



LAING O'ROURKE

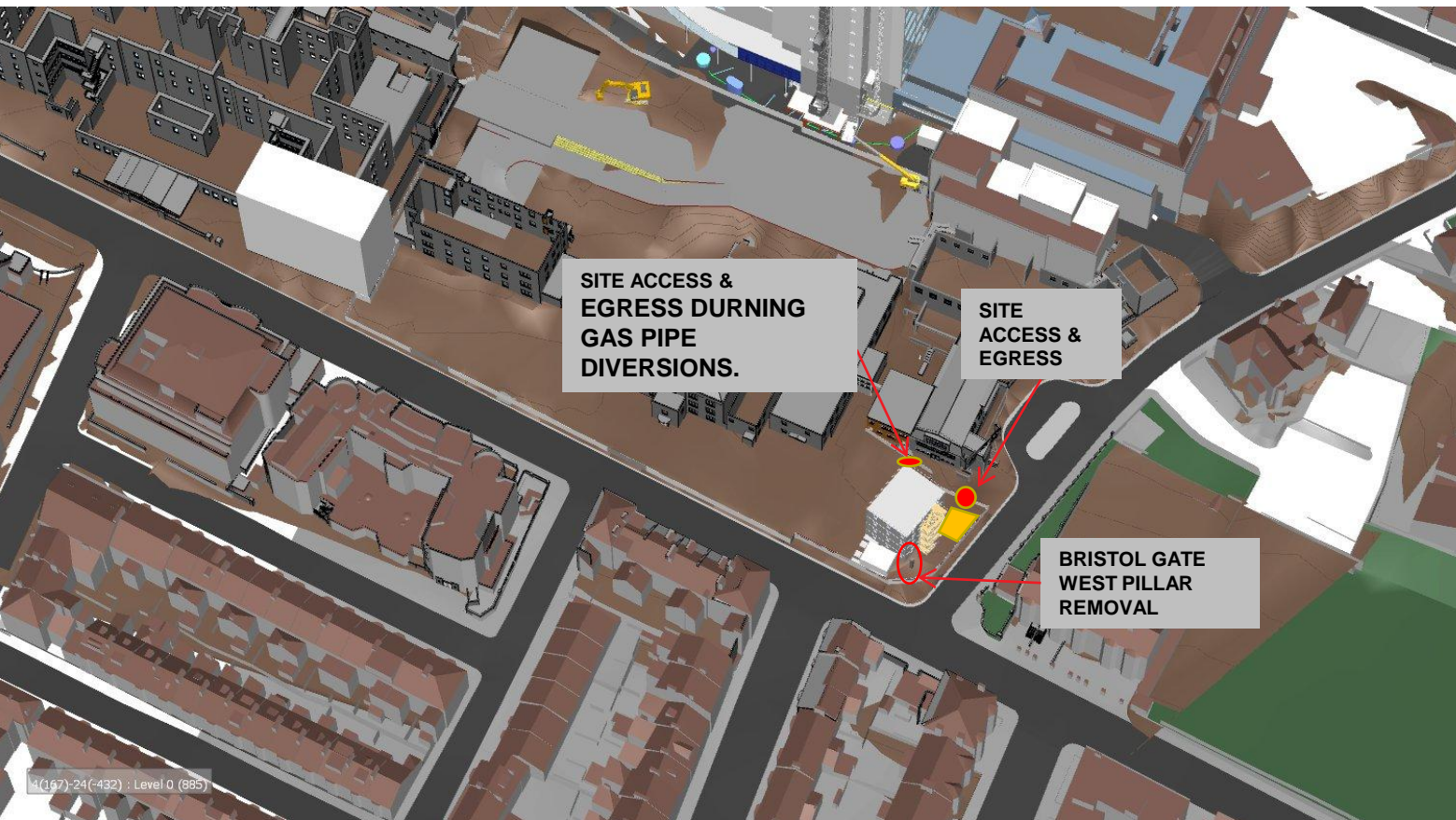
EUROPE

BRIGHTON 3TS

HLG MEETING

ENGINEERING THE FUTURE





Removal of the Bristol Gate Pier. These works will be undertaken by a specialist restoration company, saved and rebuilt after the new road layout has been completed.

