

Victoria Riverside Traffic Management and Logistics Plan

Project Reference No: C021

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CR Construction (U.K.) Ltd Employee Traffic Management and Logistics Plan Register

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1. INTRODUCTION

The Traffic Management and Logistics Plan is used to document and demonstrate how CR Construction (U.K.) Company Limited their suppliers and all interested parties will comply with legislation, discharge their duties and comply with industry standards and best practice in traffic and logistics management.

This document should be treated as live and updated / amended / reviewed at suitable intervals, typically every month or sooner if site conditions change.

This document is to be read in conjunction with the following:

- Strategic lifting plan
- Project fire plan
- Construction Phase Plan
- Environmental Management Plan
- Temporary works procedure
- Quality Plan

The document should also be read with consideration towards any other relevant project specific plans implemented throughout the duration of the project life cycle.

To ensure CR Construction (U.K.) Company Limited achieve what is required the following key considerations will be embraced on the Victoria Riverside Project:

- The Victoria Riverside Project is located within a densely populated area necessitating a safe and secure environment for all project stakeholders and neighbors through every phase of the delivery. This will require constant engagement with all stakeholders inclusive of upholding the best standards for logistical management together with ensuring the site is well received through positive perception from local residents, businesses and neighbours.
- There will be a relatively high number of operatives on the project. Making the project 'The place to work' by maintaining a high standard of discipline and rigor and ensuring high standards of welfare facility will ensure the workforce is motivated to be on the project.
- Safety is paramount so ensuring safe and workable access for deliveries of materials is important. This will be delivered through the engagement of a specialist logistics contractor using the most up to date safety initiatives and apparatus. Also, a philosophy of finding an alternative safer ways of doing things will be adopted throughout.
- The footprint of the site is minimal and so utilising the area available is vitally important. Also managing deliveries so they have a 'just in time' approach will reduce delivery waiting times.
- There will be no loaded lifts over adjacent properties but when the cranes are out of service in 'free slew' they will over sail the adjacent Dantzic Street and the River Irk. Oversailing licenses will be sought to deal with this.
- The project is a high-profile project within Manchester. It will attract attention and therefore best in class hoarding with branding and adequate security will be required.
- The site and areas surrounding the site are particularly narrow in places with tight turns. A clearly communicated logistics route onto site which navigates these issues will be required as per the site logistics plan.
- Assurance that the entire workforce sign up to agree that we all have a right to come to work, work safely and go home in full health.

- Persistently strive to break down the barriers between companies, managers, operatives and staff to ensure that all working on the project will be equally respected for the role they carry out on the project.
- Provision of first-class facilities to all staff working on the project.
- Use of robust systems & procedures to minimize the impact on the local community of environmental issues, deliveries to the site & waste removal from the site.
- Continuous improvement of our processes to the benefit of all involved in the project and recognition and reward for excellent performance.

2. PROJECT DETAILS

The project comprises the construction of three separate concrete towers of 37, 26 and 18 storeys together with two podium blocks. In total 634 Apartments are being constructed.

2.1 LOCATION

The address of the project is as follows:

Dantzic Street, Manchester, M4 4DN

The Construction Phase Plan details the project address book.

2.2 DELIVERY QUANTITIES

Based on the current programme and methodology CR Construction (U.K.) Company Limited expect the number of deliveries to be in the region of 60-70 each day at the peak of the construction period.

The Major Plant Deliveries to the project will be as follows:

- Tower Cranes
- Mobile Crane to erect Tower Cranes
- Piling Rig
- Excavators
- Curtain Walling materials
- Precast Concrete units
- Stair deliveries
- Building Maintenance Unit (BMU)
- Drylining material deliveries
- M&E material deliveries
- Waste management services
- Hoist materials/equipment
- Concrete core slip form rigs
- Concrete core climbing screens
- RC contractor dismantled false work materials and equipment

2.3 SITE OPENING HOURS

CR Construction (U.K.) Company Limited have appointed Madigan Gill Construction Services Limited to manage the logistics package on the project. The Logistics team will operate during the site opening hours. These are:

Monday – Friday: 07:30 – 18-00

Saturday: 08:00 – 14:00

Out of hours deliveries will be kept to a minimum and only conducted when no other times are available. Should out of hours deliveries be required, a section 61 notice will be submitted to Manchester City Council (MCC) at least 4 weeks prior to the requirement and certain measures will be put in place to keep noise to a minimum such as vehicles will be nosed in with no reversing to avoid audible alarms and when on site engines will be switched off where possible.

2.4 TEMPORARY ACCOMODATION

The temporary accommodation and welfare is based on a peak occupancy of 340 operatives and office allocation of 80 desk spaces inclusive of the supply chain partner provisions.

Please refer to the appendices for the welfare plans.

3. ROLES AND RESPONSIBILITIES

The following roles and responsibilities will be embraced on the project:

3.1 PROJECT MANAGER – CR CONSTRUCTION (U.K.) LTD.

- Planning and preparation of project traffic management strategy, and updating where required
- Make specific reference to the strategy in the project health & safety and environmental plan's
- Ensure a site specific risk assessment is carried out for all traffic activities (arrival, departure, (un)loading, movement, maintenance)
- Ensure a project induction is available to all pedestrians and drivers, which shows key routes, restrictions etc.
- Monitoring and reviewing health and safety performance of all parties
- Ensure there are adequate emergency procedures in place for all foreseeable events i.e. traffic issues, spills, medical evacuation, fire and emergency
- Ensure there is adequate lighting on all access routes and common user areas
- Engage with third parties stakeholders and neighbours regularly to update on future works being undertaken and receive feedback on current site performance
- Ensure there are adequate welfare facilities suitable for the workforce requirements
- Ensure there are adequate resources for traffic management and security

3.2 TRAFFIC MANAGEMENT COORDINATOR/CONTRACTOR – MADIGAN GILL

- Traffic management control
- Provide segregated pedestrian and vehicle routes
- Provision of materials / equipment to support the strategy
- Provision of competent resources
- Liaise with Principal Contractor with regard to the production of the traffic management strategy
- Performance measurement / feedback to CM team regarding the traffic management strategy and contractor compliance
- Carry out risk assessment for traffic activities
- Facilitate deliveries and management of delivery / logistics strategy
- Provide wheel cleaning facilities and road sweeping arrangements if required (not for RC Frame contractor)

- Set up and operate a web-based material delivery management booking and co-ordination schedule to control the logistics for the project
- Observe/Monitor/Record material handling and disposal of waste and rubbish
- Assist with the daily liaison with the Local Authority and Emergency Services
- Keep daily site reports and records of site activities and labour resources

3.3 TRAFFIC MARSHALL/BANKSMEN – MADIGAN GILL

- Adhere to method statements and risk assessments created by the traffic management contractor
- Hold traffic marshal heavy good vehicle banksman training.
- Comply with the logistics strategy document
- Manage the flow of construction and other traffic around the development
- Man Stop/Go boards as required to control traffic flow
- Guide the delivery vehicle manoeuvre onto the site with the use of hand signals
- Provide site security to site gates during site working hours
- Coordinate between all other traffic marshals, contractors and drivers in terms of logistics
- Assist pedestrians as required
- Provide drivers rules and logistics cards to each driver at the gates

3.4 SECURITY GUARD – TAURUS SECURITY

- Instigate an effective fully comprehensive security / access control regime for the Project.
- Adhere to method statements and risk assessments created by the contractor
- Comply with this logistics plan
- Take all reasonable steps to prevent and detect signs of intrusion
- Investigate any disturbances
- Contact the emergency services as required
- Man the key areas of site to which a breach is most likely
- Hold a BTEC level 2 / SIA licence if appropriate
- Rigidly control of the main points of access / egress to the project
- Log the number of visiting operatives and visitors on a daily basis
- Guarding material delivery points / Control and Management of Keys where required

3.5 CONTRACTORS

- Comply with traffic management strategy
- Report issues with strategy
- Ensure all personnel attend project induction
- Provide competent workforce and supervision
- Investigate any accidents / incidents and ensure necessary control measures are put in place and communicated to the Principal Contractor.
- Provide plant / equipment which complies with relevant statutory obligations
- Provide their own banksmen and manage all their own delivery manoeuvres on site
- Liaise with Traffic Marshalls at site gates for handover of responsibility of deliveries
- Provide traffic control and segregation measures on site

- Book in all deliveries onto site using the online site delivery system at least 48 hours in advance. Booking slots are to be strictly adhered to and any lateness will result in vehicles being either turned away or awaiting a slot if one comes available

3.6 DRIVERS/PLANT OPERATORS

- Should be competent and trained to the appropriate standard required within the KHSS
- Drive with care and comply with the requirement of project strategy
- Use the correct equipment for the task, ensuring they are suitable for use, marked with safe working load, properly maintained, inspected and thoroughly examined regularly
- Adhere to the drivers rules provided by the Traffic Marshalls.
- Arrive on site promptly within the allocated booking slot
- Follow the direction of traffic marshals and contractor banksmen

4. VEHICLE MANAGEMENT

This section sets out the controls and measures to be used for effective vehicle management on the project.

4.1 LOGISTICS ROUTE

It is very important that adequate and safe vehicle delivery routes are utilised and agreed with the council to ensure that the roads are capable of taking the additional road users, that additional HGV vehicles will not affect other road users that utilise this route and that the route can spatially take the size of the HGV vehicles.

Due to traffic islands in Dantzic St and a low bridge on Corporation St all deliveries have to come from the Queens Rd A6010 and use Collyhurst Road to access site. This route is suitable for HGV vehicles The A6010 is a major trunk road circling around the majority of Manchester and cuts across all routes into Manchester from all directions.

Note that the bridge at the corner of Aspin Lane and Dantzic St is greater than the designated highways minimum (5.1m). This is shown in Figures 2, 3 and 4 below.

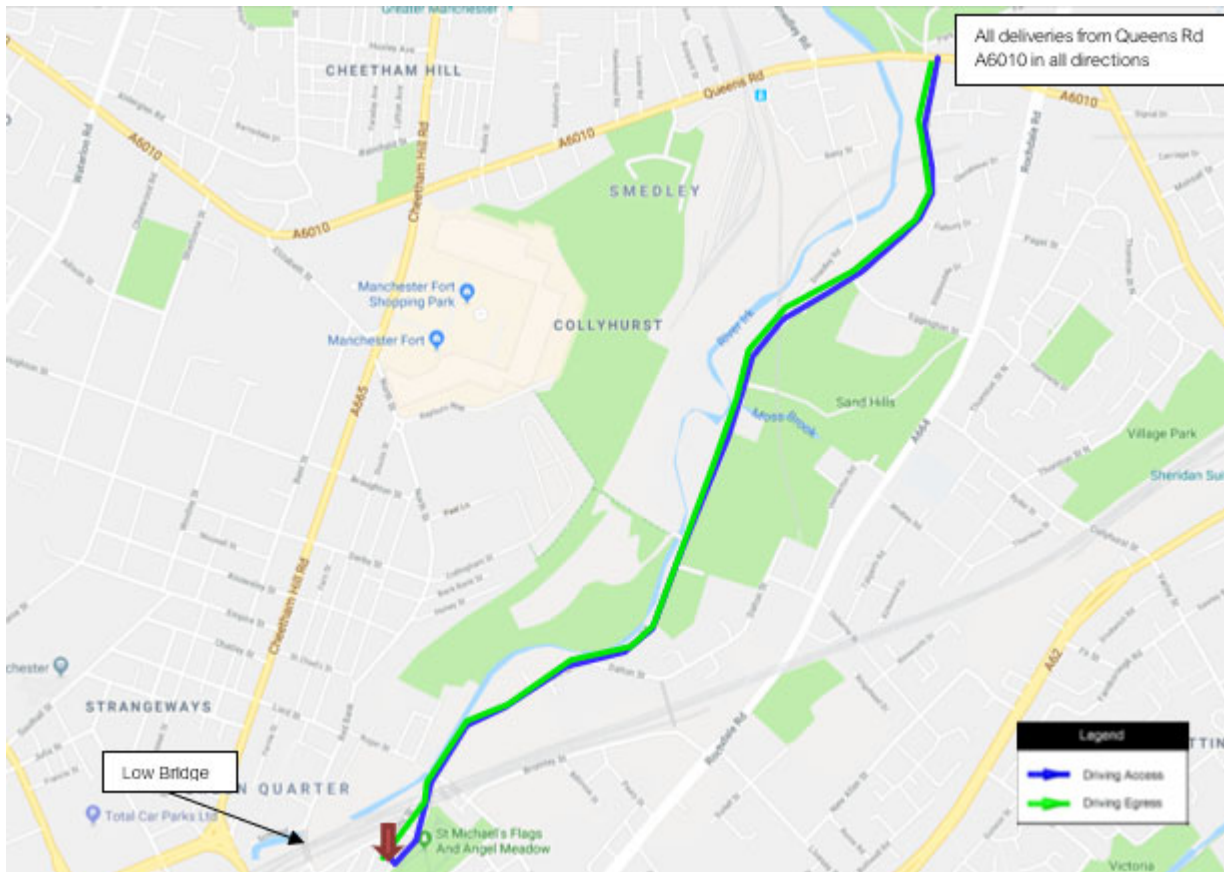


Figure 1 – HGV Site Access from all directions

4.2 SITE LOGISTICS MANAGEMENT

The site logistics strategy tries to maximise on the attributes of the surroundings without adversely affecting other users of the area. In doing so we believe that an optimum solution has been found which is both a practical solution to construct the development in the time frame in a safe and co-ordinated manner which limits the impact on others.

