Travel Plan

British Muslim Heritage Centre (BMHC)

Prepared in support of the discharge of planning conditions
Operated in partnership with MyLahore Events

Applicant: British Muslim Heritage Centre (BMHC)
Venue: College Road, Manchester, M16 8BP
Local Planning Authority: Manchester City Council
Version: Version 2.0 — Submitted to Manchester City Council
Status: Final Submission Version (revised to address Highways comments)
Agent / Consultant: Morf Architecture Ltd.
Date: 28th July 2026

Submitted to Manchester City Council in support of the discharge of planning conditions, alongside the Parking Management Plan, One-Way System Plan, Marshal Deployment Plan and Signage Plan.

Submission Details

Document title	Travel Plan — British Muslim Heritage Centre (BMHC)
Applicant	British Muslim Heritage Centre (BMHC)
Venue / site address	College Road, Manchester, M16 8BP (Whalley Range)
Operated in partnership with	MyLahore Events
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Document Control

Version	Status	Author	Reviewed by	Date
1.0	Submitted to Manchester City Council	BMHC & appointed event management team	Ayaz Khan, Director — Morf Architecture Ltd.	13th March 2026
2.0	Final Submission Version — revised to address Highway Officer comments on Condition 5	BMHC & appointed event management team	Ayaz Khan, Director — Morf Architecture Ltd.	28th July 2026

This Travel Plan has been prepared on behalf of the British Muslim Heritage Centre (BMHC), which holds the planning permission for the venue, in support of the discharge of Condition 5 (Travel Plan). The venue is operated in partnership with MyLahore Events. The plan has been reviewed by Ayaz Khan, Director of Morf Architecture Ltd. It is a live document and will be reviewed regularly to ensure its continued effectiveness and compliance.

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1. Introduction

1.1 Purpose of this Travel Plan

This Travel Plan has been prepared on behalf of the British Muslim Heritage Centre (BMHC) in support of the discharge of Condition 5 (Travel Plan) attached to the planning permission for the venue. The planning permission sits with BMHC, and the venue is operated in partnership with MyLahore Events.

This version (2.0) has been updated to address the comments received from Manchester City Council's Highway Officers in respect of Condition 5. In particular, it now sets out a firm commitment to staff and visitor travel surveys, a clear methodology for monitoring travel patterns, measurable targets for reducing private car use and increasing sustainable travel, and a defined review process with remedial measures (see Section 15), thereby responding to Conditions 5(ii) and 5(v).

The purpose of the Travel Plan is to provide a clear operational framework that demonstrates how BMHC actively manages traffic, parking, arrivals, departures and community engagement associated with events held at the venue. Specifically, the Travel Plan sets out to:

- Promote sustainable travel choices;
- Reduce reliance on single occupancy private vehicle journeys;
- Minimise traffic impacts on the surrounding highway network;
- Protect the amenity of neighbouring residents;
- Encourage responsible parking behaviour;
- Support efficient event management; and
- Demonstrate compliance with planning requirements and operational controls.

The Travel Plan forms part of the venue's wider operational management framework alongside the Event Management Plan, the Parking Management Plan, the Operational Management Plan and the Community Engagement Strategy. Many of the measures described in this document have been trialled during recent events and will form the venue's permanent operational procedures following discharge of the planning conditions, as confirmed in Section 6.

The Travel Plan will be a live document and will be reviewed regularly to ensure its effectiveness and continued compliance with planning requirements.

2. Site Location

2.1 Venue Description

The British Muslim Heritage Centre is located at College Road, Manchester, M16 8BP, in Whalley Range, approximately 3.5km south-west of Manchester City Centre. The site is bounded to the north by College Road, to the south by Clarendon Road, and to the east and west by residential properties on Burford Drive and College Drive respectively. The wider location is shown in Figure 1, and the site boundary is shown on the Site Location Plan at Appendix A.

