EDGE, CHESHIRE, SK9 7TP

Proposal: Change of use from dwelling with offices to dwelling with function room and ancillary facilities and overnight accommodation in association with functions including the construction of previously approved extension and glazed links.

Applicant: D Ward

Expiry Date: 06-Jun-2016

Summary:

The site is within the Green Belt and outside any settlement limits, where there is a presumption against inappropriate development. In this case the proposed development is deemed to represent appropriate development and is not contrary to Green Belt Policies.

In terms of residential amenity, it is considered that appropriate conditions could be framed to limit the impact of the use of the buildings to an acceptable level and thereby provide an acceptable impact on residential amenity.

On highway safety grounds, there are no objections to the proposed development in principle. The site is remote from public transport and has limited on-site parking. The offered solution is to provide a mini/midi bus service and to 'prevent' car access for some customers by the contract for major events. Whilst there would be some additional impact upon local residents, it is considered that the proposal would satisfy the environmental role of sustainability.

The proposal would satisfy the economic sustainability roles by providing employment in the locality.

There would be no particular issues regarding the social role of sustainable development.

Overall it is considered that the proposal is acceptable and a recommendation of approval is made subject to conditions and a s106 agreement.

PROPOSAL

The application is for a change of use of the existing property to a mixed use comprising use as a residential dwelling and a conference / banqueting facility. The application includes construction of the approved extension and glazed links approved under planning permission 15/2496M, with some small amendments (see below).

The application includes a Planning Statement, Revised Travel Plan and acoustic report. It has been amended since first submitted, following a presentation to local residents, by:

1. setting limits on the hours of operation and the number of events per year:

Type of function/event	Number of participants	Number of events per year	Evening Use
Conferences/ seminars	30	30 (weekdays)	No
Bootcamps	20	10 (weekdays)	No
Weddings and other functions	Up to 130 with up to 38 staying overnight	60	Yes but not exclusively
TOTAL	Max 130 on site at any one time	100 events	

2. Alterations to the proposed function room to provide sound lobbies to avoid break out of noise.

3. Removal of one of the courtyards from the proposal and preventing use of the courtyard enclosed by buildings after 19.30.

4. An amended Travel Plan that would require all guests (except those staying overnight at Warford Hall and/or who are disabled) to use the park and ride scheme set out in the Travel Plan. The park and ride arrangement would be a condition of the booking with the sanction that the deposit paid on the booking would not be refunded if the arrangement was breached. It is stated that this Travel Plan has been proven to work for wedding and other functions elsewhere.

5. All guests to weddings and other celebratory functions to leave the premises by 00.30 and therefore the function would start to close at 23.30.

6. Agreement to hold a smaller, annual Charity Event and to hold it in the function room.

APPLICANT'S SUBMISSION

The supporting statement with the revised proposals notes that:

The Travel Plan is amended with more detail on the proposed 'park and ride' scheme whereby most guests at the wedding and other celebratory functions would be picked up by mini/midi bus arranged by the applicants at hotel(s) they are staying at or at the other designated car parks and brought to Warford Hall.

The principal guests would stay in the 19 double rooms that would be available within the house and outbuildings i.e. up to 38 of the 130 guests could stay on site. The balance of other guests (92) would use the 'park and ride' and be picked up and taken back to their hotel/cars.

This would be a worst case scenario as not all of the functions would have the maximum of 130 guests.

The other functions – conferences and seminars and boot camps would generate daytime traffic at a level well below the historic use of Warford Hall as an institution and offices.

Many objectors have confused the proposal with the annual charity event held on the site and have assumed that the noise levels would be the same. This is not the case as:

- The charity event is for up to 850 people compared with a maximum of 130 proposed in the application
- It is held in the marquee that is in effect in the open air and options for controlling noise emissions are limited. It finishes in the early hours – some objectors refer to 3.00am The traffic is not controlled by a Travel Plan
- Noise would be generated from two sources: music and activity and by traffic movements. The technical considerations are set out in the report prepared by Hepworth Acoustics.

The following seeks to address the concerns which could be conditioned.

- The bi-fold doors are now removed from the scheme and replaced with solid wall construction with acoustically treated windows.
- A lobbied door arrangement would be fitted to the entrance/exit to the extension to provide a noise 'lock'; there would be two such 'locks'
- Therefore there would be no direct access to the courtyard from the extension.
- One of the courtyards has been removed from the proposal and only the courtyard within the complex of buildings would be used and this would not be open for use after 19.30 pm
- The venue would be wound down from 23.30 for the venue to be emptied by 00.30.

