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GCRE: Global Centre for Rail Excellence

Depot Area Earthworks and Site Wide Drainage:
Overall Construction Method Statement and Traffic
Management Plan

Global Centre for Rail Excellence (GCRE)

22 March 2024

C1437/Depot Area/Overall Method Statement/March 2024/001

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Notice

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Executive Summary

The present document represents an overall Construction Method Statement to inform the outline methodology to be adopted in the construction of the earthworks and site-wide drainage for the Washery Depot Area within the Global Centre for Rail Excellence (GCRE) project.

The overall construction method statement has been developed by the pre-construction team within Walters UK, where methodologies, earthwork quantities, outputs, safety, and environmental considerations have been discussed and agreed upon.

This document is the overarching document, from which individual task method statements, risk assessments and the contract programme will be developed and outlines.

- ❖ How the works will be executed.
- ❖ The construction of the works can be undertaken without impact on the public highway
- ❖ The construction of the works are achievable.
- ❖ The construction of the works are achievable within the project timescales.
- ❖ The construction of the works can be undertaken within current Health and Safety and Environmental Regulations.

This document has been developed to support the discharge of Pre-Commencement Planning Condition 12 from Planning Conditions P2021/0327 Neath and Port Talbot County Council and 21/0559/OUT Powys County Council.

1. Introduction

1.1. Proposed Scheme

The development proposal for the Global Centre of Rail Excellence (GCRE), is presented in the Depot Phase Development Plan GCRE_CS_0190 included in Appendix A.

The outline GCRE planning permission for the wider Washery comprises the installation of multiple sidings for rolling stock storage and decommissioning, a ‘shunter’s cabin’ and electricity substation, inspection and maintenance sheds, carriage wash facilities, several buildings forming an Innovation Hub, a Depot, as well as further industrial/commercial developments.

GCREs intention is for development within the Washery to occur in three stages:

- ❖ Stage 1 – construction of earthworks
- ❖ Stage 2 – construction of limited railway trackbed
- ❖ Stage 3 – construction of the remaining trackbed and the UKRRIN building.

Walters UK (WUK) has been contracted to deliver Stage 1 of the works, consisting of earthworks plateaus, landscaping and ecological enhancements.

No works are to be undertaken outside the Red Line Boundary or on the public highway.

1.2. Planning Status

The GCRE development has been granted planning under the following permissions.

Planning Status

Planning Permission Title	Planning Reference	LPA	Applicable to Depot Area Stage 1 Works
Nant Helen Complimentary Earthworks Scheme	20/0738/FUL	Powys County Council (PCC)	No
	P2020/0362	Neath and Port Talbot Council (NPTC)	No
Development of GCRE	21/0559/OUT	PCC	Yes
	P2021/0327	NPTC	Yes

As a requirement of the approved Planning Consent, Planning Condition (PC) 12 from permissions 21/0559/OUT and P2021/0327 listed below are required to be discharged prior to commencement.

This document will support the discharge of this Pre-Commencement Condition.

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Planning Condition 12 Summary

Planning Decision:	21/0559/OUT	Local Planning Authority	PCC
Description:	GCRE Planning Permission: Development of a Global Centre of Rail Excellence, comprising of two test tracks of loop configuration being an electrified high speed rolling stock test track of 6.9 km in length and an electrified low speed infrastructure test track of 4.5 km, with overhead line equipment (OLE) and dual platform station test environment; together with operations and control offices (including staff accommodation and welfare), shunter cabins (two), research and development, education and training, rolling stock storage sidings and maintenance/cleaning/decommissioning facilities; associated, drainage, internal vehicular accesses, branch line rail connection, staff and visitor car parking, lighting, electrical infrastructure (including substations and lineside shore supplies and transformers), fencing (perimeter security, acoustic and stock proof), land reformation and hard and soft landscaping, together with demolition of existing buildings/structures		
Condition and Summary			
12	No development shall commence until a Construction Method Statement/ Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The statement shall provide for: (i) Details of the traffic management to be provided to protect the highway network and NCN 43, including details of the approved route for construction traffic (which should seek to avoid heavy vehicles using the route through Seven Sisters); (ii) Details of wayfinding and pedestrian/cycle (active travel) routes to serve the site during the construction phase. (iii) Details on vehicle and cycle parking for site operatives and visitors. (iv) Detail on loading and unloading areas for plant and materials. (v) Detail on storage of plant and materials during the construction phase. (vi) Details covering the erection and maintenance of security hoarding. (vii) Wheel washing facilities The approved Statement shall be adhered to throughout the construction period.		
Planning Decision:	P2021/0327	Local Planning Authority	NPTC
Description:	GCRE Planning Permission: Development of a Global Centre of Rail Excellence, comprising of two test tracks of loop configuration being an electrified high speed rolling stock test track of 6.9 km in length and an electrified low speed infrastructure test track of 4.5 km, with overhead line equipment (OLE) and dual platform station test environment; together with operations and control offices (including staff accommodation and welfare), shunter cabins (two), research and development, education and training, rolling stock storage sidings and maintenance/cleaning/decommissioning facilities; associated, drainage, internal vehicular accesses, branch line rail connection, staff and visitor car parking, lighting, electrical infrastructure (including substations and lineside shore supplies and transformers), fencing (perimeter security, acoustic and stock proof), land reformation and hard and soft landscaping, together with demolition of existing buildings/structures.		

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1.3. Existing Site

The site was previously the Onllwyn Washeries servicing Nant Helen opencast, and consisting of rail sidings, various industrial buildings and coal stockpiles. The buildings have been demolished and coal stockpiles removed.

Access to the washeries was gained by rail along the Neath and Brecon (NAB) branch line to the West, Heavy Goods vehicles from the A4221 from the East and Light Goods Vehicles from A419 through Onllwyn village.

The Washery buildings have now been demolished and coal stockpiles removed.

Along the Northern site boundary flows a watercourse, the high point of this watercourse is approximately mid-point along the length of the washery, with flows to both the East and West.

Sites of Importance to Nature Conservation (SINC) are present to both the North East and South East, and a wooded area lies between the washery site and the village of Onllwyn to the South.

