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GNW Developments Limited

Great Northern



Outline CMP – Explanatory Note

RPM Internal Review / Issue Process	
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1.0 Introduction

This Explanatory Note for the Construction Management Plan submitted with the Application for Planning Permission and Listed Building Consent has been prepared by Real PM Limited on behalf of GNW Developments Limited ('the Applicant')

It has been prepared in response to queries received from Manchester City Council Highways as part of their review of the Application for the comprehensive redevelopment of the existing buildings known as Great Northern Warehouse, Deansgate Terrace and Leisure Box, Manchester, M3 4EN ('the Site') within the jurisdiction of Manchester City Council ('MCC').

It seeks to provide clarification of other options that we have tested in relation to the delivery of the scheme prior to submission and have been considered and / or discounted. As such, the information contained in the application in relation to construction management methodology, phasing and logistics remains unchanged and it is considered that the detailed method of construction for each phase would be controlled by way of planning condition.

The CMP specific items reference by MCC are listed below, relating to Appendix 5.7 Great Northern Outline Construction Management Plan, and responded to as part of this Note.

1. **Has any alternative been considered to the use of Peter Street in phase 1. Access from Watson Street via Great Bridgewater Street would be preferable.**

2. **Confirmation is required that both phases will not overlap.**

3. **The closure of various roads on the perimeter of the site for Party Conferences at Manchester Central will need to be considered.**

4. **In terms of power supply, has this been finalised in terms of substation location? We have a number of city centre developments being brought forward that require new cabling to be routed into the city centre. Could you please contact Veronica Wong to discuss this asap (07771607341 veronica.wong@manchester.gov.uk) Veronica to confirm. Network Resilience also require the applicant provide details on the proposed power connections and associated works/traffic management in order to understand impact on vehicular traffic, pedestrians and cyclists. The above points should be addressed as part of the Outline CMP, prior to determination.**

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2.0 Query Responses

1. Has any alternative been considered to the use of Peter Street in Phase 1. Access from Watson Street via Great Bridgewater Street would be preferable.

The current primary access route (Peter Street/Deansgate) and egress routes (Watson Street (south)/ Great Bridgewater Street/Deansgate) are summarised below for reference.