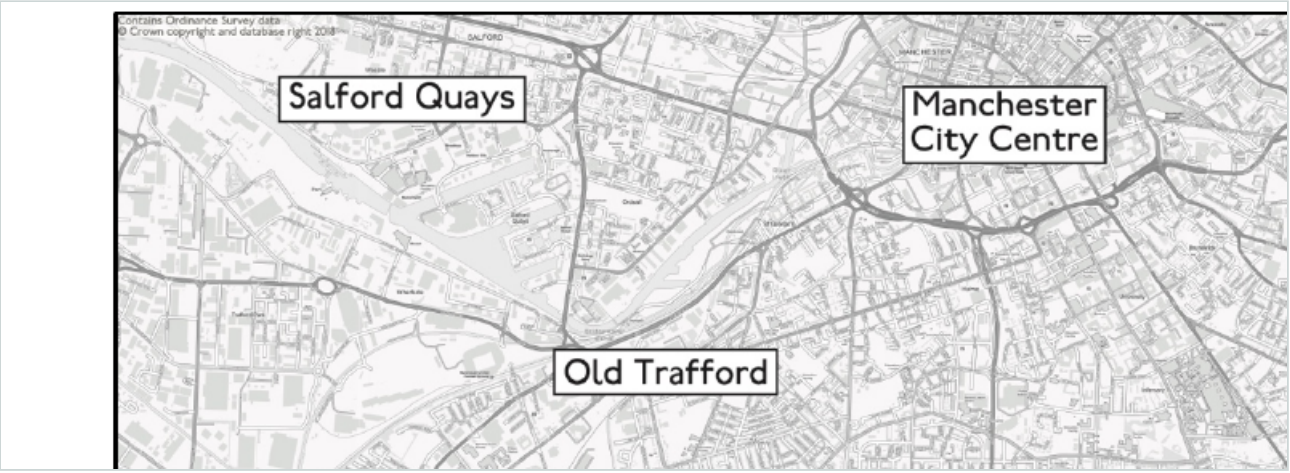


Figure 1: Site Location — British Muslim Heritage Centre, College Road, Manchester M16 8BP.

The principal vehicular access is from College Road, with a managed exit onto Clarendon Road. This arrangement forms the basis of the one-way traffic system operated on event days. The venue is operated in partnership with MyLahore Events and hosts weddings, Nikah ceremonies, Walimas, community events, charity functions, corporate events, conferences, educational activities and religious gatherings.

The venue benefits from access to existing highway infrastructure, local bus services, taxi and private hire operators, pedestrian routes and cycle routes, allowing guests and visitors to access the venue using a variety of transport modes.

3. Planning Policy Context

3.1 National Planning Policy Framework

This Travel Plan has been prepared in accordance with the principles of the National Planning Policy Framework (NPPF), which seeks to promote sustainable transport, reduce congestion, encourage active travel, minimise environmental impacts and support healthy communities.

3.2 Local Planning Objectives

The Travel Plan supports Manchester City Council's objectives relating to sustainable transport, highway safety, traffic management, residential amenity, air quality improvement and community wellbeing.

4. Existing Transport Accessibility

The venue occupies a sustainable, well-connected location served by a genuine choice of travel modes.

4.1 Public Transport Accessibility

Bus services. Frequent local bus services operate from stops on Upper Chorlton Road and Alexandra Road South, both within approximately 500 metres (around a five-minute walk) of the venue. These

stops are served by Bee Network route 85 (Chorlton – Whalley Range – Hulme – Manchester City Centre / Piccadilly Gardens), together with routes 85A and 86 (Chorlton – Whalley Range – Brooks Bar – Manchester / Piccadilly Gardens), which pass through Whalley Range via Alexandra Road South and provide regular services to and from Manchester City Centre throughout the day and into the evening. Route and timetable details should be confirmed against the current Transport for Greater Manchester (Bee Network) information at the point of submission.

Tram services. Metrolink tram stops at Firswood and Chorlton are within approximately 1km of the venue, operating at an approximately 12-minute frequency with direct connections to Manchester City Centre, Manchester Airport and East Didsbury.

Rail services. Manchester city centre rail stations, providing regional and national connectivity, are readily reachable via the Metrolink and bus connections described above.

Taxi and private hire services. The venue is readily accessible via licensed taxis, private hire operators and app-based transport providers. Guests are encouraged to use shared transport arrangements wherever practical.