The existing ground is made up of colliery spoil overlaying glacial till deposits, peat alluviums and mudstones.

1.4. Scope of Works

- WUK is contracted to deliver the Stage 1 works within the depot area, with construction works comprising:
- ❖ Construction of Earthworks Plateaus by undertaking an earthworks cut/fill operation with the site boundary
 - ❖ Remediation (should any contaminants be discovered)
 - ❖ Construction of Site Wide Drainage including swales, ditches, connecting pipework, attenuation pond and connection to the existing culvert at Onllwyn Road
 - ❖ Construction of a combined sewer diversion
 - ❖ Construction of a Site Access track along the Northern boundary
 - ❖ Ecological Enhancements within the area around the existing waterbodies to the North East
 - ❖ Grass seeding and landscape planting to drainage swales and attenuation pond
 - ❖ Temporary Works are required to deliver the permanent works.

1.5. Programme

- The anticipated programme for the earthworks delivery is;
- ❖ Construction Start mid-July 2024
 - ❖ Construction Completion end of December 2024

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2. Existing Utilities

2.1. WPD 11KV

To the Eastern end of the site, there is an overhead 11KV service on wooden poles crossing the site in a north / south direction. To accommodate the works, the overhead powerline will require lifting to provide sufficient clearance over the proposed rail tracks.

The lifting of the service will be carried out by National Grid Electricity Distribution (NGED) and a Works Order has been placed directly by GCRE. WUK will manage and programme the diversion works in conjunction with the construction works.

Protection to the overhead service will be provided by orange netlon fencing along the length of the service with goalposts at designated crossing points to allow on-site plant movements.

Works will have to be undertaken under the overhead service which includes raising the track formation and installation of the drainage ditch from the attenuation pond. These works will be carried out under specific methods statements utilising plant with height restricted plant under the control of site-issued permits.

2.2. DCWW Combined Sewer

Currently crossing the site is an existing combined sewer which connects into a chamber where it joins a pumped main serving Onllwyn village before discharging by gravity down the valley towards Severn Sisters. The foul sewer system serving the existing washery site joins the combined sewer crossing the site prior to the connection chamber with the pumped main.

The sewer diversion works will be coordinated with the construction of the earthworks plateaus to ensure the existing sewer does not get damaged and the new sewer is installed to the proposed new ground levels which are explained further in section 6.3.

Works to the combined sewer will be undertaken in line with the 'Method Statement and Risk Assessment (Sewers and Water Mains) document submitted to support the discharge of Pre-Commencement No. 25.

2.3. DCWW 11" Clean Water Main

Currently crossing the site is an existing 11" clean water main which is no longer in use. To undertake the earthworks cut/fill operation, this water main will have to be removed.

An order has been raised directly by GCRE to DCWW to cut the main at the site boundary and install new concrete thrust blocks. Following confirmation this works has been completed, the water main will be removed as part of the earthworks excavation.

2.4. GCRE Power Substation

To the Southern boundary of the site, there is an existing GCRE Substation fed by incoming WPD underground power cables. This substation is within the earthworks boundary and will have to be removed in order for the earthworks plateaus to be constructed.

The demolition and removal of the substation will be undertaken by GCRE, and on confirmation from WPD the incoming power cables have been isolated, the underground cables will be excavated and removed prior to the earthworks cut/fill operations.

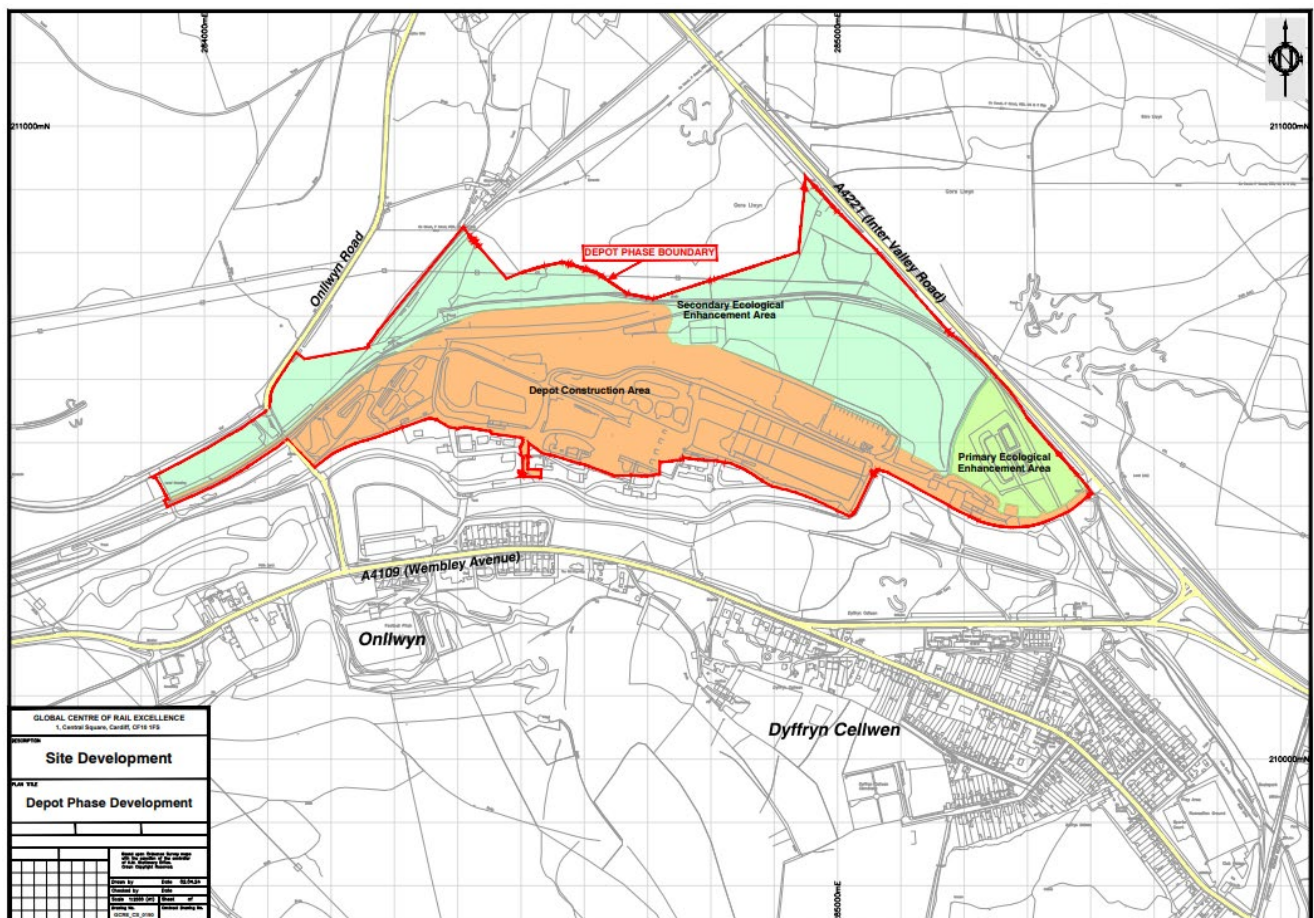
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3. Site Logistics