Please refer to the appendices for our traffic management and logistics plans that have been agreed with Leia Daley and Stephen Dixon (Event and Coordination Specialists, Manchester City Council). These proposals will be implemented from 19th September 2022 for the duration of the project.

4.3 SEGREGATION

CR Construction (U.K.) Limited has taken consideration of the five primary issues that affect traffic and road movements. These being:

- Maintaining site security.
- Segregation of plant and operatives / the public.
- Maneuvering of vehicles & plant
- Delivery coordination, loading and storage
- Delivery times

Regulation 15 of the Construction (Health and Safety) Regulations requires that every construction site shall be organized in such a way that, so far as is reasonably practicable, pedestrians and vehicles (and / or plant) can move safely and without risk or injury to all parties.

Therefore, wherever vehicles (and / or plant) and pedestrians are required to utilise adjacent access during construction around the project, suitable physical segregation with signage shall be installed to demarcate

safe pedestrian routes. The entry gate points will be isolated from site pedestrians by use of designated pedestrian routes and physical barriers.

Where necessary appropriate signage will be fixed to gates and all areas where there is a possibility for vehicles (and / or plant) to come into contact with pedestrians and to denote vehicle / pedestrian crossover areas. If they cannot reasonably be avoided a Banksman will be in attendance.

The following measures will be introduced to make both pedestrians and vehicles aware of each other around the site:

- Creation of safe crossing points where walkways interface with the site access or other vehicular routes
- Signage to warn pedestrians on public areas of site entrances
- Signage to warn site vehicle operatives of pedestrian crossings.
- Physical demarcation within working areas between site operatives and site vehicles (and / or plant)
- Suitably trained Traffic Marshals to ensure safe access / egress; clearly identifiable wearing orange hi-vis vests / jackets and helmets of the appropriate colour – blue or white after 6 months probationary period expires after attaining PPS qualification
- No uncontrolled pedestrian traffic to be allowed through the site.

4.4 SIGNAGE

CR Construction (U.K.) Ltd. have agreed a partial road closure of Dantzic Street with Manchester City Council and full details of our signage proposals can be found within the appendices to this document.

4.5 ABNORMAL LOADS

Abnormal loads pose a significant threat to other road users as they are typically wider than the standard road width, very heavy and therefore difficult to slow down and also difficult to manoeuvre around. For this reason any abnormal load will need to be delivered to site with special measures in place to mitigate any risk.

Under government guidelines an abnormal load is defined as:

- a weight of more than 44,000 kilograms
- an axle load of more than 10,000 kilograms for a single non-driving axle and 11,500 kilograms for a single driving axle
- a width of more than 2.9 metres
- a rigid length of more than 18.65 metres

Typical examples for the project of loads that would fall into this category would be a piling rig, the mobile crane or an excavator arriving on a flat bed articulated lorry. If the load exceeds any of the above then the following protocol is to apply which is to be conducted by the Contractor requiring the abnormal load.

Firstly, the route to site will be plotted to ensure that there are no collisions with highways structures and a risk assessment is to be conducted. This can be conducted using www.freightjourneyplanner.co.uk

Next, the police and highways agency are to be notified of the abnormal load and provided with the intended route, timings for the journey and what is being transported.

Abnormal loads will typically require a police escort and they require a minimum of 48hour notice before the intended delivery date to organise the escort. The police will assist by stopping traffic as required, providing a visual warning to other road users is ahead of the vehicle and assists in manoeuvres.

The police escort will not take any responsibility for the route to site and therefore it is the full responsibility of the haulier and contractor.

There are restrictions on when abnormal loads can be permitted into the Manchester City Area. For more details of this Manchester City Council is to be contacted.

4.6 SPILLAGE

Spillages cause unnecessary environmental impact which can easily be mitigated. Planning for responding to incidents and emergencies is an important part of project environmental management. Emergency response and contingency plans should take account of the location of the local drainage system; requirement to engage with the emergency services, location and contents of spill kits, notification process and emergency contacts list in the event of an incident etc.

All vehicles are to have been inspected regularly to ensure that they are in good working order ahead of any deliveries being made. As a precautionary measure a spill kit as shown below will be stationed at each gate. This will consist of bunding, hazard tapes, signage, sand and absorbent cloths. A designated spill response team will be trained (these will typically be the site traffic marshals) and in the unfortunate event that a spill does occur they will bund the area, place signage, warn others around, and soak up the spill to be disposed of in the correct manner. The primary requirement is to ensure that any spill doesn't enter the drainage system and become a pollutant.

4.7 NEIGHBOURS

There are several neighbours surrounding the development on all sides. It is important that a relationship is established with all of these parties and maintained throughout the works. The local neighbours who may be affected by the development are defined below:

- Homes for Students Manchester Ct – on Dantzic St
- Railway arches (Mostly Vacant properties) – on Corporation St
- King of King School – on Little Nelson St
- NOMA building – on Angel St

A regular newsletter will be issued to all of these parties prior to construction starting until completion of the project. The purpose of which is to notify the neighbours of upcoming elements of works and any impact this may have on them. There will be contact details available on the letter for them to raise any concerns.

Apart from noise and increased HGV traffic flow around these properties there will not be any direct impact on their functionality.

4.8 CONSOLIDATION CENTRE

A project specific consolidation centre and storage is being provided on the former Theos Timber Yard on Dantzic Street.

The unit lease will commence on 1st September 2022 and the area will be utilised to house some of our welfare as well as storage of materials and offices for our supply chain.

We will be housing drying facilities, canteens and WC's to supplement the welfare provision that is being provided at the Charter Street Mission.

These facilities will be reviewed regularly to ensure statutory compliance with all relevant H&S regulations.



Figure 2 – Theos Timber Yard, Dantzic Street – Consolidation Centre

4.9 STREET FURNITURE

The existing street furniture is subject to the final S278 agreement.

4.10 VULNERABLE ROAD USER MANAGEMENT

The development is located within a sparsely populated area of Manchester which is currently either derelict or undergoing redevelopment. The main vulnerable road user is the School which caters for primary school age children whom cross Aspin Lane regularly to gain access to Angel Meadows park. We have been briefed on their approximate timings for this and our traffic marshalls have been made aware to ensure they are vigilant in managing vehicle movements during this time. From a review of the local cycle routes in the area, the site vicinity and HGV access route is not a major route.

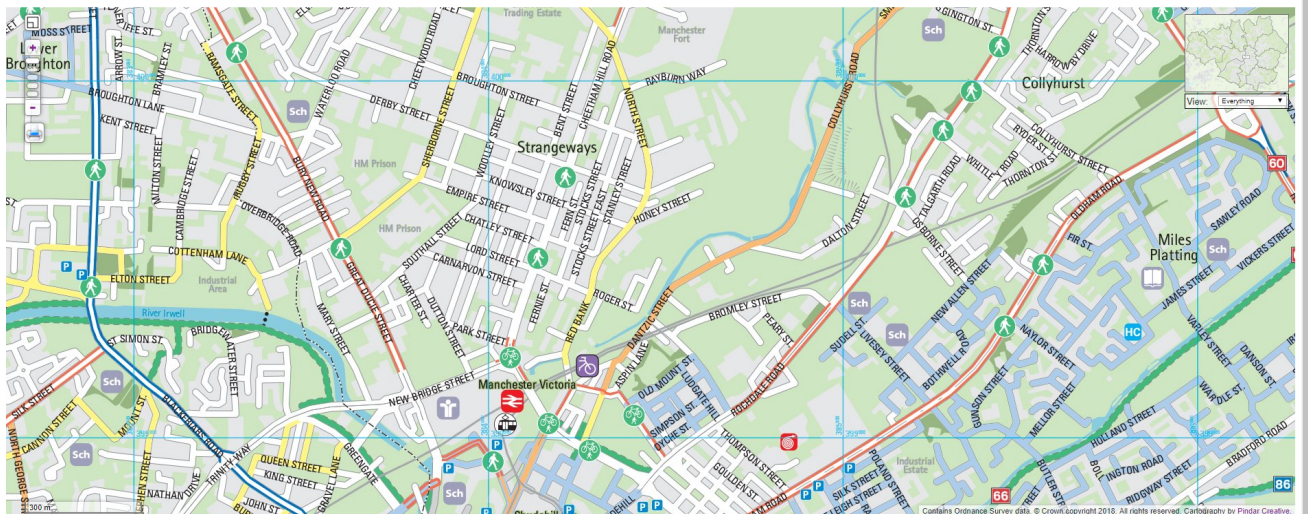


Figure 3 – Local Cycle Routes

To assist with managing vulnerable road users it will be requested that all deliveries and their drivers are FORS registered to a minimum of Bronze standard. The FORS scheme is an accreditation for fleet operators and intends to improve HGV driver safety by improving key areas such as vehicle road worthiness, route planning, training etc. When booking in deliveries the Contractor will be expected to provide details of the FORS accreditation.

5. DELIVERY MANAGEMENT

5.1 STRATEGY

Deliveries will be scheduled using the CR Construction (U.K.) Company Limited delivery management system supplied by BREECS Cloud. This will allow the control of the flow of vehicles that attend site at any one time. It should be noted that as the project progresses the types and frequency of deliveries will change and through the forward planning of bookings by the sub-contractors the system will provide sufficient information to allow for accurate forward planning to ensure the maintenance of a steady flow of materials to meet the project requirements. This system will be managed by the logistics company.

Each contractor is expected to log their specified delivery requirements at least 48hours ahead of the delivery arriving on the BREECS Cloud system. The system will not allow any deliveries to be booked in time slots which have already been allocated. This will ensure that the 'just in time' delivery philosophy can be upheld. A weekly logistics coordination meeting will be held at times of peak deliveries to site with all sub-contractors to try and plan deliveries for the following week before uploading to BREECS Cloud. This will alleviate the issue of contractors block booking slots to which they don't require or unimportant deliveries getting a preference over critical deliveries for the project.

5.2 PROCESS

The BREECS Cloud process is to be used on the project. In the first instance a start-up meeting with each supply chain partner will be held to present this strategy to them.

Out of that meeting the sub-contractor will be required to provide their own logistics strategy with the following specific information included:

- Delivery forecast for the duration of their programme
- Types of material
- Volume of packaging
- Types of stillages / pallets

- Weights of products
- Specific lifting information
- COSHH information
- Fragile / valuable / long lead-time deliveries identified

The sub-contractor should also identify reusable / returnable materials to reduce the levels of waste on site requiring removal.

The delivery forecasts are critical in order to plan resources to meet the requirements. This is particularly important if the delivery is non-standard e.g. comes on a stillage or is an abnormal load which may require specialist handling equipment.

Each sub-contractor must then enter the bookings onto BREECS Cloud and these bookings will then be checked and authorised by the logistics team. Should the booking be for an abnormal load then all the details of this should be included in the booking. All bookings must be made no later than 48 hours in advance.

This then provides the delivery schedule for the coming week for all delivery points and should give ample time for the sub-contractor to inform their supply chains of what they need to know in terms of booking slots and delivery points.

Once the delivery has been approved, the sub-contractor is to ensure that their delivery meets all requirements as outlined above and that it is aware of the correct date, time and off-load point. It should be noted that in the first instance the deliveries will be going straight to site via the route that has been outlined above. If this route changes for whatever reason then the sub-contractors will be informed via Daily Activity Briefing or Weekly progress meeting and also through the revision of this document.

