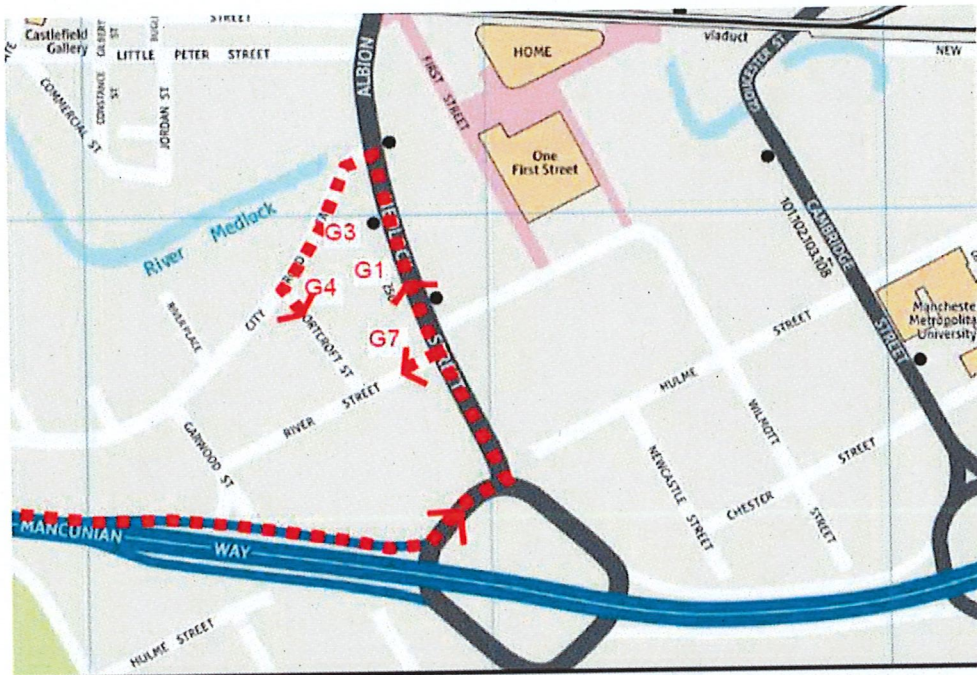


3.0 Traffic Management Plan

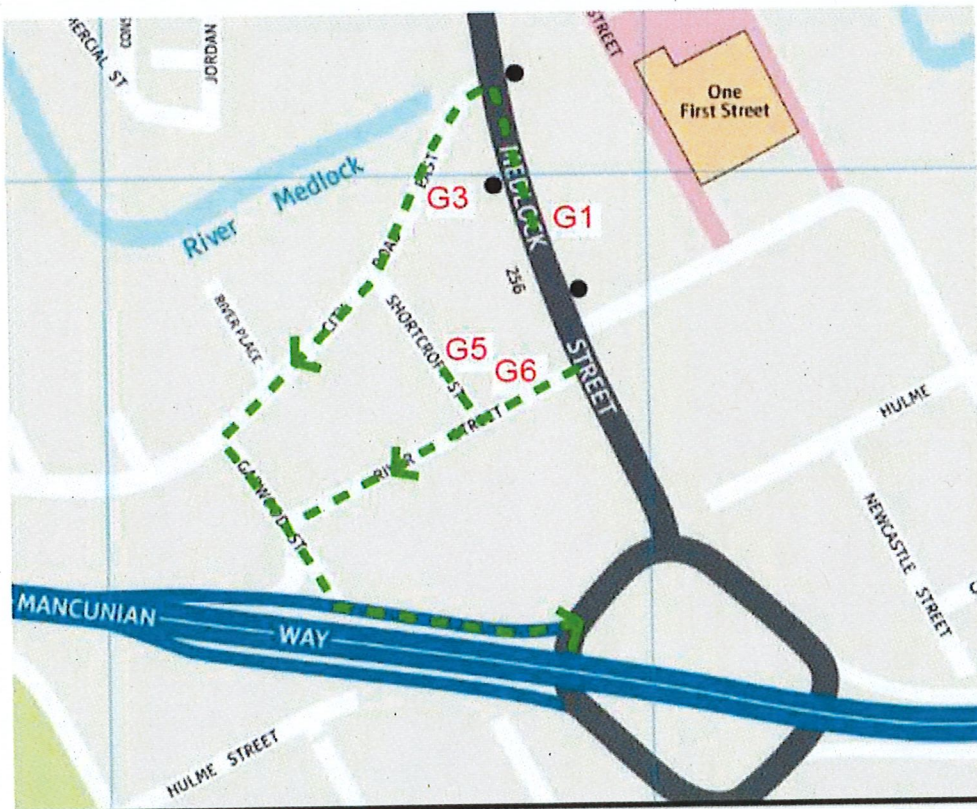
3.1 Proposed Site Access/Egress

3.1.1 Details of the proposed access/egress arrangements are as the attached diagrams.

Incoming Access & Egress Routes



INCOMING/ACCESS DELIVERY ROUTES



EGRESS DELIVERY ROUTES

- 3.1.2 The access point for all deliveries to and from site will be made from the Medlock St Junction of the Mancunian Way (A57(M)) along Medlock Street A5103, straight into the loading bay (gate G1) on Medlock Street, or turning into City Road East (gate G3) and then into Shortcroft St (gate G4) - which is proposed to be closed to traffic both ways, or into River Street (gate G7) loading bay – pending the load and stage of construction.
- 3.1.3 Gate G4 will be predominantly used for Box van, Transits, flat bed wagons and smaller site deliveries with the majority of HGV's using Gate G1 and G7. A large number of deliveries into G1 and G7 will take considerable time to unload as the tower cranes will be used for unloading and also for erecting i.e. precast sections will have to be unloaded, lifted and fixed into place before the next section can be lifted, the use of G4 for smaller deliveries is therefore essential to be able to progress other works simultaneously and therefore minimize the overall period.
- 3.1.4 All delivery vehicles will be directed to a pre-determined delivery/unloading zone gate number and then unloaded within the hoarded site boundary. Gates G1 and G7 will accept all heavy goods vehicles throughout construction operations and will vary pending the load and timing as previously noted. The vehicles will either drive straight through or initially be turned within the confines of the site (i.e. excavation plant) and leave via City Road East (gate G3) or River Street (gates G5 & G6) back to the Mancunian Way via Garforth Street, or leave the Medlock Street Loading Bay (gate G2) and then to the Mancunian Way via City Road East – all vehicle movements on the highway will be forward facing (with no reversing manoeuvres)
- 3.1.5 The above arrangement would necessitate the following:
- Road closure along Shortcroft St for the duration of the project,
 - Closure of the footpath and part of one lane on Medlock Street including a relocation of the bus stop -this may require alteration of some of the existing road markings on Medlock Street. A minimum of one 'ahead only' lane traffic flow will be maintained throughout on Medlock Street, as the current arrangement upto River Street (with filter lanes). The lane closure will mean that where the number of lanes increases to two lanes after First Street this will still occur but further along Medlock Street after the loading bay; with the relocation of the bus stop.
 - Closure of the footpath and part of the road including parking on River Street (access maintained)
 - Closure of the footpath and part of the road including parking on City Road East

Discussions will be held with Manchester City Council Highways Department and a TTRO application made to reflect the discussions. Line-markings will be altered as required and temporary double yellow lines will be provided around all the hoarding lines. All line

amendments and car parking bays will be reinstated on completion of the project. We will ensure that on-going liaison and discussions are carried out with both Highways and the Network Resilience Teams well in advance of the commencement of the works on site, we will also arrange a pre- start meeting with both teams to review in detail the overall site logistics, licences in place, TTRO applications and working hours for the various work element. Constant liaison with both Highways and the Network Resilience Teams will be maintained throughout the duration of the project.

- 3.1.6 A swept path analysis if required by Highways will be carried out to suit proposals following discussions regarding the proposed site set up/ access routes.