3.1. Site Extent

The delivery of the construction works will be undertaken by Walters UK as the Principal Contractor for the limits of the GCRE Depot Construction Area.

The site limits are defined by the red line boundary as shown in the figure below.



3.2. Working Hours

Working hours will be as follows:

- Mon to Fri 07.30 am to 18.00 pm
- Sat 07.30 am to 13.00 pm
- No working on Sundays and bank holidays unless agreed with the Local Authority.

3.3. Site Security

Sections of the perimeter of the Depot Construction Area have existing chain-link fences, and this fence will be utilised as the security fence. Where no chain-link fence exists, the site will be secured with a double-clipped Heras fence.

Out-of-hours security will be provided by a 24-hour onsite manned guard.

3.4. Site Arrangements

WUK Site Offices, Welfare and Compound area will be located to the East of the site within the existing weighbridge building. This area will be further secured using a double-clipped Heras fence.

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The existing weighbridge building will be used as the site office and will be supplemented with additional mobile cabins for operative offices and welfare facilities. Car parking facilities for WUK staff and operatives will be provided within the existing car park.

The compound and storage area will be located adjacent to the site offices and will include fuelling facilities, secure containers and secure COSHH containers.

GCRE will utilise the existing visitor centre building to the South of the site as their on-site offices and staff parking.

The site arrangements are detailed within Site Sketch C1437/SK001 enclosed within Appendix A.

Construction traffic arrangements are further described in Section 4.

4. Construction Traffic Arrangements

4.1. Construction Traffic

This Section details the management controls for high-risk areas relating to pedestrian and vehicle movement both internal and external to the site. Included within this is an outline of Risk Assessment for Traffic/Pedestrian Management.

The Construction Traffic Management Plan will be continually monitored and updated as the site develops, and conditions change.

Once the plan has been developed and put in place a site drawing/map should be made available to all site personnel and used as a means of passing on site information during site inductions. The following information/areas are to be identified:

- a. Vehicle routes.
- b. Pedestrian routes.
- c. Site compound/offices.
- d. Emergency assembly points.
- e. Offloading/delivery/storage areas.
- f. Contractors parking.
- g. Visitors parking.
- h. High-risk/out-of-bounds areas.

The proposed Traffic arrangements are shown within Site Sketch C1437/SK002 included within Appendix B, and shown the arrangements described below.

4.2. Vehicle Traffic Movement

The project is located just to the North of the village of Onllwyn on a parcel of land between the A4221 to the north of the site and the A4109 to the south of the site. The existing washery site had two access points:

- Using the A4109 (Wembley Avenue) to turn right onto a private road and 1st right again into the entrance of the washery you will enter the main carpark for the washery, with the site offices, workshops, and visitors centre just to the north.
- Using the A4221 to enter the loading area of the existing washery.

For the construction of the depot works, all WUK staff, operatives and construction traffic will enter the site off the A4221 and will avoid using the A4109 through Severn Sisters.

GCRE staff will utilise the visitor centre as their offices and will enter the site by turning right off the A4109 when coming from Glyn-neath and turning first right into the main car parking area, providing access to the site offices. This access will only be required for Light Vehicles.

Any Large loads, e.g. D8 dozer, would be delivered under escort in line with highway regulations.

4.3. Pedestrian Traffic

Segregation will be maintained between construction and pedestrian traffic throughout the earthworks operations with the following controls:

- No interruption will be made to the existing footpaths and cycle tracks in and around the two construction site entrances off the A4221 and A4109
- Where practical, Heras fencing or pedestrian street barriers will be used to fence off routes.
- Where pedestrian routes cross vehicle or plant traffic routes, the crossing points will be clearly marked on the ground and the site map. The crossing points will provide maximum sight lines to both pedestrians and vehicle/plant operators.

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- Pedestrian routes will be levelled and stoned where practical.

4.4. Public Footpath

The public footpath crossing the entrance to the site will remain open for the duration of the works. The footpath will be fenced on either side using Heras fence to a dedicated crossing point of the site entrance. This entrance will have a full-time banksman during construction hours where priority will be given to users of the footpath and site traffic stopped whilst the footpath is in use.

4.5. Parking

WUK parking will be within the site car park at the site office compound with no parking allowed on the public highway. Cycle rack facilities will also be present here for any persons wishing to cycle to work.

GCRE parking will be within the existing washery car park adjacent to the GCRE site office.

PPE must be worn once you have entered the working area.

4.6. Compound Areas

The compound area will be located adjacent to the site offices off the A4221. The following control measures will be put in place to ensure the safe use of this area:

- The compound area will have separate, clearly identifiable pedestrian access routes.
- All personnel using the compound area will have a toolbox talk on the access and operation arrangements, and any changes will be informed as a toolbox talk.
- All delivery companies will be informed prior of the compound location, reporting procedure and access through the designated A4221 entrance.
- Security will be provided by the existing security fence currently following the perimeter of the site. Manned guards will be present out of hours.

