# Site Logistics Plan

**To Be Read In conjunction with Laystall St CEMP Ver 6**

Loading locations, laydown areas welfare facilities, tower crane position and mast climbers are identified on the logistics plan contained at **Appendix 5**.

The logistics and access strategy has been developed with consideration given to access, egress and material unloading points. Specific pull-in zones for off-loading will be provided within on-site throughout the construction programme.

During working hours, the vehicular access and egress gates on Laystall St will be manned by trained traffic marshals who will be responsible for ensuring that only authorised vehicles and construction personnel are provided with access to the Site. All vehicles will be checked by the traffic marshal at the main vehicular access point prior to being allowed to proceed to the designated on-site unloading area. On exiting, the traffic marshal will guide vehicles onto the highway safely and will record their departure.

Due to the nature of the site, we have endeavoured to research a traffic and Logistics route that provides as little disruption as practicable to the projects neighbouring residents and businesses. Given the traffic management constraints associated with Laystall Street being a one-way system we would propose the following measures to minimise disruption.

All site traffic will approach the site delivery loading and hoarding area by suspending parking and a lane at the junction on Laystall St with Great Ancoats Street. Vehicles will approach from Great Ancoats St, turning onto Newton St then onto Hilton St then on to Tariff St finally onto Laystall St. Traffic Marshalls from the Assured-CMS team will then guide the site traffic into the relevant loading / unloading area.

Site traffic emerging from the site, will do so under the supervision of Assured-CMS Traffic Marshalls, before re-joining Great Ancoats St obeying the traffic signals at the junction. Further to this strategy and to further mitigate our impact upon the area our team will carry out the following:

- Assured-CMS Traffic Marshalls to guide Site Traffic to and from site entrance.
- Construction Logistics Manager to coordinate deliveries to avoid peak traffic times & Coordinate deliveries between subcontractors and suppliers to avoid increased traffic.
- Deliveries based on Just in Time requirements.
- Off-loading and on-loading of materials & plant to be undertaken within the site boundary in unless agreed otherwise with the local authority.
- Ensure site entrance and surrounding areas are clean and debris free.
- Site boundaries fully secured with solid hoarding in a neutral colour.
- Site boundaries kept clean with professional appearance.
- For the erecting of the tower crane a temporary half road closure will be applied for on Laystall St

In terms of Parking, we acknowledge that the site is constrained in providing the required number of car parking spaces required for the site work force. Off-site parking for constructions teams will be utilised. We have noted a number in the general vicinity of the site that staff, Visitors, and sub-contractors will be directed to, such as MCCP Car

Parking at Lomax St & Pidgeon Street. Details will be communicated to all construction operatives and Visitors before arriving to site and reinforced again during their site inductions. The use of public transport will also be strongly encouraged as the site is located near to Manchester Piccadilly Station a major transportation hub.

Delivery scheduling

A site-based delivery management system will be used to control the volume of deliveries to site.

Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance to allow the request to be reviewed and subsequently approved/declined by the site-based Construction Project Manager.

Re-timing for out of peak deliveries

Re-timing out of peak time will aid the operational efficiency of the construction site and the neighbouring area. We, Assured-CMS, as contractor, commit to attempting to re-time as many deliveries as possible out of the morning peak (07.00-10.30). Deliveries will be arranged as standard between the hours of 10.30-12.30 and 14.00-16.00 to avoid peak travel periods given the proximity of the loading bay on Laystall St .

Design for Manufacture and Assembly and off-site manufacture

Reducing delivery numbers and effective delivery management is a core value of this project. We have identified many new elements that can be manufactured off-site reducing the number of deliveries associated with manufacturing onsite, namely reduction in plant and material deliveries. Items to be manufactured off-site will include:

- Door-Sets.
- Reception Desk.
- Landscape Planters.
- Stair Balustrades.
- Stair Handrails.
- Integrated Panel Systems.
- Masonry Support.
- Louvres.
- Electrical Switch Gear.
- Air Handling Units.
- Pipe-work Manifolds.
- Smart procurement

Assured-CMS will source materials from local suppliers to contribute to the local economy. We will also explore opportunities to source materials from the same supplier(s) as other developers with sites underway near this site.

There will be no on-site parking provided for construction worker's vehicles. Restrictions are also in place at present to prevent on-street parking. As there are excellent transport links nearby at Manchester Piccadilly Station, together with available bus routes, travel by public transport will be strongly encouraged.

Additional banksmen will be present throughout construction hours to ensure pedestrian safety and the safe arrival and departure of vehicles, and to minimise conflict with pedestrians, cyclists and other road users.

