

Planning Permission – 251385

Remedial Works -

Land Adjacent To Phoenix Park, Nelson's Lane,
Reading RG10 ORR

Scheme of Remediation Works

This document is supplied to demonstrate the key steps to returning the site to a “before state” of Ratesu’s presence at Phoenix Park, in accordance with Condition 1 of planning permission ref. 251385, approved 16th October 2025:

1. Temporary Period

The development and associated use hereby permitted shall be discontinued and the land restored to its former condition within 5 years of the date of this permission, in accordance with a scheme of remediation works that shall be submitted to and approved in writing by the local planning authority prior to the development’s first operational use.

Reason: In the interests of maintaining the openness and visual qualities of the Countryside. Relevant Policies: Core Strategy Policies CP1, CP3 and CP11.

Normalisation Deadline Date: **15th October 2030**

In order to achieve this we have looked at the sequence of works, and with the assistance of the specialists in their field, derived the following remedial plan for the primary structures. These include, 2No. 50m towers, all antenna and ancillary equipment, security fencing & gates, shelter, generator, storage container and soak-away driveway entrance. The key elements focused on are the major structures, but also include returning the new hedging to fields should the LPA deem necessary.

	<u>Organisation</u>	<u>Estimated Date</u>	<u>Action</u>
Preparation	Engage FLI	6 th Aug 2029	Site Visits. Methodology Updates. Schedule Resources
	Engage Ground Team	1 st Feb 2030	Site Visit. Methodology Updates. Schedule Resources
	Contact LPA	4 th Mar 2030	Confirm above
Decommission	FLI	2 nd Aug 2030	Site Security/Safety Setup
	FLI	9 th Aug 2030	Decommission See Appendix A
	FLI/Raft	2 nd Sept 2030	Commence Moving Structures to off-site storage
	Electrical #1	5 th Sept 2030	Isolate Shelter – Safety
	Grounds team	9 th Sept 2030	Landscape Normalisation See Appendix B
	Electrical #2	9 th Sept 2030	Isolate Site – Final.

This process will take less time than installation process, but we have allowed 3-4 weeks for inclement weather delays and unforeseen issues.

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The conclusion of FLI's guidance document is

The total time for removing all everything supplied by FLI would be approximately 2 weeks per site, or 3 weeks total if both sites were removed together. This would vary based on the level of disassembly required and whether the steelwork was being reused elsewhere, requiring condition checks, or being recycled.

We have allowed the maximum period suggested with a further 3 weeks to accommodate inclement weather.

On Behalf of Raft Technologies and Ratesu Limited

Name:



Ben Hubbard

Date:

28th November 2025

Appendices

- A. FLI Dismantling Guidance - 50m ATS1031, Piles & Frame (2427) (FLI Doc Ref - 2025-121)
- B. CountryCare Reinstatement Schedule

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Appendix A

FLI Dismantling Guidance - 50m ATS1031, Piles & Frame (2427) (FLI Doc Ref - 2025-121)



FLI structures

DISMANTLING GUIDANCE

PROJECT: RAFT TECH - WOKINGHAM

FLI REF NO. 2427

FLI DOCUMENT REFERENCE: 2025/121

Revision	Modification	Date	Prepared By	Checked By	Status
01	First issue	06/11/2025	Joe Stroud	N/A	For Approval
02	Amendment to section 7	28/11/2025	Joe Stroud	N/A	For Approval

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ANNEX 1: TYPICAL ASSEMBLY DRAWINGS

1 INTRODUCTION

This document provides general guidance for the dismantling and removal of 2 No. proposed ATS1031 towers, along with the supporting piles and frame. Site specific factors are considered, in addition to information gained from surveys and plans for installation activities. Removal of and disconnection of cabling is not covered in this documents and guidance should be sought from the manufacturer.

This is not intended as an instruction manual, and guidance should be sought from competent persons when planning any modification to the structures. A site specific lift plan will be required for all lifting activities and detailed Risk Assessments and Method Statements for all work undertaken.

All planned work should follow industry standards and best practice and all operatives working on the structure should be suitably qualified and competent. As standards and practices change over time, any guidance given may become superseded in future.

Various aspects of the tower may be easily overlooked, so for these items, the instruction is in **bold**.

2 SUSTAINABILITY

All of the steelwork supplied as part of this project can be either reused or recycled.

If dismantled, the towers and pile frames may be used in a new location, however the entire structure should be checked for damage or degradation prior to re-assembly and a full bolt replacement should be carried out. If the piles are to be removed, they must have an appropriate condition assessment and design carried out by competent persons before they are re-used. If they remain in-situ, they can be used to support a different structure (subject to design by a competent person).

If not being reused, all steelwork supplied by FLI can be recycled, meaning no waste goes to landfill. FLI's screw pile foundation systems reduce carbon by 64% compared to mass concrete. They are removable, recyclable, and minimize ground disturbance. Rapid deployment methods not only reduce time on site, which reduces energy, but also minimize energy consumption during installation. The lightweight, modular nature of the systems means fewer machines are needed on-site, reducing fuel use and lowering emissions in sensitive environments.

Once the steelwork is removed from site, the area can be returned to its original condition with minimal work, simply levelling and reseedling.

3 RECOMMENDED PLANT & TOOL REQUIREMENTS

The list below provides guidance based on the plant to be used for installation. Site conditions may change, necessitating different plant. Exact requirements should be determined by the contractor completing the works and all lifts should be planned by a Crane Appointed person and plant chosen at this time.

3.1 Plant

- Modules above 20m & Headframes – Recommend 90t Crane (required for reach)
- Lower modules – Recommend 40t Crane
- Dismantling modules – Scissor lift/platform/ladder
- Pile Frame – Recommend 40t Crane. Minimum 9m Telehandler if taken apart.
- Piles – Minimum 20t Excavator with TM90 Torque Motor (This may be reduced based on torque values recorded at installation)

- Removal Vehicles – 4 No Articulated lorries per site if fully disassembled.

3.2 Tools

The list below provides a number of recommended tools for dismantling however is not an exhaustive list. Full requirements should be determined by the contractor completing the dismantling.