4.7. Material Delivery

All material deliveries will be taken through the site entrance off the A4221 entrance, and the following control measures will be put into place to ensure deliveries are carried out safely:

- Material deliveries will be called off by the site team to suit the current program. All deliveries will be through the main access to the Washery site, and all drivers must sign in at the weighbridge in accordance with Walters Group Site Rules
- Although there are no schools on the direct access route to the scheme delivery times will be restricted to minimize impact to the local residents and during rush hour traffic congestion. Deliveries will be made aware of narrow roads/low bridges, obstacles such as local roadwork and the designated routes to be adhered to.
- All material delivery drivers will receive a specific delivery drivers' induction which will be detailed in the Construction Phase HSE Plan
- Finger signs will be erected to inform delivery drivers of the delivery route.
- No loading or unloading will be carried out on the public highway.
- All loose HGV loads will be sheeted on delivery to the site.

4.8. Road Cleaning

If due to ground conditions or adverse weather conditions road cleaning operations will be utilised to ensure public roads are kept clean. Road cleaning operations will consist of:

- Road brushing within the site utilising the existing concrete run-off areas. If debris migrates onto the highway, road brushing will be carried out here.
- Manned jet wash located at the weighbridge area where dirty waters can be controlled and diverted into the 'dirty water' site-wide drainage system.

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4.9. Site Terrain

The terrain on site does not present a significant risk of vehicles/plant overturning when being operated in the usual manner and at the site speed limit and the following control measures will be put in place to ensure the safe use of site traffic:

- During periods of inclement weather site haul routes and operations will be regularly assessed and any changes to the condition of the haul roads/operations resulting in the risks increasing will be assessed and dealt with accordingly.
- All drivers will be advised of potential high-risk or dangerous areas which will be signed and barriered off.
- Excavations will be protected by a physical barrier such as bunds or stop blocks to prevent mobile plant over running into the excavation.
- All mobile plant and delivery vehicles will be fitted with suitable tyres to address the terrain and weather conditions prevailing at the time of the works. (a suitable and sufficient amount of tread will be present as specified in manufacturer specifications).
- All site vehicles will have flashing orange beacons and audible reversing alarms.
- Site speed limit will be restricted to 10mph.

5. Site Personnel

5.1. Personnel Duties

All employees will be responsible for the implementation of the relevant requirements of the Construction Phase Health and Safety Plan (CPH&SP) and will be familiar with and demonstrate commitment to the implementation of these policies. This will include;

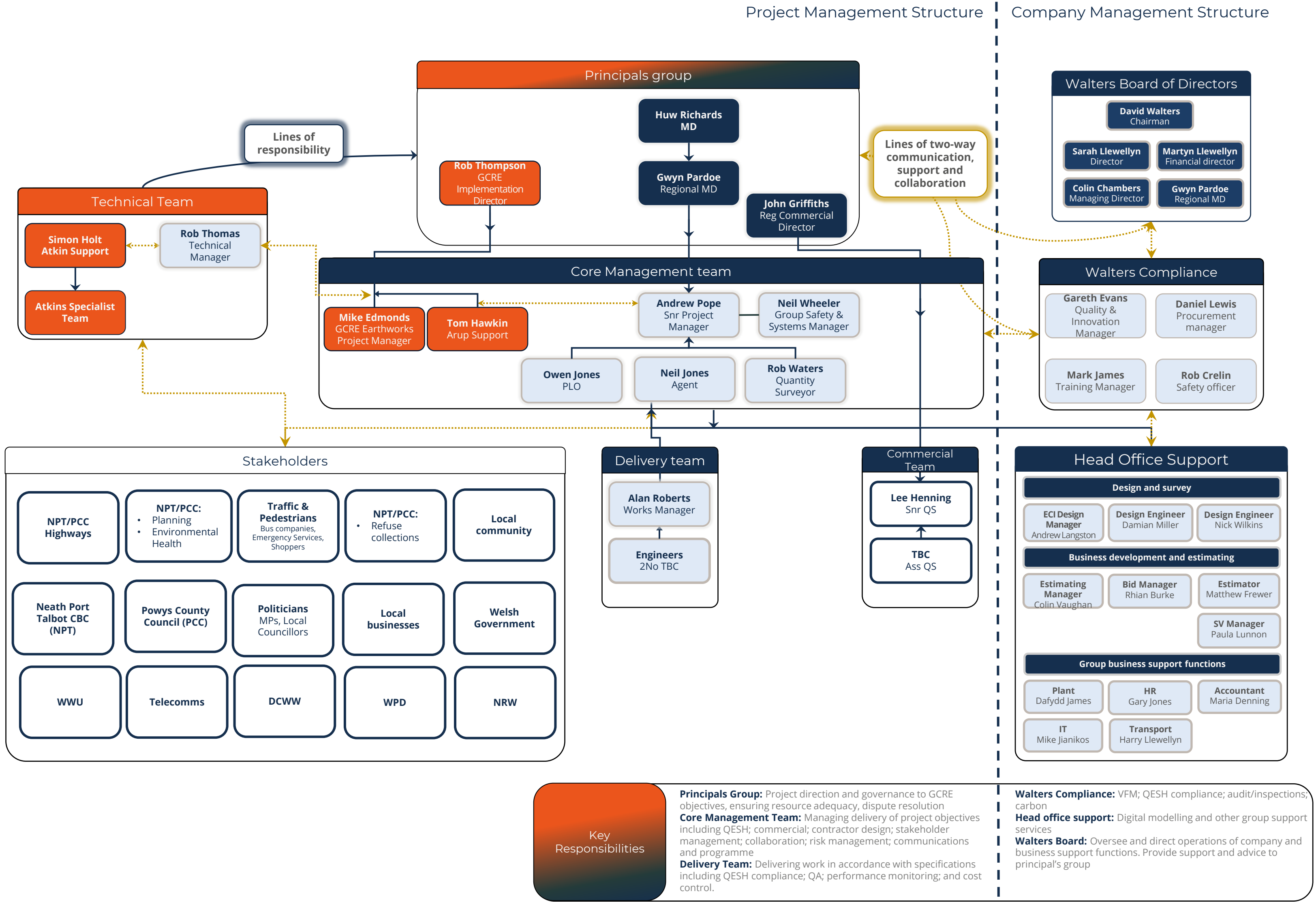
- Take care of the health and safety of themselves and others who may be affected by their acts or emissions
- Co-operate with Walters Employees and Sub-Contractors in fulfilling their statutory obligations
- Co-operate with Walters Employees and Sub-Contractors in its pursuit of continuous improvements of its safety, health, and environmental performance
- Implement the relevant arrangements described within the CPH&SP
- Always behave responsibly and work safely, without risk to safety, health or the environment
- Constantly monitor their workplace for potential hazards and risks and alert their immediate line manager if any are observed
- Be responsible for making themselves familiar with the requirements of the staff training matrix and ensure any training requirement is brought to the attention of their line manager.