The applicant has referred to other cases where a Travel Plan has been used to address accessibility and parking issues including Colshaw Hall (12/3732M) Owen House Farm (14/4361M)

Guests are not permitted to travel by other methods than those approved in the travel plan.

Staff are allowed to walk or cycle to work, and overnight guests in the property will be allowed to arrive by car, as will contractors and suppliers delivering food and drink. There would also be entertainers and musicians bringing heavy equipment or costumes who could not be expected to use a minibus.

It is proposed that mini and midi-buses will be available to collect and drop-off guests from key transport interchanges including Manchester Airport, Knutsford, Macclesfield and Wilmslow. The buses will be used to ferry visitors between the site and local partner hotels when they are staying over after an event, and will also be used to collect and drop-off staff members in the local area.

SITE DESCRIPTION

Warford Hall is accessed off Warford Hall Drive and is 3km south-west of Alderley Edge. The site is within the Green belt and several trees are covered by a TPO. Public footpath 11 runs along the west site boundary.

RELEVANT HISTORY

Warford Hall has an extensive planning history, the following are a list of the most recent and relevant Planning applications:-

81999 - Conversion of outbuildings to two dwellings and the erection of new garages.

Approved August 1995

97/0261 - Change of use of outbuildings to dwelling, extensions and alterations.

Approved March 1997

97/0795- Change of use of outbuildings to offices, construction of link and new staff room, landscaping to courtyard and sundry site works. Approved June 1997.

97/2310 - Conversion of the east wing of the outbuildings to residential accommodation for visitors, ancillary to office use approved under 97/0795. Approved January 1998.

03/2490P - Part change of use to conference facility, creation of owner/manager's accommodation and erection of marque. Refused 26/11/2003

04/0288p - Change of use to 2 dwellings Refused 2004 app/c0630/a/04/1147171 Allowed 2005

04/1169p - Change of use to a single dwelling Refused 2004 app/c0630/a/04/1154555 Allowed 2005

05/1972p - Single storey rear link extension to form swimming pool and rear bay window extensions to ground and second floor Approved with conditions 2005

06/0297p - Two storey rear and single storey side Approved with conditions 2006

08/1297p - Positive certificate of lawful existing use/ development lawful development certificate for use as dwelling

08/2760P - Proposed Two storey rear extension and single storey side extension Approved 12th March 2009

11/3381M - two storey rear and single storey side extensions. Approved subject to conditions 22/01/12

15/2496M - Extensions to Dwelling Comprising Swimming Pool Building and Glazed Links Granted 6/8/2015

NATIONAL & LOCAL POLICY

National Policy:

The National Planning Policy Framework establishes a presumption in favour of sustainable development.

Of particular relevance are paragraphs 14, 19, 89 and 90.

Paragraphs 28 and 70 support the retention and development of local services and community facilities including wedding venues.

Paragraph 135 gives guidance on dealing with proposals affecting a non-designated heritage asset:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Planning Practice Guidance section 18a gives further guidance on non-designated heritage assets. It advises that:

A substantial majority of buildings have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage interest for their significance to be a material consideration in the planning process.

Such assets will normally be identified as part of the Local Plan Process, or by a local list of buildings of architectural or historic interest.

Development Plan:

Macclesfield Borough Local Plan

BE1 (Design principles for new developments)

BE2 (Preservation of historic fabric)

BE20 (Locally important buildings)

DC1 (High quality design for new build)

DC3 (Protection of the amenities of nearby residential properties)

DC6 (Highways)

DC8 (Landscaping)

DC14 (Noise)

GC1 (Green belt- new buildings)

Cheshire East Local Plan Strategy – Submission Version (CELP)

The following are considered relevant material considerations as indications of the emerging strategy:

CO4 Travel Plans and Transport Assessments

PG3 Green Belt

SC3 Health and well-being

SD 1 Sustainable Development in Cheshire East

SD 2 Sustainable Development Principles

SE 1 Design

SE 2 Efficient Use of Land

SE 5 Trees, Hedgerows and Woodland

SE 9 Energy Efficient Development

SE 12 Pollution, Land Contamination and Land Instability

EG1 Economic Prosperity

CONSULTATIONS:**Highways:**

The Strategic Highways Infrastructure Manager (SIM) raises no objections subject to conditions restricting the use and a s106 agreement for the implementation and monitoring of the travel plan.