- Impact Wrench
- Spanners/Podgers
- Socket/Spanner Sizes
 - 10mm (M6)
 - 17mm (M10)
 - 19mm (M12)
 - 24mm (M16)
 - 30mm (M20)
 - 36mm (M24)
 - 46mm (M30)
- Slings – To be specified by Crane Appointed Person in Lift Plan

4 GENERAL GUIDANCE

The guidance outlined in this document is aimed at reducing work at height and the number of lifts as much as possible. When planning the work, it is good practice to complete as much work as possible on the ground, to reduce the risk of working at height.

All tools at height, and any bolts removed should be adequately tethered/stored to prevent any items falling from height.

When bringing any items to the ground, particularly modules being brought down and laid in a horizontal position, care should be taken to ensure the landing location is suitable in terms of taking the weight and preventing digging in (Trackway may be appropriate).

All assembly and as-built drawings should be available on site and referred to during planning to enable accurate and effective planning and dismantling.

5 TOWER & HEADFRAME REMOVAL

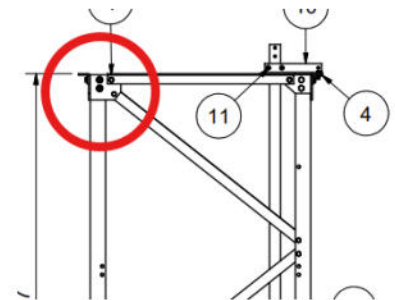
All lifts outlined below are for guidance only and should be determined by a competent Crane Appointed person at the time of dismantling. Site conditions may change, for example obstructions require a longer reach, meaning lifts are not possible or different plant is required.

5.1 Top Antenna & Mounting Assembly

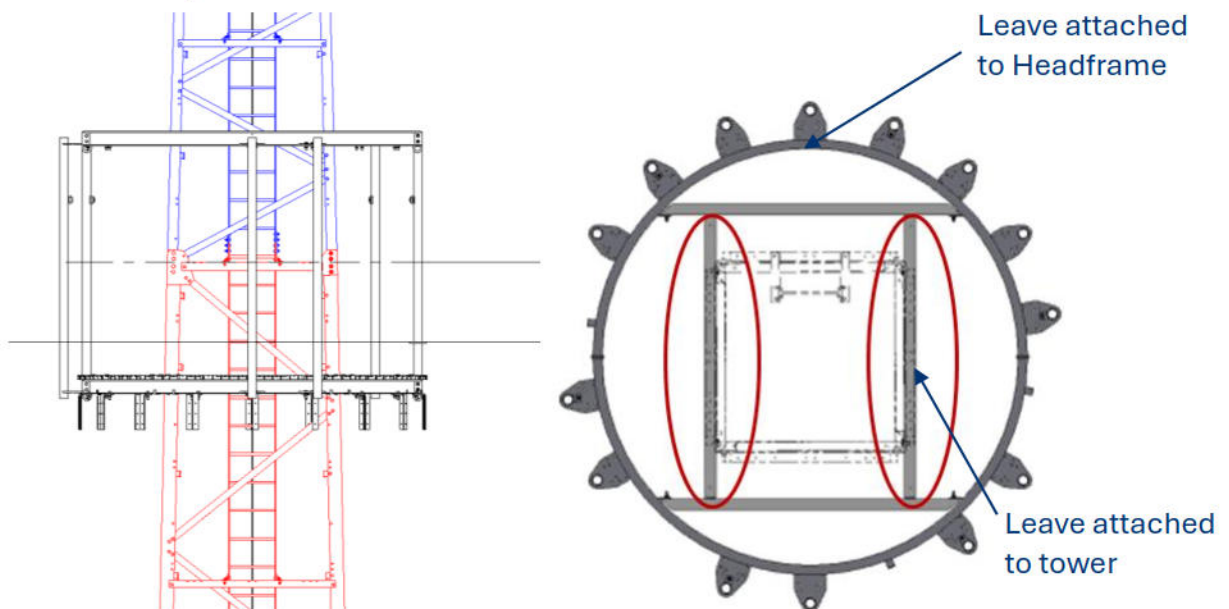
The top Antenna mounting assembly ASA7 (80kg) can be removed in one piece together with the antenna. The antenna should be slung from a suitable location determined by the Crane Appointed Person in the lift plan and supported by the crane prior to the removal of any bolts. Once suitably supported, the 8 No. M16x60 Bolts fixing the support angles to the tower horizontals can be removed, and the assembly lifted to the ground for dismantling. The heaviest piece of this assembly is the central pole at 13.8kg, therefore all items can be taken apart and moved by hand.

5.2 Upper Modules

The top 3 Parallel A (/A) Modules and the A Module can be removed in one lift (approx. 2620kg). The top module should be slung around the legs where the brace meets the leg (circled adjacent). The crane should then take up any slack and take the weight of the modules prior to removal of any bolts.



As shown in the image below left, the lower headframe straddles Module A (blue) and B (Red), so needs to be disconnected from Module A to facilitate this lift. To allow the bolts in the legs to clear the headframe support beams, the inner beams connected to the tower (circled, below right) should be left attached to the tower and removed as part of this lift (2 No. M16 per connection).



Once this is completed, the **ladder splice plates should be disconnected** (total 4 No. M12) with the operators ensuring that they remain on the lower module from this point onward. The upper (Module A) legs can then be unbolted from the splice plates (M20) to allow the 4 modules to be lifted out of the headframe before being lowered to the ground and laid down.

Once on the ground, the modules can be disconnected from each other by removing the bolts at the splice plates and ladder fixings. The modules can be transported as an assembled section or dismantled into pieces. If dismantling, the easiest method is to support the top face, either with slings or a forklift/telehandler, remove all the bolts connecting the braces

the lift off the top face. The braces can then all be removed by hand however the legs are approx. 55kg so mechanical aid is recommended.

5.3 Lower Headframe

The lower headframe may be removed with the antenna still attached if desired. In this case, care should be taken to locate the centre of gravity prior to lifting to ensure a stable load.

Once the headframe is suitable slung and supported by the crane (headframe only – 873kg), the same process described above should be followed, with the inner support beams left attached to the tower, and the outer ones removed with the headframe. The headframe can then be lifted off the top of the module and be brought to ground level.

If attached, the antenna should be removed, then the top antenna ring (with support members left in place) should be slung to take its weight (215kg) (This may be possible with a telehandler with lifting hooks). The bolts in the top antenna connection (M16) should then be removed before lifting the ring off and placing on the ground. The ring spacing is 2.2m, therefore a small step or hop-up may be required to reach the bolts. The antenna poles (28.6kg) can then be removed and everything else dismantled.

