



STATEMENT OF CONSTRUCTION PRACTICE.

One Victoria Residential Apartments, Great Ducie Street, Manchester.

Revision 3 12 April 2023

This statement has been produced to satisfy the requirements of the Environmental Health Officer in respect of Planning Application reference. The precise details of which will be agreed with MCC Network Management team using the formal procedures for hoarding lines, footpath closures, works within the footpath and general construction traffic movement strategy.

CONTENTS.

1. Scope of works.
2. The site (incl working hours)
3. Site set up
4. Methods to be adopted to prevent mud, grit and dirt being carried onto the public highway from the development.
5. Measures to control the emissions of dust and dirt during construction.
6. Traffic Management and deliveries.
7. Noise and vibration.
8. Asbestos removal.
9. Waste and Recycling
10. Temporary fuel storage.
11. Emergency Procedures.
12. Liaison with Third Parties.
13. Outline of Construction Activities
14. How this Statement of Construction Practice will be made publicly available by the Developer
15. Site Logistics layouts

1 Scope of Works

Demolition of existing buildings and construction of two buildings up to 13 storeys comprising residential apartments including commercial units, communal areas for residential use, servicing, undercroft car parking, landscaping, public open space and highway works.

2 The Site (incl working hours)

The site is located near to Manchester City centre; adjacent to Great Ducie Street which is a busy city centre road predominantly at peak times only and adjacent to the railway lines and viaduct leading into Victoria train station. Adjacent the site there is the Manchester Evening News Arena and residential properties.

The construction working hours will be.

- 8.00am to 18.00 pm Monday to Friday
- 8.30am to 13.00 pm Saturday
- No time on Sunday

3 Site Set Up, including materials storage

The site will be enclosed using a 2.4m high Environ solid hoarding system. The system will be black with an orange strip across the top to match the Torsion branding.

The system relies on concrete blocks for stability which will allow the hoarding to be put in position without penetrating the footpath.

Three sets of 6m, 5.5m & 2.5m wide gates are positioned around the project to allow vehicle access and egress to all 3. Gates will open inwards and be managed by a gateman at all times.

The welfare set up will be located on the footpath and part of the layby of Great Ducie Street with pedestrian access diverted to the opposite side of the road. The cabin setup will be double stacked with offices and a combined meeting & Induction room on the top floor, canteen, drying rooms and toilets on the bottom floor. The precise location of the temporary facility will be determined having taken cognisance of the lighting columns located within the public footpath on Great Ducie Street.

The entrance to site will be through a biometric turnstile which will ensure only qualified and inducted persons are allowed on site without notifying Torsions management team. The turnstile will lead into a hoarded area where inside and outside welfare facilities are available. There will then be additional gates that lead onto site where PPE will be required. Pedestrian access around site will be through designated walkways leading from this safe area to the work areas while segregating operatives and vehicles.

Construction materials will be delivered to the main site logistics area located on Mirabel Street, from this position all materials and plant will be distributed by either tower crane or forklift.

Refer to the attached Temporary Site Establishment Layout.

4 Methods to be adopted to prevent mud, grit and dirt being carried onto the public highway from the development.

The proposal for minimising mud migrating onto the highway is to run the site traffic over the existing concrete or stoned up ground following the demolition phase. This will minimise mud and dirt from being trafficked off site and onto the main highway. Regular checks will be made by the site management team and gatemen of the surrounding roads to ensure they are kept in a clean state. We will ensure that mud and or debris will not be allowed to get onto the highway.

At the commencement of the groundworks onsite a jet wash facility will be used to clean the vehicle wheels before exiting site onto the highway.

As an additional precaution, a road sweeper will be deployed as and when required to ensure that the Mirabel and Great Ducie Street are maintained in a clean condition void of mud and dirt.

5 Measures to control the emissions of dust and dirt during construction.

Communication

Develop and implement communication plan that includes community engagement before works commence on site.

Display the name and contract details of person responsible for dust issues on the site boundary.

Display the head office contact details.

Develop and implement a dust environmental plan which may be incorporated into the overall CPHEP.

Site Management

Record all dust complaints, identify primary causation, take appropriate measures control and reduce emissions in a timely manner and recording the measures taken.

Make the complaints log available to local authority when requested.

Record any exceptional incidents that cause dust emissions either on or off-site or action taken to resolve the situation in the logbook.

Monitoring

Carryout regular site inspections to monitor compliance, record inspection results and make an inspection log available to the local authority when asked.

Increase the frequency of site inspections when activities with high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and maintaining the site

Plan site layout so that machinery and dust causing activities are located away from the public as far as possible.

Erect solid screens or barriers around dusty activities were possible on site boundary that are at least as high as any stockpiles on site.

