

Application Number	Date of Appln	Committee Date	Ward
117864/FO/2017	2nd May 2018	31st May 2018	Deansgate Ward

Proposal Use of the part ground and part mezzanine floors as a gymnasium (Use Class D2), the replacement of frosted glazing panels with clear glazing panels and the creation of a new entrance on the Deansgate elevation.

Location 1 Deansgate , Manchester, M3 1AZ

Applicant Mr Richard Ward , Millerbrook Properties Ltd, 34 High Street, Manchester, M4 1AH,

Agent Mr Charlie Powell, WHR Property Consultants, Ninth Floor The Lexicon, 10-12 Mount Street, Manchester, M2 5NT

Description

Number One Deansgate was built in 2002 and is bounded by Deansgate, Cateaton Street, New Cathedral Street and St Mary's Gate. It contains 84 apartments on 14 upper floors with a mix of uses on the ground floor including shops, travel agencies, estate agencies, hair dressers and a bank.

The building is not within a Conservation Area, but is located between the St Ann's Square Conservation Area and the Cathedral Conservation Area and is diagonally opposite the Grade II Listed Royal Exchange. Other uses in the immediate area include Manchester Cathedral, a hotel, offices, the Arndale Centre, a theatre, apartments, shops, bars and restaurants.

Planning permission is sought to use part of the mezzanine floor of the podium of the building as a gym (Use Class D2). The main entrance to the gym would be created within a glazed panel and would be of frameless glazing and flush to match other doors at the property. Level access would be provided via an alternative entry point and passenger lift that is located further down the Deansgate frontage. Four obscure glazed panels on the Deansgate elevation of the building would also be replaced with clear glazing.

The proposed opening hours of the gym are:

06:00 to 22:00 – Monday to Friday

08:00 to 17:00 – Saturdays, Sundays and Bank Holidays

The maximum capacity would be 30 customers at any one time. The gym would be fully staffed and the business would focus on providing focused and high quality training for a limited number of members.

Consultations

Publicity – The application was advertised in the local press as being of public interest and a site notice was displayed on site on 30 January 2018. Letters were

sent to surrounding occupiers, including those within the building on 24 January 2018 to inform them of the proposals, further letters were sent to surrounding occupiers on 4 May 2018 and 9 May 2018 due to the submission of further and amended information. Six objections have been received in total and are summarised as follows:

- The proposed door would appear incongruous in the context of the whole frontage as it is a standard height, heavily framed double door with central transom/horizontal section, which is vastly different to the existing full height, frameless and fully glazed entrance doors. This proposed door would destroy the very carefully considered aesthetic of this important city centre building. The door would also be recessed, whilst all other doors are flush. If a door is added it must match the existing and comply with the original design intent.
- The clear glazing panels would enable gym equipment, the interior of the gym area and activities therein to be visible from street level and from the upper floor of double-decker buses. Generally the building is designed and fitted out so there is no visibility into the interior of the floors above ground level. Permitting the introduction of clear glass into the proposed gym area will detract from the appearance of this landmark Manchester city-centre building, which has been the same and carefully styled and conserved since the building was built in 2002.
- The proposed clear glazed panels would cause a major distraction to drivers on Deansgate approaching a busy junction.
- It is extremely likely that advertising slogans, strip lighting and/or gym equipment will be placed in these windows and this is absolutely not in keeping with the appearance of the area or this landmark building. It is even strictly stipulated within landlord clauses that even residents do not have anything in the balcony that displays outwards and is visible.
- The drawings indicate that a disabled person would have to pass through a solid wall to enter the lift to the mezzanine. They also imply that part of the emergency exit route from the residential part of the building will be altered as part of the proposed development.
- Drawings ref: 1441/001/04 and 1441/001/02 show many changes without explanation. What has happened to the store, waste disposal route, concierge's WC and the lobbied arrangement that provides security to the accommodation stair to the residential accommodation?
- There is no description of the type of gym proposed. How would this be managed? What would the roles of the staff be and where are their facilities? Where are the facilities for the clients/customers? Is this a manned gym or an unmanned gym? There is no evidence of a reception or similar.
- The plans lack clarity and are too vague with too many shortcomings to be even taken seriously. A public gym was not part of the original design intent

for the building. Furthermore the gym is located deep within a potentially vulnerable area of the building.