5.4 Mid-Modules

Modules B, C & D (2820kg) can be removed in one lift. Once the top module is suitably slung and supported by the crane, the **ladder splice plates** should be removed (M12) before removing the bolts in the splice plates (M20), lifting the module to the ground and lying in a horizontal position.

The modules can then be separated and either transported as an assembled module or disassembled.

The face width of the largest module (D) in this section is 2125mm so a small step or hop-up may be required to undo some bolts.

If disassembling, the same process described for the upper modules should be followed, support the top face, remove braces on both sides and lift off. The heaviest brace is 20kg, so all can be removed by hand. The legs are up to 136kg, so require plant to move.

5.5 Lower Modules

The lower modules (E, F & G – Max 1750kg) should be removed one at a time following the same process as described for multi-module lifts. Sling the module and take the weight, **remove the ladder splice**, remove the bolts in the splice plates, lift the module to the ground and lie down.

The modules are too large to be transported in one piece, and so require disassembly. The face width of the Module G is 2747mm, therefore suitable equipment will be required to reach the upper bolts (small ladder, scissor, mobile platform or similar).

The same process described earlier can be followed; support the top face, undo the bolts, remove and disassemble. The heaviest braces are 32kg, so may require mechanical assistance or a 2-man lift. The legs are up to 200kg, so will require plant to move.

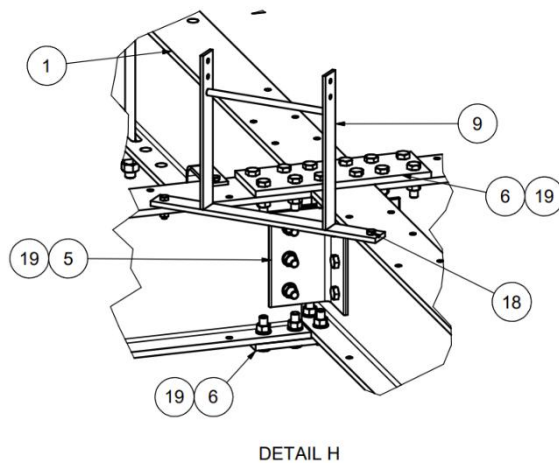
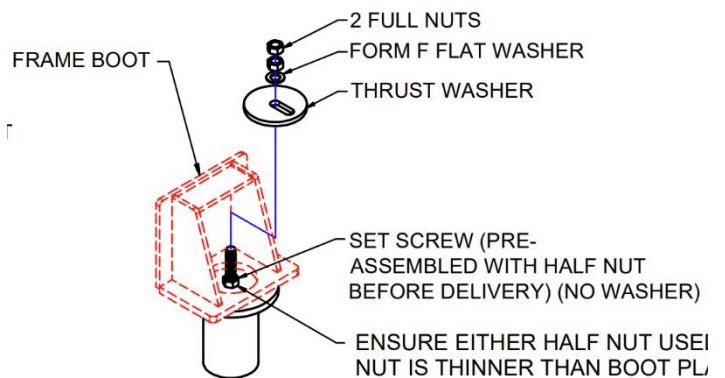
6 PILE FRAMES

The method outlined below is for guidance only and may not be possible to achieve in future. Site conditions may change, for example obstructions require a longer reach, meaning lifts are not possible or different plant is required. All lifts should be planned and assessed by a Crane Appointed Person and a suitable and sufficient Method Statement developed by a competent contractor.

The frame can be removed in one piece (2690kg) or disassembled in place. The method outlined below can be followed whether the frame is still on the piles or removed.

Once the tower is removed the pile frame can start to be disassembled. The ladder foot should be removed (M16), and the tower stubs can be removed if desired (M30 Studding). The stubs are 37kg and the bottom plates are 25kg, so this lift should be properly planned and mechanical assistance used if necessary.

The main beam (SB2759) should be left in place while the side beams are removed. This can be done either by leaving the hammerhead beam in place, and lifting out the support beams (SB2760), or lifting both beams together, in which case care should be taken to find the centre of gravity to ensure a stable lift. The typical boot connection is shown in the image to the right.



All beam connections consist of a top and bottom splice plate, and angle cleats both sides (all M24 Bolts). The bottom splice plate can be used to support the beam while other connections are undone. The image to the left shows the central connection as an example.

7 PILES

Screw piles can be completely removed from the ground relatively easily, leaving behind no more trace than some local ground disturbance. A competent contractor should be appointed to develop a detailed method statement for pile removal. This should factor in the torque readings achieved during installation to determine a suitable torque motor. The installation motor specified is FLI's TM90 so this would be sufficient.

With the torque motor attached to a suitable excavator the motor should be attached to the pile caps with M20 Bolts, at which point the motor can 'unscrew' the piles by running in reverse and applying a slight lifting force to the piles. Once the pile extension is fully out of the ground, the bolts joining it to the lead can be removed, allowing the pile to be laid down and disconnected from the cap. The cap should then be attached to the lead section, before following the same process to remove the lead.

8 SITE CLEAR

Once all steelwork has been removed from site, and any other work required has been completed (such as service disconnection, compound and cabinet removal), the ground can be scraped back to a suitable level, prior to being repurposed for its new use. If the site is to be returned to its original condition, it is likely that only reseedling would be required.