Fully enclose site or specific operations where there is high potential for dust production and the site is active for an extensive period.

Avoid site runoff of water or mud.

Keep site fencing, barriers and scaffolding clean using wet methods.

Remove materials that have the potential to produce dust from site as soon as possible unless to be re-used on site. If they are to be re-used on site, cover as describe below.

Cover, seed or fence stockpiles to prevent wind whipping.

Only use cutting, grinding or sawing equipment fitter or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.

Ensure an adequate water supply on site for effective dust suppression using non-portable water where possible and appropriate.

Operations

Use enclosed chutes and conveyors and skip covering skips.

Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever possible.

Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Waste management

Avoid bonfires and burning of waste materials.

6 Traffic Management, access / egress, deliveries and car parking.

The following narrative outlines the strategy to be adopted for vehicle movements around the site. We will liaise with MCC Network Management Team to agree the precise detailing of hoarding lines, footpath closures, works within the footpath and general construction traffic movement strategy. We are aware of the need to use the appropriate forms. Torsion construction have appointed a third-party subcontractor in ATS Traffic solutions who do have a good working relationship with MCC they have contacted highwaynetworkmanagement@manchester.gov.uk & highwaylicences@manchester.gov.uk to obtain copies. The following forms and procedures will be followed.

- Application for A Licence to Place A Hoarding on A High Amenity Public Highway.
- Application for A Temporary Traffic Regulation Order.
- Guide for Making a Temporary Excavation in the Highway.

To validate our proposals, ATS Traffic solutions have met with Ben Phillips & Veronica Wong of MCC Highways Network Team on site who sees no reason why our traffic management strategy would not be approved; notwithstanding that we apply through the formal channels.

Such traffic management proposals will respect the existing highway signage and street lighting to ensure that neither provision is compromised by our temporary measures.

A robust Traffic Management Plan will be in place and will be reviewed and updated as the progress of the works is advanced, this will form part of the Site Staff Induction process. Such a plan will ensure that all construction vehicular movements are carefully planned, and consideration is given to members of the general public and other vehicles that may be within proximity.

All deliveries will be co-ordinated at the weekly programme meeting with suppliers booking two-hour delivery slots. This will be managed daily by the site management team. All deliveries will be booked in directly prior to arrival at site, to ensure site is ready. No deliveries will be accepted without prior agreement and 48 hrs notice.

This plan will adhere to the local environment with regards to working within permitted hours and that all vehicles that access site will be made aware of such restrictions.

All vehicular access routes will be via main arterial roads Mirabel Street & Great Ducie Street.

During the early stages of the project, demolition, bulk excavation, and substructures, access and egress to and from the site will be via the main site entrances situated on Mirabel Street, and for pedestrian foot traffic this will be via the Great Ducie Street turnstiles.

As the works are progressed vehicle movements for loading and off-loading materials on Mirabel Street. Materials will be collected from these locations and then distributed around the site by tower cranes.

Public pedestrian access to the footpaths immediately adjacent the site on Mirabel Street and Great Ducie Street will be suspended for the duration of the works subject to agreement with the Highways authority. This will safeguard the general public and minimise the interface with construction activities. Given that these footpaths predominantly serve the site it is envisaged that this will not be an issue.

There proposed traffic management strategy does affect and restrict the adopted highway to Breslyn Street.

Clearly designated pedestrian routes will be established on site to segregate the workforce from moving vehicles. At cross over points safety signage will be erected to warn both vehicle drivers and operatives of the dangers inherent with the crossing position. The maintenance of the pedestrian routes will form part of the weekly site safety audit.

Other than during the initial stages of the project no parking of private vehicles will be allowed on site. Forming part of the agenda for our supply chain pre-start meetings we will reinforce the parking regime that is in place in the immediate vicinity of the site and identify the locations of local public car parks for operative use.

Procedures will be implemented to avoid vehicles reversing from the development site onto the public highway. To support this restriction vehicle tracking layouts will be produced following full liaison with the supply chain and after an assessment of their transport proposals.

Vehicle tracking layouts are included which show the routing of the largest vehicles which will serve the project, namely articulated lorries. The swept paths show an artic can turn into Mirabel Street and into the main site logistics unloading area. The main site unloading area can also accommodate 2No 16.5m artic vehicle parked at one time without restricting egress for the rear vehicle whilst the vehicle at the front is stationary.

Deliveries that utilise the main site entrance will tend to be LGV's.

7 Noise and vibration.

Noise & Vibration monitoring will be carried by our third party consultant PDA they will monitor and record throughout the project.

It is not anticipated there will be much vibration created during the construction works and will not exceed 1mm/s, other.

