

Upper Camfield Market Hall, Barton Street, Manchester, M3 4NN

Planning Condition – Bespoke Trigger No 5

Statement to be complied with:-

Notwithstanding drawing 0798-P3A-XX-XX-DR-A-SK001 I01 received by the City Council, as Local Planning Authority, on the 8 February 2024, prior to the commencement of works to repair the sliding gate and install roller shutter to the west elevation, a detailed method statement for the repair works shall be submitted for approval in writing by the City Council, as Local Planning Authority. This should also include any removal, alteration and repair of the historic fabric.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first use of the building.

Contractors Response: -

Rational and current condition of existing gates

We have reviewed the condition on site this week with TJM and Specialist subcontractor (Kirk Craig), and to summarise:

- The gates are currently inoperable and set in circa 100mm of concrete below FFL, and a further 100mm of concrete above FFL behind the plinth upstand.
- Evidence of rust at the base of the existing gates. (see below)



To restore functionality as per design intent we propose the following:

- Remove the excess (rusted) portion of the gate (circa 200mm) and bring in line with FFL and ramp level.
- The desired level of alteration uses the existing architectural language of the adjacent railings which it shares its resemblance with. (green line in snip below)
- The specialist designer proposes to fix to the underside of the cast iron rail with new fixings and attach a bottom section in mild steel with new wheels that can support the weight. An additional track is to be installed at the top for additional stability and safety of use.

N.b. The above is subject to a full review of the gate once it is removed to be refurbished.



Detailed Method Statement

Assessment of weight - cast/wrought iron gate weighing approximately 1500kilos per leaf.

Proposed Sequence of works as follows:-

1. Head of the gate to be temporary tied back/secured to the substrate of the building.
2. TJM are to fully expose gate in its current dormant position. This will be done by carefully removing the existing cladding and timber stud frame built in front of the gates, and then breaking out the concrete plinth and surround above ground level, using a electric breaker and hammer and bolster where possible.
3. Once exposed the floor will need to be cut using a floor saw and the existing concrete slab that which the gate has been set in will need breaking out using a breaker down to the existing base of the gates estimated to be 100mm below the existing floor level.
4. With the use of lifting equipment, which will be a suitably sized telehandler. Gate sections to be lowered to the ground in a controlled and soft manner in line with a separate lift plan.
6. Once gate has been placed on work trestles, Kirk Craig too assess fully extent of corrosion and damage to bottom of gate.
7. Kirk Craig is to manufacture from mild steel replacement "support ladder frame". Manufactured in a design to match as close to existing design of the gate.
8. Support ladder frame to be bolted to base box section which has been fabricated to replicate the shape of the existing fence. This box section will house new roller bearings that will support the base of the gate.
9. Kirk Craig are to provide TJM with track and supporting steels to be concreted into the floor. With an adequately designed concrete trench beneath to support the gates when in operation.
10. Kirk Craig to fix track at the head of opening.
11. Kirk Craig to fit new bearing assemblies to head of existing gate frame to support the gate at the head.

Once site is prepared gate is to be lifted back into position (in line with lift plan). Gate is to sit on new track and the head secured into new head track. Once this has been done Kirk Craig is to fit run stop.

Whilst every effort and care will be made whilst lowering and re installing the gate there is a risk to damaging the gate in this process. If any damage occurs the works will be stopped and the LPA will be contacted immediately to agree a way forward.

Proposed Drawing

Drawing 0798-P3A-XX-XX-DR-A-31010 – C01 – Shows proposed incorporation of the existing gate into the proposed scheme.

Drawing 0798-P3A-XX-XX-DR-A-31011 – Shows the area to be altered and the ground levels

Sketch 1 - This shows basic proposal of a head track, bearing assembly and ladder support at base, bolted to the existing substrate to the gate.

Sketch 2 - shows proposed replacement track and guide bearings bolted to existing head of the gate.

Sketch 3 - shows support steel work concreted into the ground base box section holding the gate rolling bearings/wheels. Box section has been fabricated to replicate the shape of the existing plinth either side of the gate. Also shows ladder support frame bolted to bottom of gate once the rotten section has been removed, this again will replicate the existing.