For each delivery the sub-contractor should ensure that:

- Their supply chain is fully conversant with the requirements for delivering to site
- The driver has, and wears, the appropriate PPE (5-point – gloves, glasses, boots, hi-vis jacket, hard hat)
- The delivery has a booking reference, a consignment note that contains that reference, their name and a site based contract name and mobile phone number
- The delivery driver has no passengers (unless required for the delivery operation), children under the age of 16, no animals or offensive weapons
- Materials to be delivered on pallets, roll cages or stillages for efficient unloading
- Use of appropriate material handling equipment to ensure materials are stacked to utilize total volume and working load of any means of distribution
- Packaging is to be kept to a minimum and all secondary packaging to be removed before distribution
- Reusable pallets and stillages are to be employed where possible
- Deliveries to be batched with other materials for the same area
- Where possible reverse logistics is used to return waste or unused materials
- That no delivery vehicles will be permitted to remain on site overnight or at weekends when the site is shut
- The driver is aware that should they be involved in an accident on site they will be part of an investigation and may be subject to a request to be tested for drugs and / or alcohol

If the sub-contractor is aware of any delivery that will not be palletised (or on a stillage or roll-cage), and will require double handling, then they should make the logistics team aware at the weekly meeting so that any necessary special measures or equipment that may be needed can be organized.

All sub-contractors are to make all efforts to minimize the impact of deliveries on the site and the local road network. To that end they must ensure an effective means of material handling and site distribution needs to be established to ensure the delivery vehicle is unloaded as quickly and safely as possible.

Should the delivery arrive, and the above criteria is not being adhered to the sub-contractor risks having to rectify the situation before distributing the materials or even having the delivery refused.

All deliveries once on site are to abide by site rules and all drivers are to adhere to the following:

- Follow all directions and instructions of the logistics team
- Be issued with and read the site rules for delivery drivers
- Turn off the engine until off-load is complete
- Leave no rubbish behind

The sub-contractor shall ensure that deliveries do not arrive more than 30 minutes before its booking slot time. Vehicles that arrive earlier will be turned away unless it is possible to accommodate them without impacting on other bookings.

If a delivery is running late on the day of delivery the contractor is to notify the logistics manager at the earliest possible moment. It will then be at the logistics managers discretion as to whether to cancel the delivery altogether or to try and reshuffle the deliveries of that day to fit it in. Either way it is not expected that vehicles will be waiting on the surrounding streets for their slot in to site.

Short notice deliveries or deliveries arriving which haven't been logged onto BREECS Cloud will be turned away so as not to promote a culture of poor logistic planning.

Out of hours deliveries are to only be made in agreement with the local councils and will typically be in exceptional circumstances, for example an abnormal load. They are to be agreed with the logistics manager and logged onto BREECS Cloud in exactly the same manner as any other delivery.

There is expected to be many deliveries arriving to site which will have travelled from overseas. These deliveries can take several days to pass through customs and there isn't a set time period for this to occur. For this reason no delivery can be booked in to site until it has cleared customs. With all bookings required to provide 48hrs in advance of delivery all overseas deliveries will be taken to the Contractors holding yard until the delivery slot is available.

6. MATERIAL DISTRIBUTION AND STORAGE

It is envisaged that materials will be distributed via a number of means, mainly mechanical in order to reduce the amount of manual handling. This will be a combination of the following:

- Hoist
- Beneficial use of lifts
- Tower crane(s)
- Forklift(s) – telehandler
- Power pallet trucks
- Pallet trucks

Most materials will be removed from the delivery vehicle using tower crane or fork lift truck depending on the type of delivery and the intended location.

Deliveries being craned off will be pre-slung and where this isn't possible will have pre-installed edge protection and ladder access on the lorry.

For deliveries using the tower cranes, they will lift to the desired location ideally without having to lay down. However, additional storage for materials will be provided in designated areas on the site as well as within Theos timber yard.

Forklift will off load the vehicles and either load directly into the hoist or lay down on the ground floor where pallet trucks will be used to move the load into the hoist. Each tower has its own dedicated twin hoists.

On reaching the level on which the materials are required the delivery will be taken to a designated lay down area or directly to the workface. Where the delivery is either particularly heavy or awkward it may be necessary to ensure suitable protection is in place prior to the delivery taking place. Again it is critical that the sub-contractor keeps the logistics team fully informed of all such deliveries to ensure that any necessary provision can be put in place prior to the delivery arriving to ensure there are no hold ups.

All 3 tower cranes will be installed at similar times. The cranes have been positioned to ensure that they fully cover the footprint of the buildings along with sufficient cover for the offloading areas on Dantzic Street.

Please refer to the logistics plans for further information.

The majority of tower crane lifting operations will be conducted by JRL and they will provide a crane coordinator to control all lifting operations with the sub-contractors' appointed persons within the project. The crane coordinator will be responsible for approving a safe system of work, and for having overall control of all lifting operations associated with this project.

The crane coordinator and the sub-contractor appointed person will have the authority to stop all or any lifting operations if there is any doubt or concern over the safety of such operations.

Any requirement for specialist lifting equipment will be procured within the relevant sub-contractor packages.

The lifts will be used for beneficial use during a period of the works. This use will extend beyond the hoist removal date so for a period and will be the only form of vertical transportation available. During the hoist usage periods these lifts will be predominantly used for pedestrian vertical transportation.

Once the hoists have been removed, the lifts will be used for both pedestrian and small goods vertical transportation.

All hoists and beneficial use lifts will employ a full-time driver. This is to manage the movement of people and goods and to ensure no misuse of the vertical transportation system.

7. PLANT

There will be many various types of plant all of which are required to conduct a different function on the project. Details of each type are below.

7.1 ROADSWEeper

Used primarily during the piling and excavation period due to muck away wagons displacing dirt and dust on the road. Will be provided by the sub-contractor and employed on an as and when basis.

7.2 PALLET TRUCK

Will be used in all areas of site for transportation of palletised materials. May be pump trucks or electric depending on intended use. Will typically be used for smaller loads of 3t or less.

7.3 FORKLIFT TRUCK

These will be used throughout the scheme to off load materials from curtain sided wagons and either off load on the ground or take straight to the project hoists.

8. SECURITY ARRANGEMENTS – TAURUS GROUP

The site has been secured by hoardings and this will be maintained and periodically adapted as and when necessary throughout the duration of the project to suit the progress of the works.

Throughout the project the level of security will be matched to the threat level perceived,

It should be noted, however, that each trade contractor remains totally responsible for their own materials and equipment on site.

All site security operations on the project will be undertaken using Taurus security group. The provision is a layered approach to maximise security to the project. This includes not only physical methods, but a continued awareness of personnel security and information security.

In respect of control of access for both personnel and vehicles, the project will utilise an internet based access control system, (supplied through the logistics package with BREECS Cloud).

All personnel who attend the site will, having sat the Health and Safety induction, use 2no Full Height Turnstiles installed at the site entrance to enter and exit, and 1no. to the rear of the site to access Theos timber yard. Access for non-project personnel along with visitors will be facilitated through booking in.

The access control system will report on number of operatives onsite, CSCS statistics and whom is required at muster points in the event of a fire.

To ensure the integrity of the security system we will instigate a covert testing programme on its effectiveness. The results of such tests will be used to develop and improve the system.

There will be a CCTV system provided for the site which will be continually monitored at an off site facility. During out of hours periods motion sensors will be activated and alarms will become audible if triggered. A operative in a central security monitoring office will then be alerted of the motion sensor being triggered and will investigate on the CCTV system to see if there is an intruder. If an intruder is viewed a PAV system will enable the operative to speak to the intruder directly and inform them that the police will be called. The operative will then call the police, local security dispatch team and also the project site team.

8.1 SECURITY ARRANGEMENTS

The proactive approach of the security contractor is a factor in providing protective measures. Taurus security are familiar with all work areas under their control and will be trained and tested to look out for unusual behaviors or items out of place. Proof of training is, therefore, particularly important.

The security staff will be briefed to look out for packets, bags, or other items in odd places, carefully placed (rather than dropped) items in rubbish bins and unusual interest shown by strangers in less accessible places. The security offices will have to have the confidence to report any suspicions, knowing that reports will be taken seriously even if they turn out to be false alarms. Management and operatives will also know who to report to and their contract details.

Essential points will be secured by physical, manned and remote security processes. Boundaries between the general public and the site will be continually monitored ensuring that they remain secure and clearly signed.

Site operatives, including all contractor and sub-contractor management and support teams, will be made aware of the importance of maintaining security on the site. They will also be given guidance on security awareness and informed of the role they can all play in ensuring the project remains secure. This will be via the site induction where such issues will be highlighted to enable them to understand, even at a basic level, the importance of the role they can play in ensuring a safe and secure working environment.

Detailed assignment instructions drawn up by the security contractor, and approved by the site security coordinator, will list the duties to be carried out by the security team. Each member of the security team will be expected to have read and understood these instructions.

All site areas will be regularly and randomly patrolled and these will be recorded electronically. These will be supplemented with regular perimeter patrols to ensure its integrity. Any issues or breaches will be reported immediately.

Intruder alarms, CCTV and lighting are commonly used to deter criminal activity, detect offenders and delay their actions. All these systems will be integrated so that they work together in an effective and coordinated manner – it is as much a deterrent as a means of protection.

The provision and control of entrance barriers at vehicular points of entry provides the means to prevent all unidentified vehicles out of the project and at a safe distance. Any vehicle requiring access for deliveries or essential works should have been booked in using the BREECS Cloud booking system.

All vehicles that attend the site will be subject to random searches, both inbound and outbound. Personal effects, including bags, parcels and other such effects may also be searched where appropriate.

Personnel attending site via the turnstiles may also be subject to random searches.

8.2 PEDESTRIAN SITE ACCESS

In estimation, the total number of personnel on site at the peak period of the programme will be approx. 340. Access to site for the workforce (for the majority of the programme) will be via turnstiles at the Dantzic St corner of the site.

Using these turnstile control points will restrict entry to site to validated, properly trained and authorised personnel and visitors.

Those people requiring access to the site (all the Contractor's personnel and all the sub-contractors and their personnel) must sit the Health and Safety Site Induction. As such all those requiring to be inducted must be booked in on-line using the following process:

- Complete the site induction which will then grant access to site via security via a facial recognition entry system.
- Once the place is confirmed the individual attends on the relevant day, arriving no later than 15 minutes before the start (late arrivals will be rejected and will have to re-book for the next available date)
- Inductees must, on arrival at the Induction room, produce all their relevant certification to the administrator (note originals only, photocopies will not be accepted)
- CSCS; SMSTS; SSSTS; CPCS; etc.
- Failure to follow any of these steps will result in the individual being refused access to the induction and consequently will not be able to access site, even under a visitor's pass. Any costs associated with this will be borne by the individual's parent company
- A site-specific induction will last approximately 20 minutes at the end of which the individual will have their biometric ID taken after providing the access code following the online induction

Initially, the induction will be held in the Induction Room in the Site Welfare block at 08:30hrs every morning.

In the event of there being a requirement to evacuate the site then the BREECS Cloud system will be utilized to establish that all site personnel have all been accounted for.

8.3 ACCESS CONTROL

To access through the turnstiles each operative will provide a picture for facial recognition.

Visitors attending meetings, giving training or briefings or just having a site tour but all will need to be managed to ensure they are safe at all times. These visitors shall be issued with a visitor pass which they must display at all times whilst on the project.

Visitors who will be going onto the construction site will need to be given the site safety briefing for visitors. This in essence is a much shortened version of the Health and Safety Site Induction as they will be escorted at all times by a fully inducted member of the project team. It is designed to address the key issues they may be faced with whilst on site. For group visits there must be a ratio of 1:5, fully inducted project personnel to visitors.

8.4 STATUTORY RIGHTS OF ACCESS

Certain organisations have a statutory right to access the site i.e. the Health & Safety Executive and others. The project team will ensure that for the HSE they are always escorted.

8.5 SITE HOARDING

The security of the project and the separation of the site from the general public is paramount for a safe and secure construction environment. The site hoarding is the tool that provides this.

The site image is a valuable commodity and the maintenance of the hoarding in good order is critical to this. To that end we will instigate a clear regime of repair and cleaning.

The project boundaries are defined and will be already hoarded as a result of the preceding enabling works contract. All licensing, lighting and kentledge such as is required, will be provided.

- Hoarding will be designed to meet the company standards.
- The hoarding currently installed is timber faced.
- The hoarding will have lighting installed which will meet the minimum lux levels for street lighting.
- The hoarding will be checked daily by the site security team to ensure that it is fully secure at all times and in good aesthetic condition.

9. STAFF AND SUBCONTRACTOR TRAVEL

With the development in the central Manchester area there are lots of public transport options available which will reduce the reliance on road traffic. There will be no availability of onsite parking for the development and this is expected to deter the use of car transport.

However, there are numerous manned and unmanned car parks within close distance of the development and these are highlighted on the map below. These will be communicated to all CR Construction (U.K.) Ltd. employees and all of our supply chain.