- Fire exits and disabled residents access into and out of No.1 Deansgate would be adversely affected. People would congregate around/part at the existing residential entry point to No.1 Deansgate (which has a shelter) and the existing fire exits, which would obstruct access and egress for residents. This would be due to people waiting for the gym to open, waiting to be picked up, smoking, delivering gym equipment and heavy music systems etc.
- Regardless of the fact that its main entrance is not shared with the main residential entrance to the building, that entrance will only be a few yards away and will inevitably lead to an accumulation of cigarette ends, chewing gum and assorted litter;
- The private underground parking will inevitably be mistaken as being car parking for the gym requiring the concierge to leave their desk to manage the situation compromising the safety of residents including extremely vulnerable wheelchair bound residents. This will cause inadequacy in the level of service offered to the residents who already pay a significant service charge.
- Disabled people currently benefit from a clear and secure exit route. The existing emergency exit route should not be altered. These are our exit points and it cannot be that this is a Grenfell of another kind. The entrance to the gym in such ridiculously close proximity to the fire exits doors for use by No.1 Deansgate residents, which will cause anxiety and severe psychological distress to residents and has already caused much upset.
- Some of the gym members will gain access to the private residential areas of the building by mistaking the residential entrance as an entrance to the gym. Security and the private residence nature of the building will be compromised. The mere possibility that an individual can bypass the security systems and concierge that are in place here at No.1 Deansgate is already causing anxiety.
- The space for this proposed gym is not fit for purpose as a gym. It was never designed for that purpose when this building (unlike that at Beetham Tower) was constructed and indeed that space has never been utilised for anything to date other than for storage by residents.
- The proposals would create a security risk posed to this high profile iconic building by enabling relatively unfettered public access to above-ground floors and hence to the residential part of the building. Raising concerns regarding potential theft, damage to property and person and terrorism. This building is currently a very secure place of residence. The introduction of a gym will adversely impact on this security and safeguards in place here hugely compromising the residents of the building.
- It is desperately concerning especially so after the devastating terrorist attack nearby at Manchester Arena last year that someone proposes there to be a gym within the body of No.1 Deansgate. An iconic building such as No.1

Deansgate would be a very obvious target. Due concern or attention has not been paid to the welfare of residents and others and the people of Manchester when there are already at least a dozen gyms within close proximity.

- I am concerned about the noise levels and general nuisance potentially created by opening a 24/7 gym in the building with heavy equipment, heavy throbbing beat music, boot camp commands and loud instruction akin to those used in army training have become quite the norm. A 24/7 gym will inevitably be like a nightclub with people shouting etc. leaving / entering the building. This is not conducive to the welfare, health and wellness of residents at No.1 Deansgate including many key workers. The submitted acoustic report states that noise levels will be kept to background level and that there will be no aerobic classes, but will be spinning classes, which are always accompanied by loud music. This cannot be regulated so the gym could just be like any gym.
- There is no comfort in the applicant saying that the gym would be let to a high end operator as planning permissions do not differentiate between types of operator. The confirmation that they gym will only have a capacity of 30 people does not make commercial sense.
- Now would the ventilation from the proposed gym will be routed and filtered so as not to cause a nuisance due to lingering repulsive odours? What will they do for ventilation vents and where will the precise entrance point be etc. Quite obviously it will be in close a proximity to the residential entrance to No.1 Deansgate and indeed the entry point to our underground car park.
- Where are the users of the gym travelling from and how will they travel to the gym? Clearly there is no extra provision for the parking of vehicles and if they are travelling by foot there is already an excellent selection of city-centre gyms available.
- The loading bay and resident's car park entrance could be misused by cars waiting to pick up gym goers.
- Access to and exit from the underground residential car-parking area of the building has become more of a safety risk recently with the introduction of a new bus stop adjacent to the entrance / exit and with the increased use of the adjacent lay-by by coaches dropping-off and picking-up Manchester Arena customers. The proposed gym will inevitably increase the foot traffic near the parking entrance / exit and will also increase the number of people standing around in that area, smoking etc., further raising the safety hazard. The introduction of a gym here will not be providing an invaluable or even a needed service to the public.
- The gym would cause problems with congestion for existing long established businesses, residents of No.1 Deansgate and the people (commuters, visitors, residents) of Manchester.