4.2 Walking Accessibility

The venue is connected to good-quality, lit footways on College Road, Clarendon Road and the surrounding network, including controlled crossing points and accessible pedestrian routes. Local bus stops are within an approximately five-minute walk and the nearest tram stop is within 1km, making walking a realistic option for the final stage of many journeys.

4.3 Cycling Accessibility

On-road cycle lanes are available on Upper Chorlton Road, providing a direct route along a key arterial corridor towards Manchester City Centre, and National Cycle Network Routes 6 and 55 are within 2km of the venue. The venue supports cycling through secure cycle parking provision, promotion of active travel, and travel information provided to visitors.

5. Travel Plan Objectives

The key objectives of this Travel Plan are:

Objective	Aim
Objective 1	Reduce the number of single occupancy vehicle trips associated with events.
Objective 2	Increase the use of public transport by guests, visitors and staff.
Objective 3	Promote car sharing and group transport arrangements.
Objective 4	Minimise on-street parking in surrounding residential areas.
Objective 5	Ensure safe and efficient management of arrivals and departures.
Objective 6	Protect the amenity of neighbouring residents.

Objective 7	Support Manchester City Council's sustainability and transport objectives.

6. Existing Operational Controls

The following measures have been **trialled during recent events at the venue and will form the venue's permanent operational procedures following discharge of the planning conditions**. They are established, tested operational controls rather than untried intentions, and are intended to give the Council confidence in how the venue is managed on event days:

- Parking marshals;
- A one-way traffic system;
- A resident contact procedure;
- Noise monitoring;
- An event management team;
- A signage strategy;
- Managed arrivals and departures; and
- A Community Monitoring Group.

These established controls are described in further detail in the relevant sections below and are supported by the accompanying Parking Management Plan, Event Management Plan and supporting drawings.

7. Travel Plan Measures

7.1 Guest Travel Information

All event organisers receive travel information prior to their event, including public transport options, taxi information, parking guidance, walking routes and drop-off arrangements. Travel information is incorporated into booking confirmations, event planning meetings, event information packs and digital communications.

7.2 Promotion of Car Sharing

Event organisers are encouraged to coordinate guest transport arrangements, promote family car sharing, encourage group travel and utilise minibuses where appropriate. Particular emphasis is placed on larger events, where significant efficiencies can be achieved through shared transport.

7.3 Coach and Minibus Strategy

For larger events, organisers are encouraged to consider coach transport, minibus transport and shared guest transport. This approach reduces vehicle numbers and associated traffic movements.

7.4 Staff Travel Measures

Staff are encouraged to utilise public transport, car sharing, walking and cycling. Where practical, staff rotas are managed to support shared travel arrangements.

8. Parking Management

8.1 Parking Strategy

Parking management forms a key element of the venue's operational controls. Measures include the active management of on-site parking, the deployment of trained parking marshals, the direction of vehicles to authorised parking areas, the prevention of parking obstruction, and the monitoring of parking activity. Parking marshalling and security are provided by the appointed operator Securivision Ltd (Secure Vision), supported by camera-based (ANPR) parking enforcement by Smart Parking Limited under a car-park management agreement with BMHC dated 23 April 2025, as set out in the Parking Management Plan and the Events Management & Car Parking Strategy.

The number and layout of available parking spaces is set out in the venue's approved Parking Management Plan and the accompanying parking layout drawings, with which this Travel Plan should be read. The venue operates in accordance with that Parking Management Plan at all times.

8.2 Parking Marshals

For larger events, trained marshals are deployed to manage vehicle movements, direct guests to appropriate parking areas, prevent unsafe parking and minimise disruption to neighbouring properties.

8.3 Guest Communications

Guests are advised to use designated parking locations, not to obstruct driveways, not to park dangerously, and to respect neighbouring residents. These instructions are included within event communications wherever practicable. Unauthorised vehicles will be refused entry or instructed to leave the site immediately, and all parking incidents are recorded in the Event Log.