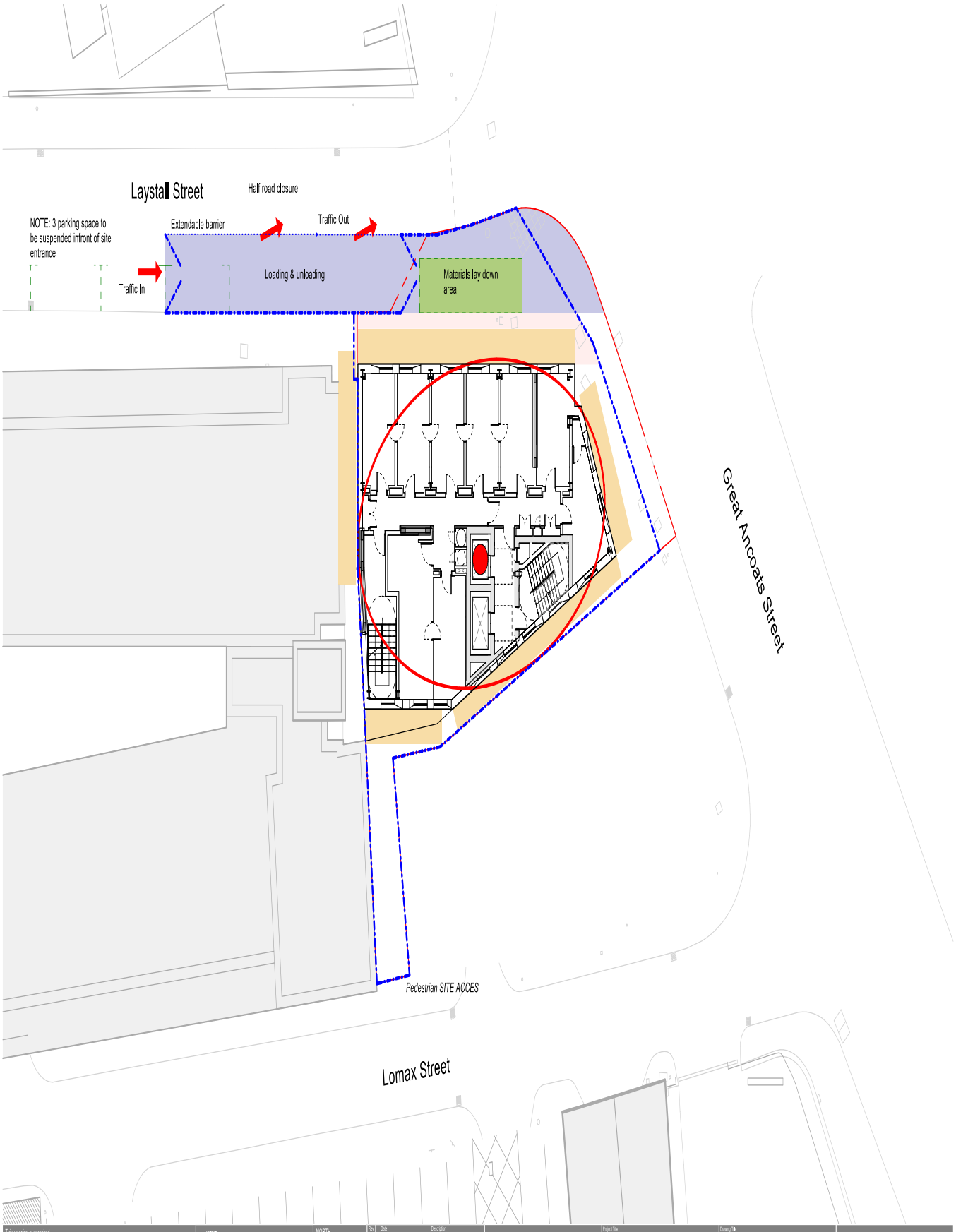
It is noted that some construction activities may require continuous access for a number for delivery and construction vehicles, for example concrete pours. This may impact upon working times and incorporate a requirement for vehicles to wait in the vicinity of the Site.

All materials and plant associated with the construction process will be stored within the footprint of the building.

The Principal Contractor and/or Site Manager(s) will apply for any suspension sin advance, giving the required notice period to MCC, and will pay any associated fees. The Site Manager(s) will consult with MCC officers regarding the timescales for suspension. The Site Manager(s) will also inform neighbouring properties and businesses of the proposed loading arrangements and suspensions prior to commencement.

# Appendix 5

# Logistics Plan Rev D

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Do not scale off dimensions.

All dimensions to be checked on site by contractor.

Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

KEYS

- Hoarding
- Tower Crane
- Highway closure area
- Footpath closure area
- Mast climbers
- Site welfare and offices
- 3 Parking spaces suspended on Laystall Street

NORTH

| Rev | Date | Description |
|---|---|---|
| P01 | 2022-05-31 | First Issue |

Project Title
Laystall Street
Manchester

Drawing Title
Site Logistics Plan
Typical Floor Plan

Project No.
10403

Scale
1 : 100 @ A1

Status
PLANNING

ORIG. ORIG. DISC. ZONE. LEVEL. TYPE. NO. VOL.
10403-SHP-A-B5D9-G100-PL-00-003

Revision
P01

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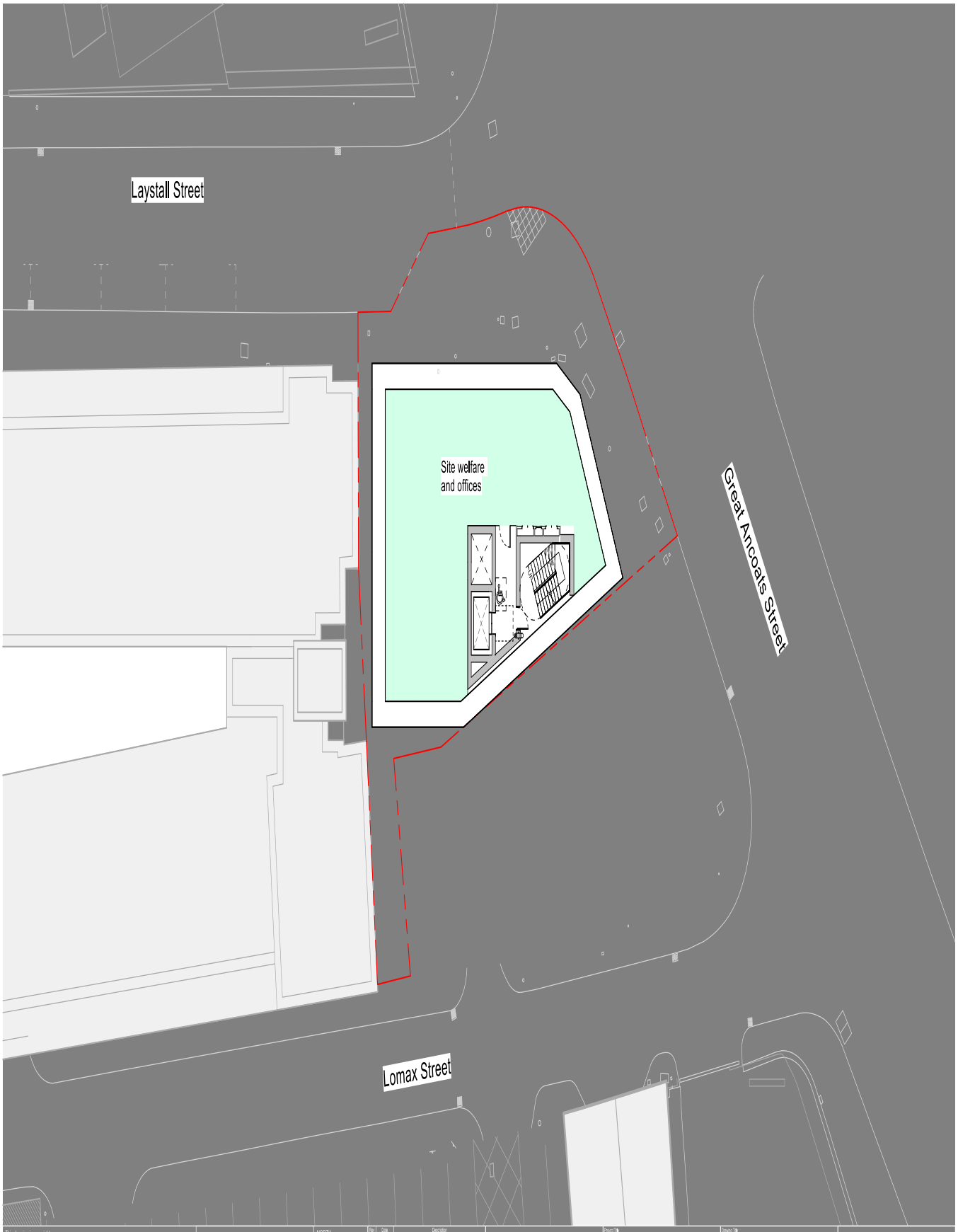
Logistics Plan Rev D

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NORTH

| Rev | Date | Description |
|---|---|---|
| P01 | 2022-05-31 | First Issue |

Project Title
Laystall Street
Manchester

Drawing Title
Site Logistics Plan
Basement 01

Project No.
10403

Scale
1 : 100 @ A1

Status
PLANNING

Drawing No. (PROJECT-ORIGINATOR-VOLUME-LEVEL-TYPE-NUMBER)
10403-SHP-A-B5D9-G100-PL-B1-001

Revision
P01

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