All site personnel will receive site inductions, and toolbox talks relevant to their visit or proposed works. Site dress code will be mandatory and consist of hard hats, Hi-Vis tops and trousers, glasses, gloves, and protective footwear.

5.2. Organogram

The Site delivery team will be structured as the organogram shown below.
Within the team designated roles will be assigned including;

- Public Liaison Officer – Owen Jones
- Traffic Liaison Officer - Andrew Pope
- Temporary Works Coordinator – Andrew Pope
- First Aiders – Neil Jones, Alan Roberts
- Crane Coordinator – TBA



6. Construction Methodology

6.1. Site Establishment

Prior to the construction works commencing, site offices, welfare and site parking facilities will be established. The site will then be made secure with the erection of Heras fence to the Northern, Western and Eastern boundaries of the site, security to the Southern boundary will be provided by the existing chain-link fence supplemented with Heras fence where the chain-link fence is not present.

Exclusion zones will be erected around the existing 11KV overhead services and demarked with a netlon orange fence, with goal posts erected at defined crossing points.

All works will be carried out with site-specific environmental documents including:

- Construction and Environmental Management Plan (CEMP)
- Dust Management Plan
- Noise Management Plan.

Pollution control measures will be installed, which will include, strategically erected silt fence along the watercourses and straw bales placed within the water courses and defined centres.

Wheel washing facilities will be provided by road brush at the site entrance on the concrete hardstanding prior to the entry onto the A4221, and when required wheel washing facilities provided by a jet wash adjacent to the existing weighbridge.

At the time when construction commences the existing substation will be demolished and incoming power cables isolated, following this, the only live services identified within the depot construction area include:

- DCWW 150mm combined sewer crossing the site.
- WPD 11KV overhead cables crossing the site.

A permit-to-dig system will be in place for all excavation works, and a permit-to-enter system will be in place for works in the vicinity of the overhead power cables.

All Temporary Works arrangements will be put in place throughout the site prior to the main works commencing, these include measures to protect the adjacent watercourses, SINC and third-party assets crossing the site. These arrangements are shown on Site Sketch C1437/SK003 included within Appendix C.

6.2. Surface Water Drainage

Before any earthworks operations commence, provisions must be made to capture and control site run-off to prevent any dirty site run-off from entering the site perimeter watercourses. To achieve this, the existing western settlement lagoons which served the washery facility will be utilised and improved using straw bales located at the lagoon outfalls.

The existing western settlement lagoon will have to be partially filled in to accommodate the earthworks footprint, and this will be achieved by installing a clay bund. The eastern lagoons will be filled in as they lie below the proposed earthworks footprint.

The new proposed attenuation pond will be excavated to profile, and again used as a temporary measure during construction to provide additional settlement areas for any silt-laden site run-off before entering the watercourse at the designated discharge point.

Once the pond modifications have been made, excavation of both the Northern and Southern perimeter ditches can commence. These ditches have been designed as permanent arrangements and will be used as temporary measures to control site runoff during construction and protect the earthworks operations. The temporary arrangements to be used throughout the earthworks operations are shown with Site Sketch C1437/SK003 included within Appendix C.

As part of the permanent surface water drainage solution, a 15m wide central swale is required running West/East and lying central to the site which is connected to an attenuation pond by stormwater pipework. The installation of the connecting pipework and central swale will be timed with the construction of the earthworks plateau as the swale lies within areas of cut to the West and fill to the East.

Topsoiling works to the swales and pond will be carried out on completion of the bulk earthworks operations.

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6.3. Foul Water Drainage

Crossing the existing washery site is an existing 150mm combined sewer which requires diverting to the new alignment.

The sewer diversion works will be coordinated with the construction of the earthworks plateaus to ensure the existing sewer does not get damaged and the new sewer is installed within the proposed new ground levels. The diverted sewer will be connected to the existing sewer upstream with a new chamber and via a connection into the existing pumped main chamber downstream. During connections into the existing sewer, over-pumping measures will be put into place in accordance with approved arrangements with DCWW.

6.4. Earthworks

The proposed earthworks profile has been 3D modelled using LSS software and introduced into the 3D geotechnical model which has been used to quantify the earthwork materials and will be used to profile the final earthworks outline.

The scheme requires earthworks cut of app 150,000m³, fill of 75,000m³ and a surplus of 75,000m³ which has been modelled into a temporary stockpile within the Phase 1A area. The temporary stockpile will be used to surcharge the Phase 1A area to consolidate the peat layers for approximately 12 months and then removed to use as engineered fill within the delta junction of the construction of the complementary loop.

Using the existing onsite material and utilising the modelling software to achieve the cut/fill balance has eliminated the requirement for material import or surplus disposal, thus reducing road traffic, construction noise and carbon.

The earthworks operation will follow the legal requirements and recommendations of:

- DoW COP (Definition of Waste: Development Industry Code of Practice)
- CL:AIRE (Contaminated Land: Applications in Real Environments) Code of Practice, March 2011.
- Revised Waste Framework Directive 2008/98/EC, Detailed geotechnical design
- Material Management Plan (MMP) for the GCRE Project will be raised and registered with National Resources Wales.

Excavation works will commence at the cut / fill line using 50ton excavators, transported in 30ton dumptrucks to the fill areas where the material will be levelled using D6 dozers and compacted in line with the Earthworks Specification using CAT 761 rollers. Line and level will be controlled by GPS equipment mounted on the primary excavators and D9 blades. Compaction tests will be carried out to demonstrate the required EV2 values of 20 within the sidings and 60 on the NAB line have been achieved. A 250mm protection layer will be placed over the formation level and compacted to the same specification.