Where individuals are concerned, a hand arm vibration assessment will be carried out and measure put in place to eliminate or reduce vibration to the individual. Vibration from the piling operations should be well contained within the building site footprint and wont exceed 5mm/s.

Again, we will ensure compliance with current legislation on dust control including the Environmental protection Act 1990 and the Control of Act 1974. Relevant codes of Practice set out procedures for dealing with the control of noise on construction and demolition sites as per BS5228: 2009 noise and Vibration Control on Construction and Open Sites.

Please also refer to construction activity noise heat map which identifies all likely to generate (Noise & Vibration below:

CONSTRUCTION ACTIVITIES - PROJECT NAME ONE VICTORIA

WORKS WITHIN EXCAVATION – OPERATION LIKELY TO GENERATE (NOISE/VIBRATION)

1. DEMOLITION PILE MAT AND PILING WORKS – MID MARCH

- 360 Excavator, roller, dumper
- Piling – Pile rig, pump, concrete drum mixer

2. CONSTRUCT FOUNDATIONS – MID JUNE

- Earth Works - 360 Excavator, dumper, roller
- Removal of Pile Cap – 360 with Breaker
- Forming of Shuttering – Circular Skill Saw
- Cutting of Reinforcement – Stihl Saw, concrete pump

3. CONSTRUCT BASEMENT & GROUND FLOOR SLAB – MID SEPTEMBER

- Forming of Shuttering – Circular Skill Saw
- Cutting of Reinforcement – Stihl Saw
- Concrete Placement – Vibrating Pole, pump
- *Concrete Levelling/ finishing – *Power Float
- Supply of Power (Air) - Compressors

4. CONSTRUCTION OF CONCRETE FRAME, CORE SHAFTS – MID JUNE

- Lifting operations - Crane
- Deliveries - wagons
- Steel erection - Impact wrenches
- Floors – Concrete pump, reciprocating saw,

5. SFS AND CLADDING WORKS – OCTOBER

- Mast climber and hoists
- Reciprocating saws
- Hilti gun

CONTROLS

- Letter drops including a Newsletter introducing Torsion and details of works – this is intended as a quarterly publication.
- Cabins have been placed across the front of site opposite the residential area to act a noise buffer.
- EAR / Noise levels have been taken of current/planned operations
- Material and logistics coordinator appointed to manage project transport & deliveries
- Mobile lighting towers – project facing directional beam / turned off at end of shift
- All plant and equipment to be fit for purpose and well maintained.
- *Power floating – we have designed out the need to power float all floors

Key Milestone Timeline

Date- Demo, pile mat and
piling [works](#)