Aurora will be moved for a short period of time while the main gas pipe diversion works are carried out.

CANCER CENTRE GAS MAIN DIVERSION

APRIL – MAY 2017

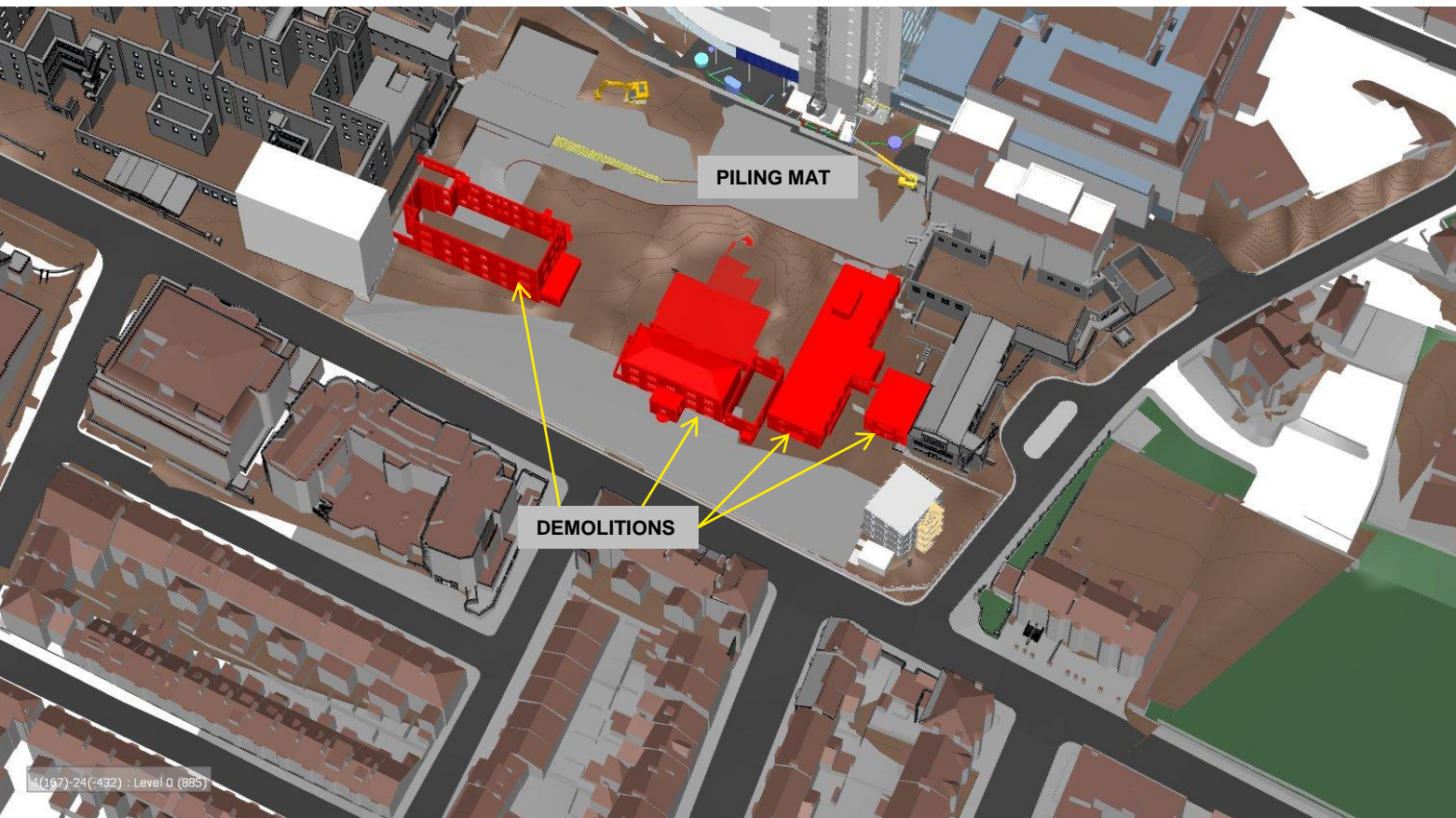
3



Planned works is to get the gas pipe diversion done at this time so that it does not interfere with the site access at a later date and gives us a head start on the S278 works (new footpath and road layout) that will be completed at a later date. Most of these works will be behind our site boundary. The main connection will be on the south side of the cancer centre.

DEMO WORKS / IMPORT MATERIAL FOR PILING MAT

MARCH– MAY 2017



Progress with Demolition:
Latilla building is now down to ground slab level.
Jubilee currently under hard demolition.
Nuclear Med is in the process of asbestos removal.
Latilla annex building will be demolished with the nuclear med building as the are both timber frame buildings.
Mould Room to commence after Jubilee building is complete.

LOWERING SERVICES TEMPORARY ZEBRA CROSSING

APRIL – JULY 2017

5



FOOTPATH
CLOSED
FOR
SERVICES
LOWERING

TEMPORARY
ZEBRA
CROSSING @
Eaton PI

