

Lock 91 Bar - Proposed Decked Seating area on adjacent plot - Acoustic Report

7th May 2022

Introduction

This document sets out an acoustic assessment of both the surrounding impact on the proposals and the impact the proposals have on the surroundings in order to understand the proposal's suitability. This is a baseline desktop study and no readings have been taken on site using technical equipment. It has been assumed that a baseline assessment will suffice given the nature of the proposals.

This document is to be read in conjunction with submitted drawings and documents.

Proposal Description

The current proposals include a temporary timber deck with split level to lessen its visual impact with perimeter balustrade all constructed in pressure treated timber. Several of the balustrade posts extend to 3m above FFL to carry the warm LED lighting strings over the site for evening lighting. The decking is intended for additional seating for Lock 91 during the warmer months of the year. There will be no fixed furniture as all tables and benches will be removed overnight to ensure the site is secure.

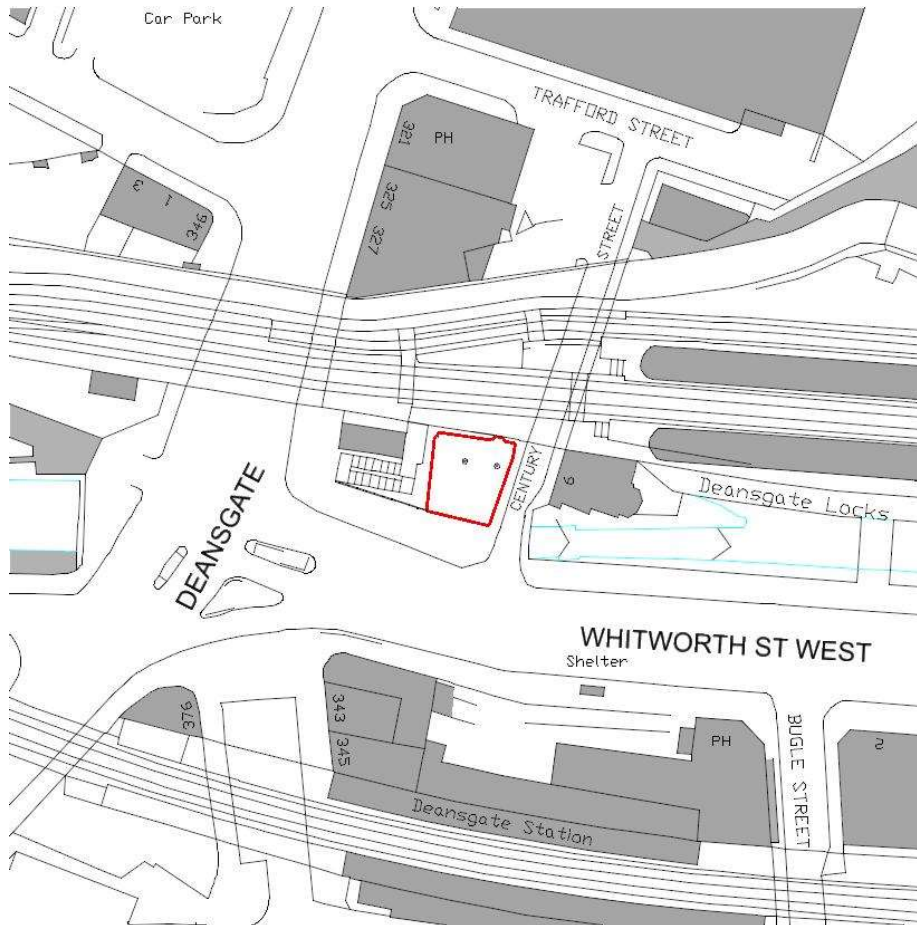
Objectives

To identify and explore sources of noise disturbance originating from the site that could affect surrounding context and also identify sources of disturbance from the surrounding context that could affect the successful operation of the proposals.