Date- ground works

Date- [Steel](#) and precast
erection

At ear noise levels by task & activity

Type of Work / Machine / Tool	Activity / Operation	Position at "ear" noise levels assessed	Noise Level L_{Aeq}			Noise Level $L_{C_{95}}$
			Maximum	Minimum	(Log) Average	Maximum
			> 85 dB(A)			> 140 dB(C)
			80 -> 85 dB(A)			137 -> 140 dB(C)
			< 80 dB(A)			135 -> 137 dB(C)
Earthworks						
Gas Burner/Blow-torch	Cutting/Burning steel	Operative's	95.6	93.0	94.5	118.5
Hitachi Zaxis 16 Mini Excavator with concrete breaker	Breaking concrete	Operative's / Banksman's	100.6	97.8	99.4	127.6
Kubota KX91-2 (3.5 tonne excavator) x2 with concrete breaker	Breaking concrete	Operative's / Banksman's	102.2	96.5	100.4	130.6
Volvo EC 15B 1.5t excavator with concrete breaker	Breaking concrete	Operative's	103.1	101.7	102.5	122.0
Mobile Plant						
Air Compressor	Compressor running	~1-2m from compressor	84.1	81.1	82.9	113.5
Electric Generator	Generator running	~2-4m from generator	84.9	78.6	82.0	105.3
Schwing BP2800	Pumping concrete	Operative's	95.8	91.8	94.8	117.7
Schwing BP2800	Pumping concrete	Concrete Truck Operator's Position	91.2	90.8	91.0	115.4
Schwing KVM 34X Mobile Concrete Pump	Pumping concrete	Operative's	85.6	84.5	85.0	88.9
Piling						
Casagrande C800P Piling Rig	Boring pile	Banksman's	93.8	89.6	91.6	124.8
NCK Ajax with Solimtec RT3 Rotary Auger Rig	Boring pile	Banksman's	94.0	93.5	93.7	123.2
NCK Ajax with Solimtec RT3 Rotary Auger Rig	Boring pile	Driver's (inside cab)	85.6	83.7	84.6	119.4
NCK Ajax with Solimtec RT3 Rotary Auger Rig	Boring pile	~7m from noise source	91.2	90.3	90.7	118.9
NCK Andes crane with Solimtec RT3 Rotary Auger Rig	Boring pile	Banksman's	95.4	90.8	94.2	128.3
NCK Andes crane with Solimtec RT3 Rotary Auger Rig	Boring pile	Driver's (inside cab)	87.8	87.8	87.8	121.8
Premier 90 Concrete pump	Pumping concrete CFA piling process	Operative's	98.1	91.9	96.3	122.2
Premier 90 Concrete pump	Pumping concrete CFA piling process	Concrete Truck Operator's Position	86.1	86.1	86.1	112.2
Premier 90 Concrete pump / Solimtec CM 120 Piling Rig	Pumping concrete / Boring pile	~2-10m from noise source	90.4	85.6	89.4	121.6
Enabling Works						
Air-hose	Removing debris prior to casting of slab	Operative's	104.8	104.8	104.8	133.0
Plate compactor	Compacting Soil	Operative's	96.8	96.1	96.5	119.6
SGB Falsework erection / striking	Hammer striking SGB GASS Falsework	Operative's	107.9	100.7	105.3	142.6
SGB Falsework erection / striking	Hammer striking SGB GASS Falsework	~2-12m from noise source	89.4	85.1	87.7	121.6
Carpentry / formwork						
Carpenter constructing formwork	General carpentry works (excluding use of power tools)	Operative's	98.1	84.6	98.1	133.1
Hilti WSC 85 Circular Saw	Cutting/sawing wood	Operative's	107.8	96.9	102.2	125.7
Makita 5903R Circular Saw	Cutting/sawing plywood	Operative's	101.8	101.3	101.6	124.6
Steelwork/reinforcement						
Bosch GHVS 20-230 9" Circular grinder fitted with abrasive disk	Grinding/finishing steel plate	Operative's	106.4	104.3	105.7	122.0
Hilti DC230-S Angle Grinder	Cutting metal plate	Operative's	100.1	100.1	100.1	114.4
Stahl TS400 Petrol Steel Saw	Cutting steel re-enforcement	Operative's	106.2	104.9	105.6	129.7
Concrete Remedial Works / Builderswork						
2 inch Pole Scabbler	Scabbling concrete	Operative's	101.8	96.2	99.6	127.6
Hilti DC125-S Angle Grinder	Cutting concrete	Operative's	104.8	104.8	104.8	122.3
Hilti TE76-ATC Combi Hammer	Breaking concrete	Operative's	102.4	92.6	99.4	126.3
Hilti TE76-ATC Combi Hammer	Breaking concrete	~5m from noise source	85.1	85.1	85.1	104.2
Norton Clipper CS1 (walk-behind concrete saw)	Cutting concrete	Operative's	109.0	103.7	106.9	127.8
Pneumatic Breaker - Oswald Record - SK12	Breaking concrete	Operative's	104.8	98.6	102.3	131.2
Pneumatic Breaker - Oswald Record - SK12	Breaking concrete	~15-20m from noise source	89.9	83.5	87.1	110.0
Concrete Finishing						
36" Petrol Power Float	Finishing concrete	Operative's	96.1	91.4	93.6	114.3
Emut PPM Petrol Floor Grinder	Finishing/grinding concrete	Operative's	97.7	95.8	96.7	117.5
Hilti DC230-S Angle Grinder	Grinding concrete	Operative's	105.3	102.7	104.3	122.6
Specialist Trades						
Hilti TE-2 Rotary Hammer / Hand drill	Installation of uni-strut frame onto concrete structure	Operative's	98.3	98.3	98.3	131.2
Makita 2414B - 14" Portable Cut-Off Saw	Cutting of steel solid/drainage pipe	Operative's	109.5	106.0	108.1	124.0
Makita 2414 NB - 14" Portable Cut-Off Saw	Cutting uni-strut framing to size	Operative's	108.2	97.7	104.4	130.0
Makita HR2440 + Hilti ST 1800 (alternating use)	Installation of uni-strut frame onto concrete structure	Operative's	92.7	88.7	91.2	121.0
Spt Pulsar 700P nail gun	Nailing plasterboard and uni-strut to concrete	Operative's	99.8	94.5	97.9	138.0
General Site Measurements						
General Site Measurements	General site activities	Assessors position- general locations	81.9	71.5	79.0	125.5
Other data available- please contact: Sean Devaney Note: Individual assessments available via safety department						

8 Asbestos removal

An asbestos survey is to be carried out by Absolute Asbestos Services. The survey is to identify any hazardous containing material present in the building the date of survey is TBC

9 Waste and Recycling

All waste generated during the construction phase will be disposed of using wheelie bins the wheelie bins will be collected by a compactor daily by reputable supplier. Waste management licenses and waste carrier's licenses will be obtained from all suppliers prior to removing the waste from site thus ensuring that all waste has been dealt with in accordance with the regulations.

