

Construction Traffic Management Plan

Premier House Demolition Works

Document Reference: **PPO - DTMP – C0438 REV 2**

Project:

Premier House

Rev No.	Prepared By:	Date	Reviewed By	Date	Client Approved	Date
0	Daniel Mackinlay	19.08.21	Rob Amson	19.08.21	M Martin	
1	Daniel Macinlay	29.08.21	Rob Amson	29.08.21	M Martin	
2	Daniel Macinlay	03.09.21	Rob Amson	03.08.21	M Martin	
3	Daniel Mackinlay	22.09.21	Rob Amson	22.09.21	M Martin	

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1. Project Information

PPOC have been awarded the demolition works package on Premier House which is an existing but derelict office building located on Deansgate in Manchester City Centre. Premier House is connected to the Renaissance Hotel which recently closed in the summer of 2020. The purpose of the scheme is to undertake Stage 1 demolition and enabling works to facilitate the Renaissance Projects new residential tower and Premier House office refurbishment. Our package of works includes demolishing the Northern Section of Premier House offices and the associated ground floor plant rooms, the mezzanine ballroom of the adjoining hotel and 3no levels of car park which are located below ground level. Structural alterations to the Southern section of Premier House which is due to be refurbished is also within PPOC's scope of works.

Project Name:	Premier House Demolition Works	
Project Address:	Premier House Deansgate , Manchester M3 1AZ	
Client:	PAG	
Contractor:	PPO Connor Group	
Contractor Address:	PPO Connor Ltd 61 Mosley Road Trafford Park Manchester M17 1GJ	
Scope:	Demolition both full and partial of Premier House	
Start date:	16 th August 2021	
Completion date:	21 st January 2021	
Christmas break:	21 st December 2021 - 3 rd January 2022	
Working Hours:	Monday - Friday	08:00 - 17:00
	Saturday	08:30 - 13:00
	Sunday	Permission Required

2. Introduction

It is the responsibility of PPOC to plan and coordinate the demolition site traffic arrangements. As the demolition works are being carried out in a busy City Centre adjacent to a live shopping centre, it is critical that the project delivery vehicles do not affect or disturb the surrounding businesses or members of the public. A key objective for the project is to prevent obstructing the residents and local business delivery regimes, so our activities do not cause any distress to the surrounding neighbours. Due to the restricted nature of the site and the need for the public, delivery vehicles and construction vehicles to share the same access roads, it is critical that our works are thoroughly planned and coordinated.

This demolition traffic management plan (DTMP) has been prepared to provide the operational and planning elements for:

Phase 1:

- Partial Demolition Works and structural alterations of Premier House

Phase 2:

- Mechanical Demolition of Northern Section of Premier House and below ground car parks

The starting point for producing this document is therefore impact and risk identification followed by the assessment process. Impacts, risk assessment and control measures are to be implemented in the public roads, at site boundaries, within the site boundaries and include interface with the public / others.

The purpose of the DTMP is to discharge the council's planning conditions as requested on 8th July 2021 and to comply with the Town & Country Planning (General Permitted Development Order) (England) 2015 (as amended) Schedule 2, Part 11.

3. Methods of Communicating DTMP

This traffic management plan will be issued to the PPOC transport department so it can be distributed to all delivery drivers across the business. All PPOC site contactors and our supply chain will be provided with this document prior to them arriving to site. Other interested parties can receive the traffic management plan on request. The site traffic management plans will be displayed on the site gates and safety notice boards.

We will keep our neighbours well informed before and during the demolition phases through various means: PPOC has a Project Community Liaison Officer who is responsible as a single-point of contact to ensure good neighbour relations. If required regular residents' meetings can be established at a frequency agreed with the residents to bring them up to speed with project progress and key elements of the work. It also provides an open discussion for residents to voice concern or highlight issues.

Monthly Newsletters will be widely distributed to identify completed works and focus on forthcoming activities to give neighbours early notice of such works. The monthly newsletters will be posted to the surrounding property's and will be displayed on the site notice boards located on the site hoarding.

A 24-hour emergency contact number will be established to allow concerns to be raised, these will be actively dealt with by the PPOC Project Community Liaison Manager until the issue is resolved.

4. Key Objectives:

The DTMP for the demolition of Premier House has been prepared to protect the safety of pedestrians, cyclists, public road users so they can continue to use the surrounding highway network.

This project specific plan has been developed appropriate to the site demolition operations, location, the risk, the volume of pedestrians, vehicles and mobile plant and the interface issues with the surrounding environment. This document will be a part of a regular review process and the reviews shall reflect and incorporate public and client feedback and comments.

5. Scope

The demolition works are being carried out at Premier House, Deansgate, Manchester City Centre, M3 1AZ. The works will be undertaken in two phases with the scopes of works for each phase being described below.

Deansgate is one of Manchester's busiest roads and the location of the works is in the city centre, located next to busy shopping malls, residential buildings and local business. Deansgate is a very busy road and is thoroughfare linking each end of the city centre, so is regularly used by cyclists, pedestrians, buses and taxis and delivery vehicles. The two bridges either side of the site also provides a critical link with Salford. As the building to be demolished is located tight up to the back of the pavement, a traffic management plan developed by DUP /PAG was submitted to the council requesting to partially close (half road closure) a section of Deansgate directly outside the works. The traffic management plan is available in **Appendix 1 -6** at the back of this document.

The scope of works covered by this DTMP is listed below:

Phase 1:

- Partial Demolition Works and structural alterations of Premier House (23.08.21 - 08.11.21)
- Installation of 2.4m site hoarding and access gates.
- Erect scaffolding around Premier House
- Asbestos Removal
- Structural Alterations within South Section of Premier House
- Top-Down Demolition of Office Areas on Premier House (North section)
- Demolition of Premier House Canopy and Access ramp
- Installation of temporary and permanent works
- Isolation and diversion of HV & LV substations

Phase 2:

- Mechanical Demolition of Northern Section of Premier House and below ground car parks (08.11.21 - 21.01.22)
- Mechanical Demolition Works of North Section of Premier House (above ground)
- Mechanical demolition of below ground car parks and basements
- Removal of basement slabs and foundations
- Removal, loading and hauling away all demolition arisings
- Securing and protecting leading edges as a result of the works
- Monitoring of noise, dust and vibration.

6. Access into site

Access into the site will be in accordance with the delivery hours agreed with MCC which are 08:00 - 17:00 Monday - Friday, 08:30 - 13:00 Saturday with no works permitted on Sunday. Access to site outside these hours will be subject to notification / agreement with MCC e.g. for large items of plant under movement orders issued by local Police service or local Highways agency

Although the works are being undertaken in two phases, one traffic management strategy will cover the works, but this will be reviewed regularly and reissued if amendments are required.

In order to safely demolish Premier House and deliver / collect heavy plant and equipment, a half road closure along Deansgate will be used and act as a pit lane, which will be created along the length of the project and will run from Victoria bridge to Blackfriars. The pit lane will have four access points which are shown on the sketch below.

Gate 1 (Main Access Gate (Victoria Bridge)) will allow tipper wagons and other smaller vehicles to enter directly into the site if accessing the site from Salford. A holding compound will be created before the gate in this area to allow vehicles to enter the works and prevent construction vehicles backing up the traffic.

Gate 2A (Opposite Havey Nichols) is required to allow delivery vehicles to access into the loading bay and into the hotel service yard. Longer vehicles such as low loaders will be required to access the site using this gate as it offers a greater turning circle where other gates are limited.

Gate 2B (Emergency Access - Loading Bay) This will eventually be relocated from position 2(A) and will be the main access point for the new development once the demolition works have been completed. The gate and a new access ramp is being constructed as part of the demolition scope as it offers an emergency egress point for the hotel and car park users. This gate during the demolition stage will be installed but isn't expected to be used frequently, unless in the event of an emergency situation. Additional dedicated traffic marshals shall be deployed to manage vehicles using this gate and timings will be coordinated to off peak times to ensure minimum impact to the road traffic flow.

Gate 3 (Blackfriars Access) will allow all construction site traffic to enter / leave the pit lane when arriving from the town centre or leaving onto Blackfriars for Trinity Way.

Throughout the duration of the demolition programme all site traffic will be met at the gates and directed in and out of site by a dedicated traffic marshal.

A detailed strategy showing the site access arrangements can be seen in the below drawings.

When heavy plant and vehicles need to enter and exit site to and from the highway appropriate supervision will be provided to control the flow of pedestrians and vehicle traffic. Traffic Marshalls will be used during the movement of heavy plant and vehicles. Some items of plant will require moving on low loaders and will be timed to minimise disruption to road traffic from the nearest suitable controlled access point.



Figure 1 shows the access / egress points at the site for the demolition phase

7. Access & Egress Arrangements

During the demolition phase(s) of the works the main vehicle access will be via Gate 1 - Victoria Bridge. When demolition activities are focused on the Victoria Bridge elevation of the works, an alternative gate will be used for a short period until the demolition activities in that area are complete.

Vehicle access will be maintained to facilitate all approaching deliveries.

During the first demolition phase (16.08.21- 08.11.21) there will be an average of **10** vehicles per day attending site which will need to abide by the council's standard traffic hours of 08:00 - 17:00 as set out within the planning conditions. As the project progresses and mechanical demolition works commence (08.11.21 - 21.01.22) we can expect the daily average to increase to **30** vehicles a day. The type of vehicles which are expected to attend site will vary from small cars and van up to large low loaders and cranes.

Every wagon movement will be managed by suitably trained and experienced traffic marshals who will make sure that they enter site as safely and quickly as possible without preventing any delays to other road users. When a vehicle approaches site (gate 1) the traffic marshal will direct the wagon into a holding area just in front of the gate ensuring the rear of the vehicle is clear of live traffic lanes. Once into the holding area, the traffic marshal will then confirm that the pit lane is clear and guide the vehicle into site.

When larger and longer vehicles attend site, these will enter via Gate 2. Their arrival will be planned and timeslots allocated so the gate man can expect their arrival.

When vehicles are leaving the pit lane towards Blackfriars the traffic marshal will carry out the following actions before allowing any vehicles to leave site in that direction.

- Once the traffic has stopped on a red light and the green man is shown to pedestrians, the traffic marshal will check the amount of traffic which is queuing on Deansgate facing South.
- The traffic marshal will then signal to the vehicle operator (which is trying to leave the site) whether he can leave during this set of traffic signals.
- When space in the traffic becomes available, the traffic marshal will signal to road users using his hand to temporarily halt the traffic.
- Once the traffic has stopped, the traffic marshal will then signal to the leaving vehicle(s) and allow it to leave site.
- In the event that traffic is busy along Deansgate and no gap in the traffic occurs, the site vehicle(s) are expected to wait for the next set of signals until an opportunity occurs.
- Once the vehicle has left site, the site gates will be closed to prevent unauthorised access into site.
- This process will be repeated for all construction site traffic for the duration of the demolition works.

8. Scaffolding Protection

To enable the building to be safely demolished and to protect pedestrians and highway users, scaffold protection will be erected around all elevations of the works. The scaffold will be installed from ground floor level up to roof height and will be full monoflexed whilst demolition activities take place. The monoflex will be in place to prevent debris from leaving the worksite, to reduce noise levels and to act as a dust screen for the duration of the works.

The final construction drawings for the scaffold designs are currently being finalised but indicative examples of some of the key scaffolding elements are shown below.