S278 works to commence, new zebra crossing point to be put in place just after the Eaton Place Junction, this is so we can close the pavement in front of the entire length of the site, for services to be lowered and the site boundary to be put in place. New hoarding 300mm from kerb line. This will also benefit the school young children and parents crossing.

REASONS AND BENEFITS OF PAVEMENT CLOSURE.

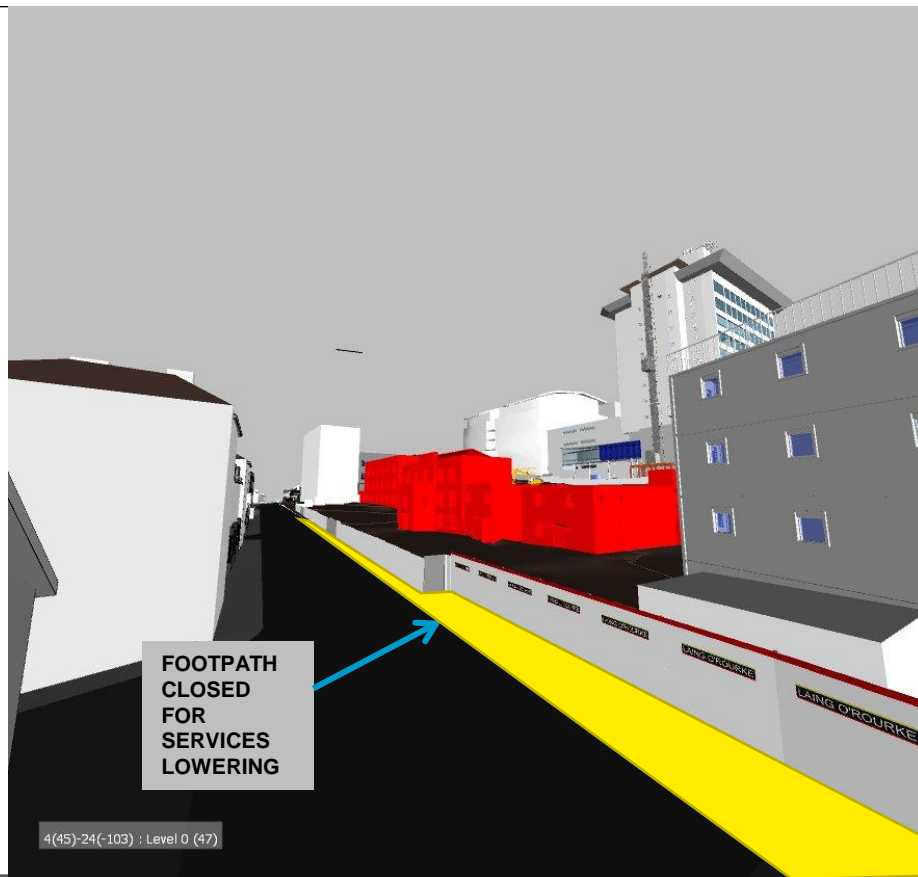
- ◆ Pavement needs to be closed so that we can lower all services along the pavement line so that the site entrance and exit gates can be put in place.
- ◆ To segregate pedestrians and site traffic from each other altogether. So that there is **REDUCED** risk to the public.
- ◆ On several occasions members of the public have ignored signage put in place on the eastern road pavement whilst works were carried out by different service contractors. For example – walking through barriers, failing to stop at the request of our trained traffic marshals.
- ◆ The canopy on the hospital will overhang the pavement once they have been installed.
- ◆ The earlier we close the pavement the better, it will give the community time to get used to the new route. And make it **SAFER** for every one.