Any hazardous waste i.e. empty spray paint cans, oily rags etc will be disposed of in the site hazardous waste drums. Once these are full, they will be collected and disposed of by TBC designated waste management contractor.

Some of the waste produced during the construction phase will be recyclable. For example, and subject to suitability, crushed concrete arising from the demolition works will be used in the temporary piling platform.

Designated wheelie bins will be used to recycle other waste such as wood and plaster.

Other hazardous substances generated during the construction phase will be disposed of through the Contractors waste management contractor.

10 Temporary fuel storage.

All fuels will be stored in a double bunded container with a capacity of 110% and kept padlocked shut when not in use. Drip trays will be used underneath the containers to contain any drips of fuel.

A designated fuel storage area will be set up on the project away from any surface water drainage to ensure refuelling is carried out in a controlled environment. A spill kit will also be located in the controlled zone and in the event of a spillage the site management will be notified, and the fuels cleaned up immediately.

11 Emergency Procedures.

A detailed plan will be prepared with regards to how manage the site in the event of an emergency.

Health & Safety briefing will form a part of the operatives' induction and will cover all measures of site safety, together with those measures required to ensure that the general public (both pedestrians and vehicles) are segregated from all site activities. This will also ensure that in the event of an emergency evacuation of site, there is a controlled exit to a pre-agreed Muster Point and that emergency vehicles may access site without obstructing any neighbouring highway.

12 Liaison with Third Parties.

Prior to starting on site Torsion will engage with MCC & highways departments to ensure all the required permits and licences are in place. We will also engage with the local community to reduce our impact on the local environment and co-ordinate our activities with theirs.

Engagement with Network Rail has already commenced to ensure they are satisfied with all our activities ensure we have no detrimental impact on the railway.

Torsion will provide contract details of our 'community engagement champion' on the hoarding and they will also provide monthly newsletters updating progress and impacts on local community.

Careful planning of the site set-up and segregation of all works from members of the public will provide both a safe working environment, but also a safe area for members of the public to pass without risk of direct interface.

Communication boards and safety signage will provide a level of detail that will inform the public of what works are being carried-out and the associated dangers of unauthorised access on site.

Physical barriers will be erected to cordon-off the works from passing pedestrians; particularly at the time that 278 works are being undertaken, this will be in the form of site security fencing. Clear and visible warning notices and high visibility buntings will be in place, to communicate that the works are taking place and to indicate the nature of the works.

Full time experienced Logistics manager/Slinger/Signaller will be in place during the works, to ensure that the works do not impede passing pedestrians or put the public in any danger from the works being carried out.

13 Complaints procedures

Due to the nature of our activities, complaints may be received from local stakeholders and interested parties in relation to areas such as:

Dust, Property damage, Noise, Nuisance, pollution, public safety, Vibration, Respect, etc

1. All complaints must be forwarded to the project lead and their line manager.
2. All complaints must be logged on the compliments, comments & complaints register (**M100-MFO-204a**) recording the date received, from whom and brief description and any actions taken.
3. If the complaint is in fact the reporting of an accident/incident the incident reporting and investigation form must be completed in accordance with the incident investigation and reporting procedure (**A100-APR-201**)
4. The project lead must investigate the complaint, where required support should be sought from the QESH department.
5. The report findings must be reviewed by the project lead and a decision made on whether the complaint is justified or not.
6. If justified, a response must be made to the complainant no more than 12 hours detailing corrective action to be taken that will avoid any future recurrence.
7. If the complaint is of a serious nature it must be brought to the attention of the Senior Management & added to the monthly Project review meeting agenda.
8. Records of complaints, investigation reports and responses must be maintained in the project records.

14 Outline of construction activities

Demolition & Substructure Phase Week 1 - 17

From taking possession of site, we will erect the hoarding to secure the site while isolating services to the existing buildings. The intention is then to demolish the existing building, taking up the concrete slabs and tarmac. A ground shoring solution will be installed along the Mirabel & Breslyn Street. This is required to support the footpath during the excavation of the existing basement. Once the temporary measures are installed, we will then proceed to re-use the reclaimed backfill to bring the levels back up to the correct profile and terminate 500mm below underside of ground floor. Installation of a piling mat platform is to be installed after the completion of the main mass filling exercise. A CFA piling foundation will be installed followed

by the installation of the structural pile caps that are to be supported by the CFA piles below. Installation of the ground floor slab capturing all underground services.