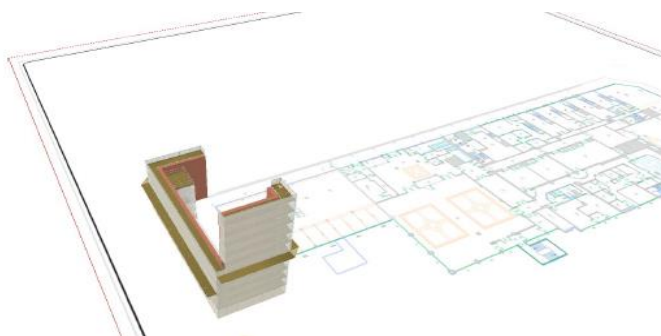


Figure 2 - Victoria Bridge Elevation

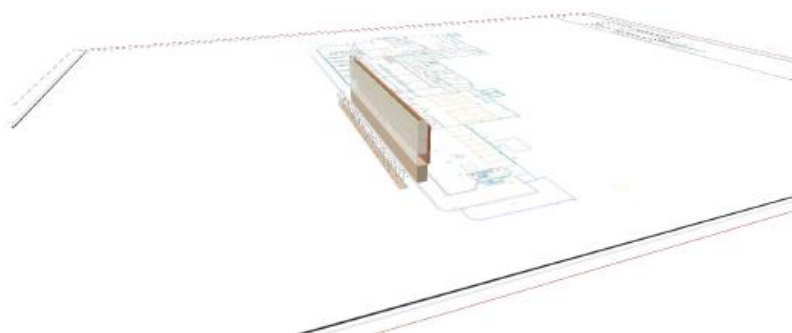


Figure 3 - Deansgate Elevation

9. Routes to be used by Demolition Traffic

The delivery route for demolition traffic has been developed to minimise disruption to the road network in Manchester City Centre and the surrounding area. The map below shows the strategic routes for inbound and outbound traffic.

Tippers and demolition vehicles will approach the site from Victoria Bridge and into gate 1 with longer vehicles advised to enter via gate 2A on special arrangement. This is due to a larger turning circle being available directly outside gate 2 and directly adjacent to the Harvey Nicholas loading area access. Longer vehicles are not permitted through gate 1 as the turn into the pit lane is too tight.

The routes have been chosen as they utilise the major roads to and from site, are the most direct and cause the least disturbance to the local infrastructure. Site traffic will not use the

smaller roads under any circumstances to travel to and from site and vehicles are not permitted South down Deansgate.