LOWERING SERVICES, FOOTPATH CLOSED

APRIL – JULY 2017

7

Services to be lowered along the footpath in front of the site. This is to enable access and egress points to the site for all future deliveries.





Hoardings to be moved to 300mm from existing kerb line. This is so we can commence works on the internal of the hoarding, such as bearing piles and haul road to be installed.

CONCRETING DELIVERY AREA, ADJUSTING LOR HOARDING

JUNE – JULY 2017

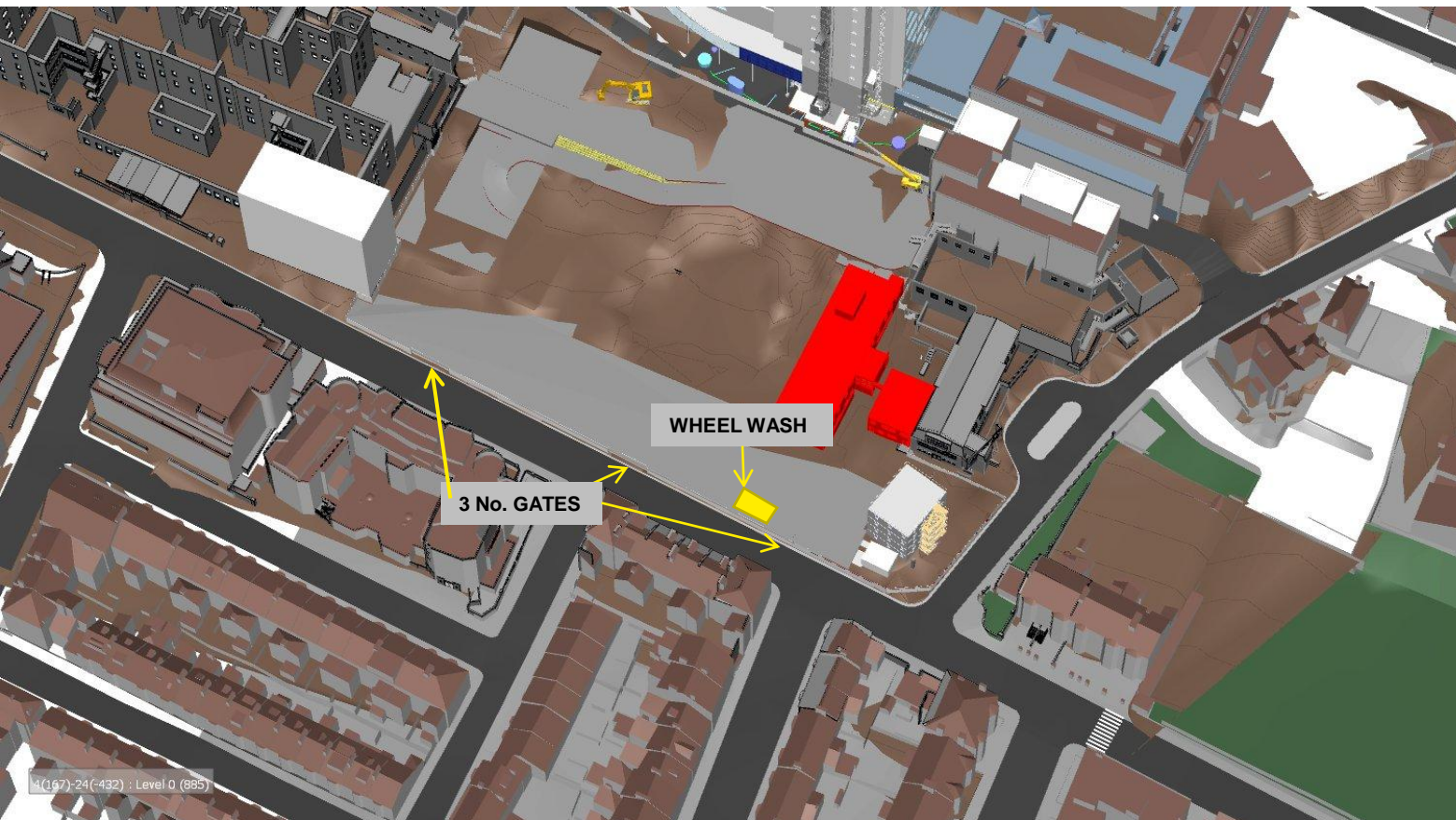


Concrete haul road to be installed, this is to keep delivery vehicles from running on the chalk areas and to keep all delivery vehicles clean before exiting site.

INSTALLING GATES, WHEEL WASH

JULY - AUGUST 2017

10

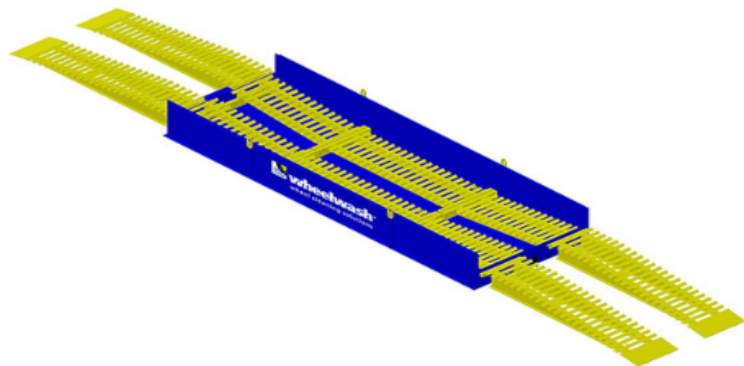


2 sets of 8m sliding gates to be installed. 1 set for site entrance and 1 set for site exit, keeping the direction of traffic on site and on eastern road a one way system.

The sliding gates consist of 2 x4m leafs that will slide on the internal side of the site hoarding.

Wheel wash to be installed at exit gate for extra protection for clean vehicles.

Wheel Wash System



Central Bath Section

10000mm x 3500mm x 900mm
5230Kg

Maximum Total Capacity

13,750 Litres

Ramps***

3000mm x 1100mm x 380mm
450Kg (each)

Mobile Road**

4000mm x 1100mm x 380mm
657Kg



Steel angle flexes tyre
treads open



Tyre tread is submerged



Optional mobile road
provides additional
cleaning



Integrated lifting eyes for
easy relocation

DEMO COMPLETIONS, REDUCE DIG PILING UNDER WAY

MAY - SEPTEMBER 2017



Piling to commence, this will mean that site deliveries will start ramping up. 120 cubic meters of concrete per day. This will equate to 15 TO 20 loads of concrete per day.

One articulated lorry per day delivering pile cages.

And various ancillary deliveries.