Please note that majority of vehicles can drive through loading zones G1 and G7 within in hoarded areas on the current road surfaces and exit via existing roadways G2 and G6, or access the site directly from the existing roadways G3 + G4 and turn within the site area if necessary and then egress via existing exits G3 and G5 onto the highway network.

- 3.1.7 Pedestrian access will be maintained around the full boundary of the site with the exception of a section on Medlock Street on our site side, which will have a diverted pedestrian route via Shortcroft Street – this will be lit and maintained throughout. The vehicle delivery proposals avoid any reversing manoeuvres and keeps loading/unloading operations well away from the pedestrians on the surrounding footpaths. Access and egress to and from site will be properly managed by the site team, who will ensure that all vehicles and pedestrians associated with the works are managed safely and in accordance with the agreed Traffic Management Plan.

Access needs to be maintained to the existing premises and pedestrian routes surrounding the site. Once the external hoarding line is established all deliveries, access provisions, craneage and accommodation will also be contained within the hoarded area, which have manned 24hour security. Therefore, once established; using appropriate Traffic Management, deliveries and access to the adjacent properties will not be impacted with regular amendments allowing pedestrians, occupiers and businesses to become accustomed to the layout. Temporary directional signage/ gate numbering will be clearly incorporated on the hoarding

- 3.1.8 Deliveries and access will be maintained to adjacent businesses and residents located on Medlock St, City Road East and River Street. Temporary traffic management will be installed during erection of hoardings and may be required by the Statutory Service providers and pending any drainage connections otherwise based on this proposal the effect on existing properties will be minimal and will constantly be considered during our daily planning and site management throughout.

3.1.9 We will engage with all the business surrounding the site and will review their deliveries and access requirements and concerns should they have any.

3.1.10 Access and egress to and from site will be properly managed by the site team, who will ensure that all vehicles and pedestrians associated with the works are managed safely and in accordance with the agreed Traffic Management Plan.

All deliveries will be scheduled to arrive at a pre-determined gate location and will be checked for cleanliness before leaving site.

3.1.11 Routes for emergency services will be kept clear at all times.

3.1.12 The local fire service will also be notified of the works prior to commencement on-site.

3.1.13 We believe that establishing the access and egress locations as shown on the Site Logistics Plan is the least disruptive to existing residents. Consideration will also be made with regards to adjacent developments in progress and access discussions with Manchester City Council Highways Department. We are also conscious of the traffic speed regulations/restrictions surrounding the site.

3.1.14 As set of dilapidation photographs will be carried out prior to commencement of works on site, these will be available for review by Manchester City Council Highways Department at any point throughout and on completion of the project.

3.2 Temporary Traffic Regulation Orders (TTRO's)

3.2.1 A TTRO application will be made to Manchester City Council Highways Department for the Road closure along Shortcroft St for the duration of the project, The Closure of the footpath and part of one lane on Medlock Street including a relocation of the bus stop which may require alteration of some of the existing road markings on Medlock Street. The Closure of the footpath and part of the road including parking on River Street with access maintained, and The Closure of the footpath and part of the road including parking on City Road East

3.2.2 Discussions will be held with both Manchester City Council Highways Department and the Police to agree suitable times and routes for the movement of any abnormal loads.

