

Brighton 3Ts

Hospital Liaison Group

Construction Logistics

7th February 2011

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Laing O'Rourke

Summary of HLG 06/12/10

- Summary of logistics strategy presented
- Contiguous pile wall
- Consolidation centre
- Construction traffic access routes
- Update of site access layout
- Update of vehicle movements
- Summary of environmental plan

Update of Logistics

- Work in progress
- Site investigation complete
- Pre demolition audit ongoing
- Further discussions held with Brighton & Hove City Council
- Vehicle movement planning further detailed (including time of loading a tipper lorry)
- Migratory workforce review

Site investigation

- Site works complete
- Generally good quality chalk, some contaminants in one sample location
- Initial analysis undertaken, exact soil classification to follow
- Final destination of spoil yet to be confirmed
- Pile design is ongoing – principles previously presented are being developed

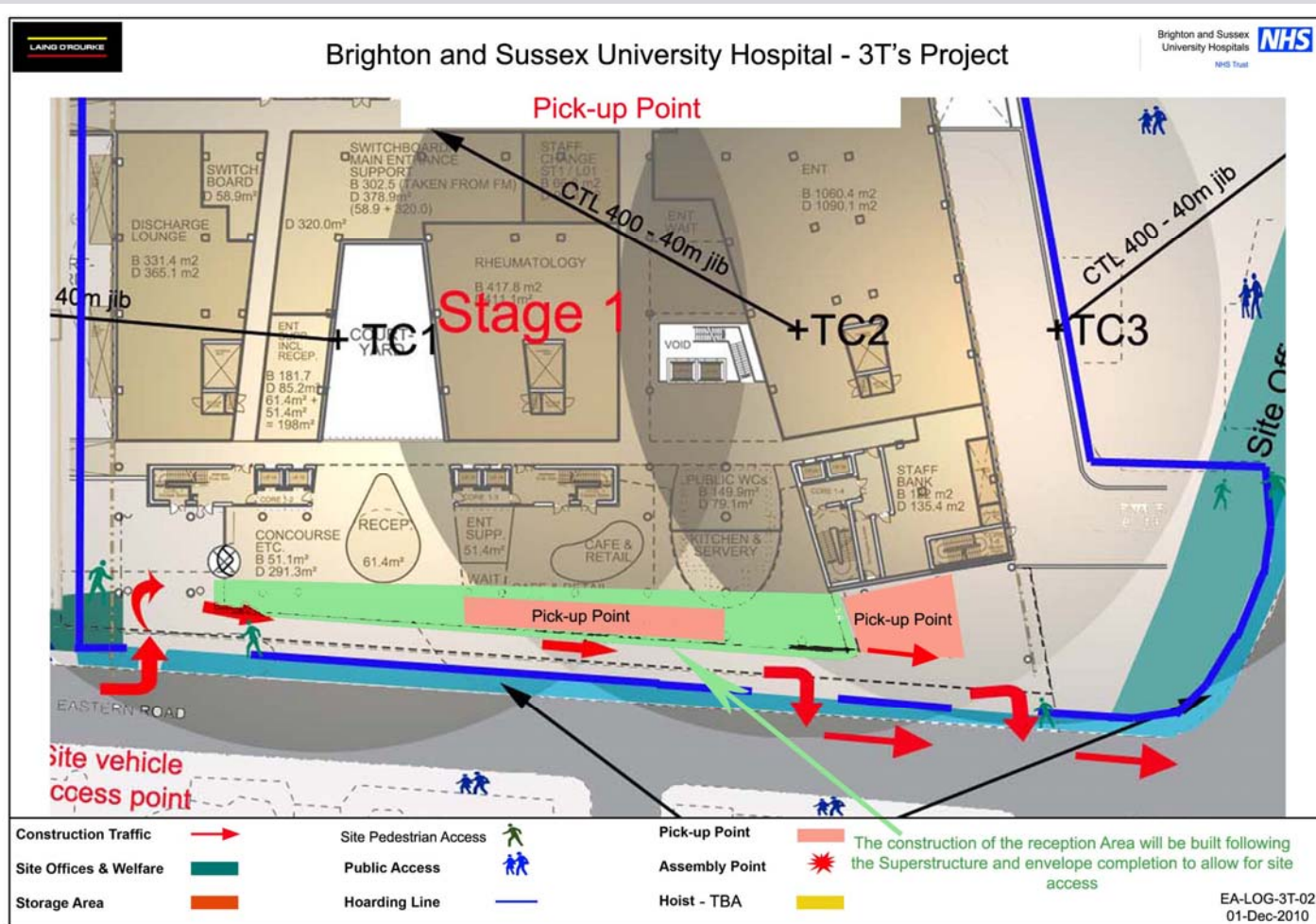
Pre demolition audit

- Audit ongoing
- Variety of buildings, ages and construction type (1828 to 2007)
- Typical materials to be re-cycled
 - a) Masonry brick walls
 - b) Concrete (foundations, columns, floors)
 - c) Metal – steelwork (within foundations and floor slabs),
 - d) Services – Copper pipes, metal trunking, copper wiring
 - e) Internal finishes – to waste recycling centre
 - f) Timber – separated/to waste recycling centre
- Initial assessment c.90% down to 60% dependent on building
- Hazardous material to licensed landfill (mainly Asbestos)
- Heathrow T2A 99.14% by weight diverted from landfill