9 CONCLUSION

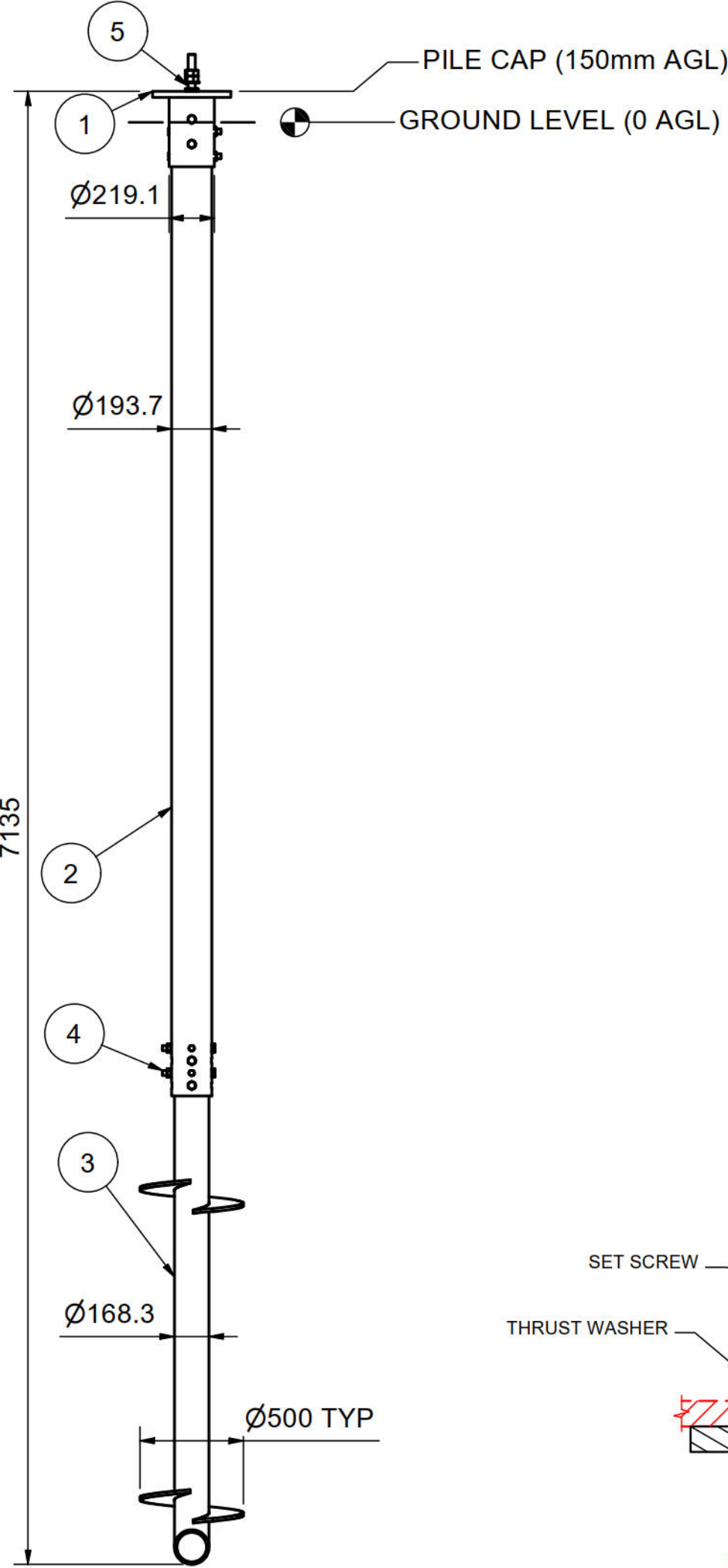
All of the steelwork provided by FLI can be either re-used or recycled, minimising the environmental impact of any project. By utilising FLI's foundation solutions throughout the project, there is no requirement for concrete for any of the structural steelwork or the equipment cabins. This significantly reduces the carbon impact of the project.

For all dismantling and removal works, a competent contractor should be employed by the client to plan the works, and to develop site specific Risk Assessments and Method Statements prior to completing any work.

The total time for removing all everything supplied by FLI would be approximately 2 weeks per site, or 3 weeks total if both sites were removed together. This would vary based on the level of disassembly required and whether the steelwork was being reused elsewhere, requiring condition checks, or being recycled.

ANNEX 1: TYPICAL ASSEMBLY DRAWINGS

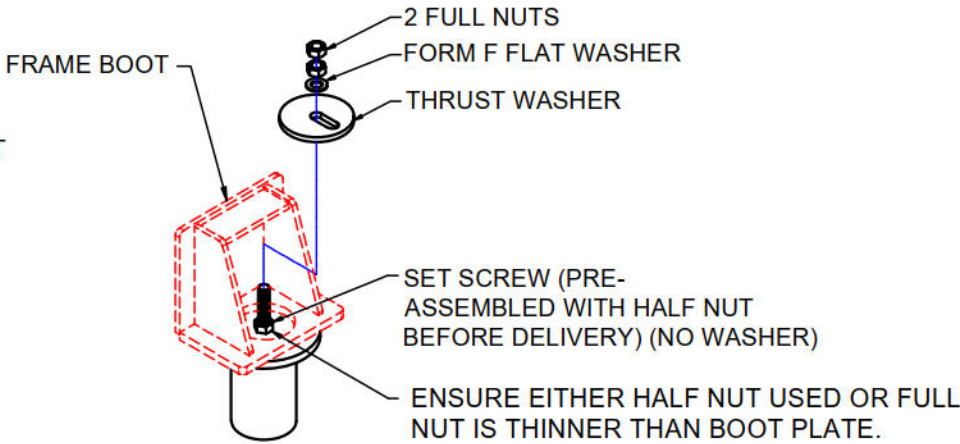
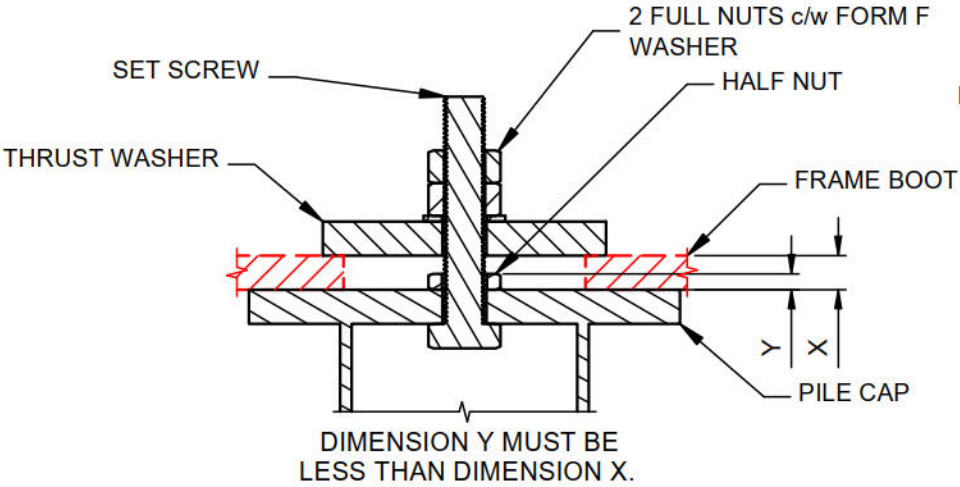
SCREW PILE FOUNDATION - Wokingham