3.2.3 MCWY will, so far as is reasonably practicable, implement measures to mitigate any disruption to the local road network and take due cognisance of pedestrians, cyclists and other road users as appropriate.

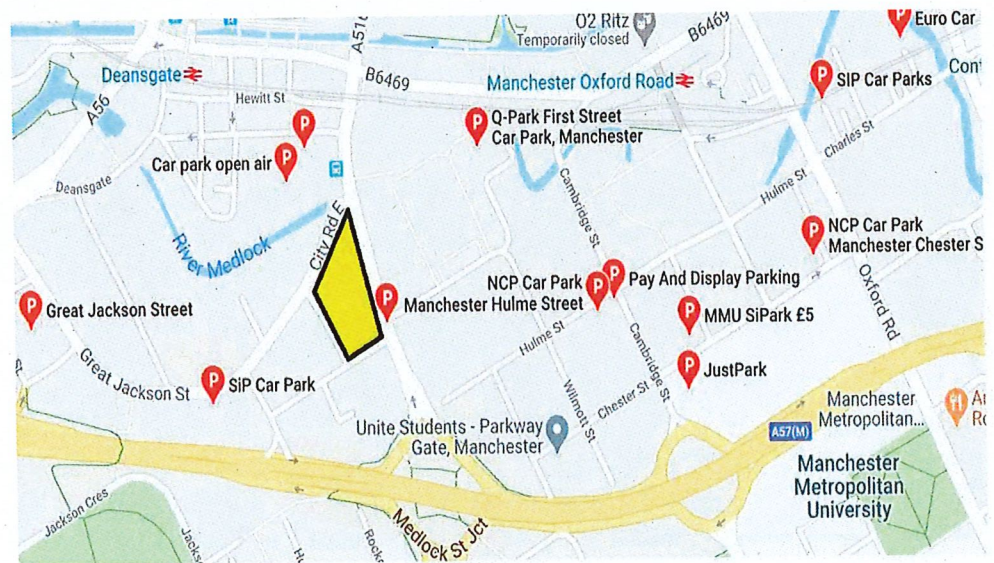
3.2.4 MCWY will endeavour to maintain private accesses affected by the temporary traffic management schemes. Pedestrian access to neighbouring properties will be maintained at all times.

3.2.5 All traffic management works will be completed by trained and competent personnel from a specialist subcontractor - Chapter 8 signage will be displayed and existing signage altered, amended and maintained as agreed with Highways.

3.3 Contractors Parking

3.3.1 The space available on site will become limited as the scheme progresses and as a result of the magnitude of the buildings. Following the demolition and site preparation works there will be no provision for contractors parking on-site. However, the site is well served with public transport links Train, tram and bus. In addition, there are numerous pay and display car parks within the local vicinity. It will be made clear to all Subcontractors and Operatives during their site inductions that they are not to park on the streets on or around the site unless in marked parking bays. There are a number of local pay and display car parks as shown on the diagram below i.e. NCP on Little Peter St, Q Park on Anne Horniman St.

City Road East Local Parking



4.1 Vehicle Routes

4.1 Proposed Delivery Route

4.1.1 As part of our subcontract orders we will stipulate that all deliveries to and from site will be made via the A57(M) Mancunian Way leaving at the Medlock Street Junction following the A5103 (Medlock Street) upto the site

4.1.2 To minimise disruption to the local road network during peak periods, the delivery of materials to site will be between 0900 hours and 1600 where practicable.

- 4.1.3 Wherever possible, deliveries will be scheduled to evenly spread the volume of construction traffic throughout the programme, so that any peaks are avoided.
- 4.1.4 Our site management will implement a robust scheduling system. Each subcontractor will be required to schedule deliveries well in advance of their arrival on-site.
- 4.1.5 Delivery planning will also form a key part of discussions held within subcontractors at their progress meetings.
- 4.1.6 Detailed instructions on delivery arrangements (to predetermined gates and times etc.), and vehicle routing will be issued to all site personnel, subcontractors and supplies involved with the project.

APPENDIX 4: SWEEP PATH ANALYSIS



VEHICLE DIAGRAM

Diagram illustrating the dimensions and specifications of a concrete mixer truck:

- Overall Width: 8'6"
- Overall Height: 13'6"
- Wheelbase: 12'0"
- Specifications:
 - Concrete Mixer
 - Max. Capacity: 10 cu. yd.
 - Overall Width: 8'6"
 - Overall Height: 13'6"
 - Max. Ground Clearance: 15'0"
 - Max. Trail Width: 7'0"
 - Max. Turn Radius: 40'0"
 - Max. Turn Radius: 40'0"

PLEASE NOTE - TOPOGRAPHICAL INFORMATION

The Topographical and banded services shown on the drawing were provided to Bomb King by others. Bomb King have not verified this information and therefore we can not guarantee its accuracy. The position and alignment of services may differ from that shown and other contractors services may be present.

The contractor must verify the location of all buried services before commencing work. The presence of buried services or other obstructions could present a major health and safety risk plus associated commercial penalties.

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6. All works are to be carried out in accordance with the Building Regulations (as amended) and to the approval of Building Officials.