9. Event Traffic Management

9.1 Arrival Management

Arrival periods are actively managed through advance guest communication, event marshal deployment, traffic monitoring, and controlled access arrangements where required.

9.2 Departure Management

At the conclusion of events, marshals assist vehicle dispersal, taxi collections are managed, traffic conditions are monitored, and guests are directed to leave in an orderly manner. Venue staff remain on duty until dispersal has been completed.

9.3 One-Way Circulation System and Access Gates

The venue operates a one-way vehicle circulation system in accordance with the approved Proposed One-Way Parking Plan (Drawing No. A1038-B-G100-P-02 Rev P1). This system is actively managed and enforced by marshals and car park attendants throughout each event; it is not left to guest discretion. Any driver refusing to follow marshal instructions will be denied entry or directed to leave the site safely, and the breach will be recorded in the post-event report. The College Road entrance and the Clarendon Road exit remain open and staffed for the full duration of each event to maintain continuous vehicle circulation and to prevent queuing on the public highway.

9.4 Gate Operation Checklist

To convert the commitment on gate operation into a verifiable procedure, the following checklist is completed for every event and recorded in the event log:

Action	Responsible person	Time
Inspect both gates	Duty Manager	90 minutes before arrivals
Open and staff College Road entrance	Marshal 1	60 minutes before arrivals
Open and staff Clarendon Road exit	Marshal 2	60 minutes before arrivals
Record opening time	Security Supervisor	Event log
Maintain access throughout event	Security team	Continuous
Close only after final dispersal	Duty Manager	Post-event

10. Clarendon Road Management Strategy

BMHC recognises the specific concerns raised in respect of Clarendon Road. To address these concerns directly, traffic movements associated with the venue are actively managed through the following measures:

- **Marshal deployment** — trained marshals are positioned to manage and direct vehicle movements on and around Clarendon Road during event arrival and departure periods;
- **Signage** — clear directional signage guides vehicles along the intended routes and reinforces the controlled entry and exit arrangements;
- **Controlled entry and exit arrangements** — vehicle access and egress are managed as part of the venue's one-way traffic system to maintain orderly movement and prevent obstruction; and
- **Ongoing monitoring and review** — conditions on Clarendon Road are monitored during and after events, with findings reviewed by the Community Monitoring Group so that arrangements can be adjusted where necessary.

The objective is not to transfer traffic impacts from one residential street to another, but to manage vehicle movements across the site in a balanced and controlled manner. In particular, the Clarendon Road exit gate remains open and staffed throughout events, operating together with the College Road

entrance as part of the actively enforced one-way circulation system so that vehicles keep moving through the site. These measures provide a clear and accountable framework for managing traffic movements in this location and are kept under continuous review.

11. Residential Amenity Protection

BMHC, working with its appointed event management team, recognises the importance of maintaining positive relationships with neighbouring residents. Measures include parking management, traffic monitoring, noise management, guest behaviour management, event supervision and community engagement. The venue is committed to continuous improvement and proactive engagement with stakeholders.

12. Resident Liaison & Complaints Procedure

12.1 Resident Liaison Contacts

A dedicated resident liaison procedure operates for every event, giving residents a direct and responsive point of contact:

Role	Contact
Primary Event Contact	Adeel Ahmed, Events Coordinator — 07868 392686
Secondary Contact	BMHC Duty Manager

All calls received through the resident liaison procedure are logged and reviewed following each event, so that any concerns can be acted upon and reflected in the venue's ongoing operational improvements.

12.2 Complaint Escalation Procedure

To demonstrate clear governance, complaints are managed through the following escalation procedure:

1. Complaint received.
2. Logged immediately.
3. Duty Manager informed.
4. Event Manager investigates.
5. Corrective action taken where required.
6. Logged in the post-event report.
7. Reviewed at the Monitoring Committee.

13. Community Monitoring Group

A Community Monitoring Group is established to provide ongoing, collaborative oversight of the venue's operations. The Group comprises BMHC representatives, event management representatives, local resident representatives and ward councillors where available.

The Community Monitoring Group reviews:

- Noise concerns;
- Traffic management;
- Parking issues;
- Resident feedback; and
- Operational improvements.