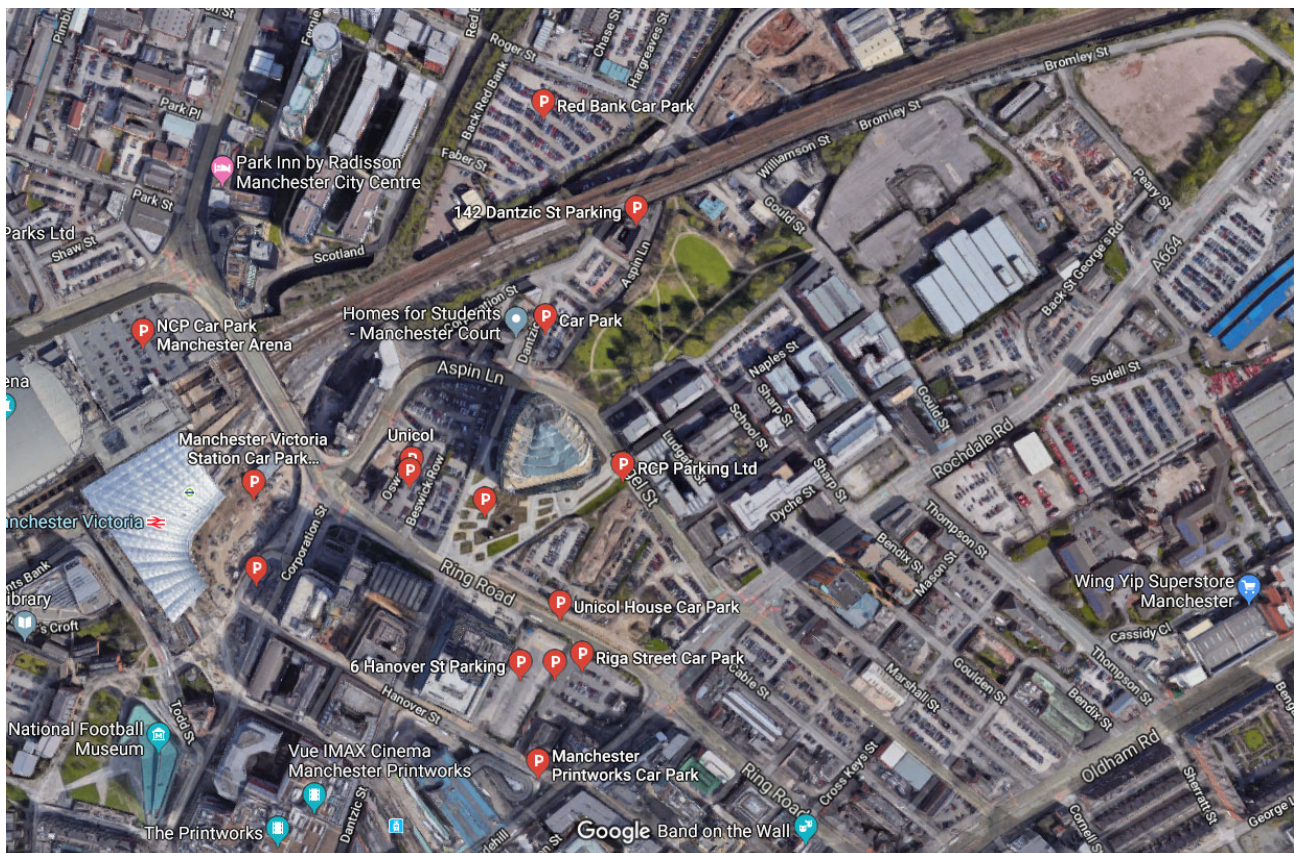


Figure 4 – Parking Locations

The major train stations of Victoria and Piccadilly are a 5 and 20 minute walk away and it is possible to gain access to the majority of the greater Manchester area using these stations. There is also a bus and tram route which can be utilised.

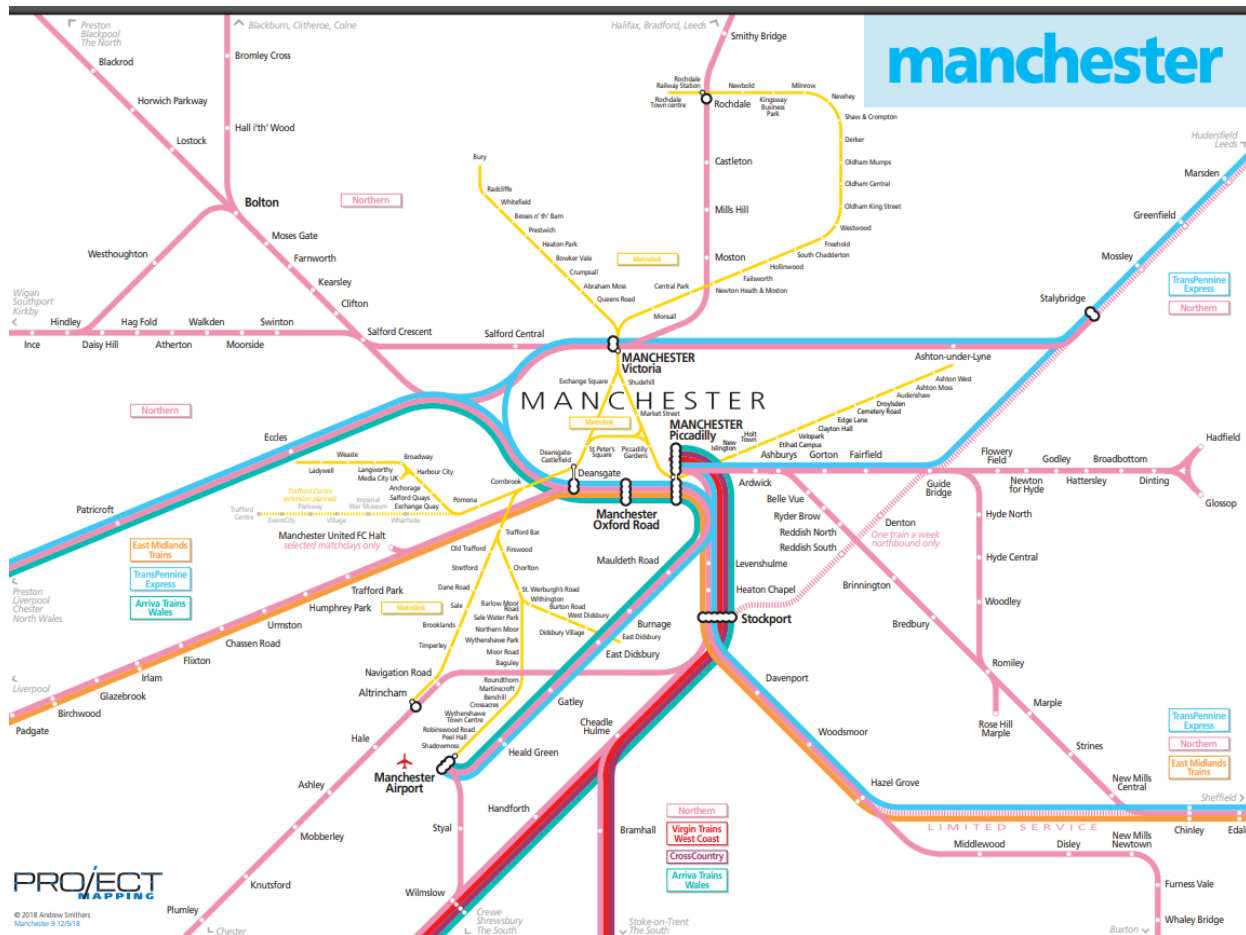


Figure 5 – Train Map Network

10. SITE COMMUNICATIONS

The company will operate a trunk radio system in accordance with the independent regulator and competition authority for the UK communications industries, (OFCOM).

The radio system will facilitate one to one calling, caller group calling and a dedicated emergency channel for managing of site emergencies. The base station for the system will be located at high level from where coverage will extend to the whole of site.

Radio handsets will be issued to key project individuals. Each hand set will be allocated to an individual who will sign to accept receipt and acknowledgement that they will be financially responsible for any loss or damage to the unit.

When issued with a radio, each recipient will receive full training on its use including how the emergency channel is to be used.

Abuse of the system will be managed by use of the following facilities:

- Caller ID to identify potential misuse
- The ability to electronically remove handsets that may have been lost or stolen, avoiding unauthorised access of the system

- A maximum call duration time to avoid queuing for use of the system
- The ability to restrict certain handsets from making one to one calls.

The site will be comprehensively signed to inform the workforce of safe pedestrian routes, clearly routed emergency exits, as well as information boards containing all important site information. Such information will include emergency procedures and contacts including first aiders as well as all health, safety and environmental data.

Upkeep of the site signage for the project will be the responsibility of the construction team. A signage team will be responsible for ensuring that all signs are correct, and are changed when the information is amended or altered i.e. when there is a new safe walking route or emergency exit procedures change.

Plans showing layouts of the site welfare, access & egress points, and material movement routes will be displayed on notice boards located in prominent positions around the site.

The team will ensure that the signage on site will be an integral part of ensuring the project is well informed about what is happening and what is critical to them going home safely and being able to do the job they have come to the project for.

11. TEMPORARY SERVICES

The temporary services will include electrical, water and fire evacuation systems. These services will be provided by a temporary services sub-contractor under the control of CR Construction (U.K.) Company Limited.

Breakdown of services provided are:

- Development interface.
- Temporary substations
- Main MDU panels.
- Transformers (Lighting and Power).
- Emergency lighting.
- Temporary lighting for access/egress.
- Site office and welfare accommodation power and lighting, relocations during the course of the project.
- Hoist supplies.
- Tower Crane supplies
- Fire alarms.
- Security alarms.
- Power for temporary plumbing supplies.
- Hoarding lights.
- Maintenance equipment.
- Attendance and consumables
- PAT Testing
- Utilities connections
- Accommodation water supply and waste
- Satellite accommodation water supply and waste
- Connection to sewer (incl. discharge licenses)
- Cold water supplies to the buildings
- Potable water supplies
- Maintenance
- Attendance and consumables
- Chlorination
- Legionella control
- Fire Evacuation
- Builder's water
- Waste removal

12. PROTECTION

Traffic Marshals will ensure that the site entrances, both vehicular and pedestrian, are kept clear of rubbish and clean (no mud on the roads).

Protection to the project falls into the following categories:

- Sub-Contractor Works.
- Access Routes.
- Weather.
- General Damaged

All sub-contractors are responsible for the protection of their works, including long term provision prior to works areas being handed over. In addition to this, where it applies they are also responsible for the protection of specialist areas, such as plant rooms, MEP equipment.

All designated routes for materials will receive additional protection to ensure that they are maintained in the condition in which they were handed over. This protection will be the responsibility of the finishing sub-contractors. All areas where materials are handled, storage areas and access routes by the management team will require over protection, the responsibility is with the logistics management team.

Site stocks of protection material will be required at all times for immediate use; these materials are will be provided by both the sub-contractor and the logistics management team.

Prior to the building becoming watertight the logistics team will be tasked with the general removal of standing water to the floors after any period of rain.

Where water ingress is a direct result of a Sub-Contractor activities, the relevant Sub-Contractor will be responsible for the removal of this water and any associated costs associated with its ingress into the building.

Any vertical openings (such as lift shafts, risers, stairwells, atria, etc) will have temporary waterproof bunds constructed where permanent bunds have not been designed as part of the works. These works are within the Sub-Contractor's package.

13. PROGRESSIVE CLEANING

The site will have an on-going cleaning regime throughout the course of the working day to ensure the site is kept clean and tidy. This will involve the necessary plant and labour to carry this out and keep the site to a high standard of cleanliness.

Sub-contractors will always be required to maintain their work areas in a clean and tidy state. They will also be required to carry out any specialist trade cleans, and pre-inspection cleans as denoted in their package documents.

Any un-attributable waste that is required to be cleaned up will fall under the remit of the logistics team. This team will also clean up in general areas such as the main floor areas and staircases.

In the event that the sub-contractors are failing in their efforts to maintain a clean and safe site for themselves and the rest of the site workforce, logistics will issue clean up notices.

There will be three reasons for issuing a clearance notice as detailed below:

- Clean up – raised in the event of unacceptable levels of housekeeping. These are to be actioned by the sub-contractor concerned within an agreed time frame. Failure by the contractor to respond to the notice will result in logistics carrying out the work.
- Obstruction – raised in the event of the sub-contractor materials being stored in the incorrect location. These are to be actioned by the sub-contractor concerned within 6 hours of receipt. Failure by the contractor to respond to the notice will result in logistics carrying out the work.
- Health & Safety – raised in the event of sub-contractor materials causing an unacceptable risk such as fire loading being compromised or fire escape being blocked. Resolution of these notices by the

sub-contractor is required within 1 hour of receipt and if this is not possible then logistics will carry out the work.

