

Planning

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Date: 13 January 2022

Dear Sir/Madam,

Application under Section 96a of the Town & Country Planning Act 1990 (as amended) for a Non-Material change to a planning permission

Application No: 132553/NMC/2021

Description: Non material amendment to application ref no 125573/FO/2019 to amend the wording of Conditions 17 (Noise Commercial) and 31 (off site highway works) to amend the triggers for submission of information to discharge those conditions

Location: Land Bound By Hulme Street To The North, Wilmott Street To The East, The Unite Parkway Gate Development And Mancunian Way To The South And Medlock Street To The West, Manchester

I refer to your application for a non-material amendment to planning permission reference 125573/FO/2019.

Reason 1: Following an assessment of the details and plans submitted, it is confirmed that the proposed amendments are considered to be of a non-material nature and acceptable to the City Council as Local Planning Authority. The City Council is satisfied that the proposed changes will have no material impact upon the previously approved scheme and the works will not adversely affect visual or residential amenity within the area or will they have any significant material impact upon the overall quality of the development.

Reason 2: The re-wording of condition 17 is acceptable as there was drafting error with the condition which refers to residential accommodation so this can be omitted from a revised condition (covered by condition 16). For condition 31 evidence of the stopping up order for Hulme Street has been presented and Highways have agreed on this basis that the requirements can now be pre-occupation

Therefore I can confirm that the proposed amendments are hereby **approved**.

It should be noted that this letter of consent does not supersede the decision notice attached to planning permission 125573/FO/2019. These documents should be read in conjunction with one another. Therefore, the conditions previously applied to approval 125573/FO/2019 still apply to this development. However, due to the acceptance of the amendments outlined above, the following amended conditions also now apply:

17) A scheme for acoustically insulating each of the ground floor commercial units (Class A3 (Cafe and Restaurant) use within Block A and D2 (Gym) unit within Block B) to ensure that there is no unacceptable level of noise break out or noise transfer from the ground floor uses to the residential accommodation above shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at 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.

The approved noise insulation scheme shall be completed before any of the approved uses commence.

Prior to occupation a post completion report to verify that all of the recommended mitigation measures have been installed and effectively mitigate any potential adverse noise impacts in adjacent residential accommodation arising directly from the proposed development shall be submitted and agreed in writing by the City Council as local planning authority. Prior to occupation any non compliance shall be suitably mitigated in accordance with an agreed scheme.

Reason - To secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

31) Notwithstanding the details contained within condition 2 above , a scheme of highway works and details of footpaths reinstatement shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- (a) Loading bays on Hulme Street and Wilmott Street;
- (b) Amendments to the existing TROs to accommodate 2 Car Club bays (and potentially additional disabled bays);
- (c) Resurfacing of the footways across the site's perimeter. This should also include appropriate dropped kerbs/ tactile paving where required across access points and adjacent junctions (Wilmott Street- Hulme Street, Wilmott Street- Chester Street);
- (d) Resurfacing of the carriageway on Hulme Street;
- (e) Cycle improvements on Hulme Street to connect to Medlock Street/ Mancunian Way
- (f) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management including installing dropped kerbs with tactile pavers across any vehicle access to the site and at adjacent junction crossing points, reinstatement of any redundant vehicle crossing points, installation of some guard railing to ensure pedestrians cross at the safest and most appropriate locations.

The approved scheme shall be implemented and be in place prior to the first occupation.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

Should you wish to discuss the matter further, please contact Angela Leckie using the details above.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Julie Roscoe', with a stylized, cursive script.

Julie Roscoe
Director of Planning, Building Control & Licensing