

F.A.O Angela Leckie – Manchester City Council,

The below technical note has been prepared by Cumming Group in response to the concerns raised by Manchester City Council in relation to buildability matters and to ensure minimal disruption to local business and residents.

The current approach for the scheme is to adopt a similar strategy to that of the development next door regarding vehicle access and site deliveries. This will be to implement a part road closure along Warwick Street for the length of the building where it meets Spear Street. This will ensure that site vehicles and deliveries post demolition/within the construction stage are away from Oldham Street and neighbouring buildings whereby Warwick Street then performs the duty of a pit lane and offloading area to feed the site. Access to Spear Street for all vehicles during construction will be via Lever Street which is the current route for all commercial waste vehicles that service Oldham Street currently.

In order to minimise disruption on Oldham Street regarding site establishment, office and welfare facilities, it is the intent to utilise NQ1 as the on-site offices and welfare provision due to the fact that there is a perfectly good vacant office ready to make use of. We will be carefully reviewing the sequence of the construction activity with the chosen Principal Contractor to ensure this approach can be knitted into the construction programme. We appreciate that part road closures along Oldham Street to accommodate cabins and cantilevered gantries over the pedestrian footpath, along with disruption to neighbouring properties/businesses, will be far from ideal so would like to utilise the existing buildings on site to provide maximum efficiency and least disruption during the works.

With regards to the programme, at the point in which the hard construction works are undertaken to NQ1 (i.e., roof removal and vertical extension), the contractor may have to establish a set up within the ground floor of the main building. As mentioned, the sequencing of this will need to be carefully reviewed and agreed.

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Due to the site constraints, there will likely be one Tower Crane on site, the location of this along with the duration it will be active for will need to be agreed with the Contractor and it is currently anticipated this would expect to be positioned within the main core.

As part of the pre-commencement condition discharge the Principal Contractor will be preparing a detailed Construction Environmental Management Plan in support of the application for full planning permission. The Construction Environmental Management Plan will provide an overview of the approach in managing the construction operations on site, ensuring that minimal disruption to local business and residents is incurred especially given the nature of the site location.

Regards,

Cumming Group.

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