P01	13.02.23	PRELIMINARY ISSUE	GJM
REV.	DATE	REVISION DETAILS	INITIALS

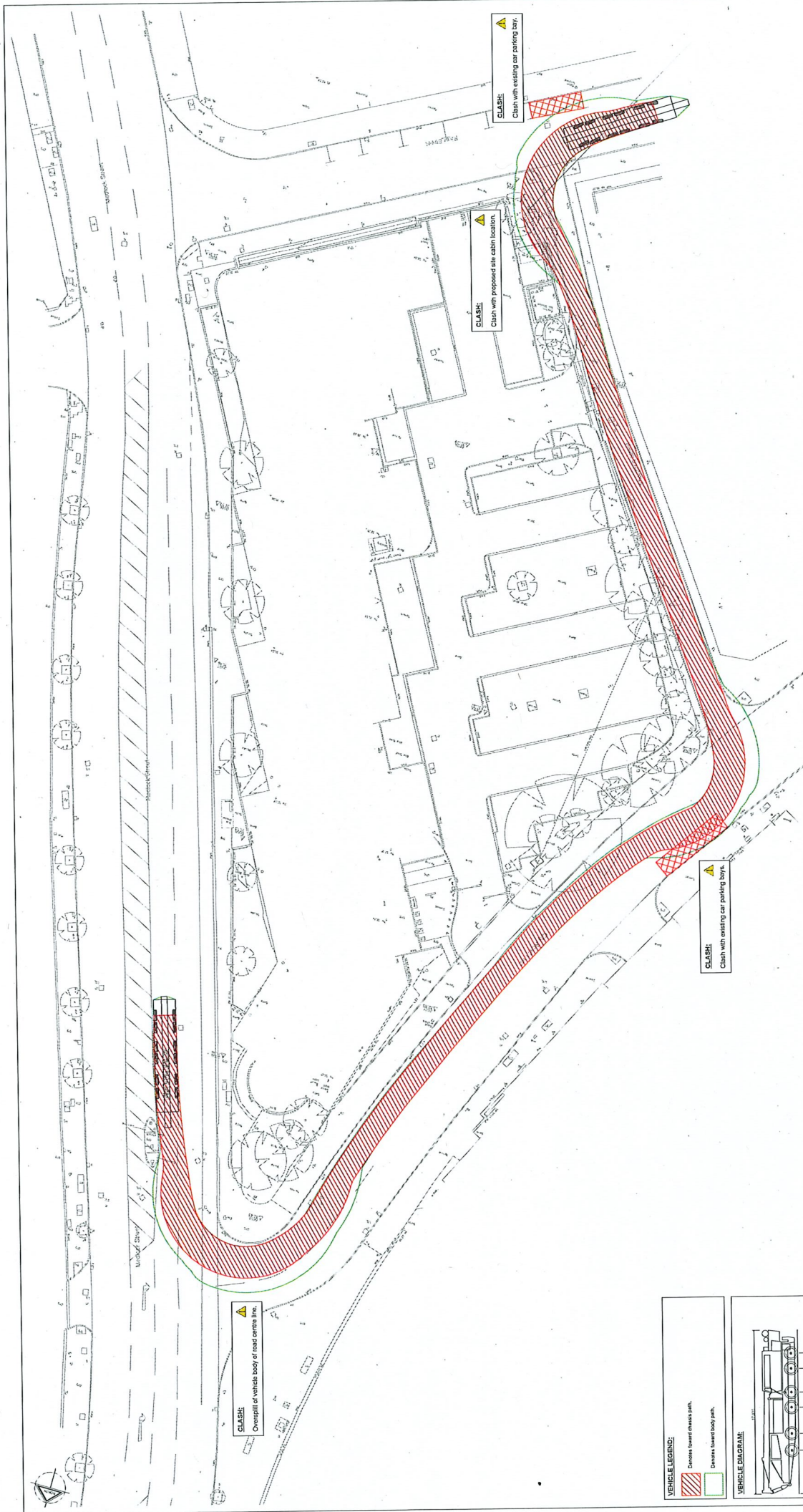
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PROJECT: 1 City Road Demolition

TITLE	Concrete Mixer 8.36m Swept Path Analysis		
	SCALE @ A1 DRAWING	DATE	REVISION / STATUS
	1:250	CJM	P01 N/A

DRAWING No: 14681-BKP-ZZ-XX-DR-S-0704



VEHICLE LEGEND:

- Demolish: Toward driveway path.
- Demolish: Toward body path.

VEHICLE DIAGRAM:

Liebherr LTM 1250-4.1 Mobile Crane
 Overall Width: 17.65m
 Overall Height: 4.00m
 Min. Body Ground Clearance: 0.35m
 Lock to lock time: 4.00s
 Radius to lock time: 11.00m

PLEASE NOTE - VEHICLE TRACKING

Existing site information has been provided to Booth Kog Partnership Limited (BKPL) by others. As BKPL have not verified this information ourselves we cannot guarantee the accuracy of the vehicle tracking.

It is recommended any vehicle accessing the site complete an on site assessment.

PLEASE NOTE - TOPOGRAPHICAL INFORMATION

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The contractor must verify the location of all buried services before any excavation or major earth work and safety risk plus associated commercial penalties.

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 - Anyone using this drawing must be aware of their legal duties under the CDM Regulations 2015, refer to the HSE website for further information. BKPL are not Principal Designer.
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 - All works are to be carried out in accordance with the Building Regulations (as amended) and to the approval of Building Standards.