All associated costs that arise in relation to the issuing, raising and actioning of any clean up notices and any subsequent work will be contra charged back to the relevant sub-contractor via their monthly applications for payment. It should be stressed that contra-charging is seen as a last resort and will not be carried out lightly.

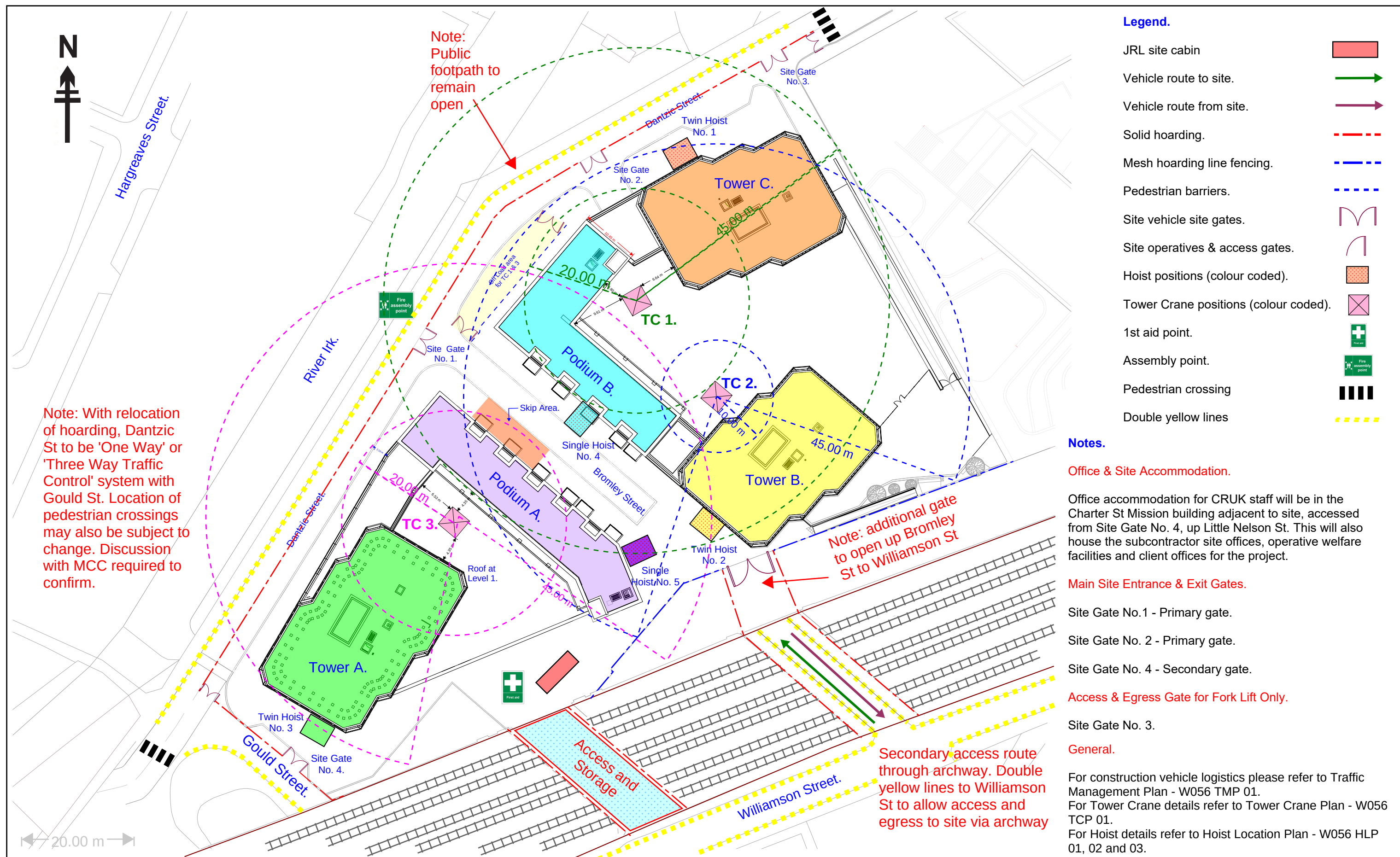
Through education, stringent management techniques and constant monitoring, a site culture will be created that allows the site to progress whilst maintaining the 'Best in Class' standards the project is striving for.

Further to the construction site waste there is the waste and mess created by vehicles on the site haul roads. To that end road sweeping will take place on the highways immediately in front of the access and egress points to ensure no mud is deposited on the public highway. This will be carried out by the relevant sub-contractor whose works have necessitated the requirement of a road-sweeper.

It is expected that all sub-contractors will conduct a "builders clean" upon completion of their works to enable the clients team to inspect and snag the areas. The builders clean will generally involve removing all rubbish and waste, removing any stickers, packaging or protection, basic clean of all surfaces.

Once snagging is complete and prior to practical completion a full sparkle clean will be completed to all areas which will consist of a deep clean to a professional standard.

APPENDIX A – SITE LOGISTICS PLAN



Victoria Riverside Development,
Dantzic Street,
Collyhurst,
Manchester.
M4 4DD.

Site Logistics Plan - CR021-SLP 01 - Revision E .

Tender No. CR021. Date Drawn - 10th September 2021.

Revision Code - E Revision Date - 26th July 2022.

Revision Details - MCC lane closure proposals and updated hoist locations



APPENDIX B – TRAFFIC MANAGEMENT PLANS

Qty: 5 Ref: 13.9 Schedule 13-9: Temporary Information		Qty: 2 Ref: 616 No entry	
Qty: 2 Ref: 13.9 Schedule 13-9: Temporary Information		Qty: 2 Ref: 645 End panel	
Qty: 4 Ref: 13.9 Schedule 13-9: Temporary Information		Qty: 8 Ref: 652 One way traffic	
Qty: 1 Ref: 2702 Start of temporary diversion route		Qty: 6 Ref: 7001 Road works ahead	
Qty: 1 Ref: 2702 Start of temporary diversion route		Qty: 4 Ref: 7010FP-13-9 Nature of temporary hazard ahead - Road Ahead Closed	
Qty: 2 Ref: 517 Road narrows on one side only ahead - right		Qty: 5 Ref: 7010FP-13-4 Nature of temporary hazard ahead - Road Closed	
Qty: 1 Ref: 573 Direction to hazard right		Qty: 4 Ref: 7018 Pedestrians Use Other Footway	
Qty: 2 Ref: 610 Keep left		Qty: 1 Ref: 613 No left turn	
Qty: 1 Ref: 612 No right turn			

SEE ADDITIONAL SUPPORTING TM PLANS FOR DIVERSION & LINING DETAIL.

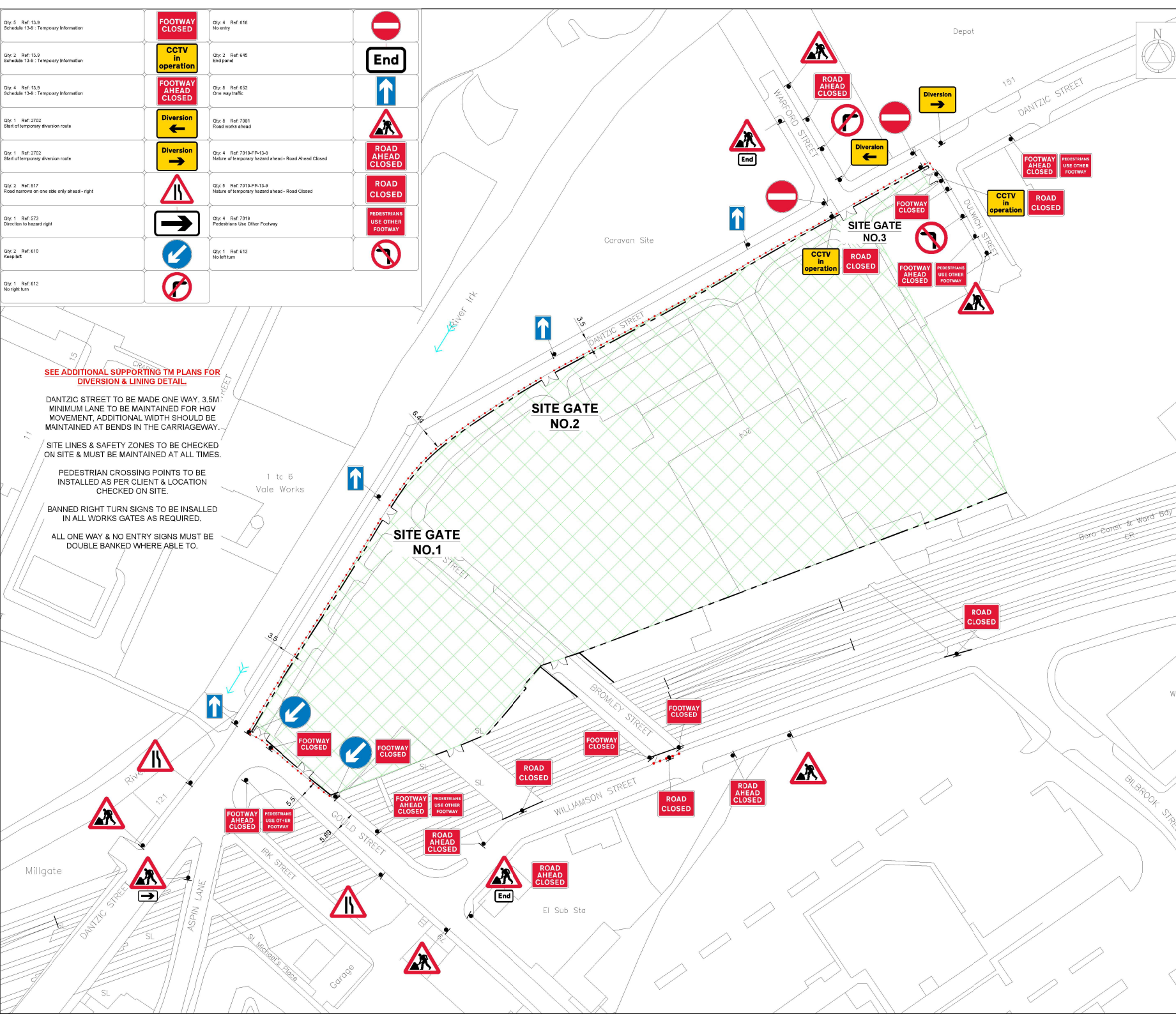
DANTZIC STREET TO BE MADE ONE WAY. 3.5M MINIMUM LANE TO BE MAINTAINED FOR HGV MOVEMENT, ADDITIONAL WIDTH SHOULD BE MAINTAINED AT BENDS IN THE CARRIAGEWAY.

SITE LINES & SAFETY ZONES TO BE CHECKED ON SITE & MUST BE MAINTAINED AT ALL TIMES.

PEDESTRIAN CROSSING POINTS TO BE INSTALLED AS PER CLIENT & LOCATION CHECKED ON SITE.

BANNED RIGHT TURN SIGNS TO BE INSTALLED IN ALL WORKS GATES AS REQUIRED.

ALL ONE WAY & NO ENTRY SIGNS MUST BE DOUBLE BANKED WHERE ABLE TO.



NOTES

- All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
- Maximum distance between any two temporary traffic signals to be 240m. Minimum distance between any two temporary traffic signals to be 30m.
- Temporary traffic signs shall not occur within 150m of an existing level crossing. Pedestrian crossing or signalised junction without the consent of the Engineer. The Engineer shall consult with the authority responsible for any of these types of facility prior to traffic management being installed in adjacent areas.
- Coning shall be installed at 45° to the edge of carriageway, as generally indicated.

ROAD CLOSURE :

NOTES

- All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
- All traffic management equipment shall be provided by the Contractor, unless otherwise specified.
- All signs shall be positioned so as not to be obscured by any other signs and shall not be used in any other way, permanent or temporary as much as is reasonably practicable.
- All traffic signs shall meet the reflectorisation requirements of BS 675 : Part 6 : 1983, Table 1.
- Works Access/Egress to be positioned to suit ongoing works.

Advance Warning

Road closed here XX/XX/XXXX for XX days

Advance warning signs to be installed prior to installation of closure.

Permit Notice

Permit No - XXXXX
Contractor - XXXXX
We apologise for any inconvenience

Permit signs displaying details of permit **MUST** be displayed on site.