Highway Services – Advised that the use is acceptable, the site is highly accessible by public transport and that doors should not open outwards over the public highway.

Head of Regulatory and Enforcement Services (Environmental Health) -

Recommended conditions to restrict delivery hours and opening hours, to require the implementation of the scheme for the acoustic insulation of the property and the submission and agreement of a validation report, to require the submission and agreement a scheme for the acoustic insulation of externally mounted equipment and to require the implementation of the submitted waste management strategy.

Head of Regulatory and Enforcement Services (Refuse & Sustainability) - No comments received.

Greater Manchester Police (Design for Security) - Confirmed that the security measures proposed are acceptable.

Local Development Framework

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

The adopted Core Strategy contains a number of Strategic Spatial Objectives of relevance to this application that form the basis of the policies as follows:

SO1. Spatial Principles provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy supports a significant further improvement of the City's economic performance to spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide new jobs during construction along with permanent employment from the ground floor uses and ongoing management of the building in a highly accessible location.

S05. Transport seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location and reduce the need to travel by private car.

Policy SP1 - Spatial Principles - The development would be consistent with the Manchester City Centre Strategic Plan having regard to the character, issues and

strategy for this area. The development would be highly accessible by sustainable transport provision and make a positive contribution to neighbourhoods of choice by maintaining a well-designed place to maintain character, would provide a facility that could contribute to the health of residents, would be accessible for use by disabled people and reduce the need to travel.

Policy EC1 - Land for Employment and Economic Development - The application site is well connected to the City's existing transport infrastructure and as such the development would be well placed to maximise the promotion of walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposals would create new jobs during the construction phase and during the operation of the use which would in turn contribute to economic growth.

Policy CC1 - Primary Economic Development Focus (City Centre and Fringe) - The proposal could assist in the delivery of the broader objectives for the Retail Core, the City Centre and its fringe. The proposals would deliver a product that would complement other existing uses and schemes in the pipeline.

Policy CC5 – Transport - The proposed development would improve pedestrian safety by providing secure accommodation and increasing natural surveillance and due to its location contribute to improving air quality by being accessible by a variety of modes of transport.

Policy CC7 - Mixed Use Development - The proposed use would complement the existing uses within the building.

Policy CC8 - Change and Renewal - The proposal would create temporary employment during construction along with permanent employment during the operation of the gym.

Policy CC10 - A Place of Everyone - The use would be accessible via an existing level entrance and passenger lift that is further along Deansgate than the proposed main entrance.

Policy T1 - Sustainable Transport - The proposal would encourage modal shift away from car travel to more sustainable alternatives.

Policy T2 - Accessible Areas of Opportunity and Need - The proposal would be easily accessible by a variety of sustainable transport modes.

Policy EN1 - Design Principles and Strategic Character Areas - The elevational alterations responds positively at street level. The positive aspects of the design of the proposals are discussed in more detail below.

Policy EN16 - Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimize traffic emissions.

Policy EN19 - Waste - The development would be consistent with the principles of waste hierarchy. In addition the application is accompanied by a Waste Management

Strategy which details the measures that would be undertaken to minimise the production of waste.

Policy DM1 - Development Management - Sets out the requirements for developments in terms of BREEAM and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- That development should have regard to the character of the surrounding area;
- Effects on amenity, including noise and traffic generation;
- Accessibility to buildings, neighbourhoods and sustainable transport modes; and
- Impact on safety, crime prevention, refuse storage and collection, vehicular access and car parking.

These are considered in detail in below in addition to the information in relation to the above policies.

Saved UDP Policies

Policies DC14.1, 14.2 and 14.3 Shop Fronts and Related Signs state that the City Council will ensure that the design of shop fronts is in keeping with the character of the area within which the building is located and that inappropriate features including externally mounted roller shutters are not permitted. Policy DC14.2 states that shop fronts should allow full access for disabled people. The proposals comply with this policy for the following reasons.