Figure 4 - Premier House Site Location

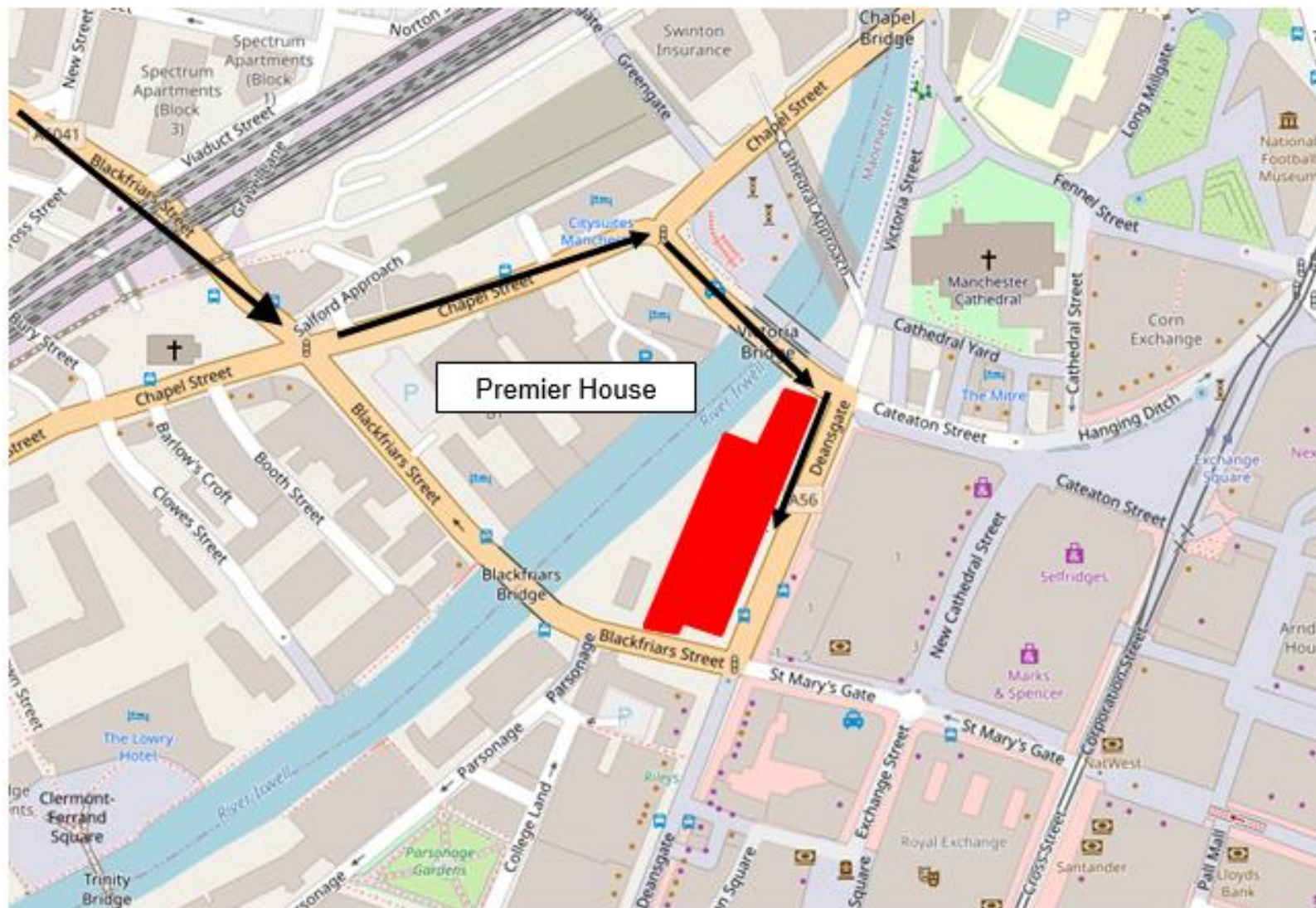


Figure 5 - Plan Showing route when traveling to site

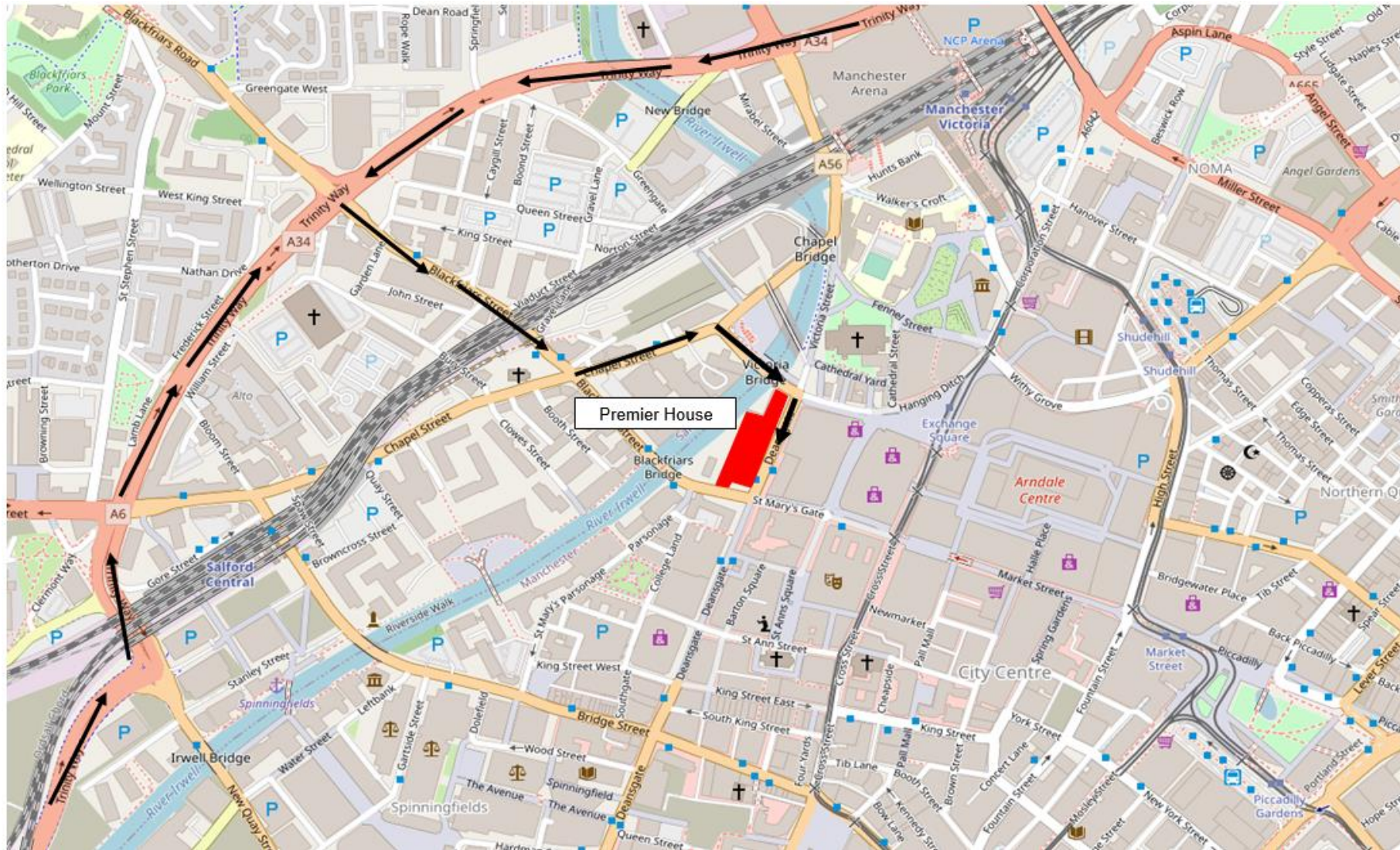


Figure 6 – Plan showing routes when entering site from surrounding areas

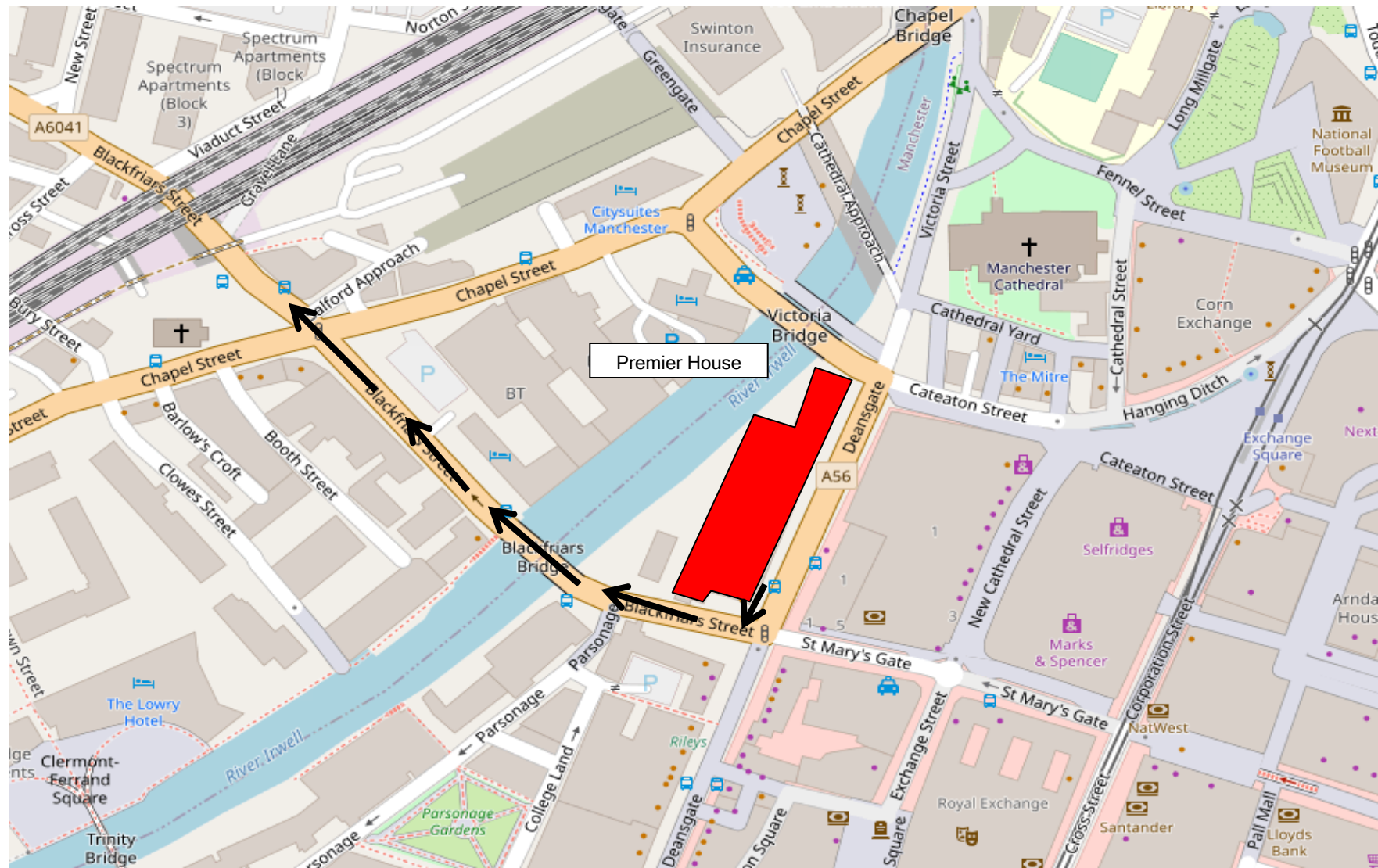


Figure 7 – Plan showing route when leaving the site

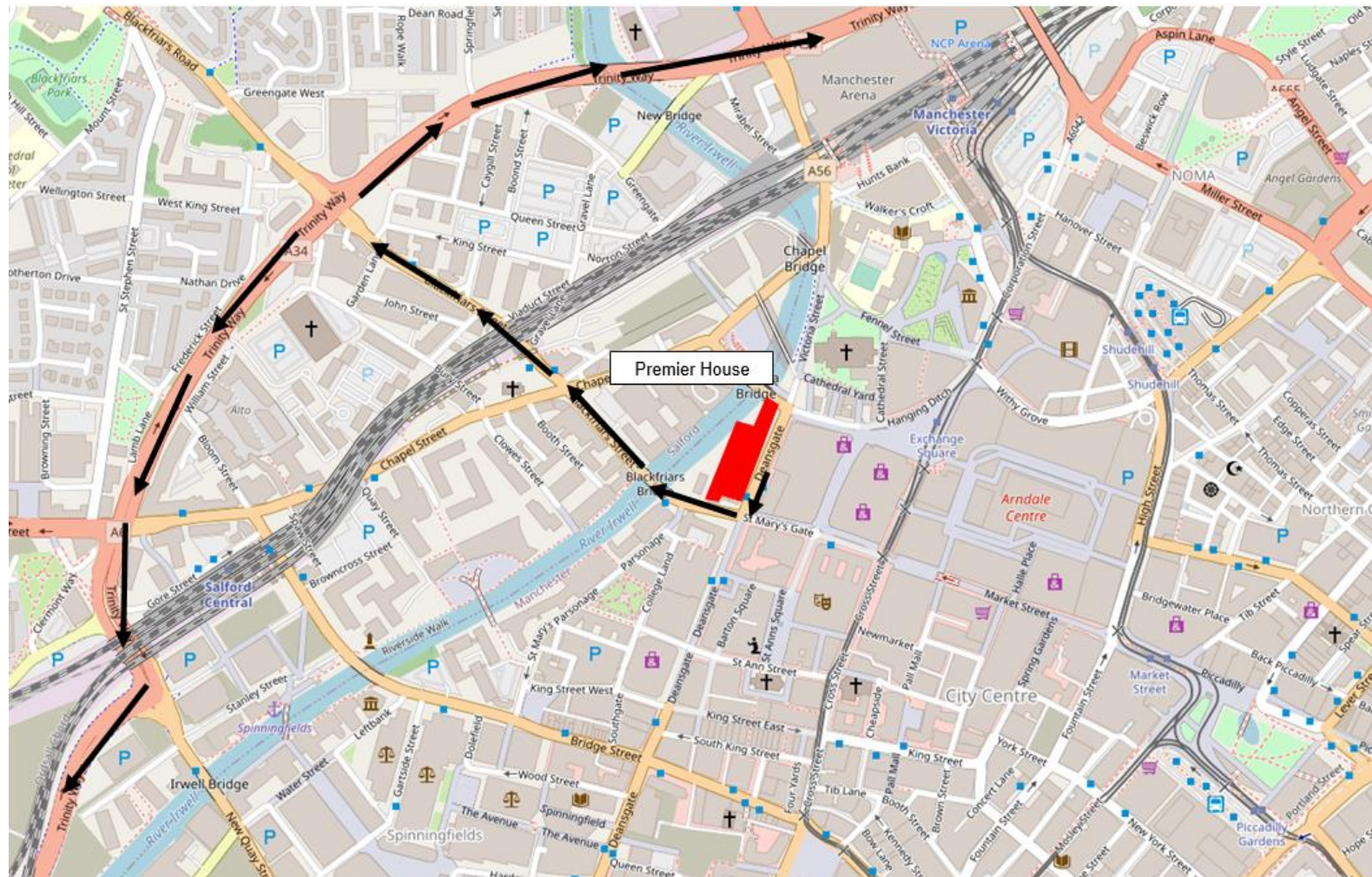


Figure 8 – Plan showing route when leaving the site to the surrounding area

10. Pedestrians and Cyclist Interface

Appropriate signage will be erected around the demolition site boundary directing pedestrians and cyclists who do not require access into the site, to alternative routes / walkways around the works. The traffic management plans encourage pedestrians and cyclists to use the opposite footpath on the Eastern walkway along Deansgate. Directing the public onto the opposite side of the road reduces the interface between site traffic and the general public.

To prevent the public entering the site, all vehicle and pedestrian access gates will remain locked at all times to prevent unauthorised access into the demolition site. Designated gate men will also be stationed at access points for the duration of the works.

Site safety notice boards will be positioned on the access points highlighting the traffic management plans and pedestrian routes around the works

11. Deliveries & Collections

All deliveries will be agreed in advance with the site manager so the site team can expect their arrival in advance. All contractors, suppliers and haulage contractors will be supplied with the traffic management plan and site managers contact details so arrangements can be made to attend site. All PPOC in house transport will be informed about the access arrangements via the PPOC Transport Manager. Once delivery vehicles approach the site the gateman will open the vehicle gate and instruct the vehicles to enter into the site boundary. The gateman will then advise the vehicles where to load / off load once the gate has been closed.

Deliveries and collections should be restricted to between 09:30am and 16:30 to ensure that during peak times construction traffic will be prevented from causing obstructions on the highway.

Once vehicles have entered the site boundary the pit lane is capable of holding 4 delivery vehicles. In the unlikely event that multiple vehicles arrive at the same time, then the PPOC gateman will direct them into site and then direct them down the pit lane.

Once vehicles have been loaded / unloaded the PPOC gateman will then guide the vehicles out of the site egress gate and back onto Deansgate where the vehicle must turn right towards Blackfriars.

12. Vehicle Coordination

PPOC will have overall responsibility for the coordination of all construction deliveries and will advise what times and when suppliers are expected to arrive to site. Specific 'No Delivery' times are expected to be adhered to in order to prevent build up on Deansgate. During busy periods delivery times will be staggered to prevent vehicle congestion in and around site.

The PPOC site manager will have overall responsibility and will be the person supervising and monitoring vehicle movement to / from site.

During busy periods when large number of construction traffic could be expected the delivery suppliers will be asked to contact the site manager 20 - 30 mins prior to the arrival to site to confirm that the holding areas are clear.

All HGV drivers will be fully advised of the approved routes to and from the worksite (and relevant restrictions) prior to attending site. A summarised copy of this document will be issued to all delivery vehicles as well as our supply chain.

13. Parking Facilities

There are parking facilities on site for cars and small vans which do not exceed a height of 6ft. Premier House has a multistorey car park located within the basement of the building so can be utilised up until late September 2021 free of charge.

Once the demolition works commence on Premier House, all cars and small vans will be advised to use the neighbouring multistorey car park on Blackfriars Street which is the closest car parking facility to the demolitions. Larger vans and vehicles will not be permitted on site due to the height restrictions and are recommended to park in one of the car parking facilities in Manchester City Centre.

There will be no provision for a dedicated parking area on site for the site workforce once the demolition of Premier House is underway. All site staff are actively encouraged to use public transport or cycle to work. Cycle storage will be available in a safe and secure location adjacent to the welfare area.

The parking of site vehicles on footpaths, double parking and parking on double yellow lines is not permitted anywhere around the site.

14. Temporary Traffic Signal

The layout of the temporary traffic signals on the public highway shall where appropriate, comply with the requirements of Chapter 8 of the Department of Transport's traffic signal manual. The design specifications of signs shall comply with the department of transport's specifications for Highway Works. Traffic Control and management details are illustrated in drawings within the appendix's at the back of this document.

All temporary traffic control signals will be kept clean and legible at all times during the works and they will be promptly removed when their locations become invalid during the development of the works.

The signs shall be fixed securely to ensure that they do not become dislocated or detached. Regular maintenance checks to clean and secure signs as appropriate will be carried out.

15. Road Cleaning

The cleanliness of roads in the vicinity of the worksite will be maintained at all times throughout the duration of the works. Wheel washing facilities in the form of jet washing will be established within the site boundary before vehicles enter onto the public highway. Should any debris fall on the highway, then road sweepers will be utilised to clean the surrounding roads to a standard acceptable by MCC. Road gullies / drains will be managed and monitored throughout the duration of the works.

The surrounding roads will be cleaned on a regular basis. PPOC as a company (although this is not anticipated on this project) have an emergency call out procedure utilising sweepers on other sites in the vicinity.

We currently have several live sites in the area being serviced by a full-time road sweeper so if the need arises, the road sweeper will be called immediately to carry out road cleaning duties.

16. Unloading of vehicles and storage of plant and equipment.

All delivery vehicles which attend site will be loaded / unloaded within the demolition site boundary and within the loading areas which will be located within the pit lane. Suitable plant and equipment such as FLTs, telehandlers and excavators will be used to load / unload delivery vehicles.

Plant and materials which are delivered to site will be stored within the buildings, on the service ramp or within the loading bay area below the footprint of Premier House.

All COSHH substances, fuels and oils will be stored away from the highway in safe and suitable areas within the site boundary.

All crane positions will be located within the site boundary.

17. Dust management

A site-specific dust management plan developed by Redmore Environmental (Ref:4485-1r1) identifies specific mitigation measure to control dust as a result of the demolition works. The below table summarises the mitigation measures required for the scheme.

Issue	Control Measure
Communications	- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site - Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager - Display the head or regional office contact information
Site management	- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken - Make the complaints log available to MCC upon request - Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book
Monitoring	- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to MCC upon request - Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions
Site preparation	- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible - Erect solid screens or barriers around dusty activities or the site boundary - Avoid site runoff of water or mud - Keep site fencing, barriers and scaffolding clean using wet methods - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used

Issue	Control Measure
Operating vehicle/machinery and sustainable travel	• Ensure all vehicles switch off engines when stationary - no idling vehicles • Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable • Impose and signpost a maximum-speed-limit of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas • Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques • Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights and use fine water sprays wherever appropriate • Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste management	• Reuse and recycle waste to reduce dust from waste materials • Avoid bonfires or burning of waste materials
Demolition	• Soft strip inside buildings before demolition • Ensure effective water suppression is used during demolition operations • Avoid explosive blasting • Bag and remove any biological debris
Trackout	• Use water-assisted dust sweeper on access and local roads, if required • Avoid dry sweeping of large areas • Ensure vehicles entering and leaving site are covered to prevent escape of materials • Implement a wheel washing system, if required

The mitigation measure as mentioned above will be implemented, managed and revived on a regular basis to reduce the impact that demolition dust has on our neighbours and highway users.

18. Considerate Contractors scheme

The Premier House demolition works will be put forward and registered as a 'Considerate Constructors Site'. The CCS site audit date is pending, so once availability has been acknowledged and a date confirmed the details will be made available to any interested parties.

19. St Marys Gate Bus Stop

St Marys Gate bus stop located on Deansgate and directly located outside Premier House has been suspended after consultation with TFGM. No replacement bus station has been provided.