Environmental Protection:

No objection subject to a condition relating to odour and noise control

Great Warford Parish Council

Object following consideration at an open meeting. Thirty-five properties will be most affected by the proposed change of use, but the increase in noise and traffic will also affect a large part of Great Warford and neighbouring parishes. Additional traffic problems will occur with the single track private drive shared with seven other residences and a farm, causing traffic build-up and restricting access for emergency vehicles to access properties further down Warford Hall Drive.

The formation of new access track was refused in 2007 due to inappropriate development in the Green Belt. A previous Application in 2003 proposed a similar change of use with the erection of a marquee rather than a permanent building for the main venue. That application

was refused on various grounds which the Parish Council feel are not only still applicable but even more so due to the size of the proposed new build. This is considered to be over-development in the Green Belt. The proposed courtyard would also lead to a reduction in openness in this rural community.

Serious doubts were raised on the Travel Plan that guests attending a wedding would be prepared to travel by train to Wilmslow or Chelford and then by a minibus to Warford Hall.

The promotion of walking or cycling to the venue is also considered doubtful with many of the lanes having few or no footpath and some 3.5 miles from Alderley Edge. A travel plan when dealing with individual one-off events such as weddings and conferences with a new client each time, is bound to have failures.

The number of vehicle movements, car door slamming and the voices of revellers being heard in a rural, residential area at unsociable hours would be unacceptable. Even if the event closed at 12.30am the time taken by guests to finish their drinks, say their farewells, gather their belongings, find their vehicle, in the winter have the engine running whilst they defrost the windows etc would lead to traffic movements at very unsociable hours.

Details of the sound assessment statement were noted but the Parish Council felt that on a warm summers evening the temptation to open the large folding doors from the venue to the courtyard would be hard to resist.

There is nothing to indicate this change of use would enhance or benefit the community. In essence the Parish Council consider this is excessive over-development in the Green Belt impinging even more on the character and nature of Great Warford to the detriment of the community who have made a lifestyle choice by deciding to live in the village.

The Parish Council suggests Warford Hall could successfully be converted into a number of luxury apartments.

It is very much hoped by the Great Warford Parish Council and the Community of Great Warford that this application is refused.

If refusal is not possible certain conditions would seem fair and reasonable to expect, as follows:

- Removal of Permitted Development Rights
- Cessation of any other commercial Events held at the venue other than permitted under this consent
- Cessation of the current business currently being carried on at the premises
- Restrictions to be imposed on actions on site or movements of vehicles associated with the permitted events which would cause any noise or disturbance after 12.30am and not before 7.30am
- No Fireworks or other pyrotechnics to be allowed in connection with permitted events. No helium balloons or Chinese lanterns to be released from the premises.
- No live or recorded music/singing to be allowed outside any of the building

Comments on revised documents:

Over the period that this application has been in-progress, there have been several iterations of the plans and associated policy documents. The overall approach from the Applicant has been to change the documents inline with comments from residents to counteract the criticisms as they arise. This approach only covers over the issues one by one and does not address the underlying concerns of residents that the use of the site for the stated purpose will impose significant changes to their lives and their environment.

At this time in the planning process and with so many comments and changes to the plans, the real issue to be confronted if this application is approved is, how are the various restriction on the use of the property for these functions to monitored and policed and by whom? Considering the above and the overwhelming response of the local residents against this development, the Great Warford Parish Council requests that the Planning Committee refuse the application.

Little Warford Parish Council (adjoining)

The proposed development would create an ongoing noise nuisance which would adversely affect the local area and population. It would create serious traffic issues around the area as visitors arrive & depart. The entrance to the hall is on a very sharp corner in the road with poor visibility in one direction.

Parking at the venue would also be an issue as there does not currently appear to be sufficient parking for large events - for other events that have taken place, temporary parking has been in fields alongside the property.

This is excessive overdevelopment in the Green Belt impinging even more on the character and nature of Great Warford to the detriment of the wider community

Nether Alderley Parish Council (adjoining)

Nether Alderley Parish Council has considered this planning application, due to the property's close proximity to the Nether Alderley Parish boundary and the potential impact upon the parish.