Prior to the embankment fill to the North of the site, a rock blanket will have to be placed to stabilise the existing ground. The rock will be gathered from the main Nant Helen site by a 30-ton dumptruck using the site haul roads and placed in accordance with the Earthworks Specification.

As well as geotechnical testing, the placed fill material will be tested in line with the Remediation Statement to demonstrate compliance with the chemical properties. The Remediation Statement has been submitted to NPTCC to support the Discharge of Planning Condition No23.

The movement of the earthworks materials will be tracked in accordance with the requirements of the Materials Management Plan (MMP), and any testing failures will be removed and replaced with freshly cut earthworks materials. Quality Assurance and Control will be maintained using WUK self-certification Inspection and Test plans (ITPs) in accordance with WUK ISO 14001 Accreditation.

Any materials which fail to have chemical properties exceedances will be stockpiled within a designated area within the site and removed off-site later to an appropriate licensed facility. The area of this stockpile will be isolated from the main works and have a polyethylene base and a cut-off ditch around the stockpile area.

Topsoiling works to the swales and attenuation pond will be undertaken on completion of the bulk earthworks operations.

6.5. Ground Investigation

Additional ground investigation will be required in areas where access could not be gained during the initial ground investigation works. These works will be programmed during the earthworks operations, segregated from the earthworks operations by the Heras fence and accessed along defined segregated routes.

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6.6. Landscaping

The landscaping works comprise of hydroseeding, conventional seeding and planting to the attenuation pond and swales. These works will be carried out on completion of the earthworks and topsoiling operations. Landscaping will be carried out within the recommended seasons and subject to acceptable weather conditions.

7. Programme

7.1. Constraints

The Construction Works are programmed to commence on site on 22 July 2024, this will follow the successful approval and discharge of:

- ❖ All Pre-Commencement Planning Conditions from Planning Permission P2021/0327 Neath and Port Talbot County Council
- ❖ All Pre-Commencement Planning Conditions from Planning Permission 21/0559/OUT Powys County Council.
- ❖ Surface Water Drainage proposals by the Suds Approval Body (SAB)
- ❖ Materials Management Plan (MMP) proposals by National Resources Wales (NRW)
- ❖ Section 185 foul sewer application by Dŵr Cymru Welsh Water (DCWW).

7.2. Timescales

Anticipated programme for delivery is;

- ❖ Construction Start mid-July 2024
- ❖ Construction Completion end of December 2024

The Earthworks Construction Programme is included within Appendix D

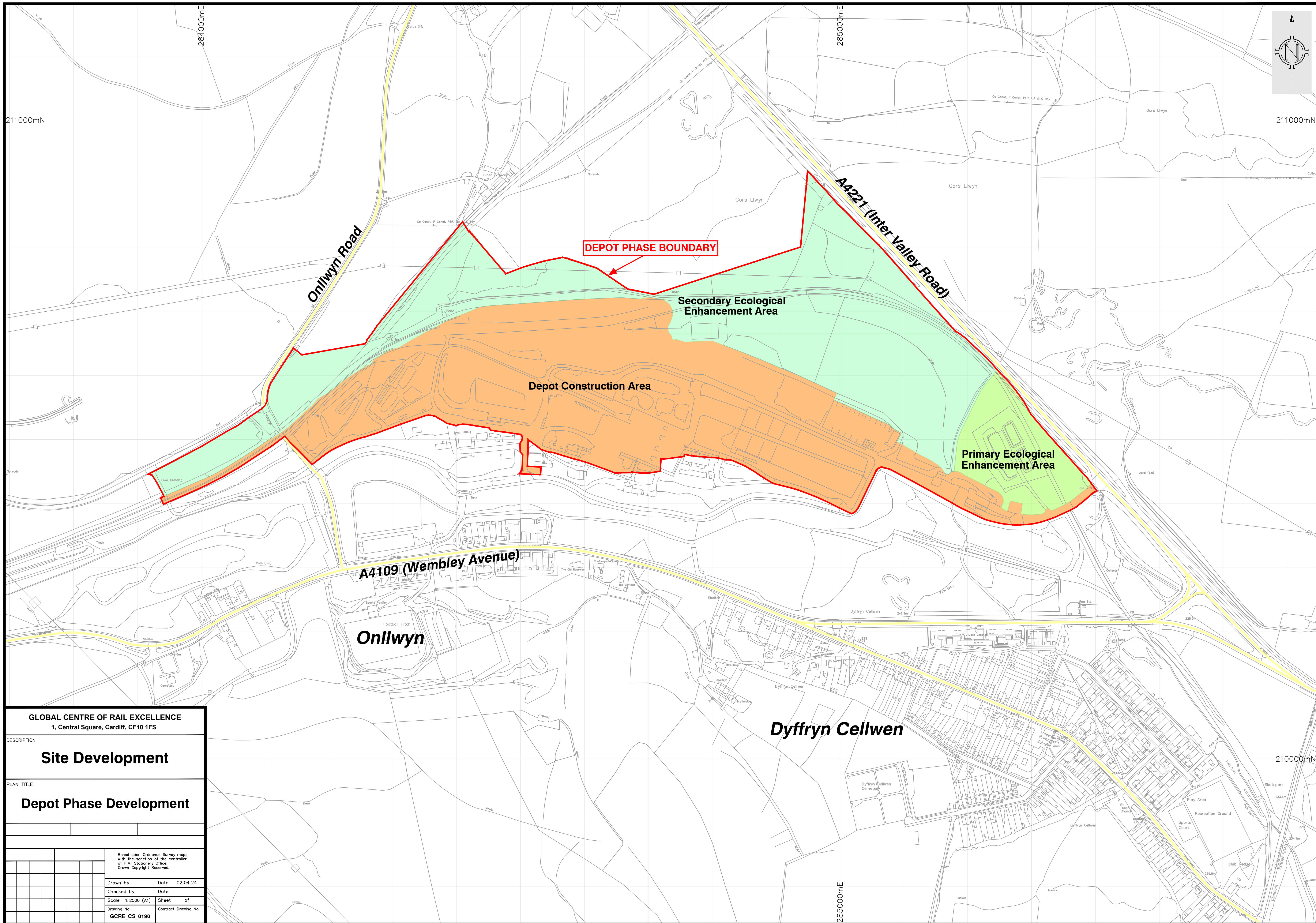
7.3. Follow on Works

On completion of the construction of the Earthworks and Site Wide Drainage, the earthworks plateau will be handed over to the follow-on trades for the Construction of;