The Group provides a transparent mechanism for residents and stakeholders to raise matters directly and for BMHC to demonstrate responsiveness and accountability.

14. Venue Management Responsibility

Overall responsibility for the implementation and review of this Travel Plan sits with BMHC and its appointed event management team. Day-to-day responsibility is held by the **Venue Operations Manager**, who is the single point of accountability for delivery and acts as the venue's liaison with Manchester City Council.

The appointed Venue Operations Manager is **Shahid Ali Khan** (Events Manager), MyLahore Events — email: shahid.ali@mylahore.co.uk; telephone: 07866 308508.

Copies of SIA licences, induction records and training records for all security personnel will be retained by the Venue Operations Manager and made available to Manchester City Council upon request.

The Venue Operations Manager is responsible for:

- Implementation of the Travel Plan and its associated operational controls;
- Monitoring and review;
- Liaison with Manchester City Council;
- Monitoring traffic, parking and travel trends;
- Identifying improvements; and
- Reporting outcomes, including to the Community Monitoring Group.

15. Monitoring, Travel Surveys and Review

15.1 Ongoing Monitoring

The Venue Operations Manager monitors parking activity, traffic management issues, resident feedback, event operational reports and transport-related complaints on an ongoing basis, with the results reported to the Community Monitoring Group.

15.2 Staff and Visitor Travel Surveys

In accordance with Condition 5(ii), BMHC will complete the initial staff and visitor travel survey within three months of the written discharge of Condition 5. Further surveys will be undertaken annually thereafter, or at any additional interval reasonably requested by Manchester City Council. The surveys establish a baseline modal split against which change can be measured and understood, and are the primary means of monitoring staff travel behaviour and identifying whether additional measures, initiatives or information are required to encourage the use of more sustainable modes of transport.

Visitor travel information will be collected through a sample survey issued by QR code, booking follow-up email or event exit survey. The survey will record mode of travel, vehicle occupancy, postcode sector, and whether sustainable travel information influenced the journey choice. A representative sample will be sought across different event sizes and types. Surveys will be conducted, and results reported, in a manner that does not identify any individual respondent. Findings will be shared with the Community Monitoring Group and made available to Manchester City Council.

15.3 Mode-Share Targets

The initial travel survey will establish the baseline modal split for journeys to and from the venue. From that baseline, the following measurable targets are set to reduce dependency on the private car and increase the use of sustainable modes:

Measure	Baseline	Target
Single-occupancy private car journeys	Established at first survey	Minimum 10% reduction within 3 years
Public transport use	Established at first survey	Minimum 10% increase within 3 years
Walking and cycling	Established at first survey	Year-on-year increase
Car sharing and shared guest transport	Established at first survey	Year-on-year increase

The percentage targets above are expressed as relative changes against the baseline modal split established by the initial survey — for example, a 10% reduction in single-occupancy car journeys means the proportion of such journeys falls to 90% of the baseline figure. Progress will be assessed annually, with an indicative minimum of one-third of the three-year target expected to be achieved by the end of each annual review period. These targets are specific, measurable, achievable, realistic and time-bound (SMART). Targets will be reviewed following the first baseline survey to ensure they remain realistic and achievable.

15.4 Review Process and Remedial Measures

In accordance with Condition 5(v), survey results are assessed against the mode-share targets at each review. Where monitoring shows that the objective of reducing dependency on the private car is not being achieved, the Venue Operations Manager will implement additional measures, initiatives or information to encourage more sustainable travel. These may include enhanced travel information, additional promotion of public transport and car sharing, revised guest and staff communications, adjustments to event arrangements, and further engagement with transport operators. Where necessary, a revised Travel Plan will be prepared and submitted to Manchester City Council setting out the additional measures to be introduced.

15.5 Annual Review

An annual review assesses the effectiveness of the operational measures and travel-survey results, compliance with the objectives and mode-share targets, additional mitigation opportunities and future improvements. Where necessary, amendments are introduced to improve performance.