Policy DC26 Development and Noise which details how the development control process will be used to reduce the impact of noise on people living and working in the City and states that this will include consideration of the impact that development proposals which are likely to be generators of noise will have on amenity. This includes requiring where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate. The application is supported by acoustic assessments.

Relevant National Policy

The National Planning Policy Framework sets out what the Government's planning policies for England are and how these are expected to apply. The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7). The proposed development complies with the following policies or parts thereof:

Paragraphs 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that "Proposed development that accords with an up-to-date Local Plan should be approved and

proposed development that conflicts should be refused unless other material considerations indicate otherwise.”

The proposed development is considered to be consistent with sections 1, 4, 7 and 8 of the NPPF for the reasons outlined below.

Section 1 - Building a strong and competitive economy - The proposal would assist in building a strong economy through: construction employment, employment of 5 full time employees and 9 part time employees during the operation of the use and would make full use of underutilised space within the building.

Section 4 Promoting Sustainable Transport - The proposal is in a highly accessible location close to Victoria Train Station, Shudehill Bus and Metrolink Interchange, Exchange Square and Market Street Metrolink Stations, bus stops on Deansgate and all Metroshuttle routes.

Section 7 Requiring Good Design - The external alterations would be in keeping with the design of the building and would integrated into the built environment.

Section 8 Promoting healthy communities - The proposal would provide additional exercise facilities within the City Centre and add to the variety of gyms available.

Other Relevant City Council Policy Documents

Guide to Development in Manchester Supplementary Planning Document 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. For the reasons set out later in this report the proposals would be consistent with these principles and standards.

Manchester City Centre Strategic Plan (2015 -2019)

This plan presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2015 - 2018. The Plan considers the contribution to be made towards achieving the overall vision by each of the district components of the City Centre and recognises the key role of Manchester City Centre in providing a positive image and framework for inward investment and explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region.

The site of the applications falls within the area designated as the Retail Core, which is one of the largest retail centres outside London and was worth an estimated £3.4 billion to the local economy in 2013.

The key priorities for this area are:

- Sustaining PR to promote Manchester as the UK’s top retail destination, locally, regionally and nationally;

- A retail-focused magazine to promote the city's exceptionally diverse retail offer.
- Improving the performance of King Street. In spite of recent difficulties, King Street is still considered to be one of the city's most aspirational retail areas and work is underway to improve the offering.
- Integrating mobile solutions to ensure the retail core is up to speed with developments in technology, and talking to customers in a cohesive way.
- Encouraging further national events, such as Vogue's Fashion Night Out, to assist in driving night-time retail footfall.
- Ongoing action to encourage more independent retailers and leisure operators into the city centre to further diversify the offer and attract footfall.
- Looking at introducing more markets into the city centre in different areas and throughout the year, building on the huge success of Manchester's Christmas Markets.
- Redeveloping the Ramada block on Blackfriars Street.

The proposed development would complement existing uses in the area and would make a contribution towards the objectives contained within the Strategic Plan in particular increasing leisure choices.

Other National Planning Legislation

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Design Issues

The proposals would have no impact on the significance, character and appearance of the adjacent Cathedral Conservation Area and Deansgate Conservation Area or the nearest listed building, which is the Royal Exchange, as the proposed works are central to the Deansgate elevation, are minimal and are in keeping with the appearance of the building. The entrance doors have been revised to match other doors on the elevation and would be frameless and clear glazed.

There are other areas of clear glazing at the level of the podium that is affected and the proposed increase in clear panels is considered to be acceptable as it is not unusual for views into the first floor/mezzanine of buildings to be available.

In view of the above, it is considered that the proposals would enhance the setting of the conservation area and the nearby listed buildings and would be in accordance with Sections 2 and 7 of the National Planning Policy Framework, policies SO6, EN1,

SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, of the Unitary Development Plan for the City of Manchester.

Residential Amenity

Whilst the principle of the proposal would be acceptable, it could impact upon residential amenity through noise generation from movement and music. It would therefore be necessary to ensure that there would be no noise breakout to ensure that residents are not disturbed.

An acoustic report outlines how the premises would be acoustically insulated to prevent unacceptable levels of noise breakout and to ensure adequate levels of acoustic insulation between the proposed use and the existing uses. A condition would require the implementation of the measures recommended within the acoustic report and require a validation report to confirm that recommendations have been achieved.