KEY

Sign

Traffic Cone

Construction Area

Site Hoarding

Rev	Description	By	Chkd	Date
1	Client			

CR(UK)

INSERT

Project

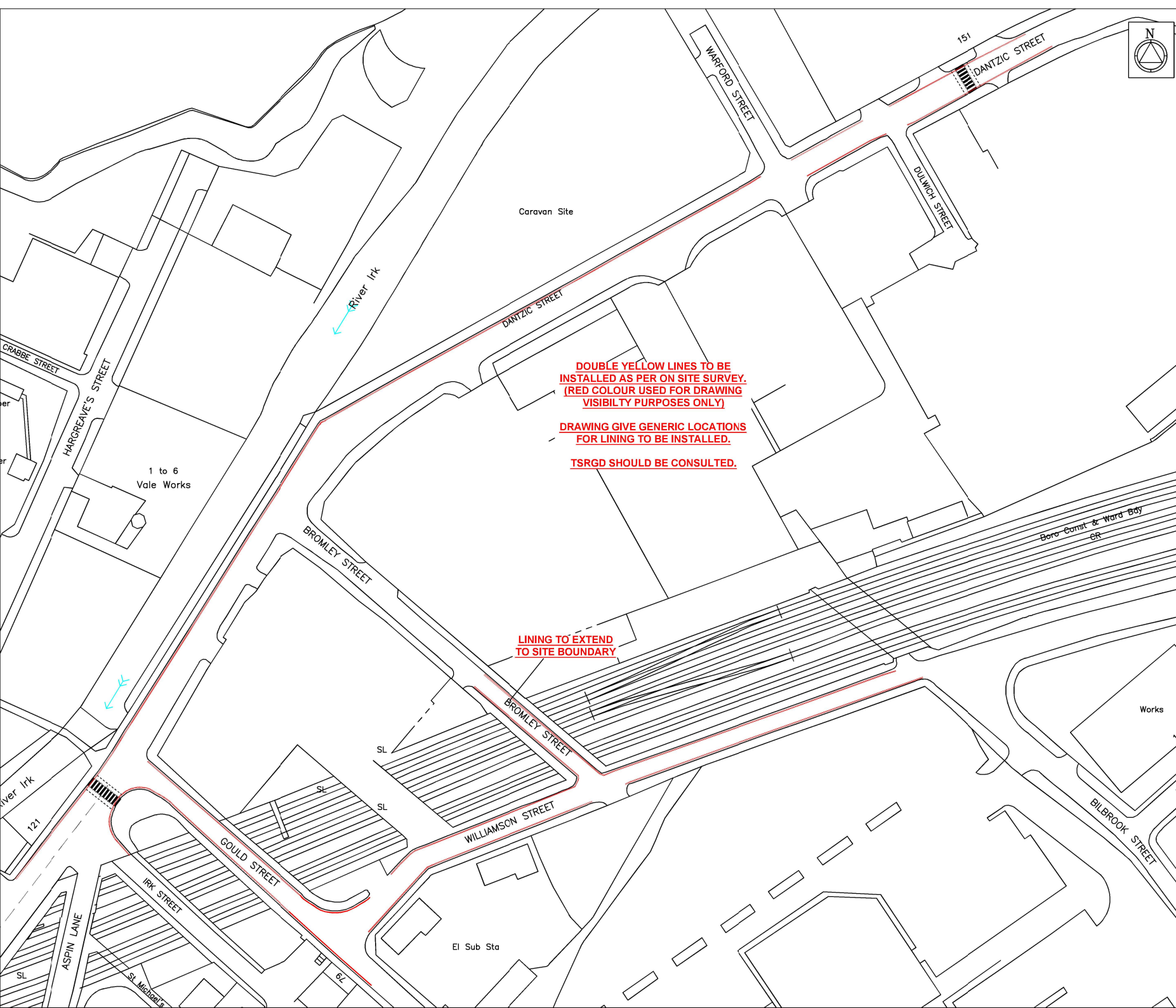
Dantzic Street, Manchester M4 4DD

Title

Road Closure

UDP
utilities design & planning ltd.

Design: GB	Drawn: GB	Chkd: NW
Date: 09/05/2022	Date: 09/05/2022	Date: 09/05/2022
Scale: NTS @ A3	Status: FOR-ISSUE	
Drawing No: TMP-9572		Rev: 0



- NOTES
- 1 All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
 - 2 Maximum distance between any two temporary traffic signals to be 240m. Minimum distance between any two temporary traffic signals to be 30m.
 - 3 Temporary traffic signals shall not occur within 150m of an existing level crossing. Pelican crossing or signalised junction without the consent of the Engineer. The Engineer shall consult with the authority responsible for any of these types of facility prior to traffic management being installed in adjacent areas.
 - 4 Coving shall be installed at 45° to the edge of carriageway, as generally indicated.

KEY

Double Yellow Lines

1	ADD FURTHER LINING TO BROMLEY ST	GB	JN	18/05/2022
Rev	Description	By	Chkd	Date
Client	Revisions			

CR(UK)

LINING DETAIL REV 1

Project

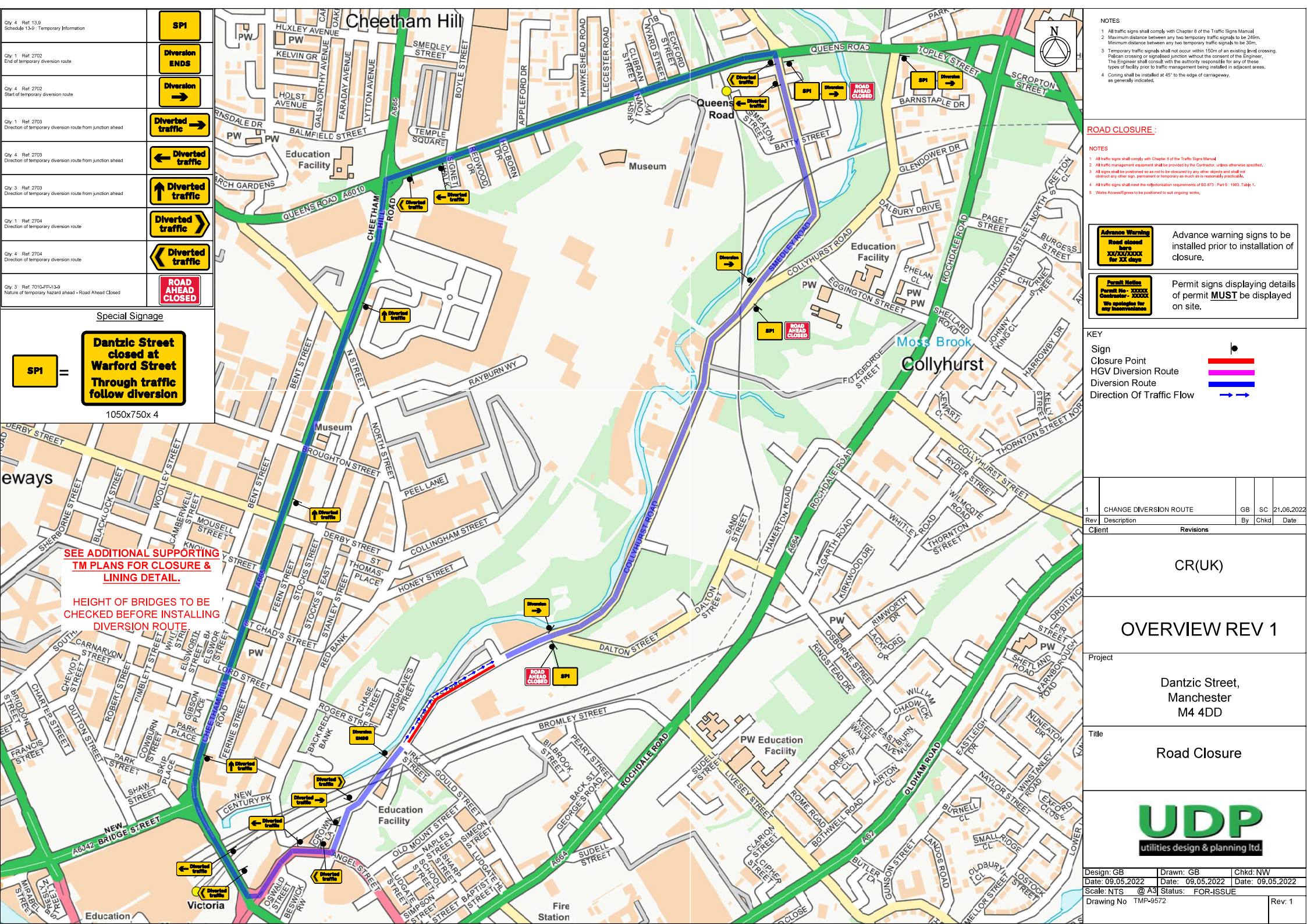
Dantzic Street,
Manchester
M4 4DD

Title

Road Closure



Design: GB	Drawn: GB	Chkd: NW
Date: 09/05/2022	Date: 09/05/2022	Date: 09/05/2022
Scale: NTS	@ A3	Status: FOR-ISSUE
Drawing No	TMP-9572	Rev: 1



Qty: 4 Ref: 13.9 Schedule 15.9 Temporary Information	SPI
Qty: 1 Ref: 2702 End of temporary diversion route	Diversion ENDS
Qty: 4 Ref: 2702 Start of temporary diversion route	Diversion →
Qty: 1 Ref: 2703 Direction of temporary diversion route from junction ahead	Diverted traffic →
Qty: 4 Ref: 2703 Direction of temporary diversion route from junction ahead	← Diverted traffic
Qty: 3 Ref: 2703 Direction of temporary diversion route from junction ahead	↑ Diverted traffic
Qty: 1 Ref: 2704 Direction of temporary diversion route	Diverted traffic →
Qty: 4 Ref: 2704 Direction of temporary diversion route	← Diverted traffic
Qty: 3 Ref: 7010/47P-13.9 Nature of temporary hazard ahead - Road Ahead Closed	ROAD AHEAD CLOSED

Special Signage

SPI

=

Dantzic Street closed at Warford Street Through traffic follow diversion

1050x750x 4

SEE ADDITIONAL SUPPORTING TM PLANS FOR CLOSURE & LINING DETAIL.

HEIGHT OF BRIDGES TO BE CHECKED BEFORE INSTALLING DIVERSION ROUTE.

- NOTES
- 1 All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
 - 2 Maximum distance between any two temporary traffic signals to be 240m. Minimum distance between any two temporary traffic signals to be 30m.
 - 3 Temporary traffic signals shall not occur within 150m of an existing level crossing. Pedestrian crossing or signalised junction without the consent of the Engineer. The Engineer shall consult with the authority responsible for any of these types of facility prior to traffic management being installed in adjacent areas.
 - 4 Coning shall be installed at 45° to the edge of carriageway, as generally indicated.

ROAD CLOSURE:

- NOTES
- 1 All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
 - 2 All traffic management equipment shall be provided by the Contractor, unless otherwise specified.
 - 3 All signs shall be positioned so as not to be obscured by any other signs and shall not obstruct any other signs, permanent or temporary as much as is reasonably practicable.
 - 4 All traffic signs shall meet the reflectivity requirements of BS 675 - Part 6: 1993, Table 1.
 - 5 Works Access/Green to be positioned to suit ongoing works.

Advance Warning
Road closed here
XX/XX/XXXX
for XX days

Advance warning signs to be installed prior to installation of closure.

Permit Notice
Permit No - XXXXX
Description - XXXXX
We apologise for any inconvenience

Permit signs displaying details of permit **MUST** be displayed on site.