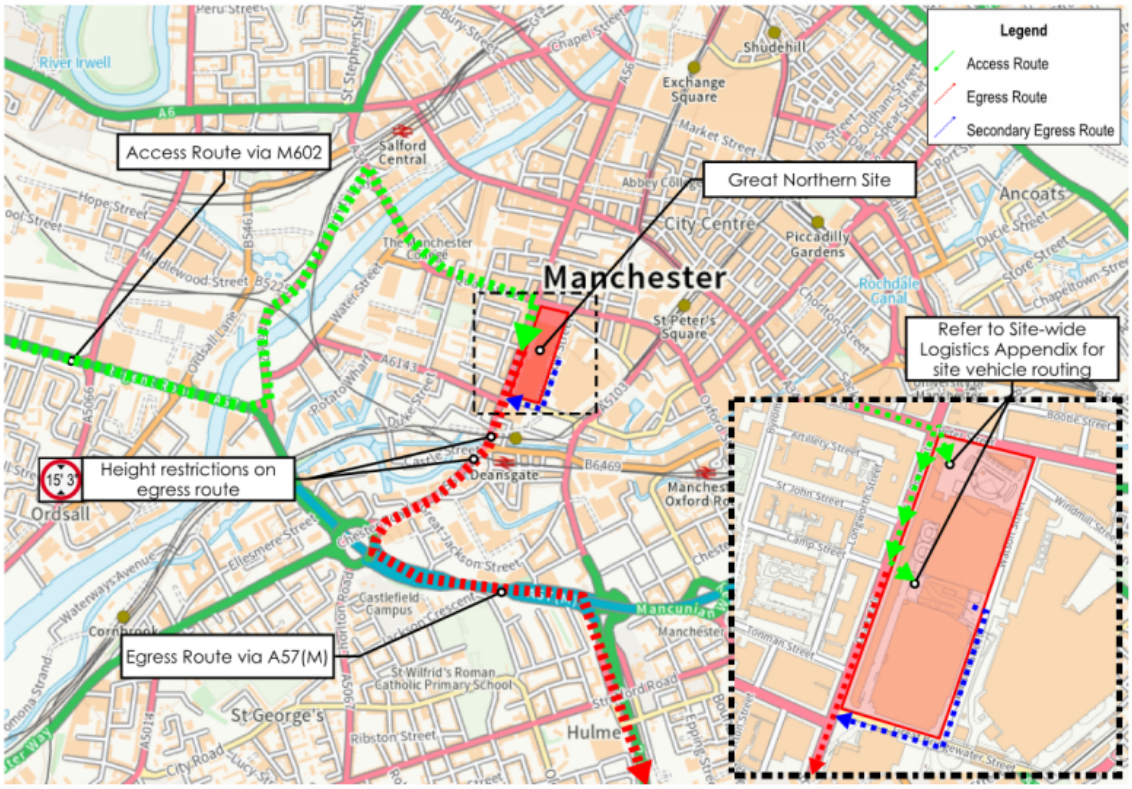


Figure – 01 Extract from Outline CMP Vehicle Routing

During the development of the Outline CMP a number of routes providing access for vehicles to the site from the north and the south were investigated including;

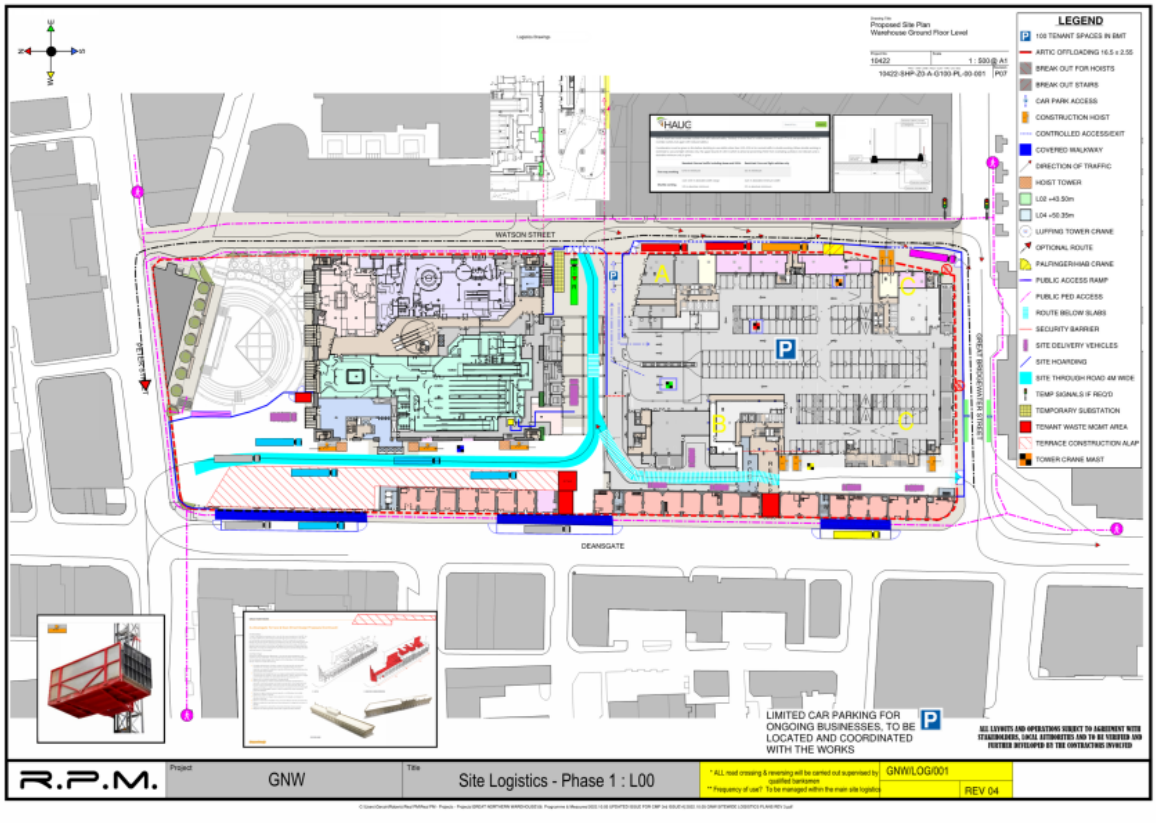
- From the south via the A56 to providing links to Deansgate and Great Bridgewater Street and Watson Street (south) – this was discounted for primary access for Phase 1/A due to the link required to the proposed vehicle logistics route that connects the northwest corner of the site to the rear of the Deansgate Terrace with the internal route linking to Watson Street (south)

- From the east via Peter Street A34 providing link to Watson Street (north) and Great Bridgewater Street – this was discounted due to the interface with the city centre, potential low emission zone implementation and the proximity of numerous residential properties including the Great Northern Tower and Radisson Hotel.