PART LIST					
ITEM	Drg No.	PART No.	DESCRIPTION	Wt (kg)	QTY
1	193C	193C	Ø193.7 PILE CAP	44.3	8
2	ESP25	ESP25	Ø193.7 EXTENSION 4500 B-B	215.8	8
3	ESP26	ESP26	Ø168.3 LEAD c/w 2 No. Ø500 HELICES (2500 B-B)	159.6	8
4	-----	-----	M24x260LG B-N-FW (SHANKED)	1.1	64
5	-----	-----	M20x200 B-3N-FW (ON½ HALF NUT)(FORM F)	3.3	8

MAX FACTORED TENSION (kN)	MAX FACTORED COMPRESSION (kN)	TEST LOAD 150% OF TENSION (kN)	MINIMUM INSTALLATION TORQUE REQ'D (kNm)	MAX TORQUE NOT TO EXCEED (kNm)	PILE LENGTH (m)	RECOMMENDED TORQUE MOTOR
217.6	271.6	217.6	31.2	78.5	7.135	TM90-01 LT HS

PILE TOLERANCES	
HORIZONTAL (PLAN)	±75mm
LEVEL	±3mm
VERTICALITY	±0.5°



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IF IN DOUBT ASK

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ALL WELDS TO BE CONTINUOUS
I.E. "PICKLE FREE"

REMOVE ALL SHARP
EDGES AND BURRS

ENSURE ALL HARD STAMP CHARACTERS
ARE VISIBLE AFTER GALVANISATION

UNLESS OTHERWISE STATED:-
MATERIAL:- GRADE AS PER FLI LTD FORM 11G
FINISH:- GALVANISED TO BS EN ISO 1461
DIMENSIONS:- MILLIMETRES (mm)
WELD INSP:- AS PER NSSS LATEST EDITION ANNEX 'B'
TOLERANCES:-
CUT LENGTHS = ±2mm
HOLE CENTRES = ±2mm
ANGULAR CUT = ±0.25°
FABRICATED ASSY = ±3mm
PCD = ±1mm

FOR CE MARK & EXECUTION CLASS REFER TO RELEVANT DoP
NON PRELOADED BOLTING ASSEMBLIES TO BS EN 15048-1

NOTES:-
1. ALL DRAWING NOTES RE FOR GUIDANCE ONLY.
REFER TO RELEVANT METHOD STATEMENT FOR
INSTALLATION INSTRUCTION.
2. BOLTS SHALL BE MADE "SNUG TIGHT"
ACHIEVABLE BY THE EFFORT OF ONE MAN USING A
NORMAL SIZE SPANNER.
3. PILES NOT TO BE TERMINATED SHORT EVEN IF
DESIGN TORQUE IS REACHED.
4. POSITION & ORIENTATION OF PILES ARE TO BE
DETERMINED BY CONTRACTOR ON SITE.
5. EXCAVATE INSPECTION PITS BY HAND OF
SUFFICIENT DIAMETER TO ALLOW CABLE DETECTION
EQUIPMENT TO BE CORRECTLY OPERATED AT ITS
BASE. THE INSPECTION PIT SHALL BE ADVANCED AND
CABLE DETECTION UNDERTAKEN IN 250MM
INCREMENTS TO A DEPTH OF 1M, OR AS OTHERWISE
DIRECTED IN THE RELEVANT METHOD STATEMENT..
ONCE THE PILE IS INSTALLED, BACKFILL ANY VOIDS
AROUND THE PILE WITH SITE WON GRANULAR
MATERIAL OR IMPORTED TYPE 1 MATERIAL USING A
HAND TAMPER. BACKFILL MATERIAL IS TO BE
COMPACTED IN LAYERS OF NO MORE THAN 200MM
AND UNTIL NO FURTHER COMPACTION BY HAND
TAMPER CAN BE ACHIEVED. IF A PILE CAP IS FITTED
THEN ADJUST THE PIT DIAMETER ACCORDINGLY TO
ALLOW COMPACTION.
6. DESIGNS ARE CARRIED OUT IN GOOD FAITH
BASED ON THE GROUND INVESTIGATION DATA
PROVIDED BY THE CLIENT. RISKS ARISING FROM
UNFORSEEN GROUND CONDITIONS FALL TO THE
CLIENT.