20. PPO Connor Group 24hr Emergency Contact

The Site Manager will be the 24hr emergency contact-

Paul Mitchell - 07523 513610

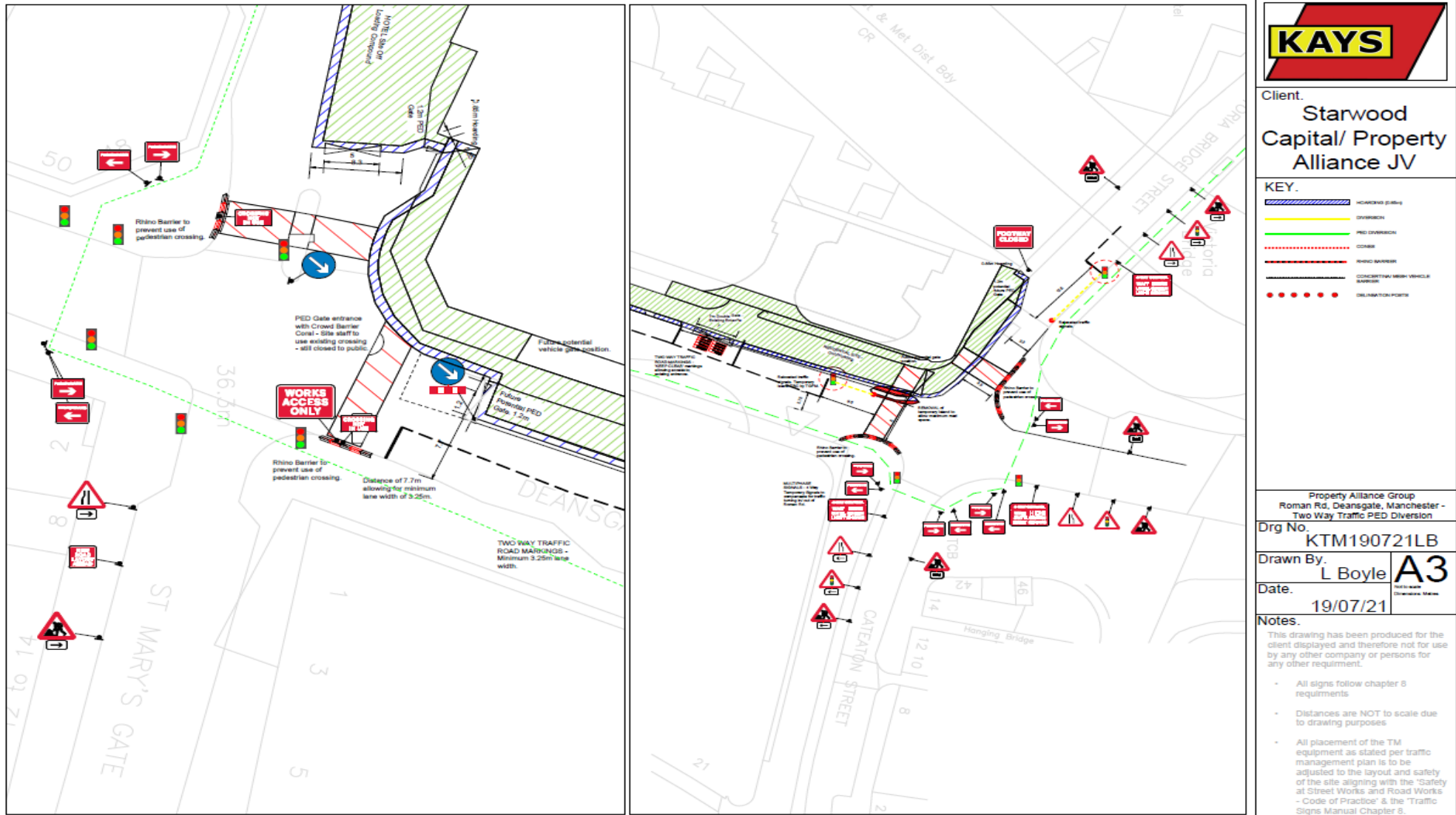
Paul.mitchell@ppoconnor.co.uk

If the emergency contact is unavailable for any reason an alternative contact number will be made available.

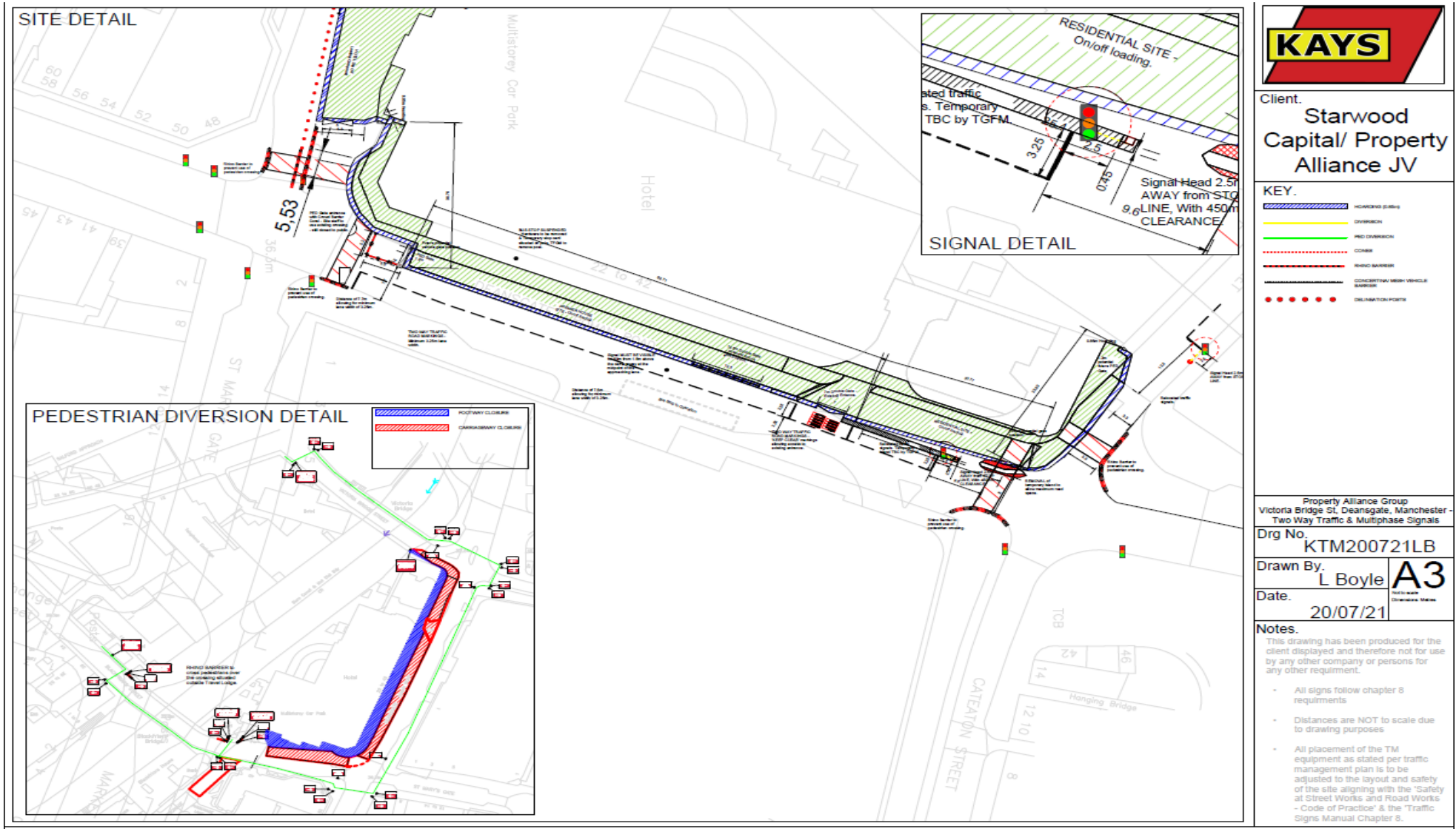
21. Programme of works

Please refer to the current programme (as attached in **Appendix 8**) for the works activities and durations for the project. In summary the demolition element of the works is from 16th August 2021 to 21st January 2022.

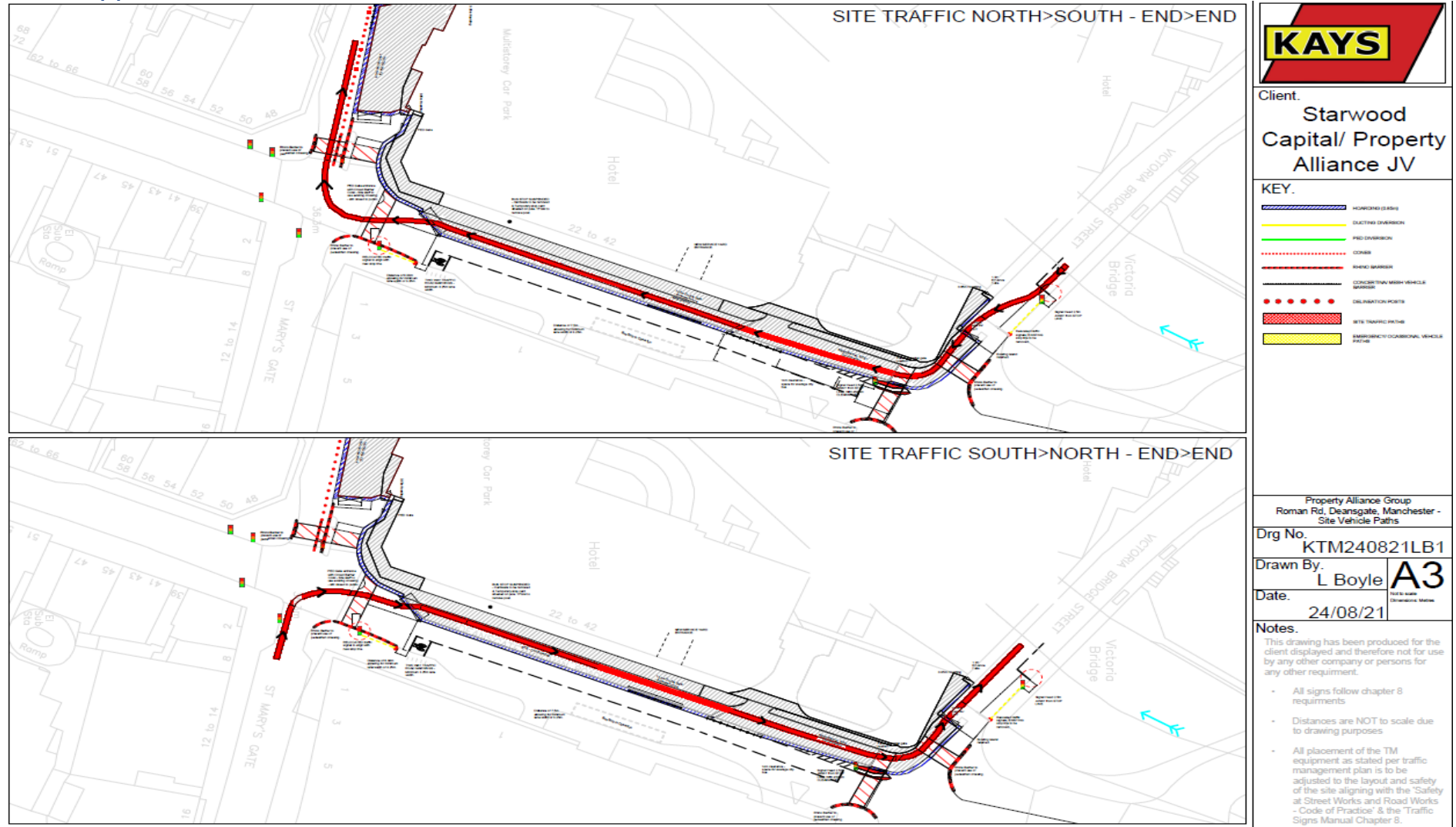
22. Appendix 1 - TM Plan Victoria Bridge