KEY

Sign

Closure Point

HGV Diversion Route

Diversion Route

Direction Of Traffic Flow

1	CHANGE DIVERSION ROUTE	GB	SC	21.06.2022
Rev	Description	By	Chkd	Date

Client	Revisions
--------	-----------

CR(UK)

OVERVIEW REV 1

Project

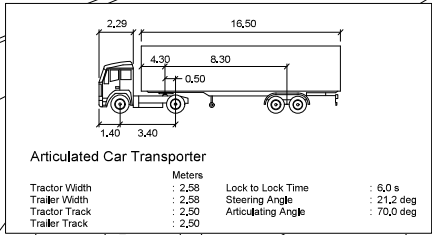
Dantzic Street,
Manchester
M4 4DD

Title

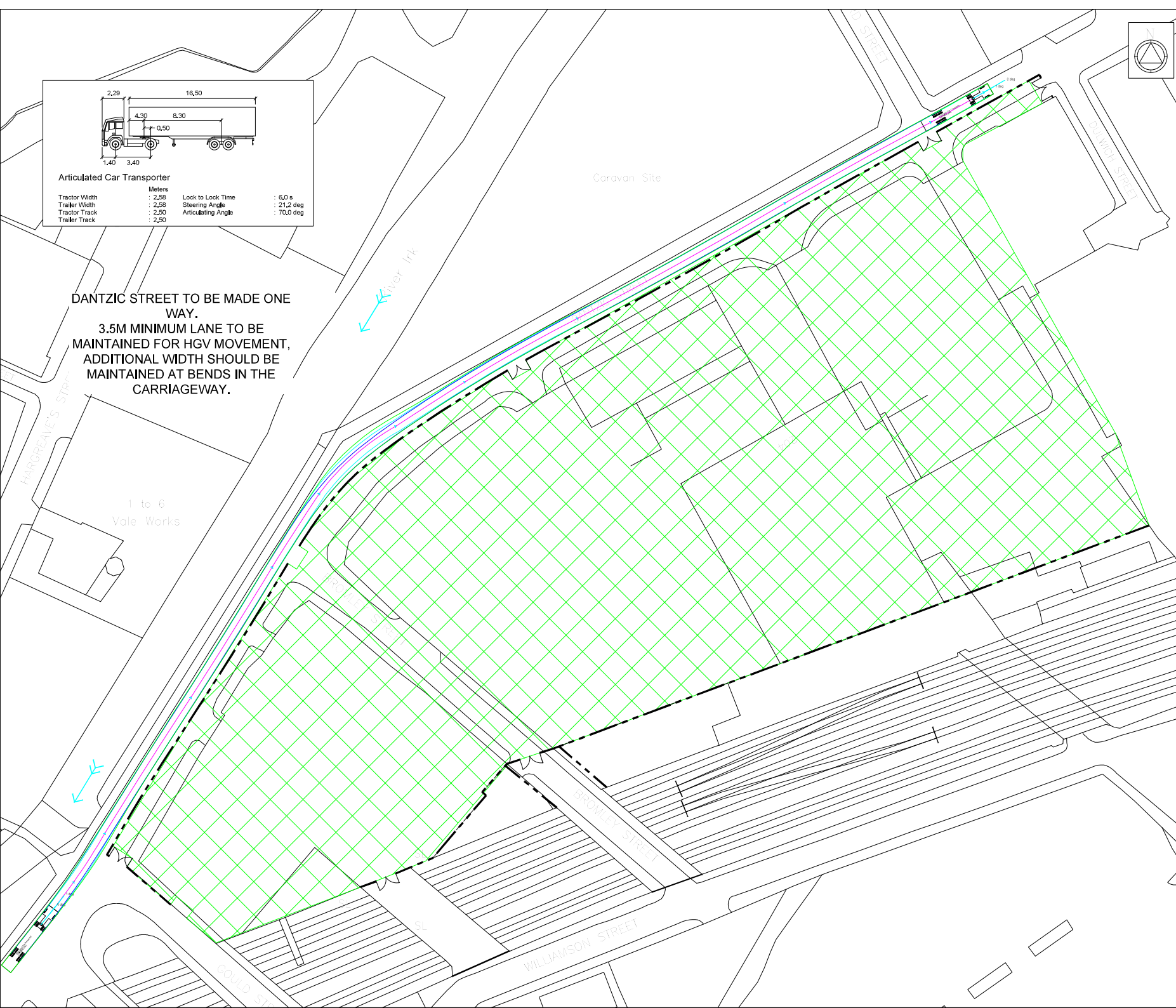
Road Closure



Design: GB	Drawn: GB	Chkd: NW
Date: 09.05.2022	Date: 09.05.2022	Date: 09.05.2022
Scale: NTS @ A3	Status: FOR-ISSUE	
Drawing No: TMP-9572		Rev: 1



DANTZIC STREET TO BE MADE ONE WAY.
3.5M MINIMUM LANE TO BE MAINTAINED FOR HGV MOVEMENT, ADDITIONAL WIDTH SHOULD BE MAINTAINED AT BENDS IN THE CARRIAGEWAY.



- NOTES
- 1 All traffic signs shall comply with Chapter 8 of the Traffic Signs Manual
 - 2 Maximum distance between any two temporary traffic signals to be 249m. Minimum distance between any two temporary traffic signals to be 30m.
 - 3 Temporary traffic signals shall not occur within 150m of an existing level crossing. Pelican crossing or signalised junction without the consent of the Engineer. The Engineer shall consult with the authority responsible for any of these types of facility prior to traffic management being installed in adjacent areas.
 - 4 Coning shall be installed at 45° to the edge of carriageway, as generally indicated.

KEY

Construction Area 

Site Hoarding 

Rev	Description	By	Chkd	Date
Client	Revisions			

CR(UK)

SWEPT PATH DETAIL

Project

Dantzic Street,
Manchester
M4 4DD

Title

Road Closure



Design: GB	Drawn: GB	Chkd: NW
Date: 09/05/2022	Date: 09/05/2022	Date: 09/05/2022
Scale: NTS	@ A3	Status: FOR-ISSUE
Drawing No	TMP-9572	Rev: 0