A	04/08/2025	FIRST ISSUE	HN	JG
ISSUE	DATE	MODIFICATION	DSNR	CHKD

FRANCIS & LEWIS INTERNATIONAL LTD
TEL: +44 (0)1452 722200 WEB: www.fli.co.uk

DATE:	04/08/2025	SCALE:	NTS	FLI Ref:	2427
DRAWN / MODELLED	HN	DRG. CHECK	JG	ENG. APPD	JS

CUSTOMER: RAFT Tech

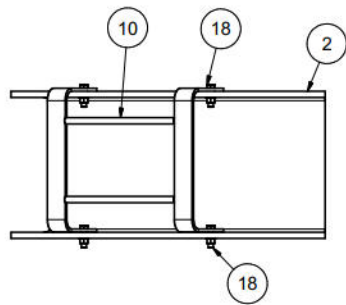
ORDER No.: N/A

TITLE: SCREW PILES FOR 50m ATS1301
TOWERS AT SITE: WOKINGHAM

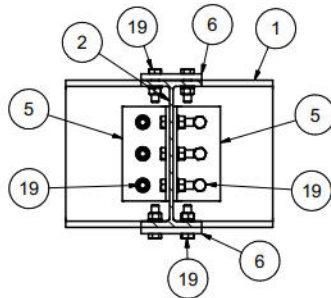
TOTAL WEIGHT: 3456.9 kg

DRG.No. RAFT-12326

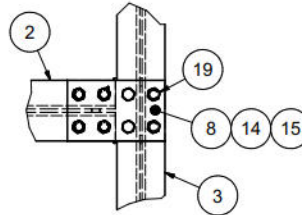
Rev. A



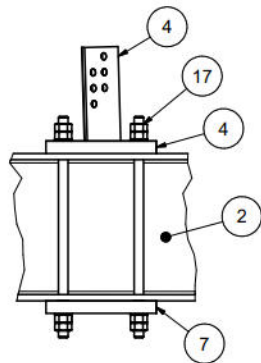
SECTION A-A
LADDER STEP DETAIL



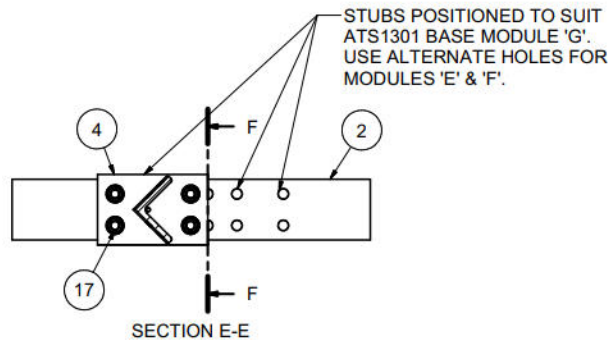
SECTION B-B
CENTRAL CONNECTION DETAIL



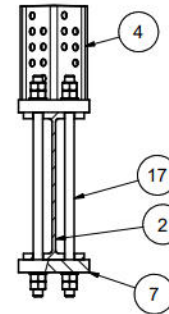
DETAIL C
HAMMERHEAD CONNECTION
DETAIL



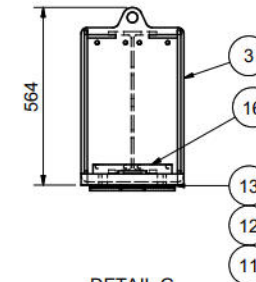
DETAIL D
STUB CONNECTION DETAIL



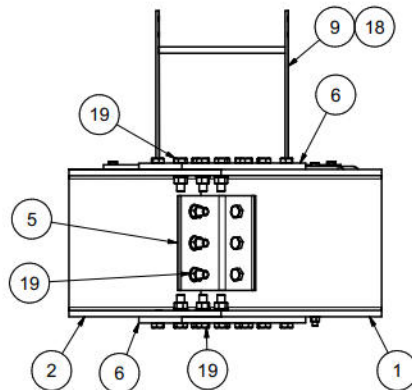
SECTION E-E



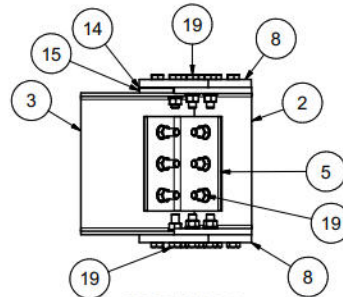
SECTION F-F



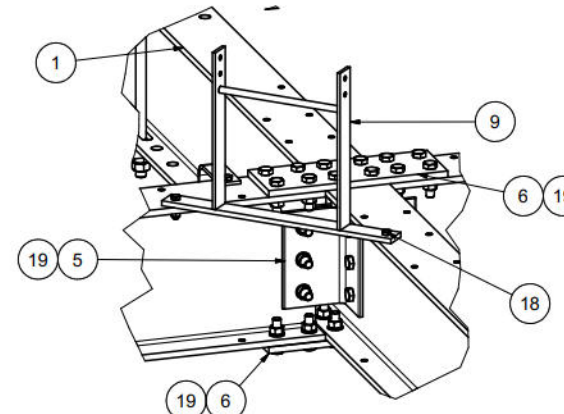
DETAIL G
TYPICAL PILE BOOT



SECTION J-J
CENTRAL CONNECTION DETAIL



SECTION K-K
HAMMERHEAD CONNECTION DETAIL



DETAIL H

ITEM	Drg No.	PART No.	DESCRIPTION	Wt (kg)	QTY
1	SB2759	SB2759	MAIN BEAM (457x191x98 UB)	597.0	1
2	SB2760	SB2760	SUPPORT BEAM (457x191x98 UB)	287.7	2
3	SB2761	SB2761	BOOTS BEAM (457x152x52 UB)	167.2	4
4	BS254	BS254	BASE STUB (150x150x18 RSA)	36.8	4
5	ANC132	ANC132	ANGLE CLEAT (200x150x12 RSA)	9.9	12
6	CP2751	CP2751	CONNECTION PLATE (20mm PLATE)	16.8	2
7	CP2752	CP2752	CONNECTION PLATE (40mm PLATE)	25.0	4
8	CP2753	CP2753	CONNECTION PLATE (25mm PLATE)	11.6	8
9	LF1480	LF1480	LADDER FOOT (1 RUNG)	12.3	1
10	LS521	LS521	LADDER STEP (2 RUNG)	10.7	1
11	SP482-SP484	SP482	SHIM PLATE TO SUIT Ø193.7 CHS (10mm PLATE)	3.8	8
12	SP482-SP484	SP483	SHIM PLATE TO SUIT Ø193.7 CHS (6mm PLATE)	2.3	8
13	SP482-SP484	SP484	SHIM PLATE TO SUIT Ø193.7 CHS (2mm PLATE)	0.8	8
14	SP540	SP540	SPACER (2mm GALV SHEET)	0.5	4
15	SP541	SP541	SPACER (15mm PLATE)	3.4	4
16	HE1479	HE1479	THRUST WASHER (30mm PLATE)	11.2	8
17	-----	-----	M30x700 STUDDING c/w 4N-2FW	5.1	16
18	-----	-----	M16x60 B-N-FW	0.2	6
19	-----	-----	M24x90 B-N-FW	0.6	136
20	-----	-----	SPARE M16x60 B-N-FW	0.2	1
21	-----	-----	SPARE M24x90 B-N-FW	0.5	7