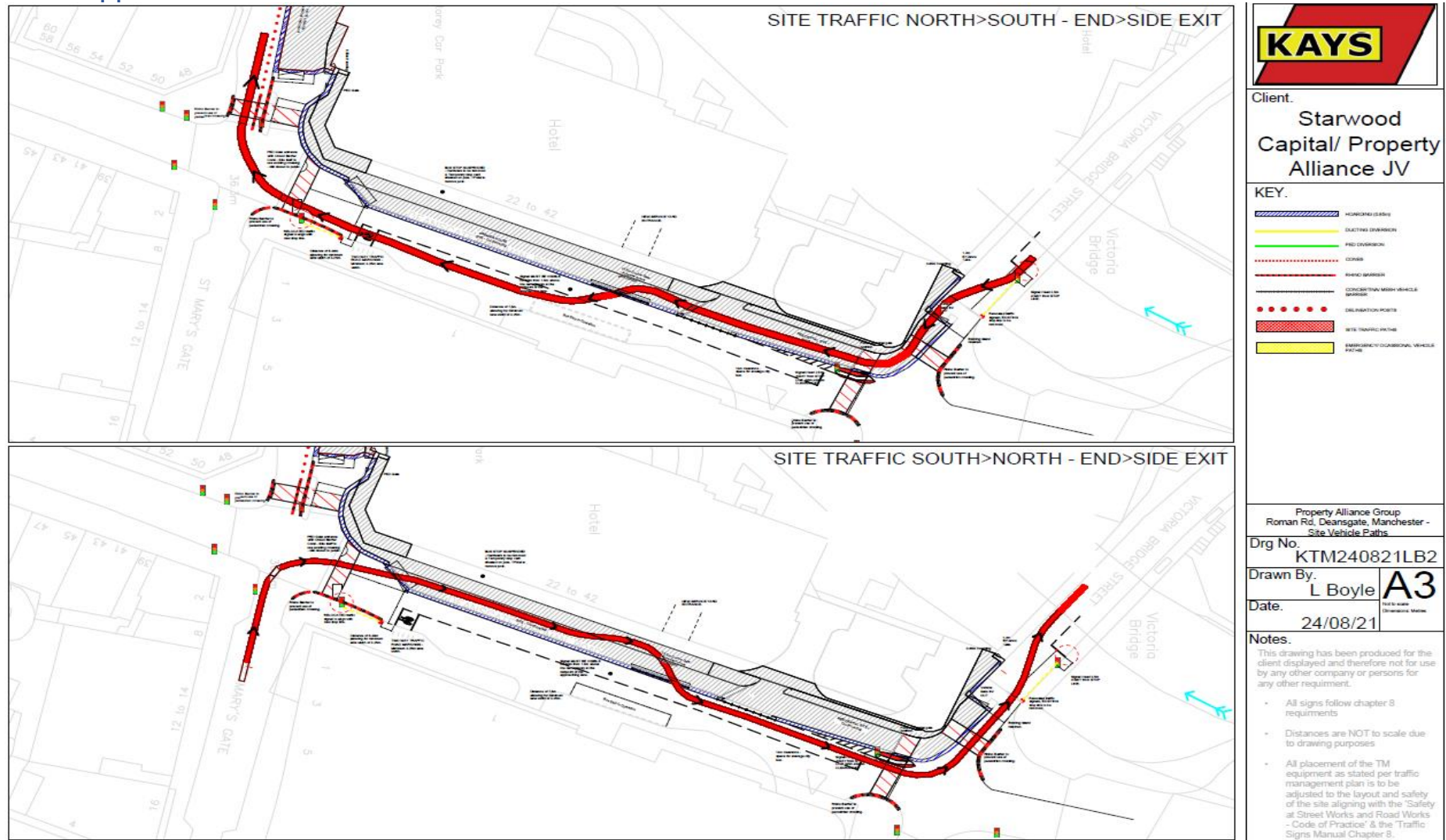
24. Appendix 3 - Hoarding Detail



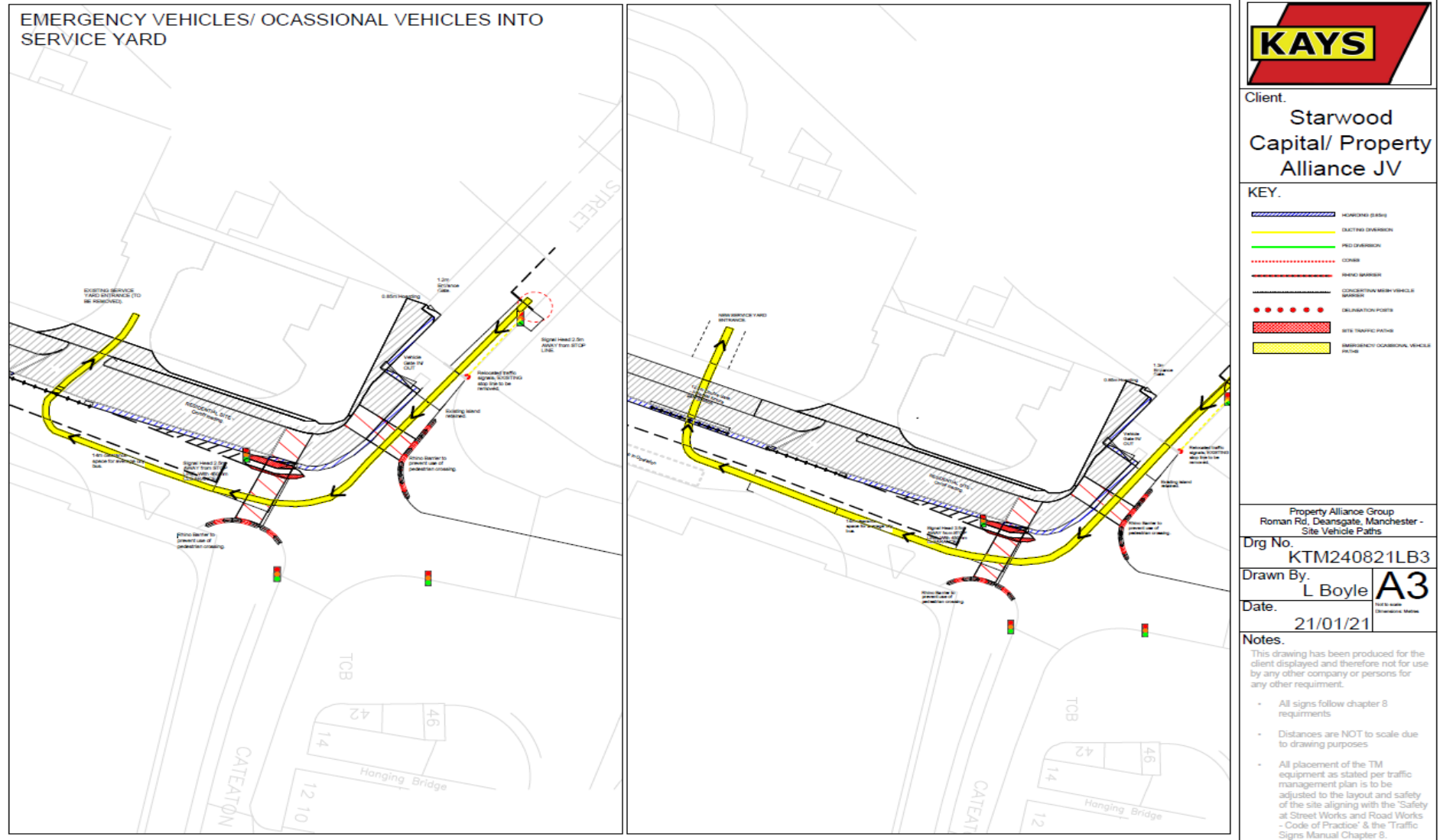
25. Appendix 4 - Site Traffic - North to South



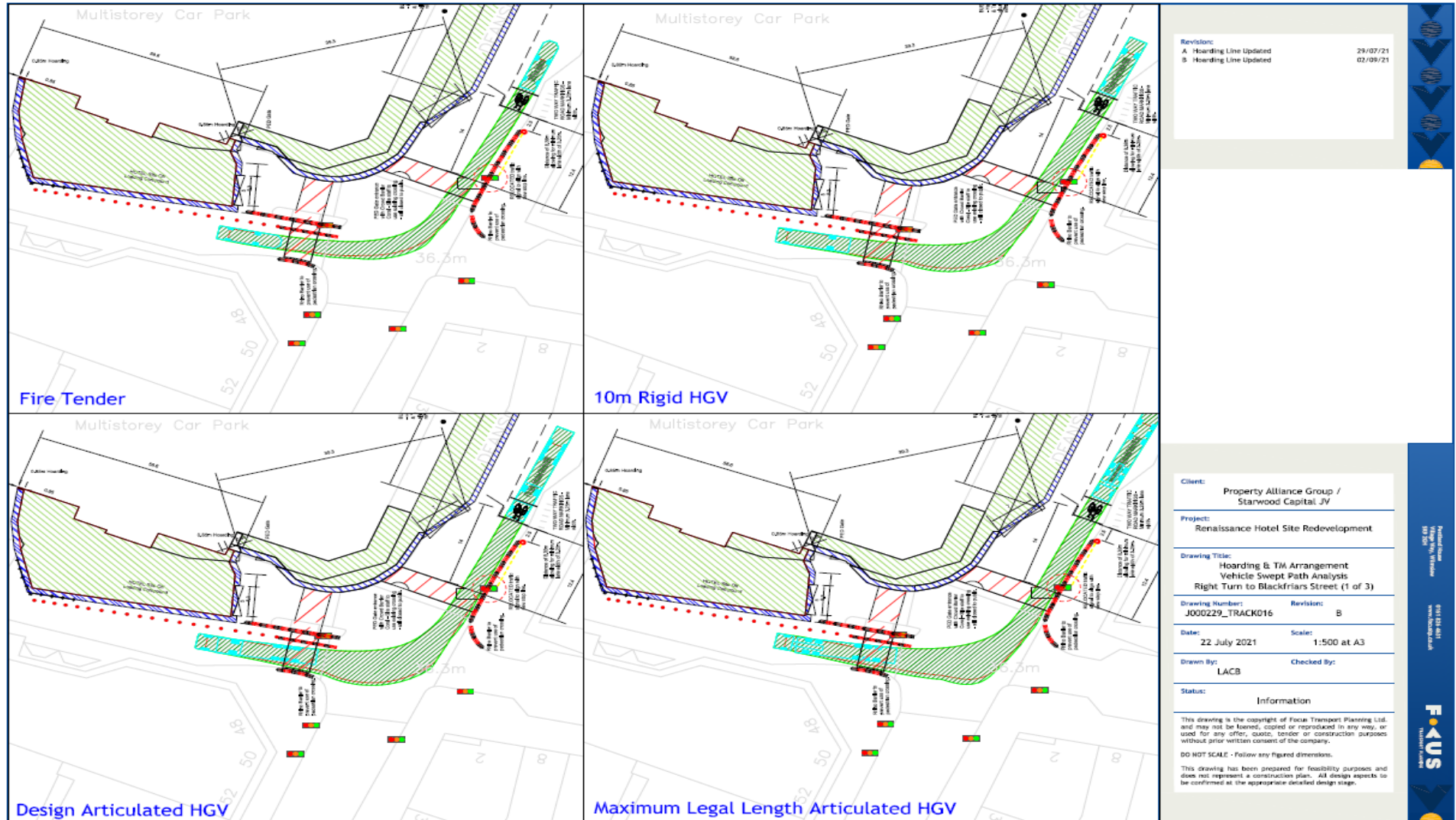
26. Appendix 5 - Site Traffic - End to Side Exit