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REV.	DATE	PRELIMINARY ISSUE	REVISION DETAILS	CM	INITIALS
P01	13.02.23				

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PROJECT:
 1 City Road
 Demolition

TITLE:
 Liebherr LTM 1250 17.84m
 Swept Path Analysis

SCALE @ A1 DRAWN:
 1:250

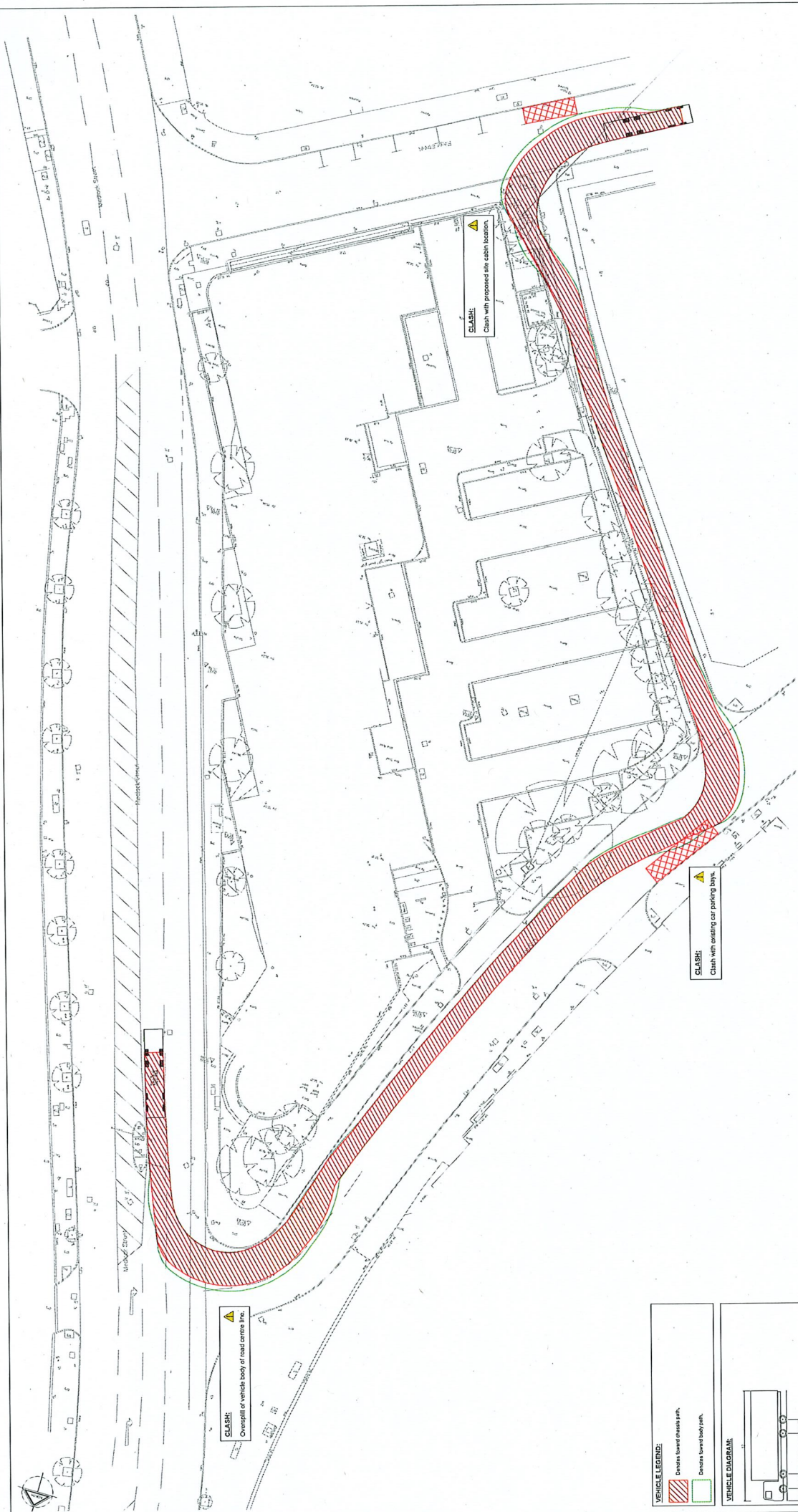
DATE:
 13.02.23

REVISION:
 P01

STATUS:
 N/A

DRAWING No:
 14681-BKP-ZZ-XX-DR-S-0702





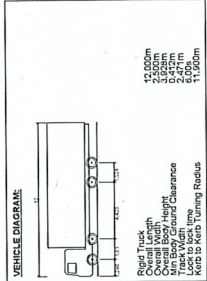
CLASH:
Overlap of vehicle body of road centre line.

CLASH:
Clash with proposed site cabin location.

CLASH:
Clash with existing car parking bays.

VEHICLE LEGEND:

- Demolition Swept Path
- Demolition Swept Body Path



PLEASE NOTE - VEHICLE TRACKING

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It is recommended any vehicle accessing the site complete an on site assessment.

PLEASE NOTE - TOPOGRAPHICAL INFORMATION

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The contractor must verify the location of all buried services before any excavation or piling works begin. Damage to existing services could present a major health and safety risk plus associated commercial penalties.