To ensure the review is evidence-based rather than narrative, the annual monitoring report will record, as a minimum:

- Number of staff surveyed;
- Number of visitors surveyed;
- Modal split;
- Average vehicle occupancy;
- Cars per 100 guests;
- Coach and minibus use;
- Taxi and private hire share;
- Parking incidents;
- Complaints received;
- Actions taken; and
- Progress against the mode-share targets.

16. Operational Indicators

The performance of the venue's management measures is assessed against the following measurable operational indicators, which are monitored after each event and reviewed by the Community Monitoring Group. These operational indicators complement — and do not replace — the staff and visitor travel surveys and mode-share targets set out in Section 15:

Indicator	Target
Resident complaints	Reduction year-on-year
Parking incidents	Zero serious incidents

Traffic incidents	Zero serious incidents
Compliance reports	100% completed
Monitoring meetings	Minimum quarterly

Performance against these indicators is reviewed regularly and reported through the annual review.

17. Implementation Plan

Action	Responsibility	Timescale
Confirm Venue Operations Manager	BMHC	Prior to implementation
Maintain Guest Travel Information	BMHC / Event Management Team	Every event
Deploy parking and traffic marshals	Venue Management	Every event
Operate resident liaison & complaints procedure	Events Coordinator / Duty Manager	Every event
Community Monitoring Group meetings	BMHC	Minimum quarterly
Complete supporting plans (parking, one-way, marshal, signage)	BMHC / Agent	With submission
Annual Review	Venue Operations Manager	Annually
Council Liaison	BMHC	As required

18. Supporting Plans and Document Alignment

This Travel Plan should be read alongside the accompanying Parking Management Plan, One-Way System Plan, Marshal Deployment Plan and Signage Plan. Together, these documents demonstrate how the venue operates on event days:

- Parking Layout Plan;
- One-Way System Plan (Drawing No. A1038-B-G100-P-02 Rev P1 — Proposed One-Way Parking Plan);
- Marshal Deployment Plan;
- Signage Plan; and
- This Travel Plan.

These documents are prepared to align with one another, so that the parking layout, the one-way system, marshal positions, signage and the operational narrative set out in this Travel Plan are fully consistent.

19. Community Commitment

Community Commitment

The British Muslim Heritage Centre, working in partnership with MyLahore Events, is committed to operating as a responsible member of the local community.

The venue recognises the importance of balancing successful event operations with the protection of neighbouring residents and the wider environment. The Travel Plan forms part of that commitment and demonstrates a proactive approach to sustainable transport, traffic management and community engagement.

BMHC will continue to work collaboratively with Manchester City Council, local resident representatives and ward councillors, through the Community Monitoring Group, to ensure the venue operates in a safe, responsible and sustainable manner.

20. Conclusion

The purpose of this Travel Plan is to provide a clear operational framework demonstrating how BMHC actively manages traffic, parking, arrivals, departures and community engagement associated with events held at the venue. The measures contained within this document have been trialled during recent events and will form the venue's permanent operational procedures following discharge of the planning conditions.

Taken together, the measures set out in this Travel Plan:

- Encourage sustainable travel;
- Reduce reliance on private vehicles;
- Manage parking effectively;
- Minimise traffic impacts;
- Protect residential amenity; and
- Support planning objectives.

Read alongside the accompanying Parking Management Plan, One-Way System Plan, Marshal Deployment Plan and Signage Plan, this Travel Plan demonstrates that BMHC operates a comprehensive, accountable and proactive approach to managing the transport impacts of events. BMHC is committed to ongoing monitoring, review and continuous improvement to ensure these arrangements remain effective.