There would be no physical connection between the proposed gym space and the residential accommodation. The existing residential staircase fire escape access point would be outside of the gym demise. The rear fire escape door to the gym demise would be strictly access controlled.

The final fire exit points from the gym would be in line with the fire risk assessment for the space. The existing fire exit into the staircase is not intended as a primary exit and would only be used in the event that one of the other fire exits is compromised. Access would be controlled in order to prevent any security breach. Day-to-day access would be prevented with the stair only used as a fire escape in the event of activation of the fire alarm system.

Given that the gym would be access controlled, it could improve the security of this underused area of the building.

No changes are proposed to the store, waste disposal route, concierge's WC and the lobbied arrangement that provides security to the accommodation stair to the residential accommodation.

The proposed opening hours would be controlled by conditions and the gym would not operate on a 24 hour basis.

Therefore, subject to compliance with conditions in relation to the restriction of the hours of operation and the hours during which deliveries can take place and the acoustic insulation of the building that there would be no adverse impact on amenity as a result of the proposed use.

The proposals do not include any associated plant and equipment.

A waste management strategy confirms that the proposal would be in keeping with the existing commercial waste strategy for the building and would utilise the existing internal waste store.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

Relationship to Transport Infrastructure

Shudehill Bus and Metrolink Interchange, Victoria Railway and Metrolink Station and Metrolink Stations at Market Street and Exchange Square are all nearby. There is good access for pedestrians and cyclists and the all Metroshuttle Services stop on Deansgate. It is considered therefore that the site is in an optimum location for sustainable transport links. Therefore gym members are most likely to arrive by public transport.

The applicant has advised that it would be made clear to members that car parking would not be available as part of the gym offering. In addition, the gym operator would make clear on induction to each gym user that no parking is available and that the parking spaces are solely for residential use.

Highway Services have confirmed that the proposals are acceptable.

Given the measures put forward and the highly sustainable location of the development, it is considered that the proposal would not have a detrimental impact on transport infrastructure.

In view of the above, it is considered that the proposals are considered to be in accordance with Sections 4 and 11 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Full access and Inclusive Design

The ground in front of the main entrance is sloped and the main entrance to the gym would have a step to comply with Building Regulations, which would lead to stairs to the mezzanine gym level. Level access would be provided through an existing entrance that is approximately 60 metres from the main entrance and has a passenger lift to access the gym.

Gym members would be informed of the appropriate entrance before their first visit if arranging membership in advance. If their first visit is not prearranged there would be a call bell at the entrance to request assistance.

The proposals would therefore be consistent with sections 4, 6, 7 and 8 of the National Planning Policy Framework and Policies H1, SO1, SO5, SP1, CC3, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester and saved UDP policy DC14.2.

Crime and Disorder

The proposed use would include the following security measures:

- New doors would be certified to Secured by Design standards and the new glazing would be laminated.
- The reception of the gym would be fully manned during all opening hours.
- All staff only areas would have lockable doors and be access controlled.
- Any areas which are for separate uses (e.g. offices, residential uses) would be kept completely separated and would not be accessible from the proposed gym.

Greater Manchester Police support the proposals provided that these measures are fully implemented.

In view of the above, the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Consultee and Objectors' comments

It is considered that the grounds of objection have been addressed in the main body of this report.

Conclusion

It is considered that the proposed use would be an appropriate response to national and local planning policy. This report has demonstrated that this is an appropriate site for the use and that the proposal would be well designed.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the 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

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance this has included ongoing advice about the information required to be submitted to support the application, including corrected information, amendments to the proposals and further information to address concerns.

