Condition 3 (Local Labour Agreement)

Comments received via email directly from Mike Cunliff on 24th October 2017:

You need to stretch your apprenticeship targets from 18 to say 25 - I am sure that through your supply chain this will still be achievable, based on your best endeavours.
We have increased our total apprentice target to 22. See updated KPI tracker

Similarly - we welcome your narrative where you indicate that you will recruit locally and use Chance 2013 to support ex-etc. However you haven't indicated how many new project initiated jobs you think might be achieved. Again thinking about Renaker Build and your supply chain I would suggest that a target of say 10-15 new starts for this project would be achievable. (I am sure you'll need gate-man, an office staff, banksmen maybe etc.).
We have applied a target of 15 new Project starts. See updated KPI tracker

You mention you will offer work experience placements, but haven't indicated how many you expect to achieve - is 20 a manageable figure?
We have applied a target of 10 work experience places. See updated KPI tracker

Condition 5 (Construction Management Plan)

Environmental Health have responded requesting the following information:

What are the vibration limits on site that the contractor will be working to?
We have agreed a vibration limit of 7.5mm/s PPV with the owner of the culvert and the canal.
All other areas of site will adhere to the guidance in BS 7385-2 Table 1 extracted below. These figures show the threshold at which cosmetic damage may occur in a structure.

Line (see Figure 1)	Type of building	Peak component particle velocity in frequency range of predominant pulse	
		4 Hz to 15 Hz	15 Hz and above
1	Reinforced or framed structures Industrial and heavy commercial buildings	50 mm/s at 4 Hz and above	
2	Unreinforced or light framed structures Residential or light commerical type buildings	15 mm/s at 4 Hz increasing to 20 mm/s at 15 Hz	20 mm/s at 15 Hz increasing to 50 mm/s at 40 Hz and above

What happens if these site levels are exceeded?

We will monitor the adjacent buildings and structures as the works proceed and if the action level of 14mm/s PPV is reached works will cease and methodology reviewed, and mitigation measure put in place if appropriate.

What site noise levels have been set during enabling and development work?

We have carried out a noise survey at the perimeter of the Project to establish the background noise level. This averages 80-85dB.
We have therefore set a noise level of 80dB at the perimeter of the hoarding for general site activities.

What happens if the site level is breached?

We will monitor the noise levels at the points indicated below on a daily basis during the piling, excavation and substructure works.
If the noise levels are above the 80dB threshold works will cease and the operations reviewed to determine what practical mitigation measures are required and how to proceed.
We have selected construction methods such as CFA and rotary bored piling techniques as they produce the least amount of noise and vibration.
We also use noise screening techniques for operations such as cutting and grinding.

What machinery on site and expected noise levels?

Various size excavators	Upto 77dB
Bull dozer	83dB
Roller	79dB
70t CFA piling rig	80 dB
30t CFA / Rotary piling rig	79 dB
8 wheeled lorries	81 dB
Static concrete pump	82 dB
Tower cranes	76dB
Mobile crane	78 dB

Highways have made the following comments:

A site waste management plan template has been provided by the applicant with further information to follow. The indicative layout and content of the plan is considered acceptable in principle however, the frequency and routing of refuse collection vehicles around the site should be noted.

We anticipate 1 refuse collection per day during the first 52 weeks of the construction works the and 2 for the remainder of the work. This will be in the form of either skip lorries of various sizes or a refuse compactor lorry.
The vehicles will access the site via one of the gates on Chester Road. The skips will be located close to the gates.

A Traffic Management Plan is to be implemented along Chester Road to manage and coordinate deliveries into the site and to manage passing pedestrian traffic. Discussions are ongoing with the MCC Highway Resillience team to agree short term lane/road closures to facilitate the works and on that basis this is acceptable.

Agreed.

Further details of the off-site parking provision for contractor vehicles is noted to be provided within upcoming Traffic Management Plan documents.
RBL traffic management plan details the location of off site parking locations that can be utilised by the contractors. Where possible we will encourage all staff and operatives to use public transport.

Details of any proposed temporary road closures, hoarding licenses, street works and highway occupation licenses will need to be obtained and agreed with MCC Network Resilience Officers. Any crane over-sail licenses during the construction phases will also need to be obtained by the applicant.
Agreed.

Condition 6 (Materials Programme)

Please would you amend the programme so that it includes the proposed on–site start date for each sample?
Please see attached revised programme.

Condition 7 (Public Realm Programme)

Please would you amend the programme so that it includes the proposed on–site start date for each sample/detail?
Please see attached revised programme.