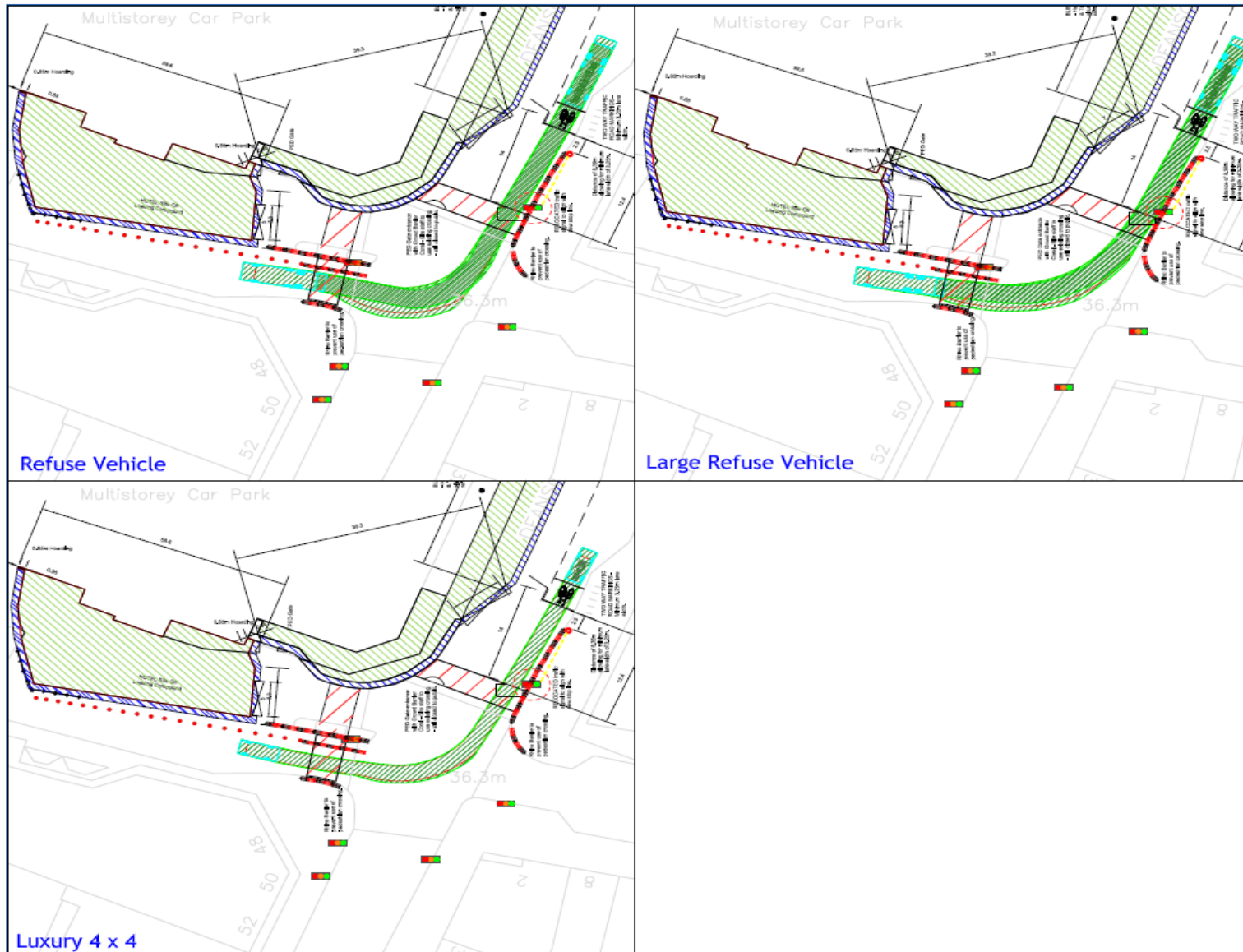


27. Appendix 6 - Emergency & Occasional vehicles into Service Yard



28. Appendix 8 - Swept Paths at Black Friars

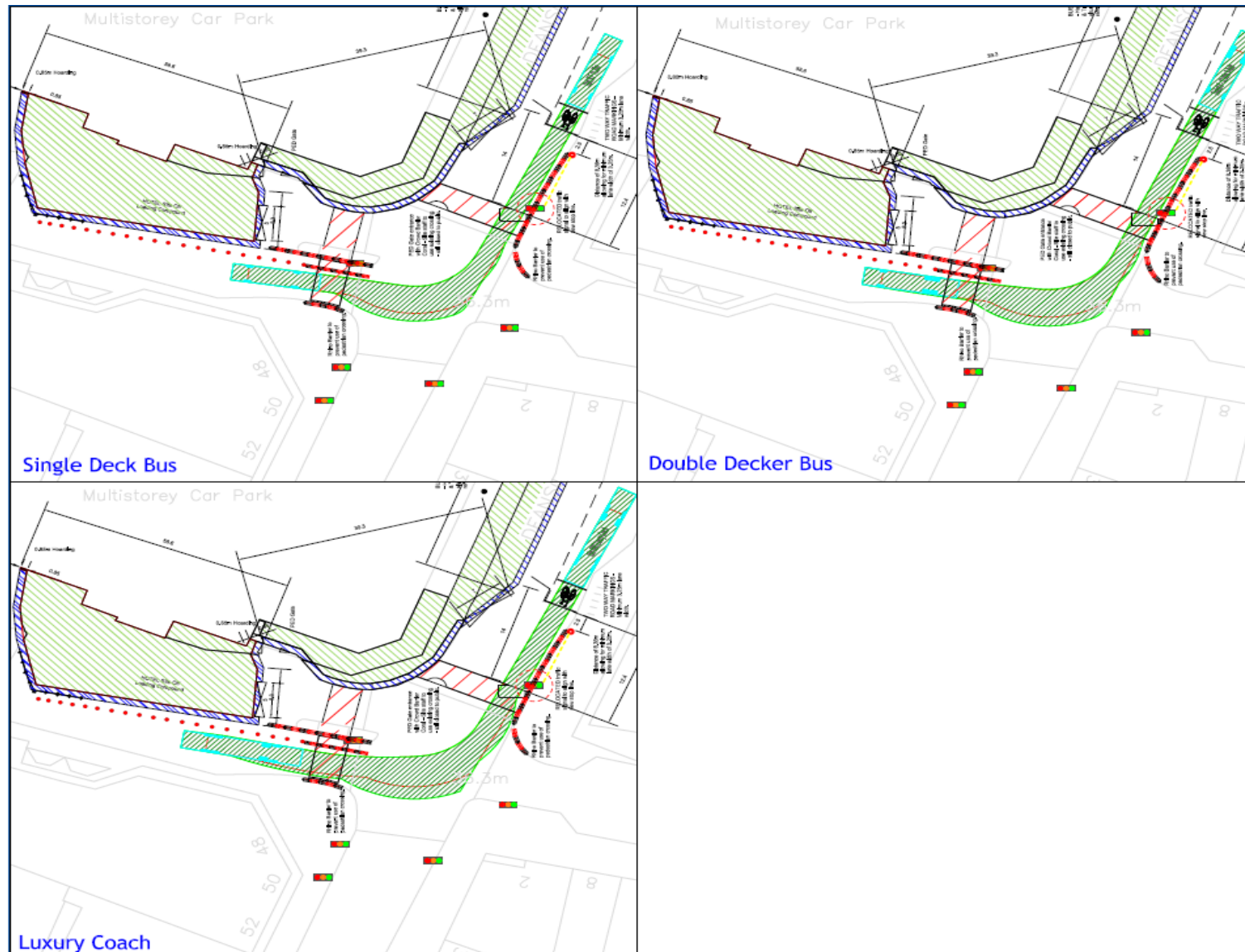




Revisions:
A: Hoarding Line Updated 29/07/21
B: Hoarding Line Updated 02/09/21

Client: Property Alliance Group / Starwood Capital JV
Project: Renaissance Hotel Site Redevelopment
Drawing Title: Hoarding & TM Arrangement Vehicle Swept Path Analysis Right Turn to Blackfriars Street (2 of 3)
Drawing Number: J000229_TRACK017 Revision: B
Date: 22 July 2021 Scale: 1:500 at A3
Drawn By: LACB Checked By:
Status: Information

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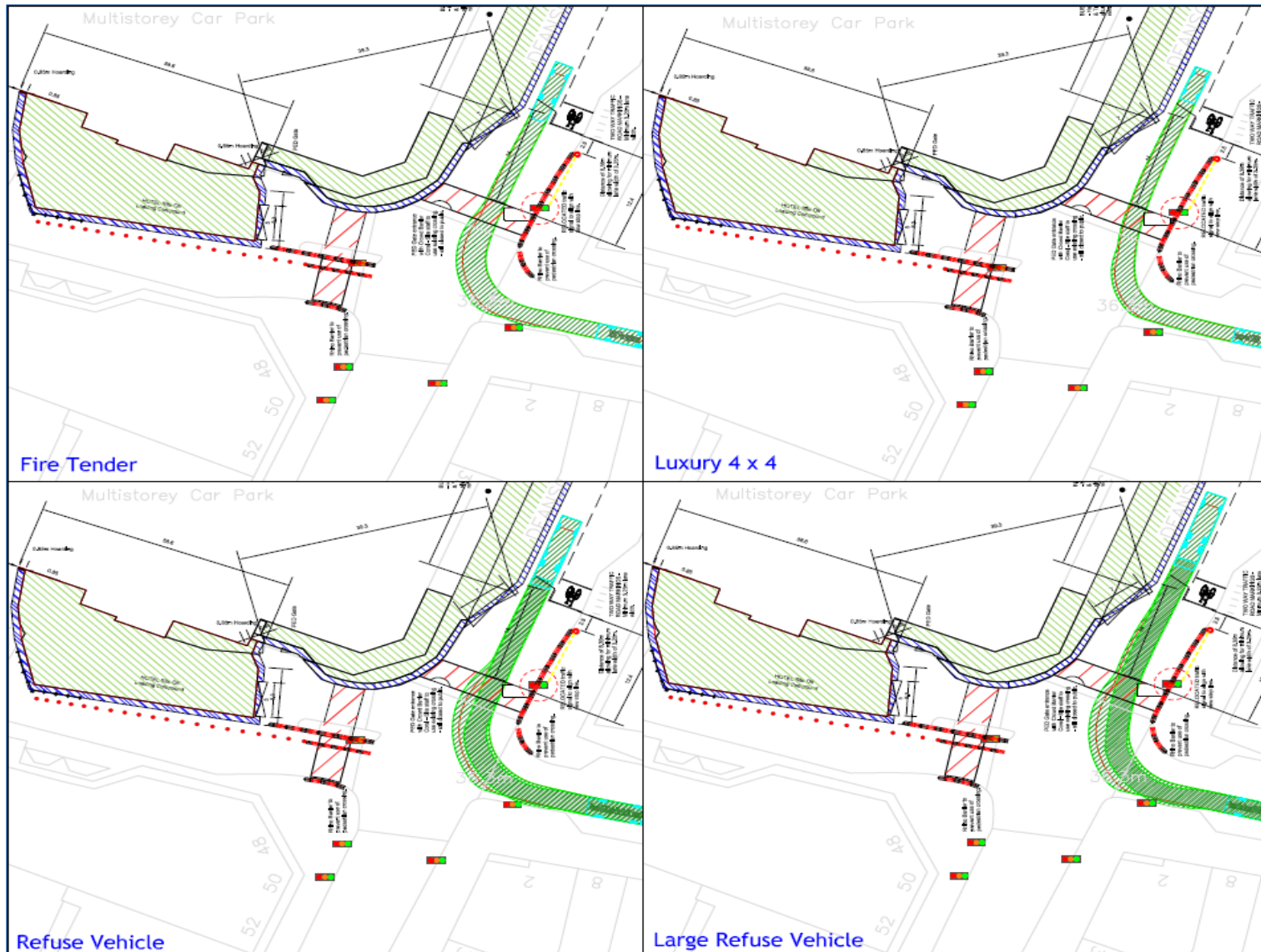
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Revisions:
A - Hoarding Line Updated
B - Hoarding Line Updated

29/07/21
02/09/21

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Starwood Capital JV

Project: Renaissance Hotel Site Redevelopment

Drawing Title: Hoarding & TM Arrangement
Vehicle Swept Path Analysis
Right Turn to Deansgate (1 of 2)