Construction Phase Week 15 – 43

The superstructure vertical columns, walls and slabs will be a mixture of precast and insitu concrete to the concrete frame.

The 1 No tower crane will commence erection during week 4. These will be erected from the Mirabel highway within the main site entrance and subject to MCC highways & NWR approval. During this period the main deliveries will be reinforcement, concrete, falsework, formwork and precast stairs, which will all be brought onto site and off loaded to suit the work locations.

Construction Phase Week 44 – 104

Through this phase the building will quickly grow to their respective heights. Block A will progress first, having the higher volume of fit out, Block B will follow slightly behind.

External facade will be a mixture of SFS, glazing and brick slip adhesive system and will progressively follow 5 floors below the concrete frame.

Once the concrete frame is at level 5, the first floor will be watertight to allow internal fit out to commence.

Each building will have a dedicated hoist, progressively lifted to suit the progression of the frame to facilitate vertical distribution of materials.

The tower crane will be removed once the precast concrete works are complete to each building, to do this we will liaise closely with the council and residents as Mirabel Street will need to be close.

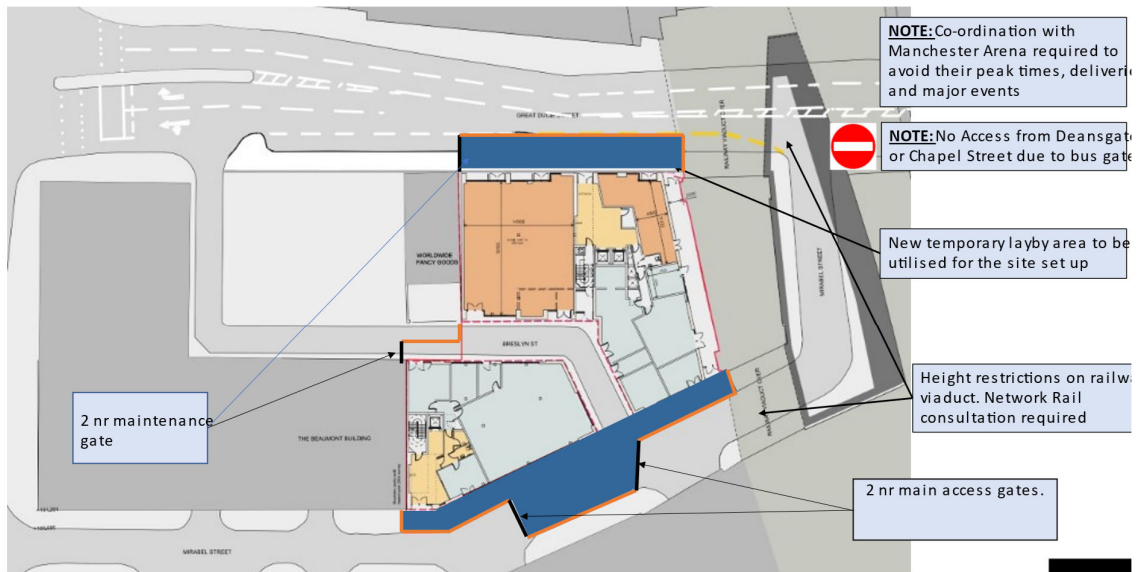
Once the concrete frame is complete, a mixture of scaffold, mast climbers will be used to capture all external facade works followed by and cradles which will be suspended from the roof to provide access to the external perimeter of the building which will facilitate the mastic and panel finishing works of the external walls.

15 How this Statement of Construction Practice will be made publicly available by the Developer.

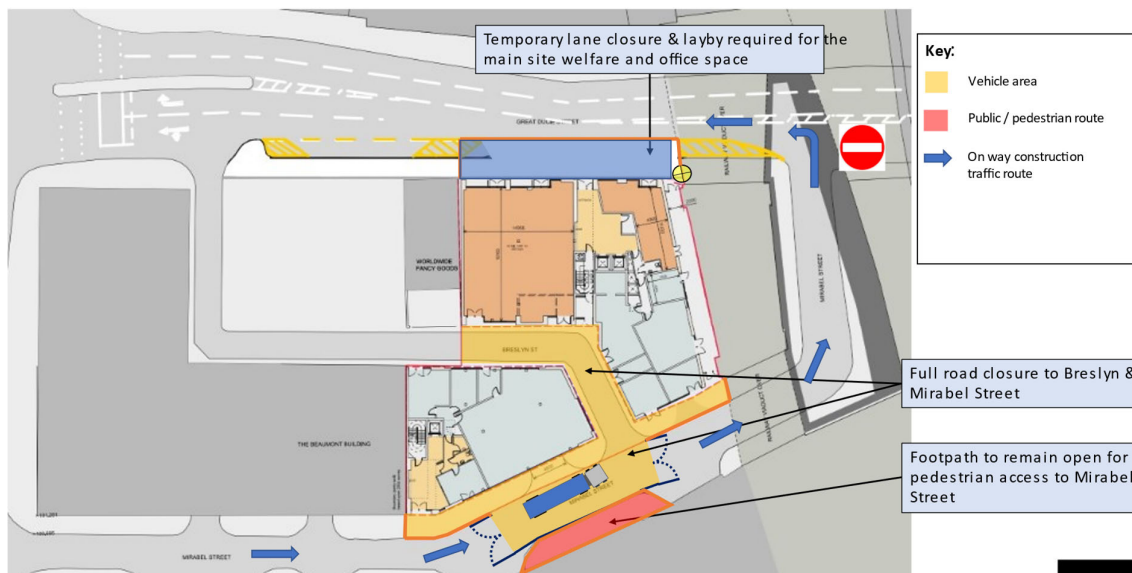
The statement will be available to be viewed in the Contractors onsite cabins up on commencement of the works on site. It will also be publicly available on the council's public access website