Reason for recommendation

Conditions to be attached to the decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

The location plan referenced 1441/001/02c received by the City Council as local planning authority on 9 May 2018

The drawings referenced:

.:WM

received by the City Council as local planning authority on 4 January 2018

.:WM

received by the City Council as local planning authority on 17 January 2018

1441/001/03b

received by the City Council as local planning authority on 26 February 2018

1441/001/09a

1441/001/10

both received by the City Council as local planning authority on 28 April 2018

1441/001/04a

'Mezzanine Route'

both received by the City Council as local planning authority on 2 May 2018

The Design and Access Statement received by the City Council as local planning authority on 9 May 2018

The acoustic survey prepared by Braiden Acoustics referenced 10604 Rev A received by the City Council as local planning authority on 14 May 2018

The Waste Management Proforma received by the City Council as local planning authority on 4 January 2018

The letter from Alan Watson of Avison Young dated 26 February, referenced AW/009/BU11441 received by the City Council as local planning authority on 26 February 2018

The letter from Richard W Ward of Millerbrook Properties Ltd. dated 27 February 2018 and received by the City Council as local planning authority on 28 February 2018

The emails from Alan Watson of Avison Young dated 13 December 2017 (point 9 only), 19 December 2017, 30 April 2018, 9 May 2018

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SO1, S02, S05, EC1, SP1, CC1, CC4, CC5, CC7, CC8, CC10, T1, T2, EN1, EN3, EN16, EN19 and DM1 of the Core Strategy, saved policies DC14.1, 14.2 and 14.3 and DC26 of the Unitary Development Plan and Sections 1, 4, 7, and 8 of the National Planning Policy Framework.

3) The development hereby approved shall be carried out in accordance with the recommendations within the acoustic survey prepared by Braiden Acoustics referenced 10604 Rev A and received by the City Council as local planning authority on 14 May 2018.

Upon completion of the development and before the new use becomes operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the above approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria.

This shall include monitoring to confirm the internal levels are being achieved, including that the sound limiter has been installed and set accordingly so as not to exceed the limits recommended within the above approved acoustic report and confirmation that the LAeq (amplified sound from the limited equipment) does not exceed 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location. Internal noise levels at any structurally adjoined residential properties in the 63HZ and 125HZ octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB respectively.

Reason - To ensure an acceptable development in the interests of residential amenity, pursuant to policies DM1 and SP1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan.

4) No loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00 Monday to Saturday
10:00 to 18:00 Sundays and Bank Holidays

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

5) The premises shall not be open outside the following hours:-

06:00 to 22:00 Monday to Friday
08:00 to 17:00 Saturdays, Sundays and Bank Holidays

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.

6) The scheme for the storage (including segregated waste recycling) and disposal of refuse as detailed within the completed Waste Management Proforma and shown on the drawings referenced .:WM hereby approved shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

7) The following measures shall be implemented as part of the development and maintained as part of the use hereby approved.

- New doors and glazing shall be certified to Secured by Design Standards and new glazing shall be laminated.
- The reception at the main entrance to the gym shall be fully manned during opening hours.
- All staff-only areas shall be lockable and shall be kept access controlled
- All areas, which are for separate uses (example: offices) shall be kept completely separated and shall not be accessible from the use hereby approved.

These measures shall be fully implemented before the development hereby approved is completed and shall be maintained for the duration of the use of the premises.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

8) The access measures for disabled people to gain access into and throughout the premises as shown on the drawings referenced 1441/001/03b and 'Mezzanine Route' and described within the Design and Access Statement prepared by WHR and the email from Alan Watson of Avison Young dated 9th May 2018 shall be fully implemented before the use hereby approved commences and shall be maintained for the duration of the use hereby approved.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policies CC10, T2, SP1 and DM1 of the Adopted Core Strategy for the City of Manchester.

9) The operational measures detailed in the letter from Alan Watson of Avison Young dated 26 February and referenced AW/009/BU1441, the letter from Richard W Ward of Millerbrook Properties Ltd. dated 27 February 2018 and the emails from Alan Watson of Avison Young dated 9 May 2018 shall be fully implemented on commencement of the use hereby approved and maintained for the duration of the use hereby approved.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy, saved Unitary Development Plan policies DC26.1 and DC26.5.