The Parish Council respects that the applicant has revised the plans for this application but maintains its response, as follows:

1. The proposed development would cause significant noise and light pollution in the wider rural, Green Belt setting, including nearby areas of Nether Alderley.
2. The proposed development and purpose is not suitable in the midst of an area of residential properties.
3. The proposed development will impact significantly upon neighbouring dwellings in terms of noise, light, activity and traffic.
4. Such a development would be unfair on neighbouring properties.
5. The building is accessed along a shared residential drive which it considers appears inappropriate for use by additional commercial/delivery and events traffic.
6. The Parish Council has grave concerns that the proposed travel plan is unachievable and unenforceable and, as a consequence they cannot support this application and recommend refusal.

REPRESENTATIONS:

At the time of report writing 237 representations have been received from a total of 95 identified and 15 unidentified addresses, which can be viewed in full on the Council website. All but one object to the application on grounds including adverse impact on the Green Belt, residential amenity, highway safety and general traffic conditions. The other one is a letter of support on grounds of employment creation and compliance with planning policies, but this representation is qualified by the observation from a subsequent owner a few days later that it was sent just before contracts were exchanged.

The residents have also appointed a planning consultant to act for them, and the main points are set out below:

Highway safety

- Located away from public transport services, and accessed by a private driveway shared with residential properties, the site is fundamentally unsustainable in highway terms
- Car parking could be forced off the site into the village, which would have a detrimental impact on rural character. It could cause major disruption to existing residents, hinder access to the farm on Warford Hall Drive for agricultural vehicles, and create a safety hazard by blocking accesses for emergency vehicles.

Travel Plan.

- The suggested pick up and drop off times in the revised Travel Plan are overly optimistic. Parking spaces would be required for larger buses. Overall the Travel plan is unrealistic and fails to provide an adequate solution to the site's sustainable location.
- The Revised Travel Plan fails to provide adequate comfort that a realistic alternative to the private car is available

Out of character

- The change of use of this domestic extension into a function room to be used by over 130 public guests and staff would carry with it a requirement for additional associated development in the Green Belt.
- Associated uses are also likely to include additional lighting to help guests navigate the site late at night. Increased artificial lighting could disturb natural habitats for wildlife, and have an urbanising effect on the rural area affecting its character.

Impact upon living conditions

- The site is not large enough to adequately accommodate an operation of the scale proposed, and at the hours and frequency proposed, without a detrimental impact on its residential neighbours. This is unacceptable and contrary to national policy and local policy, notably saved Policy DC3, which seeks to protect amenity.
- The proposed change of use, particularly the intensification of the use of the site in the evening and at night time, would have a serious detrimental impact on residential amenity. This is contrary to one of the Core Planning Principles within The Framework.
- As the noises generated from the proposed change of use would be most intense when nearby residents may be reasonably expected to be asleep, this would have a material detrimental impact on quality of life and residential amenity.
- Noise generated by guests leaving the venue in the early hours is not the only potential impact on neighbouring uses. Whilst restrictions to 00.30 hours could be conditioned, this would only relate to the function itself. It would not relate to staff movements, nor would it affect those guests who were staying overnight.
- The properties off Warford Hall Drive which are closest to the proposed function building have no acoustic screening to protect them from this increased activity.

Inappropriate development in Green belt

- The proposed change of use to a large function venue is unsuitable for an unsustainable and sensitive Green Belt location. It would have a serious detrimental impact on residential amenity, and the associated uses could impact on the openness of the Green Belt and the character of this rural area, in conflict with national and local planning policy.

Inconsistencies in plans.

- There is inconsistency with regard to the number of existing car parking spaces on the site. There is inconsistency on the number of guests who would be able to reside at the site overnight.

Previous refusal in 2003 for a conference centre.

- This is a material consideration and there should be consistency in the decision process.

Trees.

- It is essential that adequate protection would be provided to TPO trees from any associated uses that would arise as part of a proposed change of use.

Difficulties with enforcement.

- The enforcement of terms and conditions would be extremely difficult.

The objections are very detailed and can be viewed in full on the website.

APPRAISAL

The key issues to be considered in the determination of this application are set out below.

ENVIRONMENTAL SUSTAINABILITY

Green Belt

The site lies in the Green Belt as designated in the adopted Macclesfield Borough Local Plan, where there is a presumption against inappropriate development. The operational development proposed as part of this application is the same as that approved under the recent planning permission 15/2496M for extensions to the dwelling comprising swimming pool building and glazed links. No additional hard surfacing or buildings are proposed.

Under the provisions of adopted Green Belt policies as set out above, and in particular paragraph 89 of the National Planning Policy Framework, the extension or alteration of a building providing that it does not result in disproportionate additions over and above the size of the original building is regarded as an exception to inappropriate development. This requirement is met in this case, as the extensions proposed are less than 30% of the original building and do not involve extension into the countryside beyond the approved building envelope. This conclusion is also demonstrated by the granting of planning permission in 2015, which represents a valid 'fall-back' position.