16 Site logistics layouts

Throughout the duration of the works the site logistics methodology will follow the principles outlined in the attached sketches. During the latter period of the construction activity the vehicle off loading facilities will be modified to allow for the completion of the 278 works; the detail of which will be developed at the time.

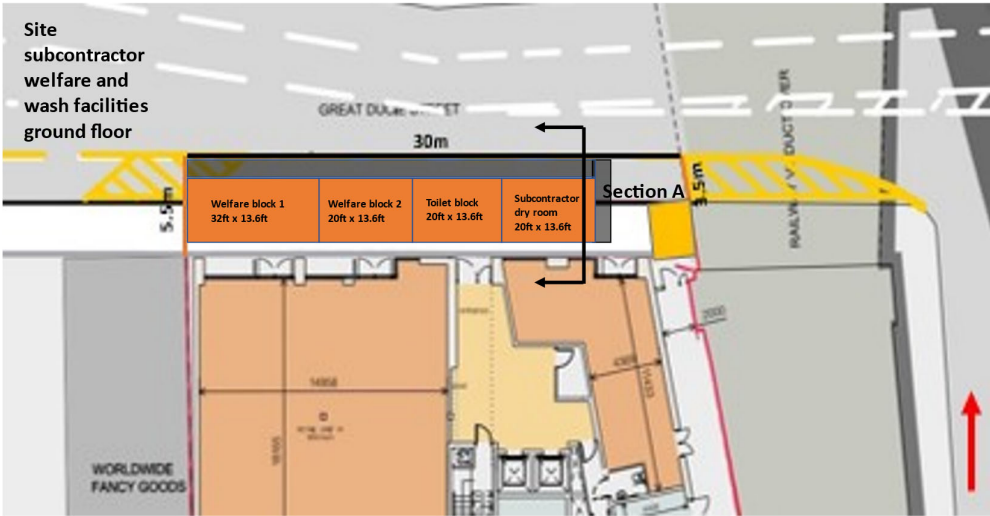