Drawing Number: J000229_TRACK019

Revision: B

Date: 22 July 2021

Scale: 1:500 at A3

Drawn By: LACB

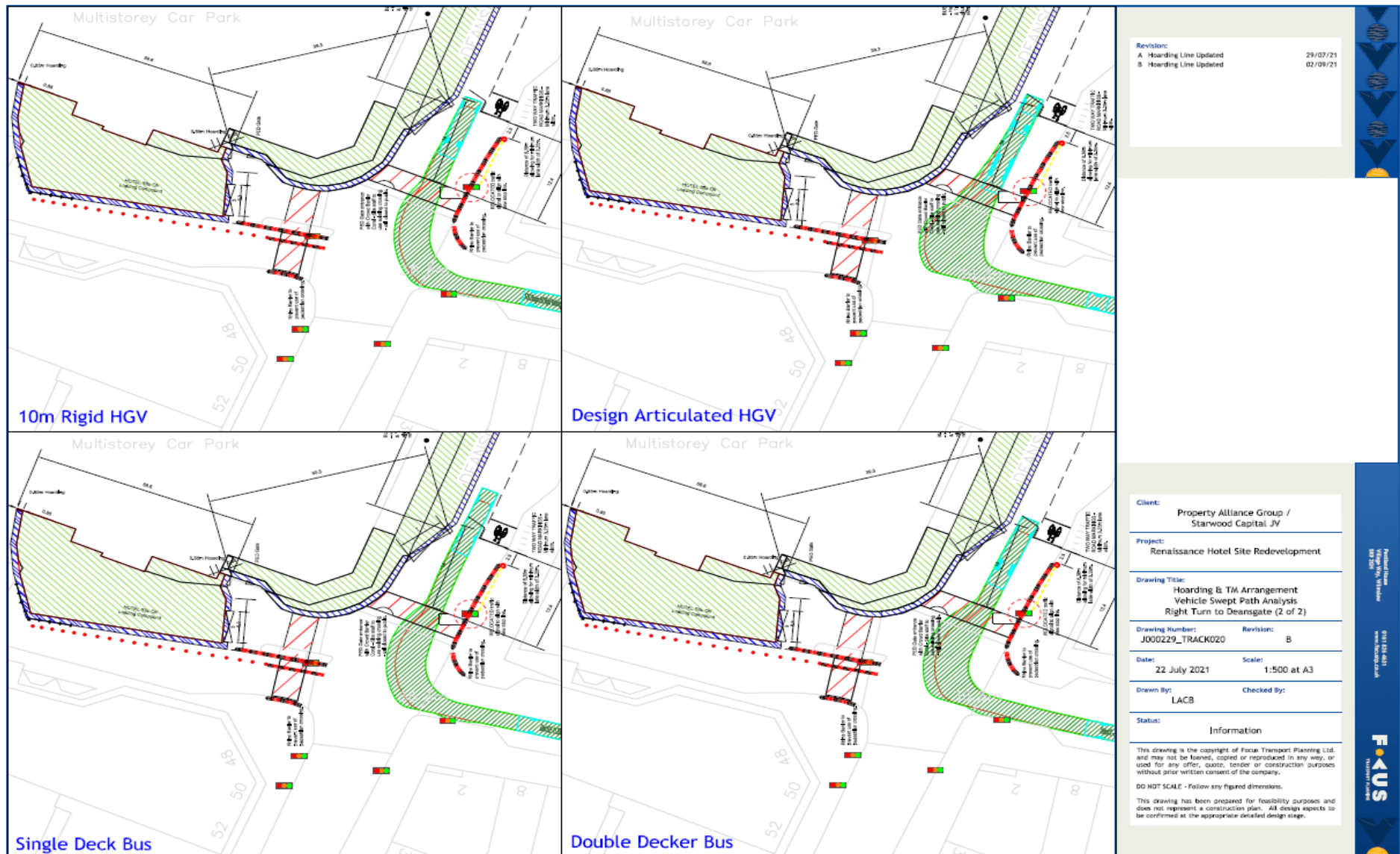
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Status: Information

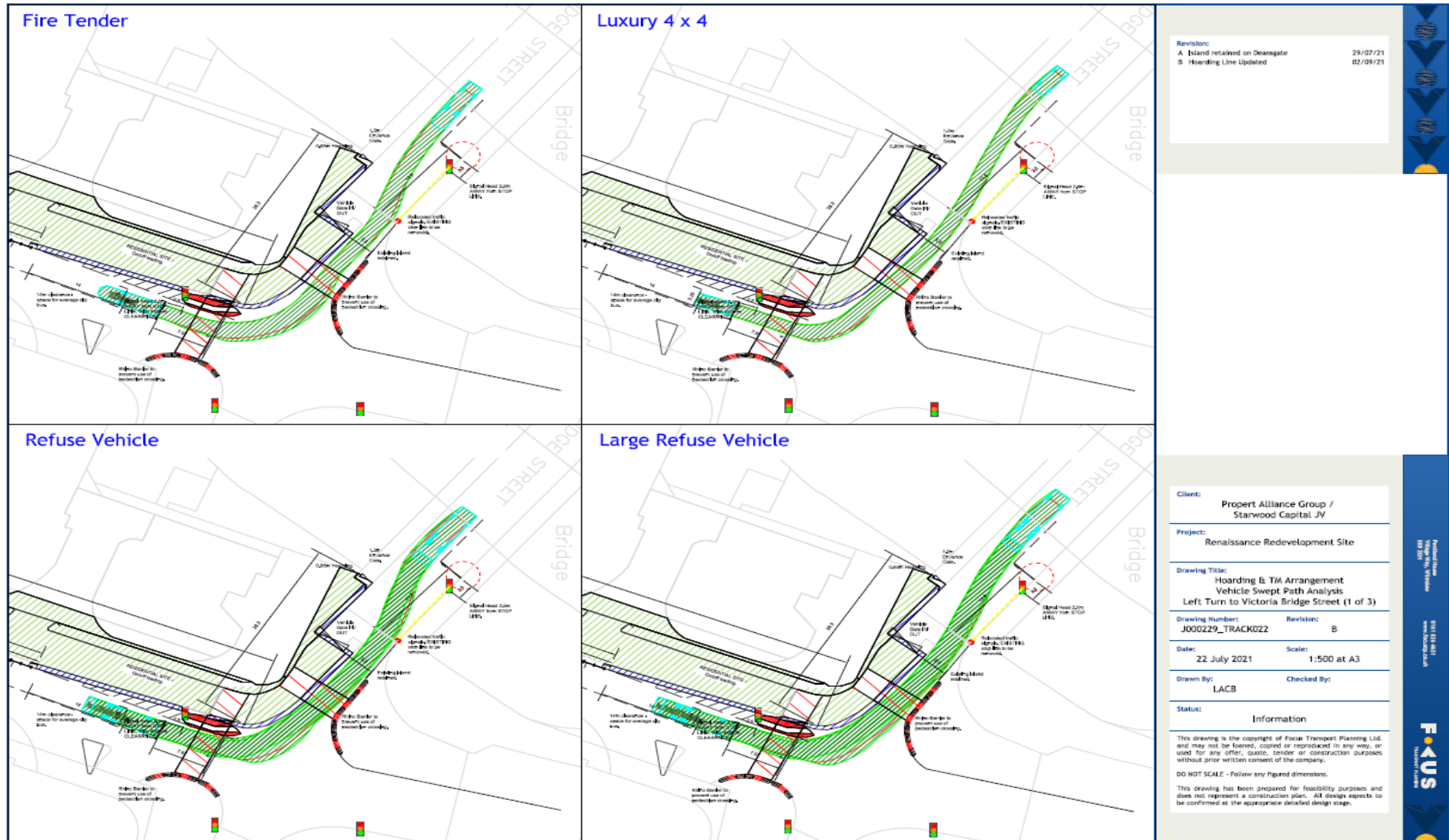
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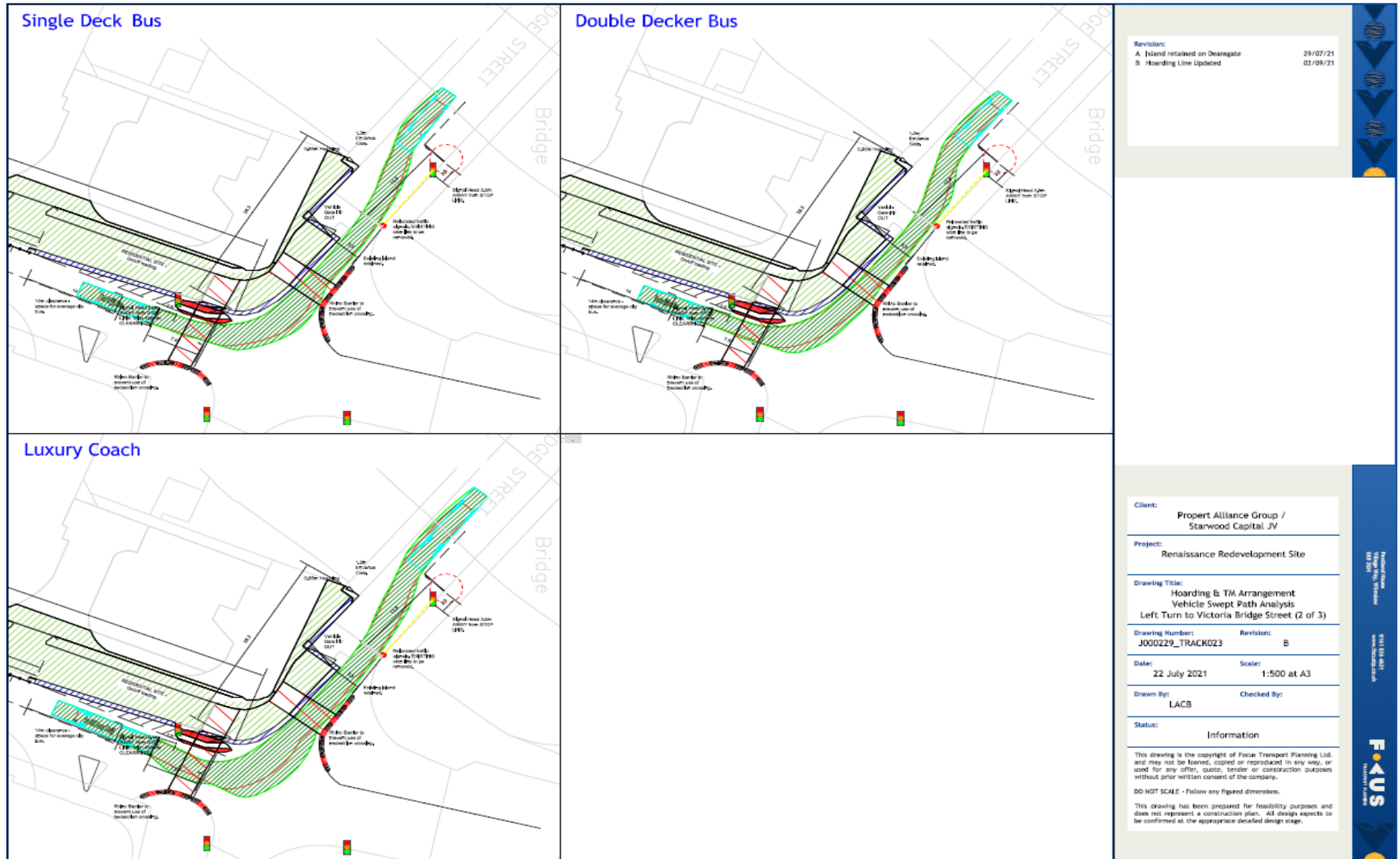
DO NOT SCALE - Follow any figured dimensions.