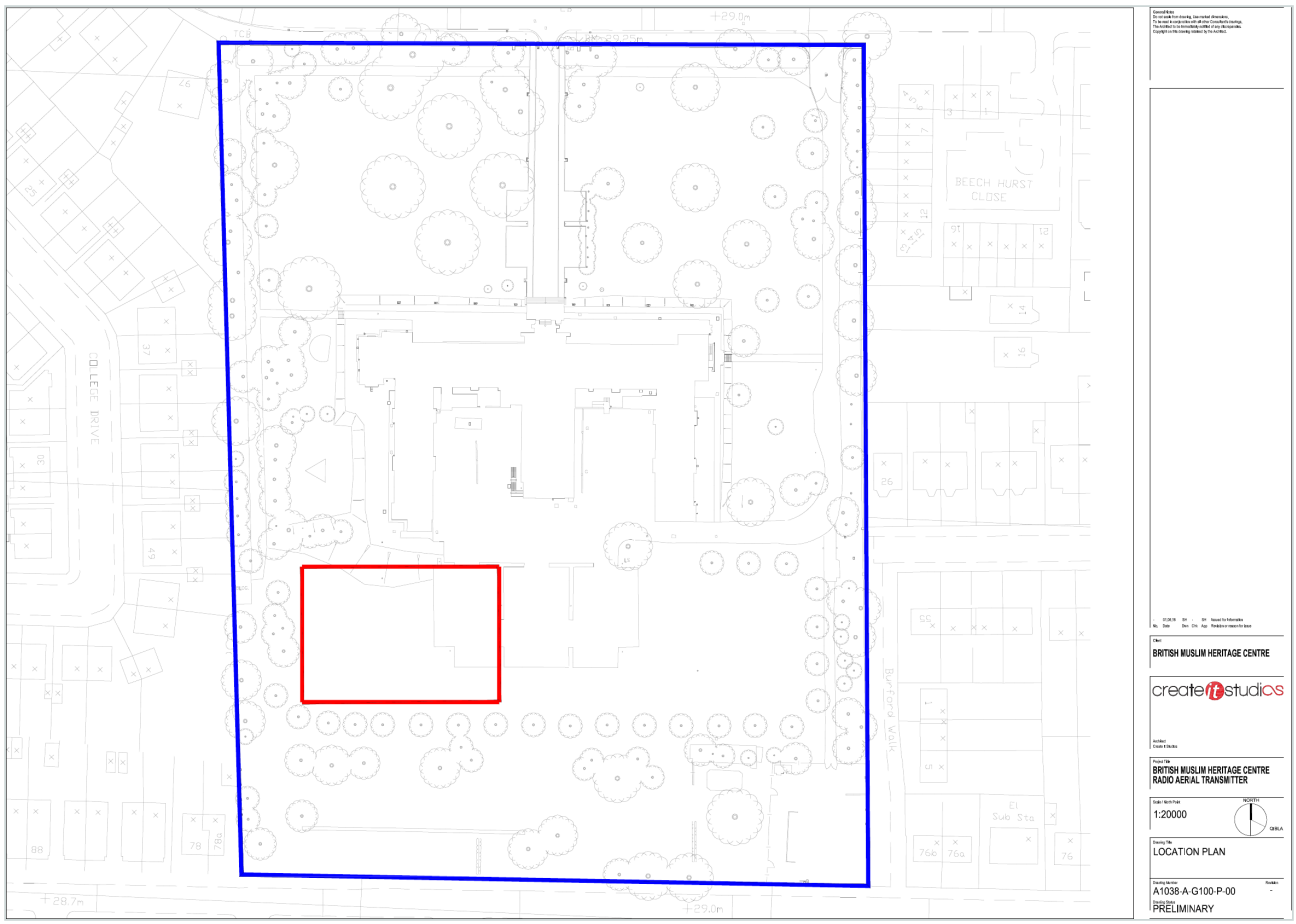
Review

This Travel Plan has been reviewed for issue.

Reviewed by	Position	Date
Ayaz Khan	Director, Morf Architecture Ltd.	28th July 2026

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Appendix A — Site Location Plan



Site Location Plan — British Muslim Heritage Centre, College Road, Manchester M16 8BP (site boundary shown in blue; event/ marquee area indicated in red). Source: existing approved scheme drawings.

Further Appendices

- Appendix B: Parking Layout Plan / Parking Management Plan;
- Appendix C: One-Way System Plan;
- Appendix D: Marshal Deployment Plan;
- Appendix E: Signage Plan;
- Appendix F: Event Management Plan;
- Appendix G: Sample Guest Travel Information Pack; and
- Appendix H: Annual Monitoring Template.