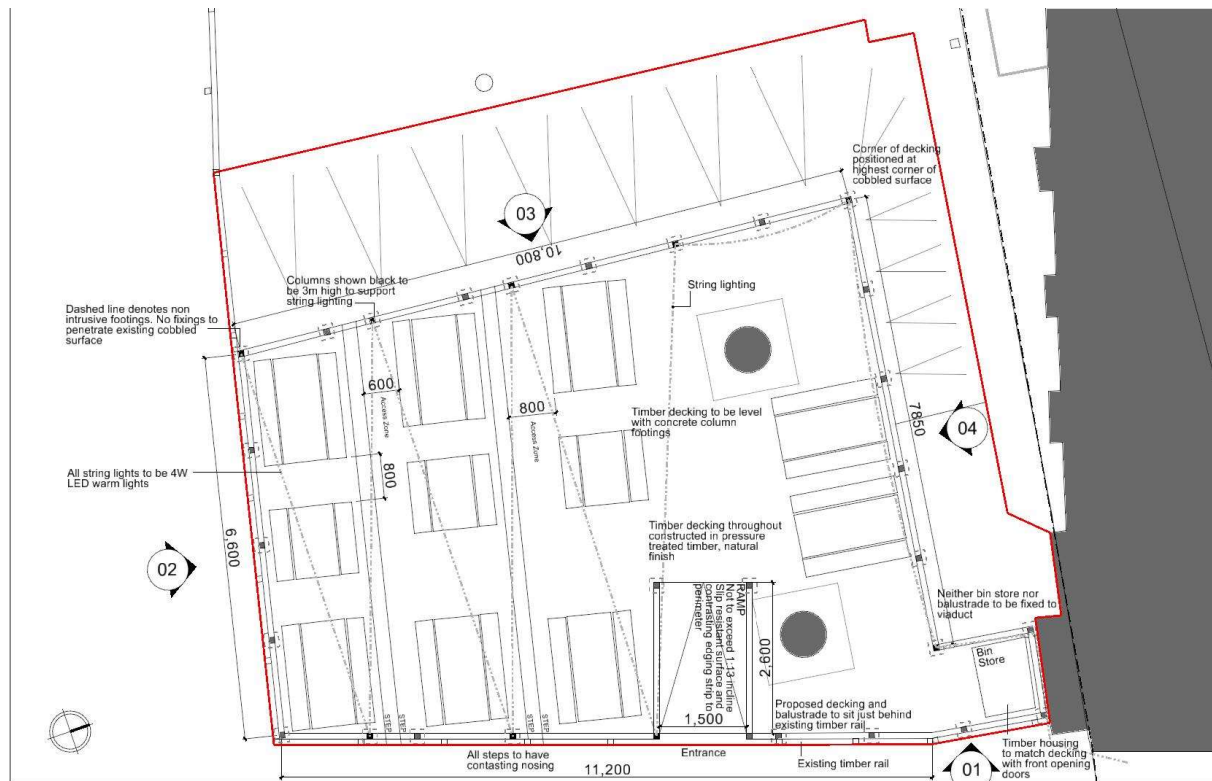
Location

The site is adjacent to the Grade II listed Castlefield Viaduct that carries the Deansgate Tram Station above. Century Street sits to the east with Lock 91 Bar opposite. Whitworth Street to the south and the tram station access stair to the west that separates it from Deansgate.

Site Plan



Proposed Plan



Acoustic Impact from Surrounding

Whitworth Street - The site sits approximately 6m from Whitworth Street, a relatively busy city centre street of Manchester with 30mph speed limit. A set of traffic lights and pedestrian crossing are located in the vicinity of the site with traffic continually stopping in compliance with the crossing. Buses also use this road and so stationary traffic noise disturbance is the only source of disturbance from this direction. No traffic is moving at speed which lessens the acoustic impact to the site.

Century Street - Little to no traffic uses this road and it is used purely as an occasional service road to connect to Trafford Street and deliveries for Lock 91.

Castlefield Viaduct - The tram lines above carried by the listed viaduct are the secondary source of acoustic disturbance adjacent to the site although all trams are electric and therefore quiet and the tram lines are not shared with pedestrian surfaces therefore little likelihood of loud tram horns. The trams will run for the duration of the opening times of the proposed decked seating area.

Deansgate Locks - The row of bars and clubs that comprise Deansgate locks are directly adjacent to Lock 91 and provide a great deal of bar noise in the weekend evenings. Given that the proposals have the same function as the bars of Deansgate Lock it is not thought that these will provide any disturbance to the successful operation of the external seating area.

Acoustic Impact from proposals

Given the scale of the proposal, it is not thought that a comprehensive analysis of the proposal in relation to Section 3.0 of Manchester City Council's Planning & Noise Technical Guidance document (December 2015) is necessary.

The proposals will not feature any music and be limited to conversational noise only. The closing time of the external seating area will be 11pm at which time all noise will cease. There are no residential units in the vicinity of the site that may be disturbed in the evening nor commercial units that may be disturbed by noise from the seating area during the day.

The extent of seating proposed is comparable to that of the bars on Deansgate Locks but with the omission of music meaning that it will have a lesser impact than the bars from Deansgate Locks.



Fig.01 - Image taken from ramped access to Deansgate Station on the south side of Whitworth Street looking north. Image shows Lock 91 Bar on the far right, stair access to Deansgate Tram Station and the proposed site in between with the footbridge directly above. The site is bound by low level timber balustrades on two sides. Photo shows the site's proximity to Whitworth Street and demonstrates that no residential units or commercial premises are located in the vicinity. The only unit is Lock 91 to which this proposal is associated.

Conclusion

There is no evidence of any excessive noise disturbance to the successful operation of the proposals. The report has demonstrated that the proposals for outdoor summer seating are standard for a city centre setting and no evidence can be found that the noise from the seating area will provide undue disturbance to its surroundings.