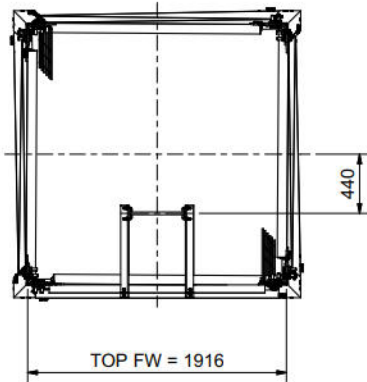
DO NOT SCALE IF IN DOUBT ASK	
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ALL WELDS TO BE CONTINUOUS I.E. "WIGGLE FREE"	REMOVE ALL SHARP EDGES AND BURRS
ENSURE ALL WELD STAMP CHARACTERS ARE VISIBLE AFTER GALVANIZATION	
UNLESS OTHERWISE STATED:- MATERIAL:- GRADE AS PER FLI LTD HDB019 FINISH:- GALVANIZED TO BS EN ISO 1461 DIMENSIONS:- MILLIMETRES (mm) WELD DIM:- AS PER BS55 LATEST EDITION ANNEX W TOLERANCES:- CUT LENGTHS = ±20mm HOLE CENTRES = ±20mm ANGULAR CUT = ±5.25° FABRICATED ASBY = ±30mm RSD = ±3.0mm	
FOR CE MARK & EXECUTION CLASS REFER TO RELEVANT CHD	
FOR CE MARK & EXECUTION CLASS REFER TO RELEVANT CHD	
NOTES:-	

SHEET 2 OF 2

DATE	17/10/2023	SCALE	N/A	NTS	N/A	FLI	N/A
DRAWN	J.A.	CHECKED	J.P.H.	APPROVED	J.S.	FLI structures	
STANDARD PRODUCT							
N/A							
BOLTED HAMMERHEAD PILE FRAME TO SUIT ATS1301 BASE MODULES E, F & G							

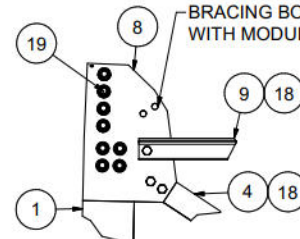
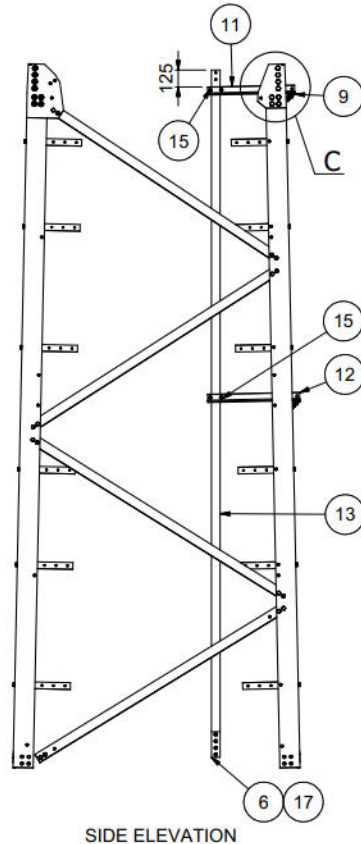
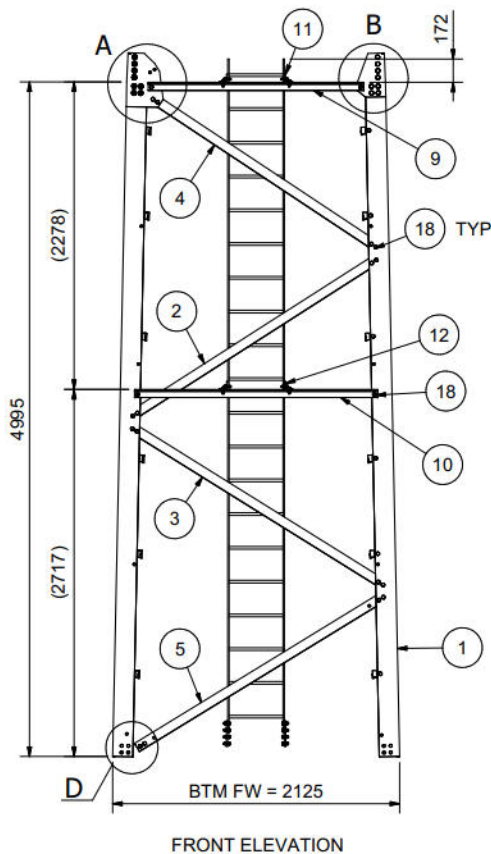
SEE SHEET 2 OF 2 FOR BRACE
CONFIGURATION FOR MULTI MODULE LIFTS

ATS1301 MODULE D - TS1137

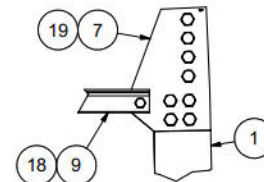


SEE NOTE 4

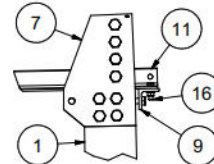
ITEM	Drg No.	PART No.	DESCRIPTION	Wt (kg)	QTY
1	U1652	U1652	MODULE D UPRIGHT (150x150x12 RSA)	136.1	4
2	D1338-D1341	D1339	DIAGONAL BRACING (70x70x8 RSA)	19.4	4
3	D1338-D1341	D1340	DIAGONAL BRACING (70x70x8 RSA)	19.8	4
4	D1372	D1372	DIAGONAL BRACING (70x70x8 RSA)	18.0	4
5	D1373	D1373	DIAGONAL BRACING (70x70x8 RSA)	19.2	4
6	CP1826	CP1826	LADDER CONNECTION PLATE (65x10 FLAT)	1.0	2
7	CP2423	CP2423	SPLICE PLATE TO TAKE LADDER FIXING (10mm PLATE)	4.4	4
8	CP2424	CP2424	SPLICE PLATE TO TAKE DIAGONALS & LADDER FIXING (10mm PLATE)	7.3	4
9	LF1391-LF1392	LF1391	EXTERNAL LADDER FIXING (60x60x8 RSA)	11.3	1
10	LF1391-LF1392	LF1392	EXTERNAL LADDER FIXING (60x60x8 RSA)	12.8	1
11	LF1393-LF1394	LF1393	INTERNAL LADDER FIXING (60x60x8 RSA)	4.5	2
12	LF1393-LF1394	LF1394	INTERNAL LADDER FIXING (60x60x8 RSA)	4.8	2
13	LS452	LS452	LADDER SECTION (20 RUNGS)	74.8	1
14	FB336	FB336	FEEDER BRACKET (50x10 FLAT)	1.9	12
15	SK1384	-----	M12x80 RECTANGULAR BOLT	0.2	4
16	-----	-----	M12x40 B-N-FW	0.1	4
17	-----	-----	M12x40 C'HD B-N-FW	0.1	8
18	-----	-----	M16x60 B-N-FW	0.2	80
19	-----	-----	M20x80 B-N-FW	0.4	64
20	-----	SPARE	M12x40 C'HD B-N-FW	0.1	1
21	-----	SPARE	M12x40 B-N-FW	0.1	1
22	-----	SPARE	M16x60 B-N-FW	0.2	5
23	-----	SPARE	M20x80 B-N-FW	0.4	4