NOTES

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- If the Contractor considers that they do not have sufficient information to safely complete the works detailed on this drawing, they should contact the Engineer.
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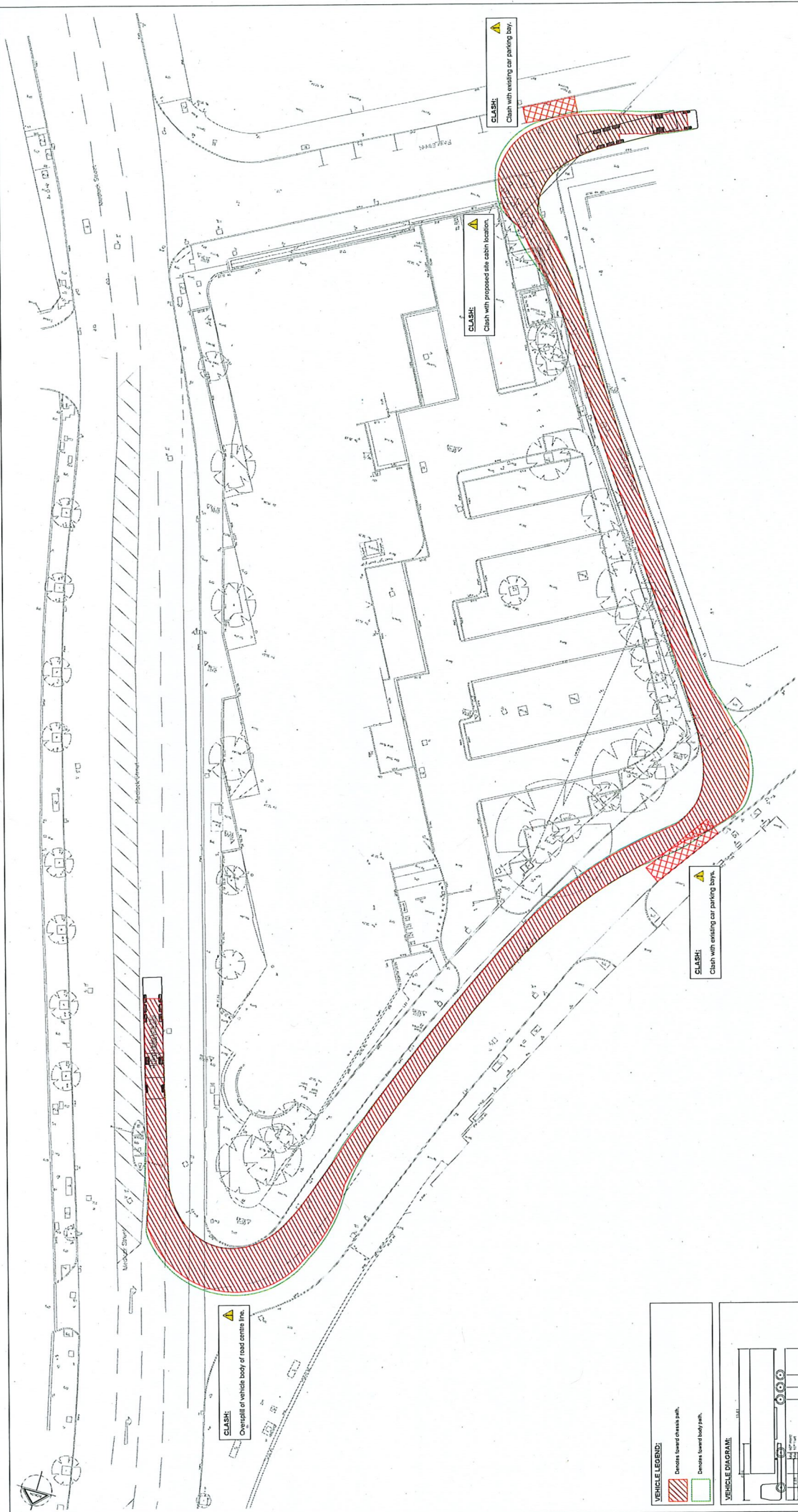
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TITLE Rigid Truck 12m Swept Path Analysis			
SCALE @ A1 DRAWN	DATE	REVISION	STATUS
1:250	CJM	13.02.23	P01
			N/A

DRAWING NO. 14681-BKP-ZZ-XX-DR-S-0703	
PROJECT: 1 City Road Demolition	

REV.	DATE	PRELIMINARY ISSUE	CJM	INITIALS
P01	13.02.23	REVISION DETAILS		



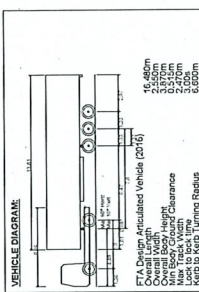
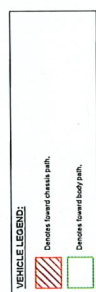


CLASH:
Overlap of vehicle body of road centre line.

CLASH:
Clash with proposed site cabin location.

CLASH:
Clash with existing car parking bay.

CLASH:
Clash with existing car parking bay.



PLEASE NOTE - VEHICLE TRACKING

Existing site information has been provided to Booth King by the client. Booth King has not verified the accuracy of the information. It is recommended that any vehicle accessing the site complete an on site assessment.

PLEASE NOTE - TOPOGRAPHICAL INFORMATION

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The contractor must verify the location of all buried services before any excavation or piling works begin. Damage to existing services could present a major health and safety risk plus associated environmental problems.