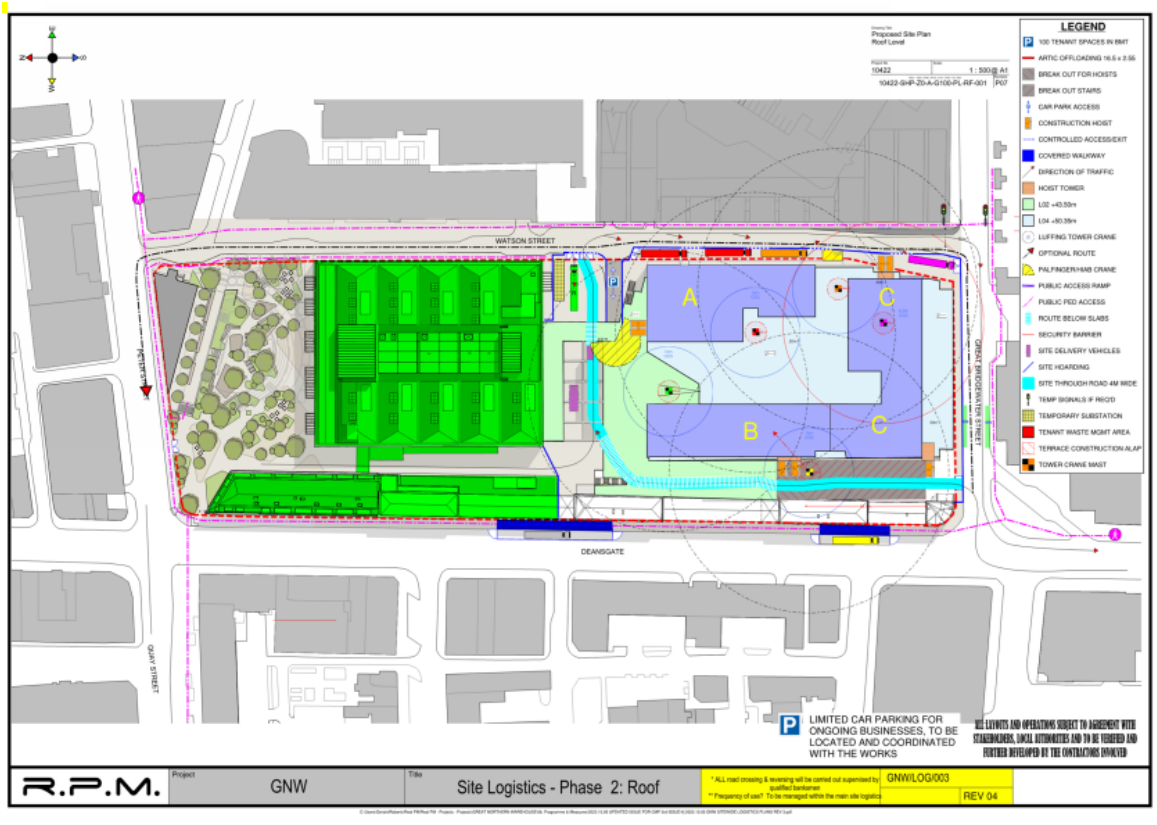
- From the Watson Street (north to south) and onto Great Bridgewater Street – this was discounted due again to the reasons in both routes indicated above, primarily due to concerns over the residential occupancy but also the need to provide a link onto the site from Peter Street to the rear of the Deansgate Terrace.

Once works have sufficiently progressed and to alleviate vehicle concentrations, Deansgate would be used for the implementation of a vehicle delivery pit lane together with access provided from the south via Great Bridgewater Street to the rear of the southern Deansgate Terrace taking vehicles away from the northern part of the site which would be completing at this stage.