Condition 9 (EVCs)

The scheme should be future-proofed so that the infrastructure would be available to provide one charging point per 10 parking spaces should the need arise in the future.
We are providing a total of 160 parking spaces which equates to 16 charging points in total to be provided.
We had previously confirmed we will install 3 points prior to occupation and will now provide provision for a further 13 points at tenants request.

Condition 19 (Servicing Strategy)

Servicing Access

The proposed vehicle drop off and servicing access is to be located off Chester Road, via a one way in / out arrangement. You have stated that loading restrictions do not need to be set, however, it would be unacceptable for vehicles occupying the loading area to create a queue of vehicles that could potentially impact on Chester Road. On-site management should therefore clarify how they intend to ensure that vehicles do not occupy the drop off area for longer than necessary.
Parking in this area will be prohibited and enforcement measures will be in place to prevent any vehicles using this space for parking, this will include clearly visible and sufficient signage and road markings. Also, active management via CCTV will be in place and monitored by the onsite team to ensure compliance with the regulations are met at all times.

Large Item Delivery Strategy - You have illustrated that large deliveries, such as furniture, are to take place via the site's basement car park and a small surface car park, using access under the arches via Old Deansgate. Please provide swept path drawings of the largest vehicle type requiring access / egress to the large item delivery access point in a forward gear.

A dedicated loading space is allocated on the B-1 car parking level. This can be accessed by a transit type van as shown on the attached drawing Z3-OMI-G200-Pl-B1-L1042-Tracking.

Bulk deliveries and larger vans can park and unload under Arch 3. Access to B-1 car park and then either Block A or B via the pedestrian ramp.

Refuse Collection - Waste bins are to be transferred from the basement car park layout to a holding area at the existing car park accessed via Old Deansgate. Please illustrate, via swept path analyses, how the refuse vehicle would gain access / egress the car park adjacent to Deansgate Quays in forward gear.

The refuse collection strategy follows the same procedure as currently employed by Deansgate Quay Apartments whereby the refuse lorry reverses into the car park from Old Deansgate to its collection point. The bins are emptied into the compactor and when complete the lorry exits the car park. See SK21555-012.

Condition 23 (Acoustic Strategy)

Comments from Environmental Health:

I have reviewed the updated acoustic report prepared by Fisher Acoustics dated May 2017 reference 21-FAC-A180-RP-xx-001. The details of the required glazing and required facade build up to each facade of Blocks A and B have been provided which we can accept. These recommendations must be adopted into the development and any proposed amendments will need to be confirmed with the acoustic consultant and an updated report prepared and submitted to us for approval.

The applicant is to submit details of the expected noise level in the communal external amenity area being provided as part of the proposed development.

The communal external amenity area is not to be provided with any form of sound amplification system and therefore the expected noise levels in the external amenity area would only be those associated with normal use of an external garden area. The maintenance of residential amenity is therefore fully expected.

Recommendations and examples of acoustic flooring build up will be required and noise mitigation measures for any free weights areas and weights machines. Details of sound transmission paths and flanking routes should be identified, along with details of mitigation in order to ensure our internal noise criteria are met during any activity in the gym area.

The contractor will forward details of the noise mitigation measures required within the gym area once the final layout is agreed and the detailed design progressed.

Confirmation of mechanical ventilation to be used with acoustic performance and confirmation that when in use the internal noise criteria will not be exceeded.

Confirmation of the final mechanical ventilation plant will be forwarded once the detailed design is complete.

Condition 25 (SuDS)

The following further information is needed to confirm that the proposed drainage design is adequate to manage flood risk:

The attached hydraulic calculation and drawings indicate that the outfall is set to 25.1AoD well below the 100 year water level in receiving waters of 25.8AoD which would result in a submerged outfall that would reduce discharge rate from the proposed system. It does not appear that the currently proposed calculation takes that condition into account but suggests free flowing discharges.

Please see attached revised Booth King Drainage Design – 12703 Chester Road revision 3 dated 15.11.17

That lower levels of the car parks would be periodically flooded. There is no evidence that the evacuation plan has been proposed and agreed with the Environment Agency.

Please see attached revised Booth King Drainage Design – 12703 Chester Road revision 3 dated 15.11.17

During the times of limited discharge during which the outfall is submerged and or/flooding occurs within lower car parking elevations, has the developer assess the risk of any potential cross-contamination with foul drainage network.

Please see attached revised Booth King Drainage Design – 12703 Chester Road revision 3 dated 15.11.17