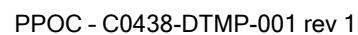
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

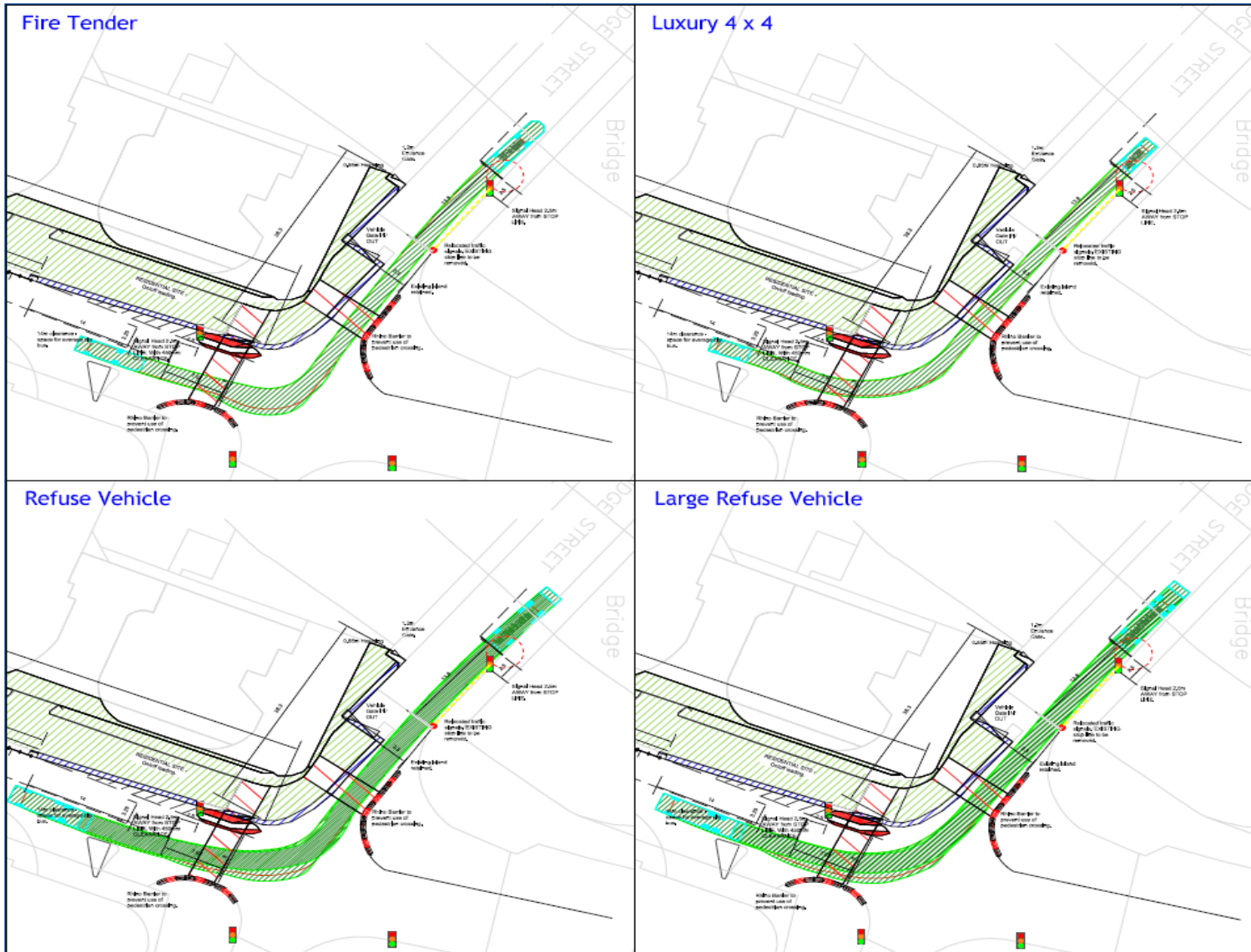


29. Appendix 8 - Swept Paths at Victoria Bridge Street









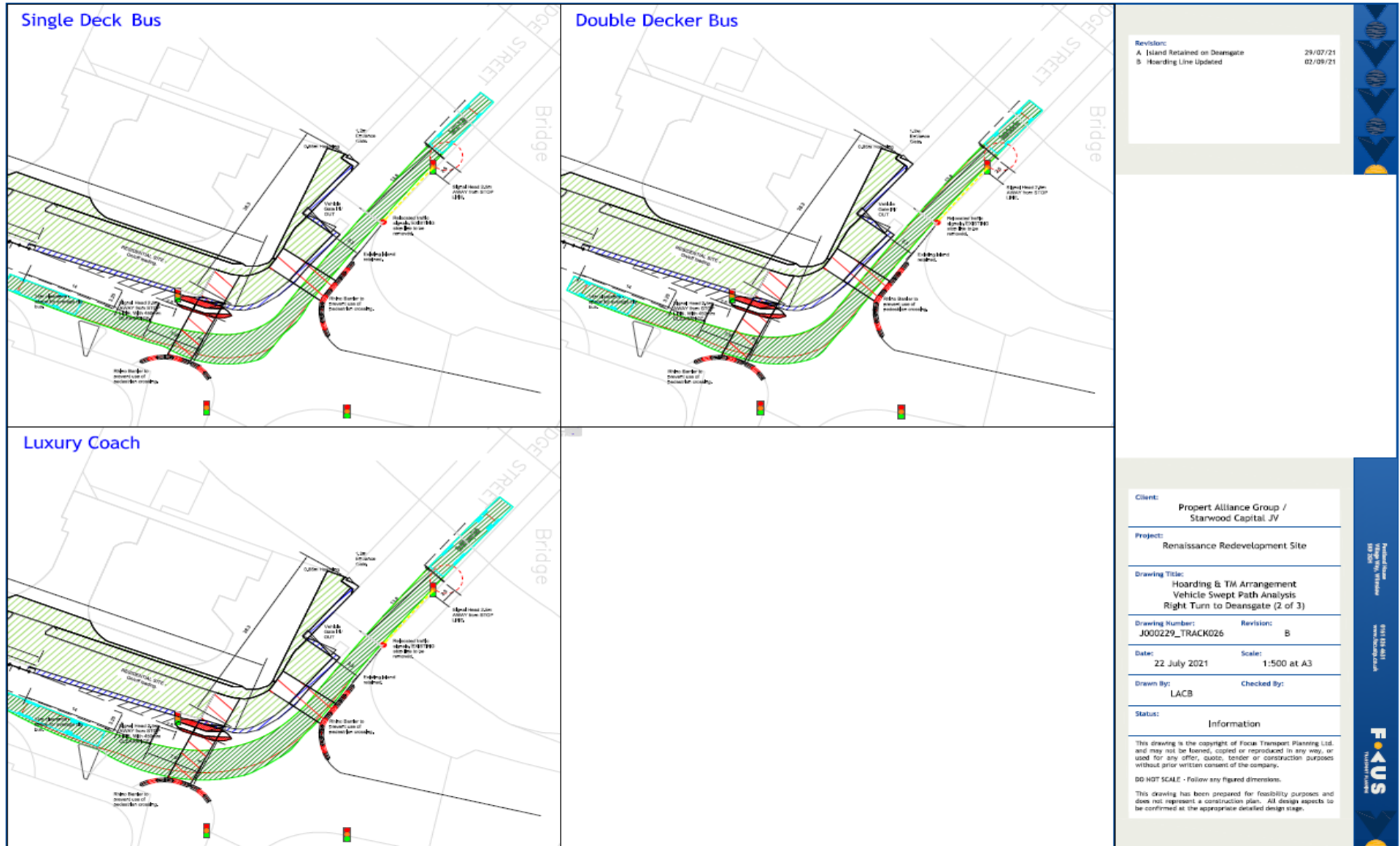
Revisions:	29/07/21
A. Island Retained on Deansgate	02/09/21
B. Hoarding Line Updated	

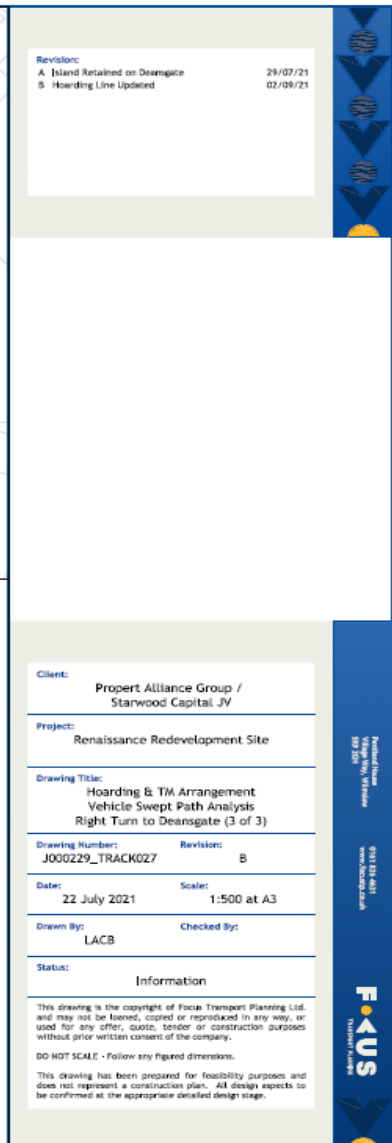
Client:	Proper Alliance Group / Starwood Capital JV
Project:	Renaissance Redevelopment Site
Drawing Title:	Hoarding & TM Arrangement Vehicle Swept Path Analysis Right Turn to Deansgate (1 of 3)
Drawing Number:	J000229_TRACK025
Revision:	B
Date:	22 July 2021
Scale:	1:500 at A3
Drawn By:	LACB
Checked By:	
Status:	Information

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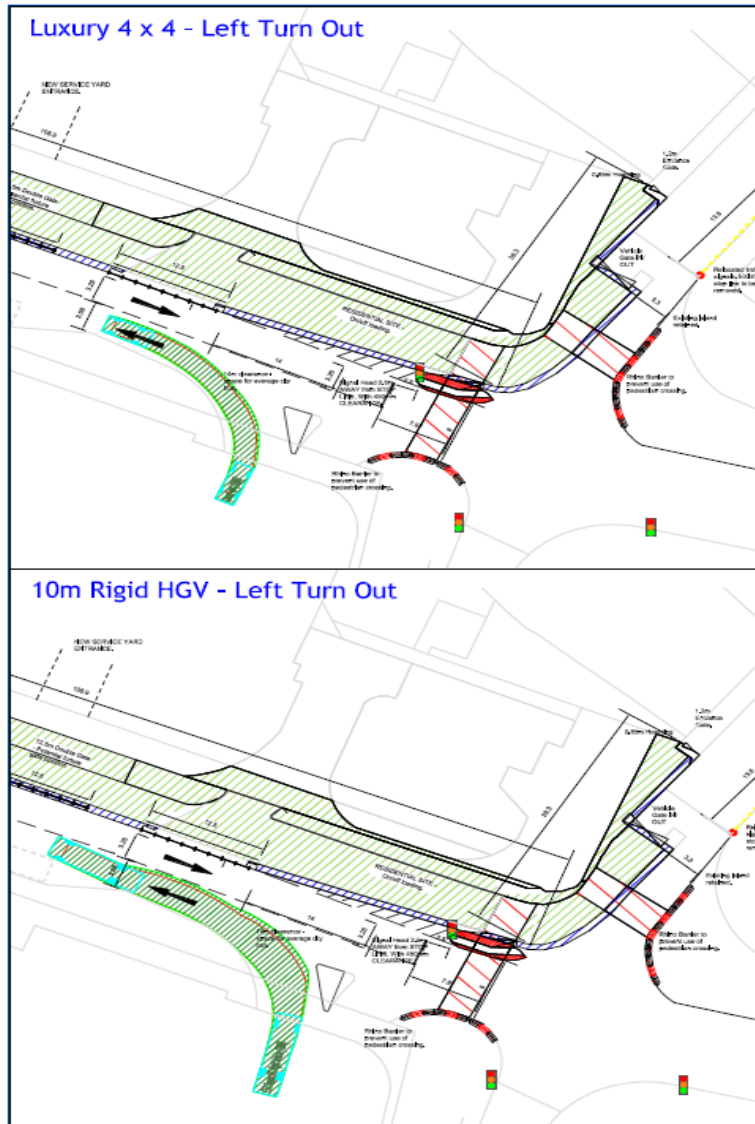






Status: Information

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Revisions:
A. Island Retained on Demogate 29/07/21
B. Hoarding Line Updated 02/09/21

Client: Proport Alliance Group / Starwood Capital JV
Project: Renaissance Redevelopment Site
Drawing Title: Hoarding & TM Arrangement Vehicle Swept Path Analysis Exit from M65 Car Park
Drawing Number: J000229_TRACK029 Revision: B
Date: 22 July 2021 Scale: 1:500 at A3
Drawn By: LACB Checked By:
Status: Information

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30. Appendix 8 - Works Programme