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Figure 02 - Extracts of pages 109 and 111 from Appendix Sitewide Logistics Appendix detailing perimeter site access routes from Outline CMP below for reference.

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2. Confirmation is required that both phases will not overlap.

The application has been prepared to deliver the 3 Phases of the works broadly concurrently.

- Phase A/1 - Great Northern Warehouse & North Deansgate Terrace
- Phase B - Leisure Box
- Phase C - South Deansgate Terrace

Phase A and Phase B commence following implementation of initial car park enabling works and the southern terrace works progressing once completion of the initial works, access routes and logistics allow.

Due to the nature of the site and its perimeter access, there is flexibility for the Phases as currently defined to be broken so they do not overlap but this would require a further review with MCC and of the logistics and access arrangements post planning.

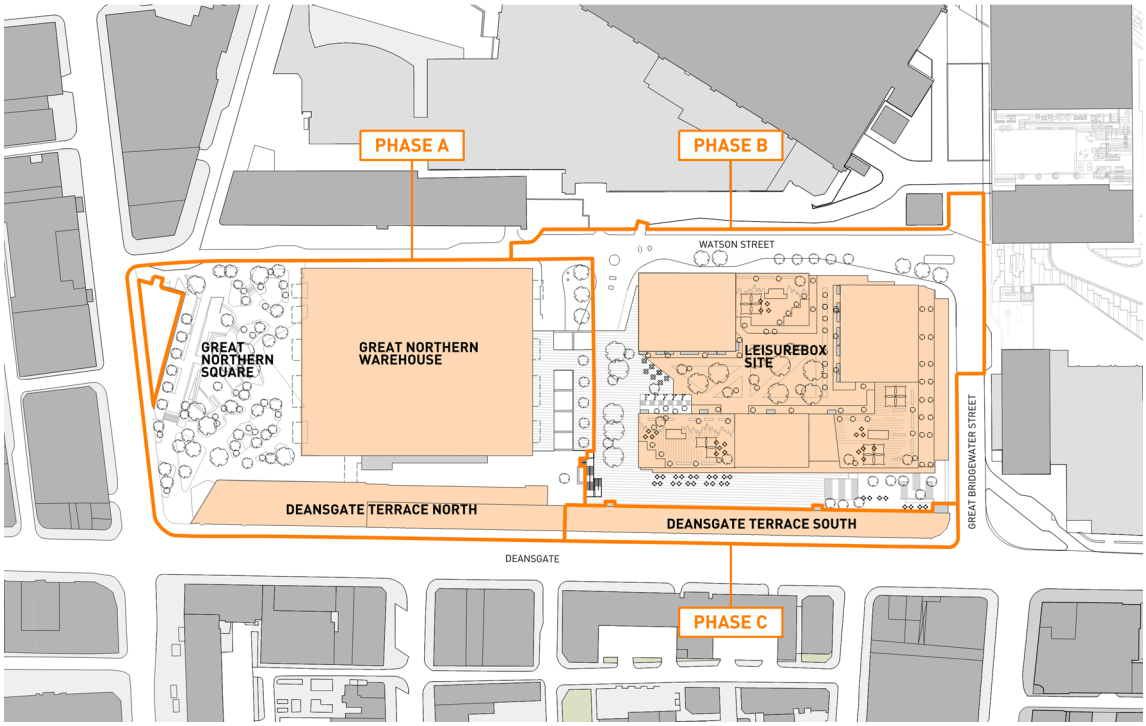


Figure 03 – Summary of Phases

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3. The closure of various roads on the perimeter of the site for Party Conferences at Manchester Central will need to be considered.

It is acknowledged that at certain times throughout the course of the development road closures for Party Conferences and other events will need to be implemented by the local authority.

We would ensure as soon as practicable, a timetable of proposed planned road closures and established with MCC Highways team and ensure these are recorded and reviewed on a regular basis as part of the proposed Neighbour and Community Liaison Manager role.

These closures will be considered in the detailed planning of the development and once defined form part of the employers requirements documentation such that the works involved will be considered and appropriate mitigation measures be implemented and agreed with MCC Highways including;

- Temporary re-routing of vehicles to and from the site should planned road closures impact access.
- Scheduling of key programme activities such as crane erection and dismantling to avoid likely closures.
- Temporary closure of the site where absolutely necessary – for example where planned road closures compromise the ability for emergency vehicle access to the site.
- Suspension of some works activities if short notice closure required.