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**Articulated Vehicle 16.5m
Swept Path Analysis**

SCALE @ A1: DRAWN: 1:250 CJM DATE: 13.02.23 REVISION: P01 STATUS: N/A

PROJECT:
1 City Road
Demolition

DRAWING NO:
14681-BKP-ZZ-XX-DR-S-0701

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- If the Contractor considers that they do not have sufficient information to safely complete the works detailed on this drawing, they should contact the Engineer.
- All works are to be carried out in accordance with the Building Regulations for the project and the approved Building Regulations.

REV	DATE	PRELIMINARY ISSUE	CJM
P01	13.02.23	REVISION DETAILS	INITIALS

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APPENDIX 5: BEST PRACTICE POLICY – WATER

Best Practice Policy – Water

MARSHALL

CONSTRUCTION GROUP

- Waste water from wheel washing operations will be prevented from entering the surface water drainage system or the ground either by collection or diverting into foul water sewer (with permission from the Local Drainage/Water Authority).
- Fuel, oil and chemical storage on site is to be secure. Site storage to be on an impervious base within a secondary containment such as a bund or in a bunded tank. Stored above any floodwater level and where possible away from high-risk locations (i.e., 10m from watercourse or 50m from well/borehole). All hoses, buckets etc should be kept within the bunded area. Rainwater should be prevented from entering the bund where possible.
- Spill kits and emergency response procedures to be provided and established.
- Re-use collected water for damping down.
- Storage of oil and chemicals to be a minimum of 10m away from a watercourse.
- All oil tank deliveries to be supervised to help avoid spillages.
- Oil Tank and Chemical deliveries are to be clearly labelled with the nature and volume of their contents (Material data sheets provided) and the existing levels checked prior to delivery to prevent overfilling tanks.
- All oil/chemical storage to be secure and regularly checked for leaks, vandalism, damage or deterioration (any damaged drums to be immediately removed by licensed contractor).
- Plant and wheel washing (including concrete wagons) to be carried out in a designated area min. 10m from a watercourse or surface water drain (run off to be collected in a sump and water re-used where possible. No detergents will be used.
- Consideration to be given to any discharge rates applicable to the development when pumping water to watercourses. These rates are not to be exceeded. Use of inappropriate pump rates may cause disturbance to watercourse beds/ banks and erosion
- All foul sewage will either pass to the local foul sewer or be collected and disposed of by a licensed contractor
- Aim to establish the final surface water connection prior to the requirement to drain the clean roof water so that this can be diverted directly to the drainage system via the approved connection to keep the water discharged clean and away from the construction area.

- Silt management must be considered (Silt is a non-toxic pollutant)

Silty water is to be disposed of to a foul sewer (with permission), a settlement tank or over a grassed area (consideration to be given to the possible presence of other contaminants and advice sought)

Water should be prevented from entering excavations by using cut off trenches and drainage grips.

Prevention of silt pollution will be considered in relation to discharge of any water from the site, the use of pump sumps in excavations, pumping to a silt removal/ settlement facility/ holding pond will be considered where possible.

Apply for/agree appropriate licences to discharge with the required water/ drainage authority

The amount of exposed ground and soil in stockpiles from which water drains is to be minimised (incl. time). Seeding, covering or Silt fences - constructed from a suitable geotextile- to be used in prolonged periods. Stockpiles to be sealed to prevent water percolating through them.

Regular visual checks to be conducted to ensure that the systems in place are effective and replaced/emptied as required. Ongoing maintenance to be reviewed and carried out

- Any events that have had or could have an environmental impact are to be reported to the Environment Agency 0800 80 70 60 and to the Company Environment Manager

Nov 22

APPENDIX 6: SITE WASTE MANAGEMENT PROCEDURES

SITE WASTE MANAGEMENT PROCEDURES

MARSHALL

CONSTRUCTION GROUP

ACTION

From the 1st December 2013, it is no longer a legal requirement to produce a Site Waste Management Plan (SWMP). However, certain projects may still require a SWMP due to specific BREEAM requirements or pre-commencement planning conditions. This needs to be reviewed on each project at the tender stage. Notwithstanding the above, MCWY are legally responsible for disposing any waste generated from our activities on-site and at head office in accordance with the Waste Regulations 2011 and the Environmental Protection Act 1990. We have a duty of care to ensure that any waste produced directly from our own activities and the activities of our subcontractors whilst on-site is disposed of correctly, which is why the following procedures need to be complied with. A breach of the duty of care is an offence, with a penalty of an unlimited fine if convicted on indictment.	ALL DEPARTMENTS
<u>Stage 1 – Tender Stage</u>	
If a SWMP is required, the pre-contract department should request the environmental department (Sarah Thomson) to produce a plan in line with the project's requirements. The SWMP will then be issued to site as a standalone document within the site waste folder (see below). The SWMP will then be periodically updated by the environmental department during audits carried out on the site waste file as the project progresses.	PRE-CONTRACT ENVIRONMENTAL DEPARTMENT
<u>Stage 2 – Prior to Site Commencement</u>	
Regardless of whether a project specific SWMP is required, prior to commencement each site will always be issued with a site waste folder (green file) alongside the standard health and safety file (red file). This folder should be used to file waste transfer notes, along with other relevant documentation (waste carrier's licences, permits etc.) throughout the project. When placing subcontract orders, each order must contain a copy of MCWY's <u>Subcontractor Site Waste Management Requirements</u> procedures document (issue 5 dated 22/01/18). This procedures document details the information required by MCWY when	ENVIRONMENTAL DEPARTMENT PROJECT QS