Whilst the representations on this issue are noted it is considered that the impact of the development on the openness of the Green Belt is limited by its location within a group of dwellings. The reuse of buildings within the Green Belt are also not inappropriate provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it than the existing development, as is the case here.

Overall the proposal is an appropriate form of development in the Green Belt, and will comply with policies GC1 and GC8 of the local plan and paragraphs 89 and 90 of the Framework.

Residential Amenity

The nearest properties to the site are within 150 metres to the north-east, 75 metres to the south-west and 130 metres to the north-east. The main village is 300 metres to the north. The impacts would be traffic, mainly affecting properties to the north and north-west, and potential noise from late-night events (up to 00:30 hours).

The recommendations of the Council's Environmental Protection Officer did not recommend refusal of the original application but instead referred to conditions to address noise concerns. The revisions to the application are accepted as assisting with these concerns with regard to the change of use and the proposed extension. Subject to the limitations on use proposed in the revised planning statement, it is considered that the overall direct impact of the operational development and change of use on residential amenity is capable of being mitigated to an acceptable level by suitable planning conditions.

The applicant is agreeable to a condition to prevent the siting of marquees within the area edged red.

Whilst there would be some impact upon residential amenity in terms of the traffic generated by the development, which has to pass close by several dwellings on its way to the main highway network, this is considered to be acceptable in terms of the previous and existing use of the property as an office.

Highways

The SIM has reviewed the highways report submitted by the applicant in support of the development proposals and finds the following:

Historic Traffic Generation

In terms of the previous uses, from a traffic generation perspective, the office use would have been the most intensive use, which based on a gross floor area of 1,765sqm would have been expected to generate around 30 two-way commuter peak hour trips per peak hour and around 210 daily two-way trips.

Proposed Use Traffic Generation

In terms of the Conferencing and Bootcamp uses, given the limited number of attendees i.e. no more than 30 people and having regard for the historic site use, the proposals would not be expected to have a material impact on the adjacent or wider highway network.

In terms of the wedding use, the conversion of the Hall includes the provision of 19 bedrooms to provide overnight accommodation for up to 38 guests. These guests would be expected to arrive by car which would be expected to generate around 16 arrival trips on the day of the wedding and, around 16 departure trips the following day.

The revisions to the Travel plan have clarified concerns that 2 minibuses would not be adequate to transport all the guests from a major function to and from the site within the time

frames set out in the application. The pick-up/drop off points would vary according to the function. The points are generally within a 10 mile radius and a time of 20 minutes each way would be a reasonable estimate of the travel time in times when there was no congestion or major road works. An allowance of 10 minutes per trip for entry and exit and checking guest names and details, making each two-way trip take approximately 1 hour.

To ensure strict adherence to the above, as a condition of planning consent, the applicant has offered to impose travel related booking terms and conditions on anyone wishing to hold a Wedding/Banquet at Warford Hall.

Furthermore, a Travel Plan has been submitted to enable the highway authority to monitor and agree further measures should they be deemed necessary once the facility is operational.

In summary it is expected that a wedding event would be unlikely to generate in excess of 40 trips over the duration of a wedding event, which is significantly less than the 210 daily trips associated with the previous office use and would not be expected to have a material impact on the operation of the adjacent or wider highway network.

Access

The Warford Hall Drive / Merryman's Lane junction is situated on a 90 degree bend, visibility along Merryman's lane, in both directions of view, for drivers of vehicles exiting Warford Hall Drive to Merryman's Lane is good, although forward visibility along Merryman's Lane for drivers of vehicles turning right into Warford Hall Drive is restricted by the bend, which serves as a traffic calming feature. As a result, observed speeds during a site visit were generally well below the 30mph speed limit.

Personal Injury Accident Statistics

A review of the most recent available Personal Injury Accident (PIA) statistics reveals there have been no reported accidents associated with the junction during the five year period 2010 – 2014.

Given the limited level of traffic generation associated with the development proposals, it is unlikely there would be a negative material impact on the good safety record of the junction.

Highways Conclusion and Recommendation

The SIM is satisfied that the development proposals can be safely accommodated on the adjacent highway network; accordingly, the SIM has no objection to the planning application subject to a prior legal agreement to provide for the monitoring of the Travel Plan, and to conditions including compliance with the Travel Plan and restrictions on the maximum number of guests and types of events as set out in the application.