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4. **In terms of power supply, has this been finalised in terms of substation location?**

   We have a number of city centre developments being brought forward that require new cabling to be routed into the city centre.

   Could you please contact Veronica Wong to discuss this asap (07771607341 veronica.wong@manchester.gov.uk) Veronica to confirm. Network Resilience also require the applicant provide details on the proposed power connections and associated works/traffic management in order to understand impact on vehicular traffic, pedestrians and cyclists.

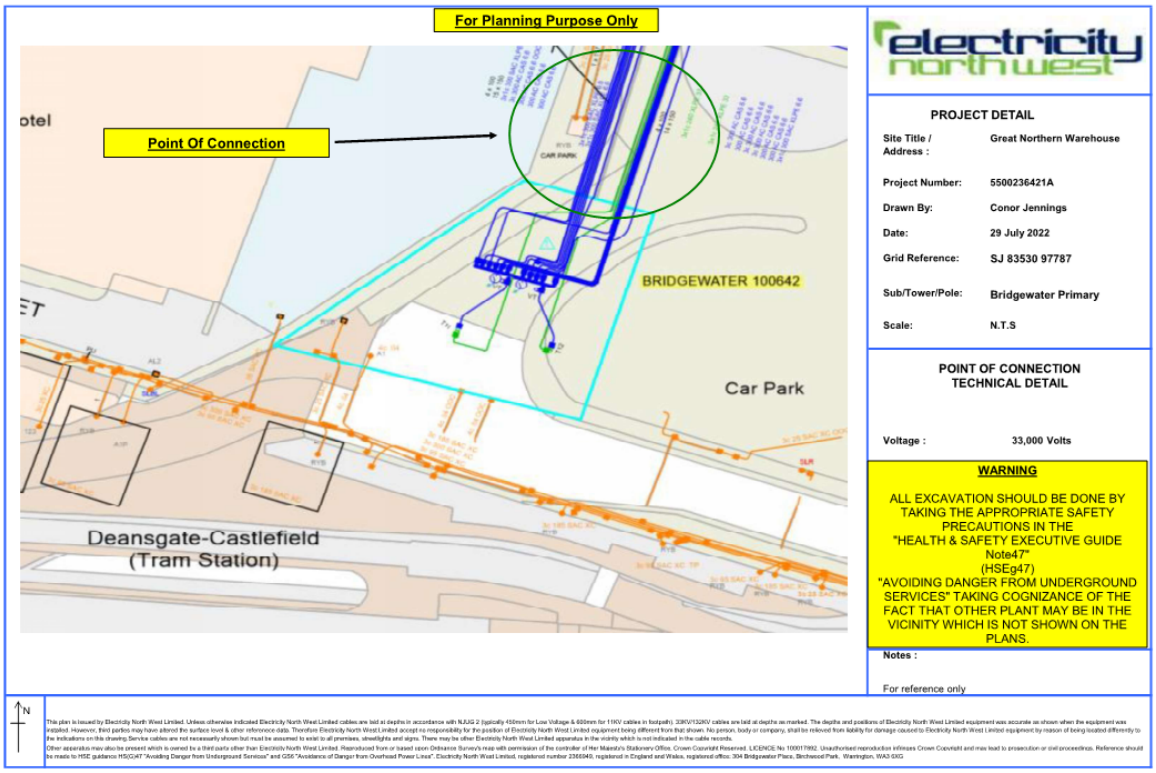
   The above points should be addressed as part of the Outline CMP, prior to determination.

We have requested a meeting with Veronica Wong to review the impact of other local network works and establish proposals for temporary works/traffic and pedestrian management.

Discussions with Electricity Northwest (EWN) have taken place during the scheme design period to planning to review the provision of power to the site and these discussion are ongoing.

The extract below sets out the Point of Connection to the south of the site close to junction of Great Bridgewater Street and Watson Street which will involve the routing of cabling to the site adjacent to its current incoming supply location off Watson Street.

Given the relatively small distance that the connection will have to run, we do not expect this to have a significant or extended impact on highways in the local area.



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