subcontractors are responsible for disposing their own waste. In addition to the above, reference must also be made to the Waste Regulations and Duty of Care obligations by inserting the following clause in each order: <i>"Disposal of any waste, hazardous or otherwise, is to be by the subcontractor and is to comply with any relevant legislation. Please refer to the enclosed <u>Subcontractor Site Waste Management Requirements</u> issued within this order for details"</i> The plant department (Jeff Kaye) is responsible for procuring waste disposal contractors (skip companies, hazardous waste disposal, effluent tank servicing etc.) for all waste produced directly by MCWY's activities. When placing orders, copies of the companies' waste carriers licence, waste management licence/exemption/permits and duty of care waste transfer note should be obtained and forwarded to site for inclusion in the green file.	PROJECT QS PLANT DEPARTMENT
<u>Stage 3 – During Construction Work</u> MCWY site management should ensure that the site waste folder (green file) has been issued to site prior to commencement. The file should be routinely updated with the relevant waste documentation (skip tickets, duty of care waste transfer notes, waste carriers' licences, waste management licences/permits/exemptions etc.). Copies of all subcontractor waste transfer notes should be obtained <u>before</u> the waste is removed from site. The transfer notes should be filed in the relevant section of the green file. Each subcontractor should be assigned a numbered heading on the index sheet e.g.: 1. Marshall Construction 2. Subcontractor 1 3. Subcontractor 2 4. etc. It is the responsibility of site management to ensure that all waste transfer notes are obtained and that the documents themselves contain the following information: A. Waste producer (this will be either the relevant subcontractor or MCWY) B. Waste carrier including licence number C. Waste destination including the name of the facility, address and licence/permit or exemption number D. Waste classification including European Waste Code (EWC) e.g. 17 01 01 (A List of commonly used codes is attached for information) E. Standard Industrial Classification (SIC) code. This will either be 41021 for sites or 70100 for head office.	SITE MANAGEMENT SITE MANAGEMENT } SITE MANAGEMENT

F. A declaration/statement confirming that we have fulfilled our obligations to apply the waste hierarchy. G. Estimated quantity of waste H. Waste transfer note unique reference number I. A signature/name of the person removing the waste J. Date/time the transfer took place	SITE MANAGEMENT
Please refer to example waste transfer note enclosed for your assistance.	
Subcontractors who remove waste off-site using their own vehicles/transport must be registered as an upper tier waste carrier with the Environment Agency. A waste transfer note, containing the information listed above, should still be produced and copies taken by MCWY site management to document the movement of waste. A blank waste transfer note is enclosed for reference/information.	SITE MANAGEMENT
The above process applies to all construction waste removed from site, including arisings generated from excavation works, any demolition works, road sweeping residues (if originating on-site) and the disposal of site effluent.	SITE MANAGEMENT
THE ABOVE REQUIREMENTS DIFFER WHEN DISPOSING HAZARDOUS WASTE. FOR FURTHER INFORMATION, PLEASE CONTACT THE ENVIRONMENTAL DEPARTMENT	
The removal of spoil generated at the site preparation/earthworks stage is a particularly critical period when large volumes of waste material are removed from site. Prior to commencement on-site, the project design coordinator responsible for placing the bulk earthworks/site prep. order should obtain copies of the proposed subcontractors waste carriers licence and details of where the waste is to be transported to. These details should be forwarded on to the environmental department (Sarah Thomson) to verify.	DESIGN COORDINATOR
Once verified, the environmental department will produce a duty of care waste transfer note which documents the transfer of waste from MCWY to the relevant earthworks subcontractor. This document should be forwarded to site and filed in the relevant section of the green file.	ENVIRONMENTAL DEPARTMENT
The project QS should obtain confirmation from the site perpetrator/bulk earthworks subcontractor that the individual transfer notes received on-site have been sent to the relevant disposal site as specified on the duty of care documentation. A 'cradle-to-grave' audit should be submitted by the subcontractor with each valuation. If this information is not provided, an appropriate amount of monies should be withheld until the correct documentation has been received and checked.	PROJECT QS

Original copies of waste transfer/consignment notes from waste produced directly by MCWY (skip tickets, road sweeper tickets, effluent tank servicing, hazardous waste collection etc.) should be sent into the plant department (Jeff Kaye) weekly with the site returns. The original copies will be filed within the plant department until the project reaches completion. When complete, the original copies will be passed on to the environmental department (Sarah Thomson) and placed in the site green file prior to archiving. Periodic site audits will be carried out by the environmental department to ensure that the site green file meets the required standard. Should any waste transfer documentation not meet the legal requirements, the project QS (if subcontractor related) or plant department (if related to waste directly produced by MCWY) will be informed of the specific deficiencies. The project QS or plant department must then obtain the corrected information from the appropriate party and withhold an appropriate amount of payment until the corrected information has been received and approved by the environmental department. Once the corrected information has been received and approved, the project QS or plant department should forward the corrected information to site for inclusion in the green file.	SITE MANAGEMENT PLANT DEPARTMENT ENVIRONMENTAL DEPARTMENT PROJECT QS / PLANT DEPARTMENT PROJECT QS / PLANT DEPARTMENT
<u>Stage 4 – Project Completion</u>	
Once the project is complete, the site green file(s) should be sent back to head office, marked for the attention of the environmental department (Sarah Thomson), where the data will be assessed. Following assessment, the files will be stored in the archives for a minimum of three years from the project completion date. After this period has elapsed, the files can be disposed of.	SITE MANAGEMENT ENVIRONMENTAL DEPARTMENT