The site is not considered to be in a sustainable location by reason of being remote from public transport. The one positive feature about the location in transport terms is the very good network of footpath and cycle routes, and staff will be able to use these travel methods.

Previous refusal of planning permission

The refusal of planning permission for a conference centre in 2003 is a relevant consideration. However the decision was made solely on grounds of access and travel, and

there is reference to the lack of a proposal to demonstrate sustainability in access terms. The revised travel plan seeks to address this issue, and is agreed by the highway authority.

Heritage assets

The building is of some local interest and the proposals are acceptable from a design point of view.

ECONOMIC SUSTAINABILITY

The development would have positive benefits in terms of income generation through the creation of 8 full time jobs in addition to the additional employment and local spending generated. This is accepted and is a positive benefit of the proposed development.

SOCIAL SUSTAINABILITY

The proposed development would have a neutral impact on social sustainability.

OTHER ISSUES

The impact of the development on the built environment, trees, protected species and nature conservation is acceptable.

Conclusion – The Planning Balance

The site is within the Green Belt and outside any settlement limits, where there is a presumption against inappropriate development. In this case the proposed development is deemed to represent appropriate development and is not contrary to Green Belt Policies.

In terms of residential amenity, it is considered that appropriate conditions could be framed to limit the impact of the use of the buildings to an acceptable level and thereby provide an acceptable impact on residential amenity.

On highway safety grounds, there are no objections to the proposed development from the highway authority subject to conditions and a s106 agreement. The offered solution to the lack of sufficient parking for major events is to be secured through a Travel Plan, and would involve a mini/midi bus service and to 'prevent' car access in some cases by agreement with the customers. This is a tried and tested approach to dealing with such issues and would limit nuisance and difficulties to local residents and other road users. For these reasons the proposal would satisfy the environmental role of sustainability.

The proposal would satisfy the economic sustainability roles by providing employment in the locality.

There would be no particular issues regarding the social role of sustainable development.

Overall it is considered that the proposal is a sustainable form of development and a recommendation of approval is made, subject to conditions and a s106 legal agreement.

Heads of terms for the legal agreement:

1. Submit a Travel Plan monitoring report annually for five years and to pay the total sum of £5,000 to the Council to monitor the reports (1,000 for each report).

Community Infrastructure Levy (CIL) Regulations.

In order to comply with the Community Infrastructure Levy (CIL) Regulations 2010 it is now necessary for planning applications with legal agreements to consider the issue of whether the requirements within the S106 satisfy the following:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The Travel Plan is an essential management feature of the proposed development, to ensure that effective and sustainable travel arrangements are in place. The requirement to provide an annual payment to monitor the Travel Plan is necessary to enable the highway authority to monitor and agree further measures should they be deemed necessary once the facility is operational. This work would place an additional resource burden on the Local Authority for which no alternative funding is available.

This element of the proposed legal agreement is necessary, directly related to the development and is fair and reasonable in relation to the scale and kind of the development.

RECOMMENDATION

Grant permission subject to a prior section 106 agreement and the following conditions:

1. 3 year time limit
2. Development to comply with submitted and amended plans
3. Compliance with the submitted noise report
4. That all windows and doors to be kept closed at all times of noise generative activities
5. No speakers or other amplification equipment or live music to be located outside
6. All building services to be installed shall have a combined noise effect as per the limits set out in para 4.12 table 2 of the noise report
7. The use shall not operate other than in complete accordance with the submitted Revised Travel Plan (ref: GW/15120/TP/3) including the items relating to the schedule, targets, Travel Plan Administration, penalty measures and monitoring proposed therein, unless otherwise agreed in writing by the Authority.
8. The use to host evening functions (after 1930 hours) shall not take place on more than 60 occasions in any one calendar year and, the total number of guests (not including staff) shall not exceed 130 at any time and all functions shall finish no later than 00:30 hours at any time.
9. The use to host Conferences shall not take place on more than 30 occasions in any one calendar year and, will be held on weekdays only and the total number of guests (not including staff) shall not exceed 30 at any time.
10. The use to host Bootcamps shall not take place on more than 10 occasions in any one calendar year and, will be held on weekdays only and the total number of guests (not including staff) shall not exceed 20 at any time.
11. No marquees to be sited within area edged red
12. No use of courtyard or gardens for functions after 19:30pm.



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