Vehicle movements

- With most restricted access through the excavation phase circa 10-12 vehicles can be located along the haul road within the site.
- General loading time for 1 lorry c. 6-10 minutes.
- With three machines loading, overall loading time c. 30-40 minutes
- Lorries will then remove spoil from site and travel to final location
- Maximum 4, more typically 3 visits from the lorries per day
- Other deliveries will be arranged around the spoil lorries

Access into site – Stage 1



Local labour/migratory workforce

- Engage with local suppliers/businesses via a local business forum to allow local companies to register interest in working with Laing O'Rourke
- In conjunction with the local business forum, Laing O'Rourke will then develop their supply chain in the local area
- Labour attending site will come from a mixture of
 - a) Locally sourced labour
 - b) Daily travel from London – on other projects discussions with bus companies have provided additional buses from the station
 - c) Local rent of houses
 - d) Use of local guesthouses
- “Crew” buses for subcontractors to minimise individual car journeys included within the sub-contracts

Construction traffic update

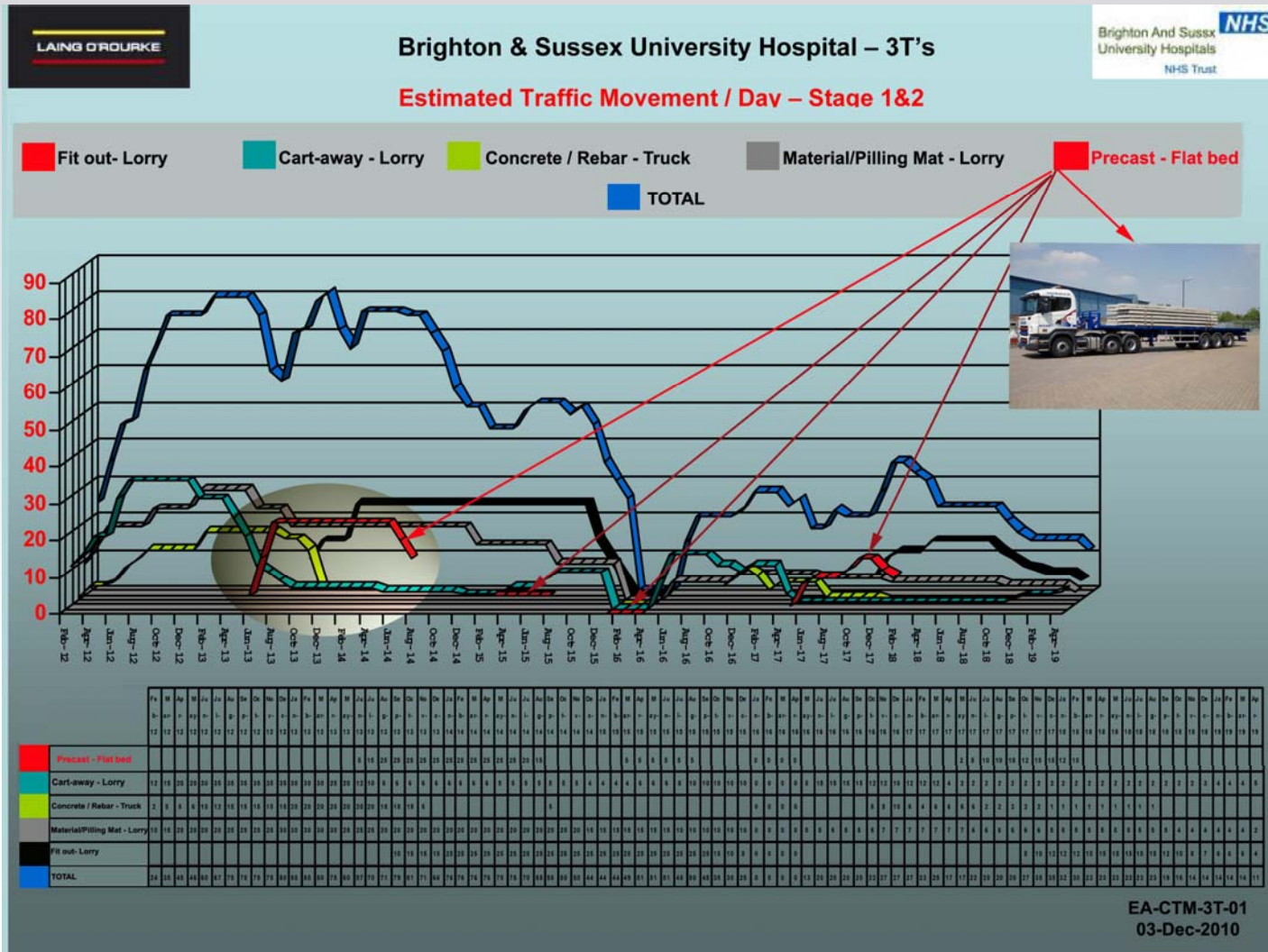
- Route into Brighton may be adjusted following further meeting with B & HCC
- Traffic studies on all potential routes highlight overall percentage increase in traffic is not greater than 2.5% (based on peak value of 80 vehicles per day all HGV)
- Analysis of the Aquarium roundabout undertaken. Summary table below