LAYBY & SITE HOARDING EXTENT PROPOSALS

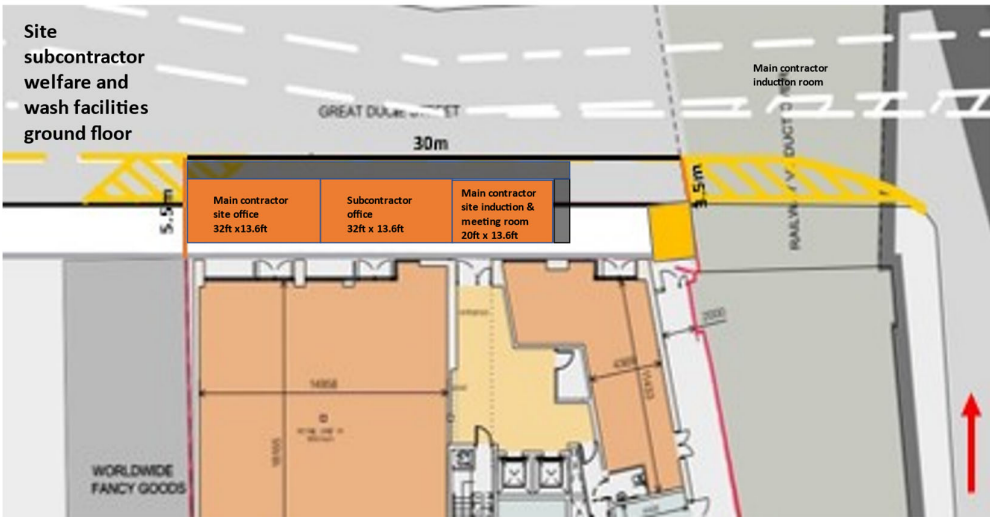


VEHICLE & DELIVERY ACCESS



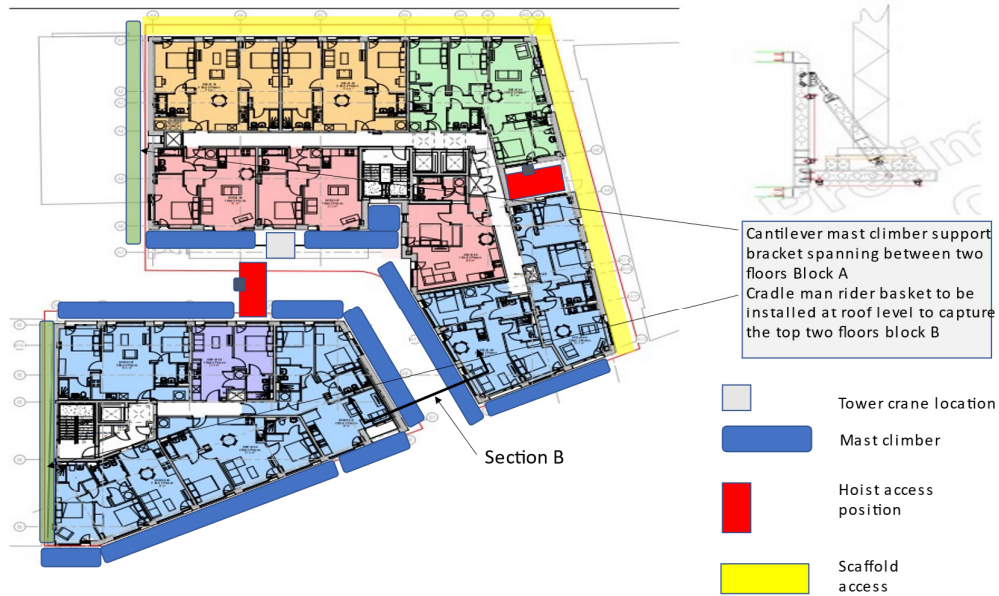


SITE WELFARE SHORT TERM PLAN

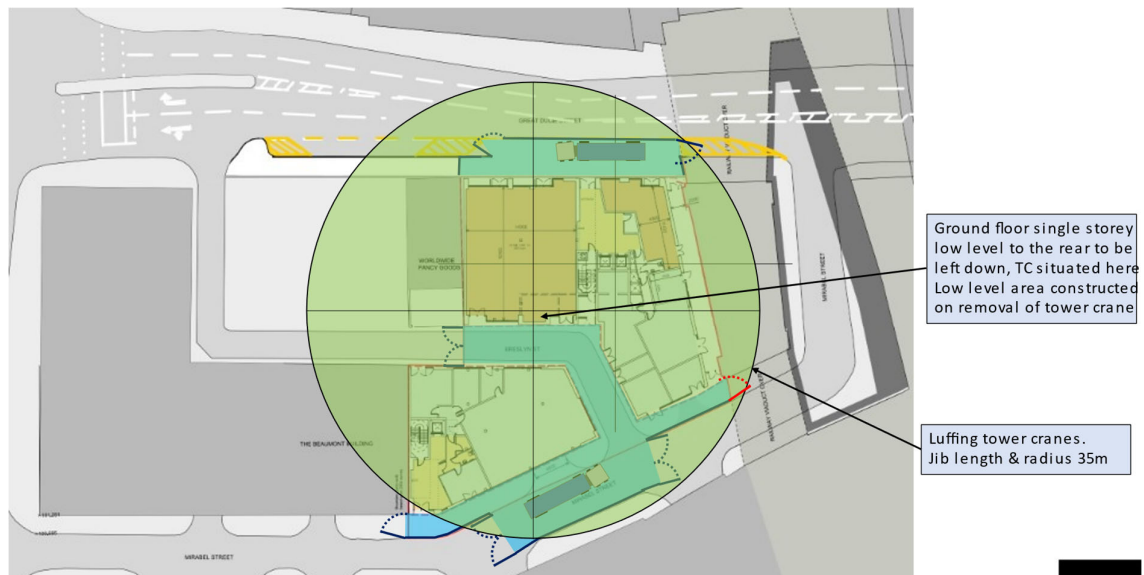


MAIN CONTRACTOR & SUBCONTRACTOR OFFICES SHORT TERM PLAN





First floor access layout typical



INDICATIVE CRANEAGE ARRANGEMENTS



Vehicle tracking layouts for site deliveries please see below.