APPENDIX C – SITE WELFARE PLANS

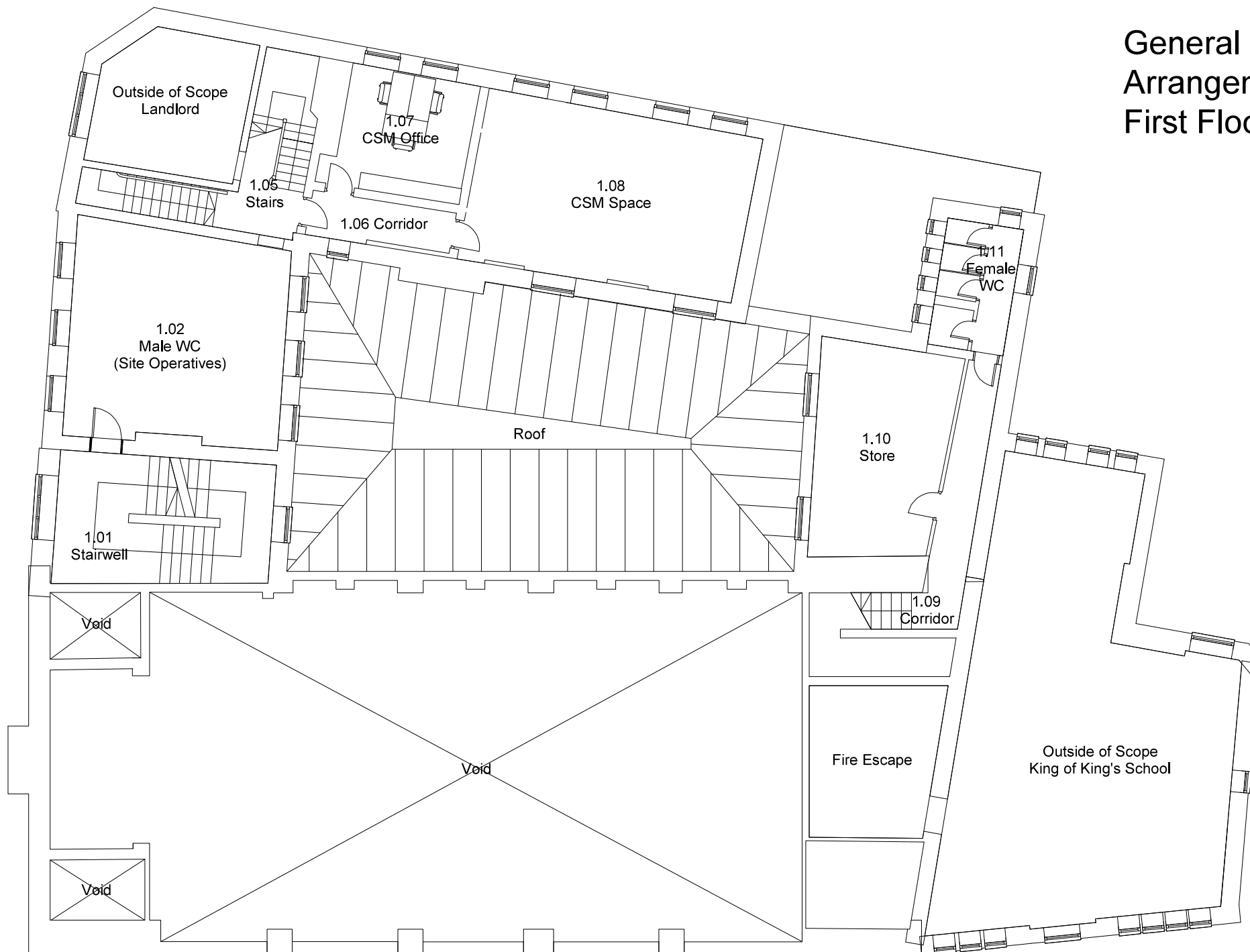
General Arrangement - Ground Floor

Little Nelson Street

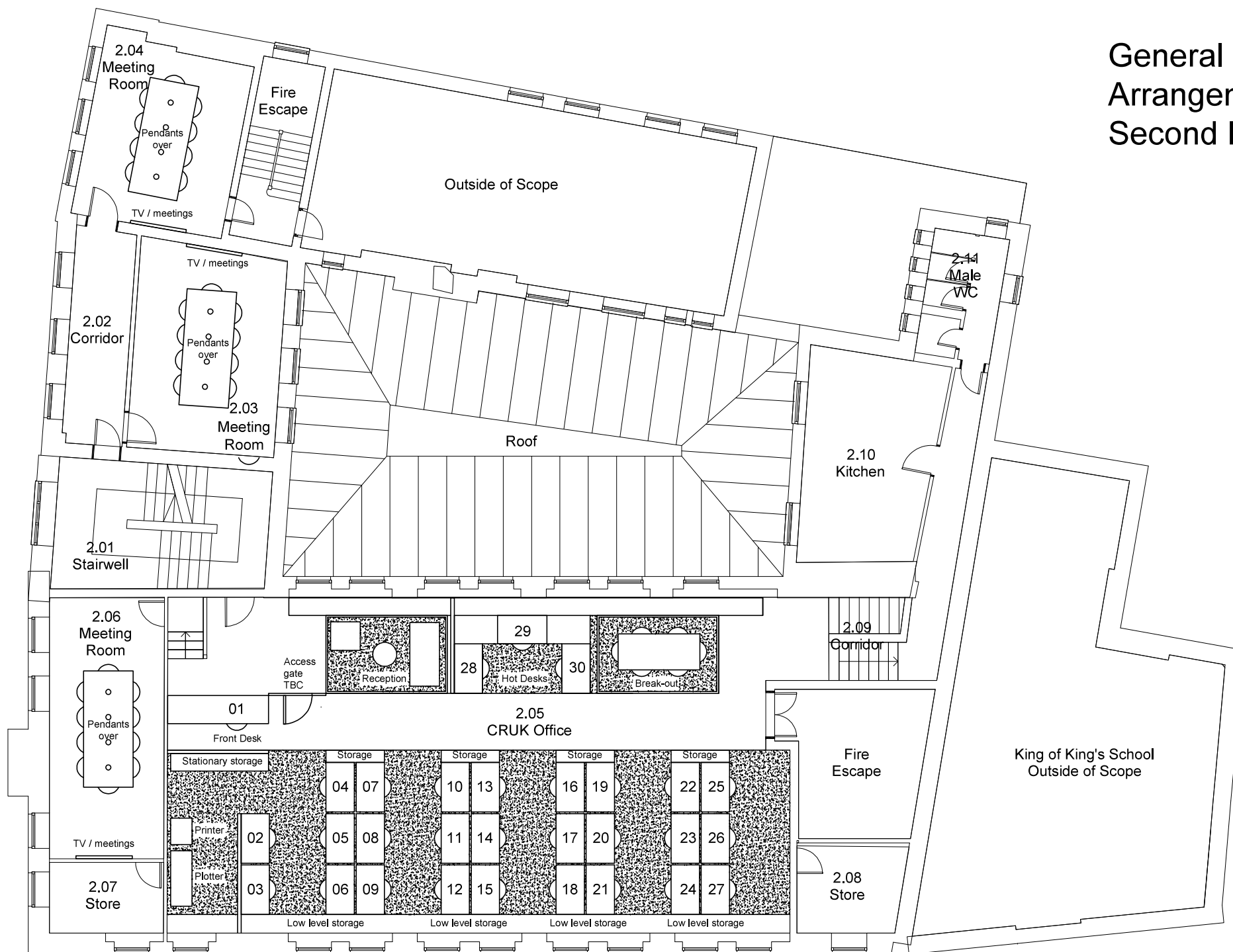


Aspin Lane

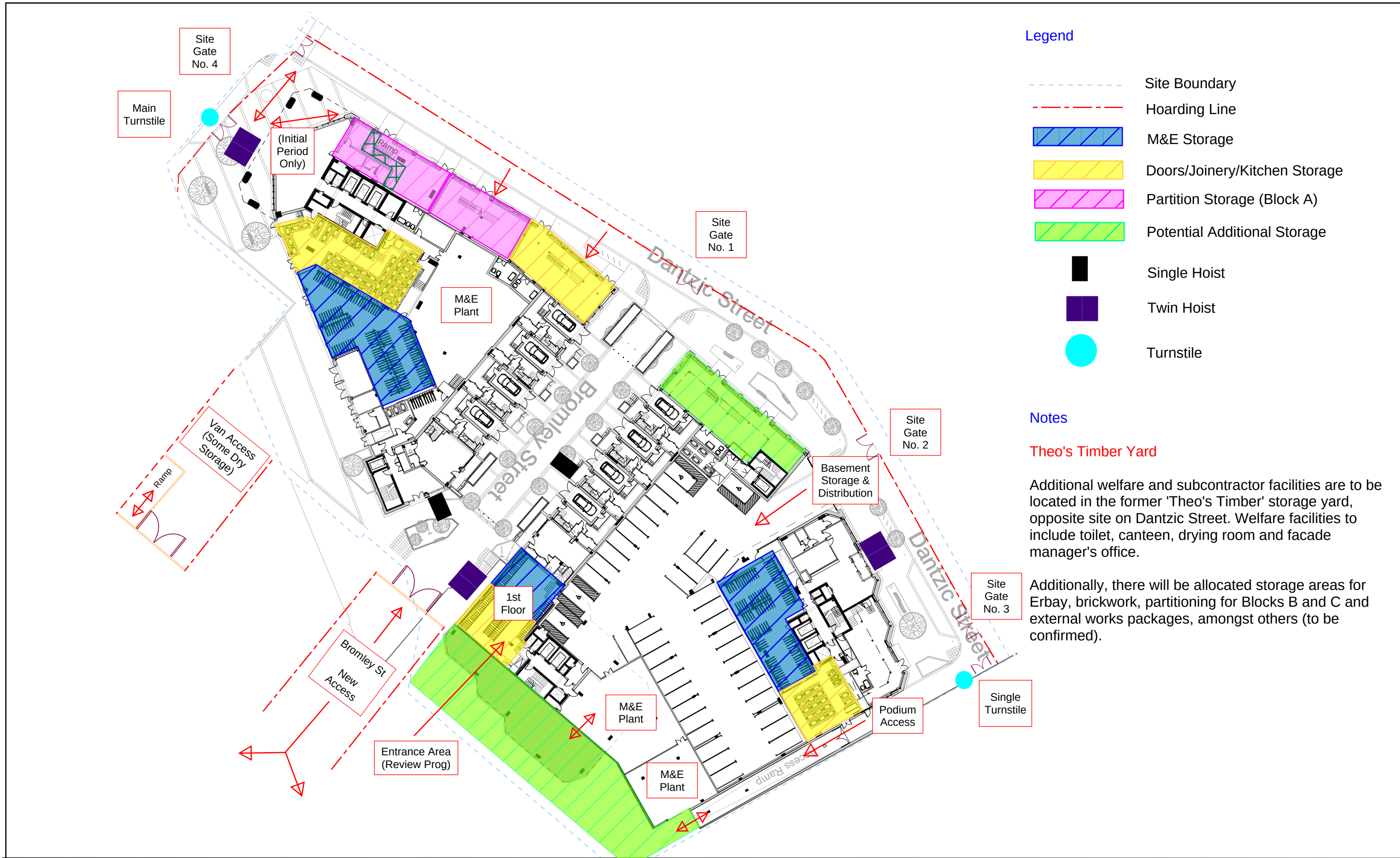
General Arrangement - First Floor



General Arrangement - Second Floor



APPENDIX D – SITE STORAGE PLANS

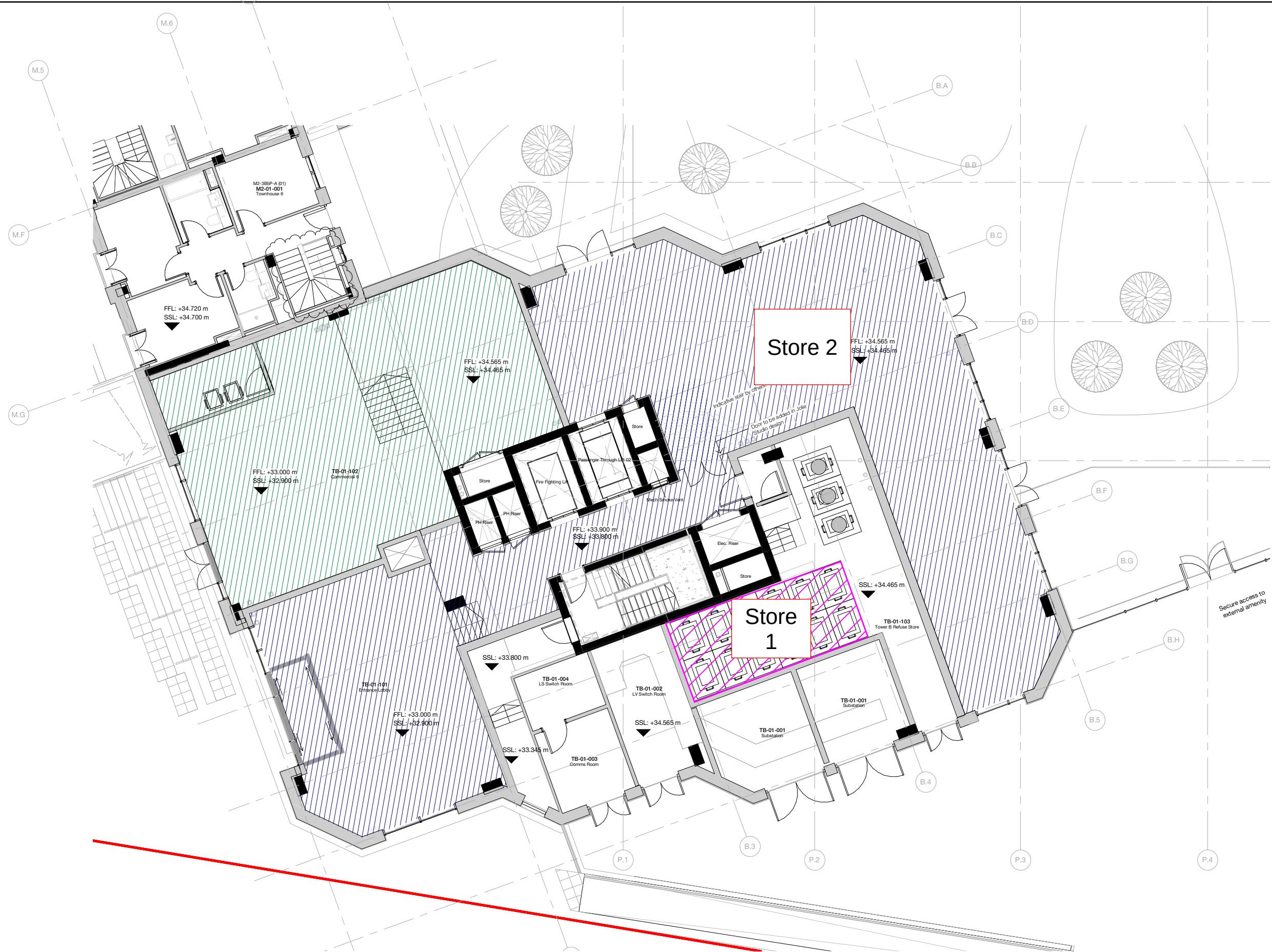


Victoria Riverside Development
Dantzic Street
Collyhurst
Manchester
M4 4DD

Site Storage Plan - CR021- SSP 01

Tender No. CR 021. Date Drawn - 25th August 2022
Revision Code - A Revision Date - 25th August 2022
Revision Details - First issue

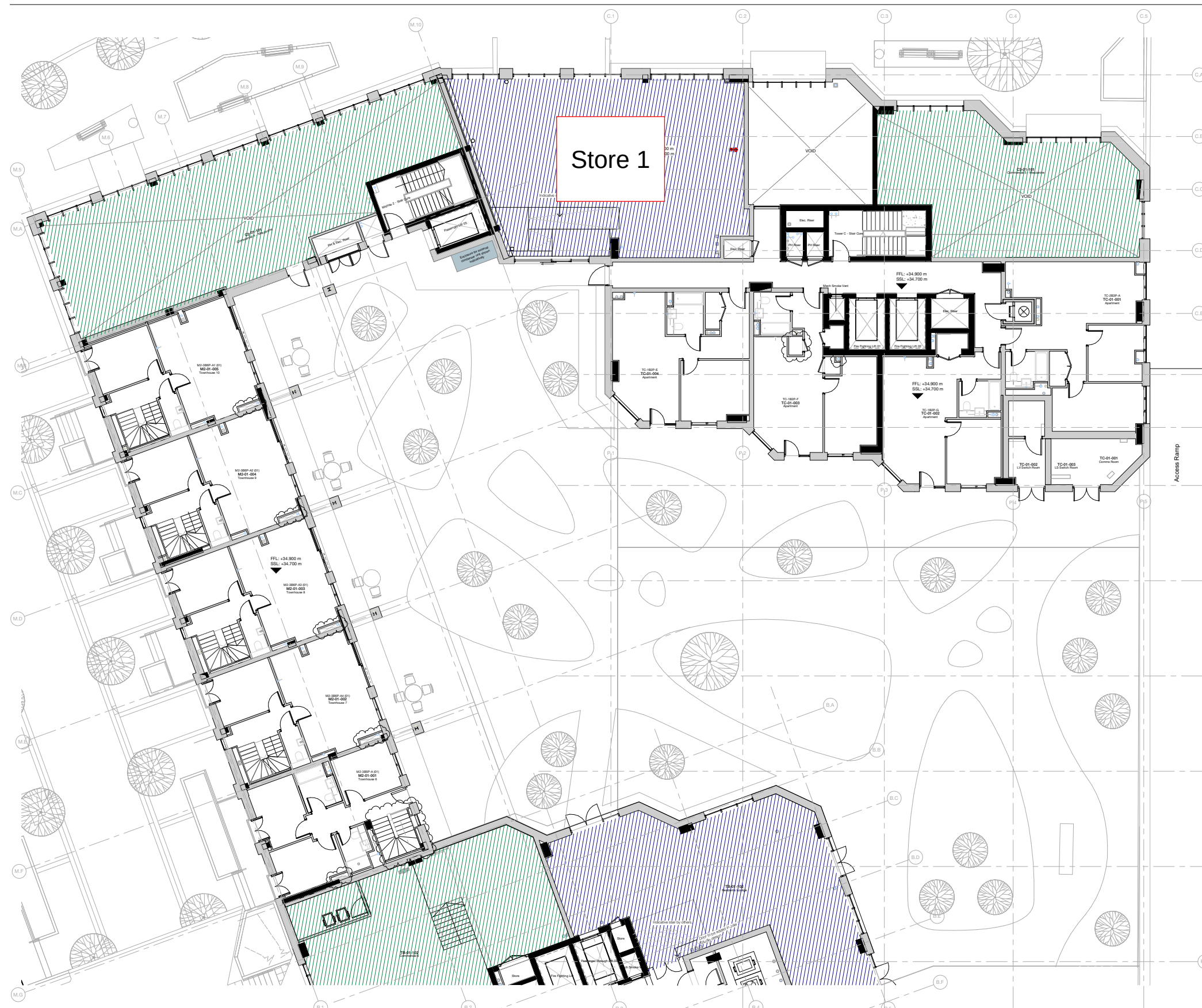




Victoria Riverside Development
Dantzic Street
Collyhurst
Manchester
M4 4DD.

Site Storage Plan - Tower B Level 01 - CR 021 SSPTB 01.

Tender No. CR 021. Date Drawn - 25th August 2022
Revision Code - A Revision Date - 25th August 2022
Revision Details - First issue



Victoria Riverside Development
Dantzic Street
Collyhurst
Manchester
M4 4DD.

Site Storage Plan - Tower C Level 01 - CR 021 SSPTC 01.

Tender No. CR 021. Date Drawn - 25th August 2022
Revision Code - A Revision Date - 25th August 2022
Revision Details - First issue



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Victoria Riverside Development
Dantzic Street
Collyhurst
Manchester
M4 4DD.

Site Storage Plan - Tower A Level 02 - CR 021 SSPTA 02.

Tender No. CR 021. Date Drawn - 25th August 2022
Revision Code - A Revision Date - 25th August 2022
Revision Details - First issue



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