	Increase in Queue Length (number of vehicles)	Increase in Delay (seconds per vehicle)
A23 Old Steine	0	0
Marine Parade	0	4
Madeira Drive	2	8
Grand Junction Road	0	0

Thank you

- Any Questions?

Vehicle movements – Stage 1 & 2



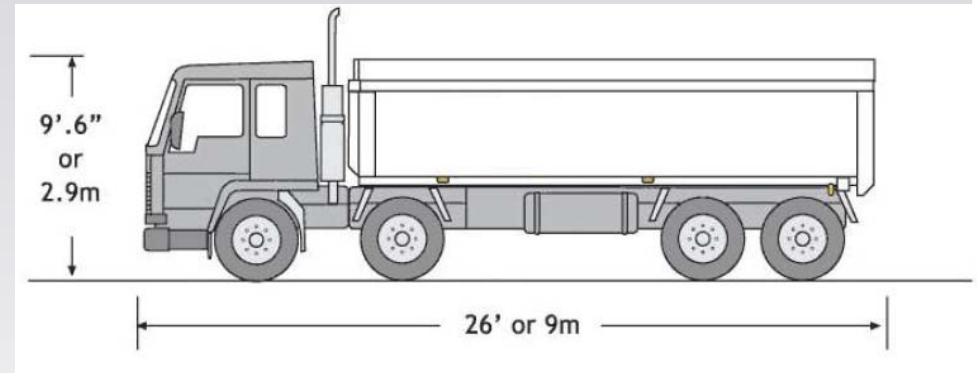
Vehicle movements – Type of Vehicles

Demolition/Excavation/Waste removal

Tipper - Max. weight c. 26 Tonnes

Local buses - c. 22 Tonnes

- Stage 1
 - a) Peak – 65 per day
 - b) Overall duration – 47 Months
 - c) Average – 33 per day
- Stage 2
 - a) Peak – 20 per day
 - b) Overall duration – 36 Months
 - c) Average – 11 per day



Vehicle movements – Type of Vehicles

Concrete and Reinforcement Lorries

Similar size to Tipper.

Concrete max. laden weight c. 22 Tonnes

- Stage 1
 - a) Peak – 20 per day
 - b) Overall duration – 23 months
 - c) Average – 14 per day
- Stage 2
 - a) Peak – 10 per day for 1 month, generally 6 per day
 - b) Overall duration – 23 months
 - c) Average – 3 per day



Vehicle movements – Type of vehicles

Superstructure/precast

Maximum 40 Tonnes

Exact weight will be governed by design

- Stage 1
 - a) Peak – 25 per day
 - b) Overall duration – 21 months
 - c) Average – 17 per day
- Stage 2
 - a) Peak – 15 per day for 2 months
 - b) Overall duration – 10 months
 - c) Average – 10 per day



Vehicle movements – Type of vehicles

Fit out/Others

Will vary from articulated lorry to small transit van

- Stage 1
 - a) Peak – 25 per day
 - b) Overall duration – 28 months
 - c) Average – 22 per day
- Stage 2
 - a) Peak – 15 per day
 - b) Overall duration – 19 months
 - c) Average – 11 per day

Environmental Plan

- Initial draft plan produced
- Laing O'Rourke early signatory to WRAP's Construction Commitments: Halving Waste to Landfill by 2012
- Targets for waste/water usage/CO2 emissions
 - a) Waste 4.7t/100m²
 - b) Water usage 9.2m³/100k
 - c) CO2 995kg/100k
- Design for Manufacture and Assembly will assist with meeting all the above targets

Timeline

- Stage 1
 - a) Commence – Early 2012
 - b) Complete – Late 2015
- Decant and decommission Barry Building site
 - a) Early 2016 to Mid 2016
- Stage 2
 - a) Commence – Mid 2016
 - b) Complete – Early 2019
- Decant and decommission Sussex Cancer Centre
 - a) Early 2019 to Early 2020
- Stage 3
 - a) Commence – Early 2020
 - b) Complete – Late 2020

One Hyde Park

