

Building 401, World Freight Terminal, Manchester

Rising Main Diversion – Options Summary Note

The below summary note provides options considered to divert the existing rising main currently serving Building 402, which currently runs through the proposed footprint of the new Building 401 development.

Option 1 – Divert to Pinfold Lane

This option would have resulted in diverting the existing rising main through the woodland to run parallel to the proposed Unit 1C, and connect under Pinfold Lane to the pump station serving the adjacent Dnata building. This option was not further considered, due to the following:

- Additional tree removal would have occurred throughout the woodland, above that proposed within the current option of connecting to the foul drainage along Wilmslow Old Road.
- Excavation across Pinfold Lane would clash with the fuel line serving the airport. This option was considered high risk, with potential significant environmental and logistical impact, and difficulty in obtaining the necessary approvals.

Option 2 – Re-location the proposed development

In order to retain the current position of the rising main, the proposed Building 401 development footprint would be required to be re-located. This option was not proposed, due to the following:

- The re-location would have meant a reduced service yard area, resulting in non-compliance with size requirements/regulations for HGV's
- Impact to further underground services
- Impact to sub-station

Additional Summary Note: Pinfold Lane Tree Removal

The new development will require removal of the existing 3nr. trees along Pinfold Lane. The trees are in close proximity to the proposed development footprint. Retaining the trees would have resulted in significant canopy and root removal reducing their stability. The piling rig used during construction of the foundations requires a clear working area, which is not feasible without tree removal.

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