- ❖ Track Bed and Rail Sidings (Stage 2)
- ❖ UKKRIN Building (Stage 3)

Superseded

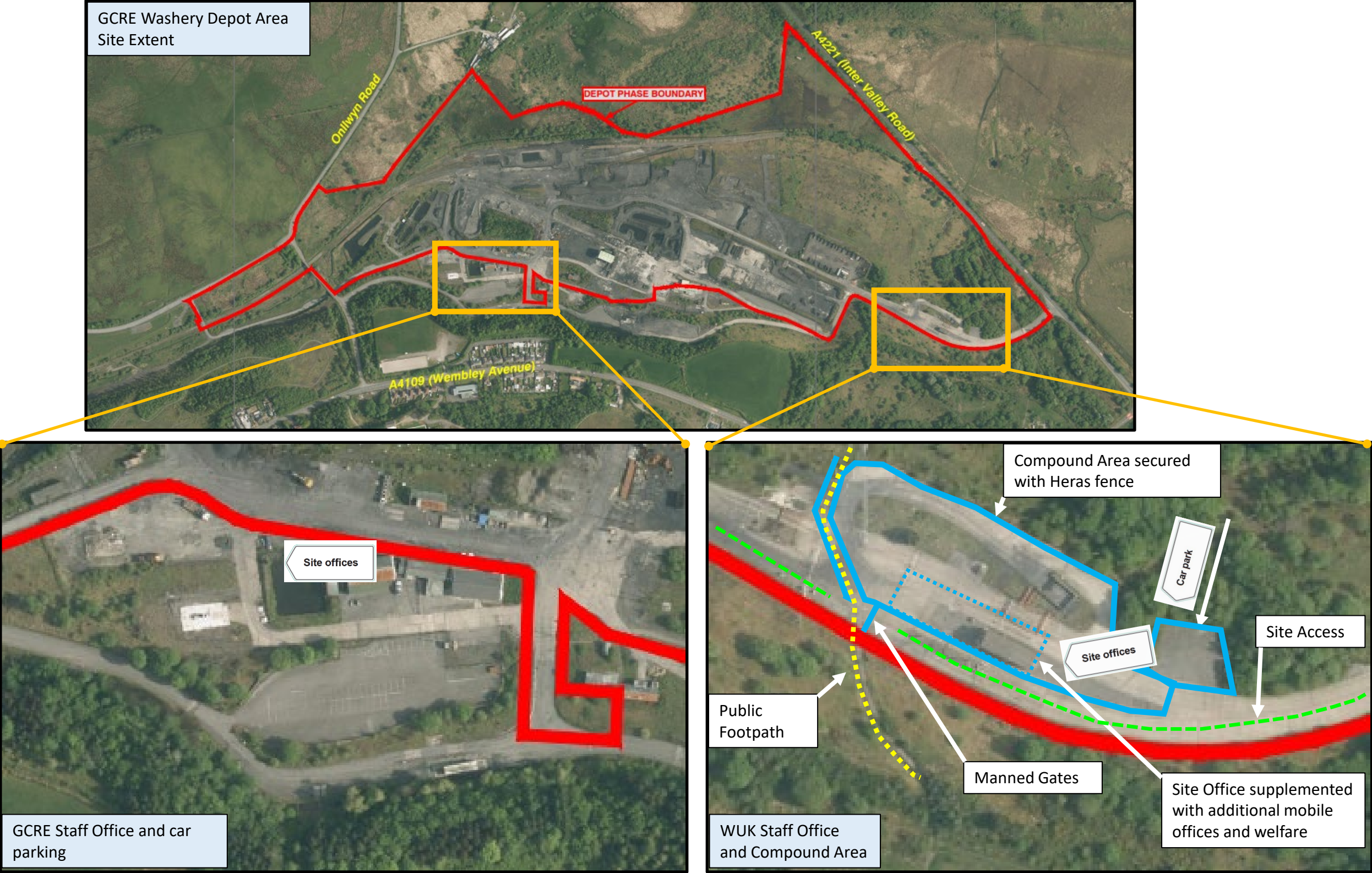
Appendix A – Depot Phase Development Plan GCRE_CS_0190



Superseded

Appendix B – Site Logistics C1437/SK001

Superseded



Project Title: C1437 GCRE: Depot Area Earthworks		
Drawing Name: Site Logistics		
Client: GCRE		
Drawn: RT	Checked: AP	Date: 22/03/24
Approved: GP	Scale: NTS	DWG Ref: C1437/SK001

Notes:



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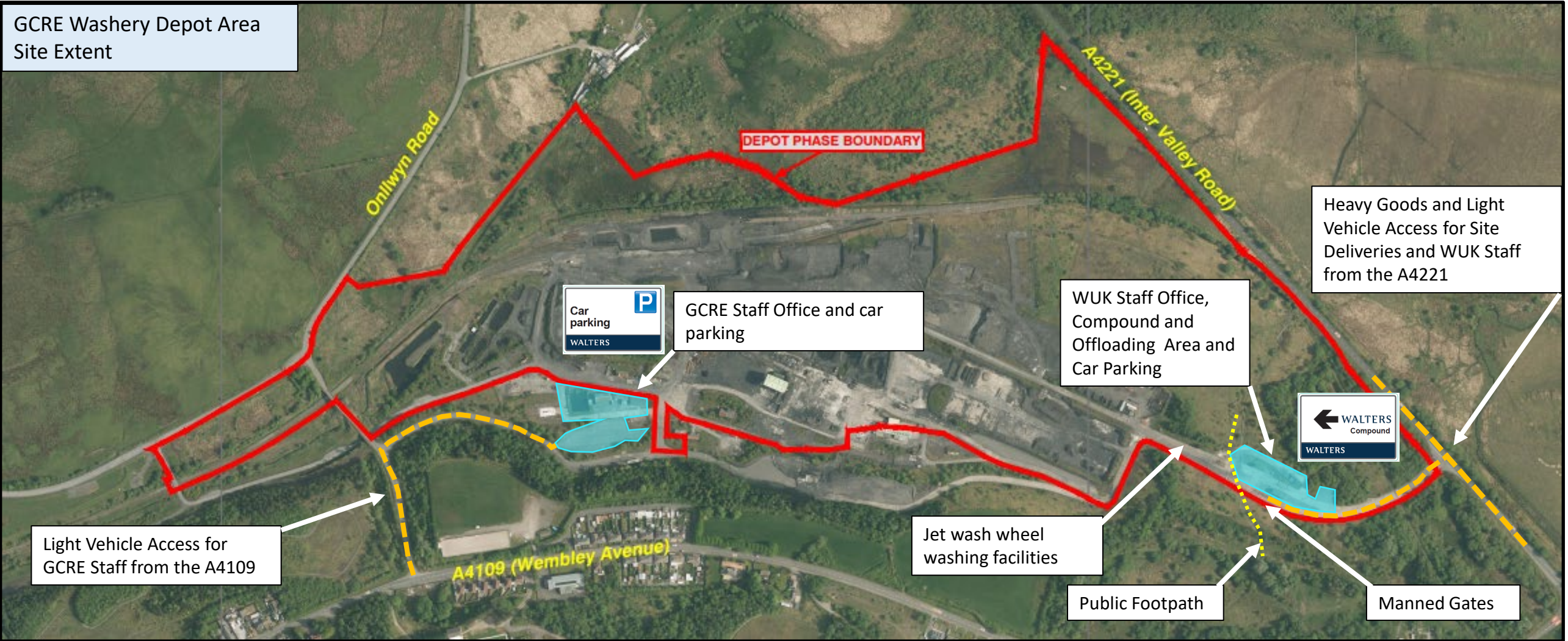
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Appendix C – Construction Traffic Arrangements C1437/SK002

Superseded



Project Title: C1437 GCRE: Depot Area Earthworks		
Drawing Name: Construction Traffic Arrangements		
Client: GCRE		
Drawn: RT	Checked: AP	Date: 22/03/24
Approved: GP	Scale: NTS	DWG Ref: C1437/SK002

Notes:



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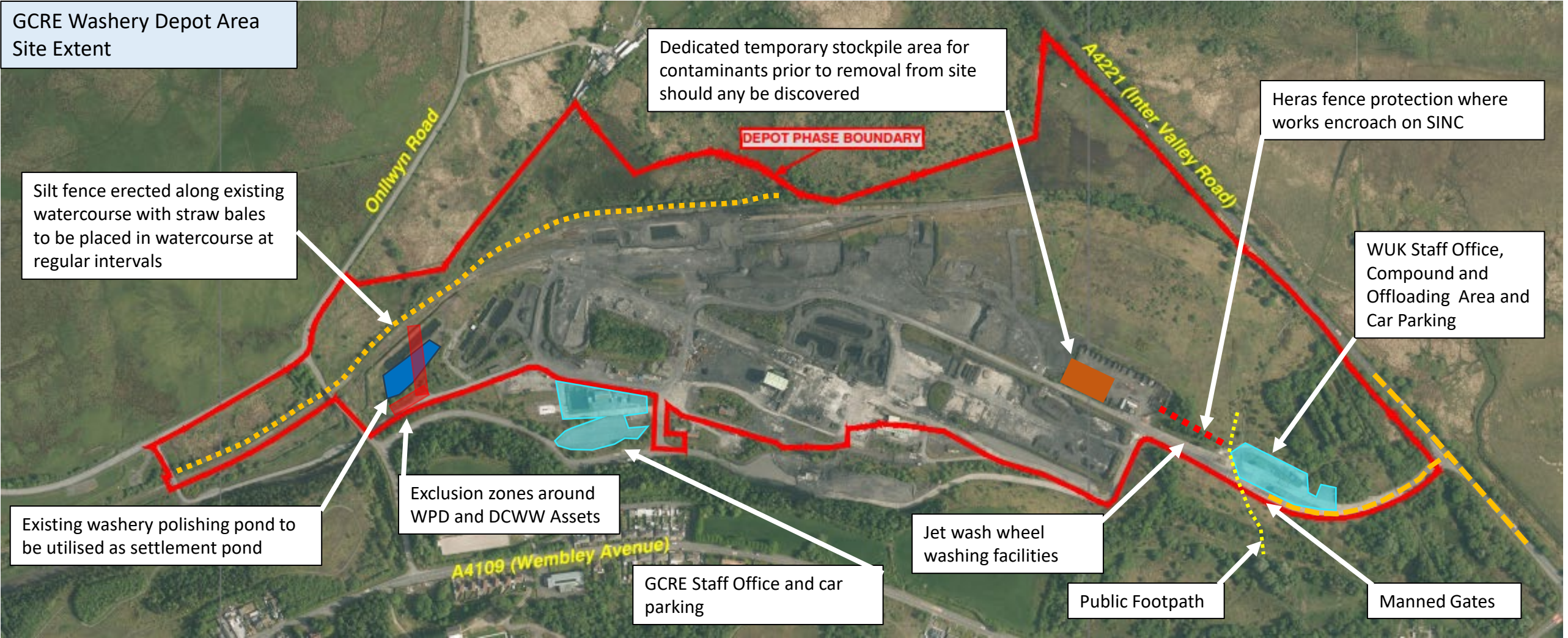


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Appendix D – Temporary Works Requirements C1437/SK003

Superseded



Project Title: C1437 GCRE: Depot Area Earthworks		
Drawing Name: Temporary Works Requirements		
Client: GCRE		
Drawn: RT	Checked: AP	Date: 22/03/24
Approved: GP	Scale: NTS	DWG Ref: C1437/SK003

Notes:



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Appendix E – Construction Programme

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Depot Area: Earthworks Construction Programme

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