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: 117864/FO/2017 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:

Environmental Health
Highway Services
Environment & Operations (Refuse & Sustainability)
Greater Manchester Police
Highway Services
Environmental Health
Environment & Operations (Refuse & Sustainability)
Greater Manchester Police

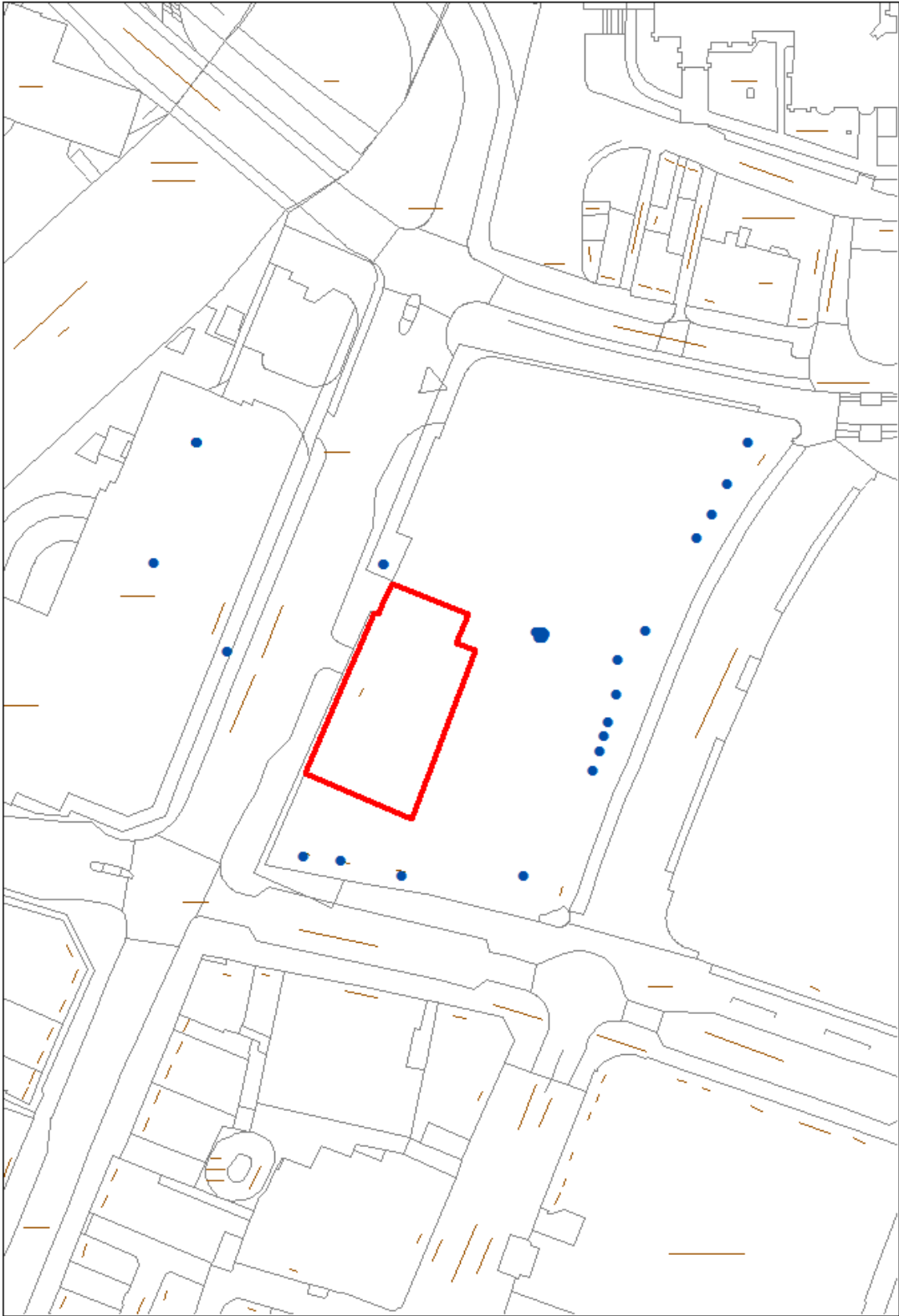
A map showing the neighbours notified of the application is attached at the end of the report.



Representations were received from the following third parties:

Highway Services
Environmental Health
Environment & Operations (Refuse & Sustainability)

Greater Manchester Police

Relevant Contact Officer : Emily Booth
Telephone number : 0161 234 4193
Email : e.booth@manchester.gov.uk



 Application site boundary  Neighbour notification
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