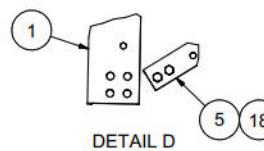
DETAIL A



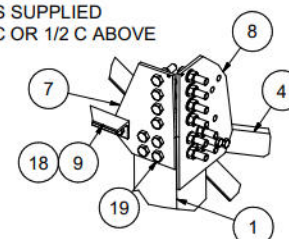
DETAIL B



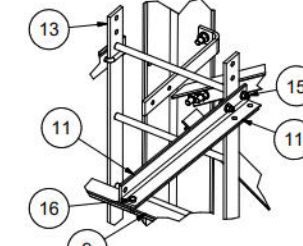
DETAIL C



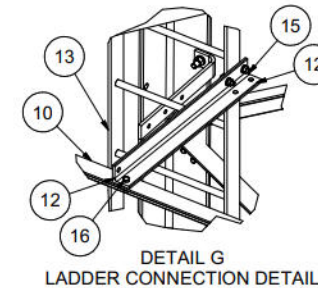
DETAIL D



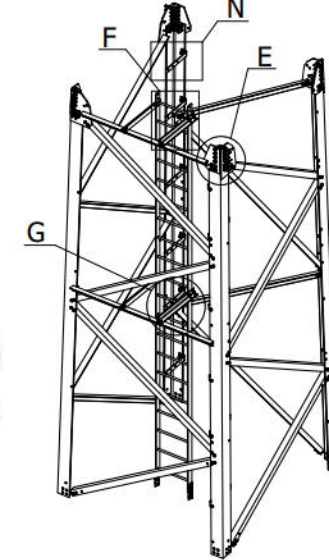
DETAIL E
SPLICE CONNECTION DETAIL
(SEE NOTE 4)



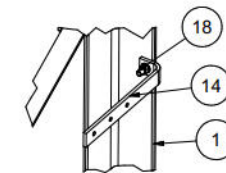
DETAIL F
TOP LADDER CONNECTION
DETAIL



DETAIL G
LADDER CONNECTION DETAIL



3D VIEW



DETAIL N
FEEDER BRACKET DETAIL

DO NOT SCALE
IF IN DOUBT ASK

ALL WELDS TO BE CONTINUOUS
I.E. "PICCLE FREE"

REMOVE ALL SHARP
EDGES AND BURRS

ENSURE ALL HARD STAMP CHARACTERS
ARE VISIBLE AFTER GALVANIZATION

UNLESS OTHERWISE STATED:-
MATERIAL:- GRACE AS PER FL1 LTD FORM 11G
FINISH:- GALVANIZED TO BS EN ISO 1461
DIMENSIONS:- MILLIMETRES (mm)
WELD SHOP:- AS PER LATEST EDITION ANNEX 'B'
TOLERANCES:-
CUT LENGTHS = ±2mm
HOLE CENTRES = ±2mm
ANGULAR CUT = ±0.25°
FABRICATED 450° = ±3mm
ICG = ±1mm

FOR CE MARK & EXECUTION CLASS REFER TO RELEVANT CHP

FOR CE MARK & EXECUTION CLASS REFER TO RELEVANT CHP

NOTES:-

1. ALL DRAWING NOTES ARE
FOR GUIDANCE ONLY. FOR
INSTALLATION INSTRUCTIONS
REFER TO THE RELEVANT
METHOD STATEMENT.

2. BOLTS SHALL BE MADE "SNUG
TIGHT" BEING THAT TIGHTNESS
ACHIEVABLE BY THE EFFORT OF
ONE MAN USING A NORMAL SIZE
SPANNER.

3. BRACING ANGLES
POSITIONED TOES INWARDS.
EXTERNAL LADDER FIXINGS
MOUNTED ON OUTSIDE FACE OF
TOWER LEGS.

4. SPLICE PLATES CP2423 &
CP2424 ARE NOT REQUIRED
WHEN CONNECTING TO ATS1301
MODULE SPECIAL C (TS1136) AS
THE SPLICE PLATES ARE
SUPPLIED WITH THAT MODULE.

5. EXTERNAL LADDER
FIXING/SUPPORT ANGLE
MOUNTED ON OUTSIDE FACE OF
TOWER LEGS.

6. 2 RUNS OF FEEDER
BRACKETS ARE SUPPLIED AS
STANDARD. IF MORE ARE
REQUIRED, THESE WILL BE
ADDED TO THE SITE SPECIFIC
COVER SHEET. FEEDER
BRACKETS ARE SPACED AT
ROUGHLY 1m SPACINGS. REFER
TO SITE SPECIFIC COVER SHEET
FOR DETAILS ON WHICH LEGS
REQUIRE FEEDER BRACKETS.

SHEET 1 OF 2

1	REVISION	1	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
2	REVISION	2	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
3	REVISION	3	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
4	REVISION	4	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
5	REVISION	5	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
6	REVISION	6	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
7	REVISION	7	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
8	REVISION	8	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
9	REVISION	9	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
10	REVISION	10	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
11	REVISION	11	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
12	REVISION	12	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
13	REVISION	13	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
14	REVISION	14	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
15	REVISION	15	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
16	REVISION	16	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
17	REVISION	17	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
18	REVISION	18	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
19	REVISION	19	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
20	REVISION	20	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
21	REVISION	21	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
22	REVISION	22	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023
23	REVISION	23	DATE	16/05/2023	SCALE	N/A	BY	FLI	CHKD	FLI	APPD	FLI	DATE	16/05/2023

FLI structures
FRANCIS & LEBRON INTERNATIONAL LTD
TEL: +44 (0)1208 722000

DATE: 16/05/2023 SCALE: N/A BY: FLI

CHECKED: J.L. DATE: 16/05/2023

STANDARD PRODUCT

PROJECT: N/A

DESCRIPTION: ATS1301 MODULE D (5m)

TOTAL WEIGHT: 1083.4 kg

DRG No.: TS1137

Page: 1

Appendix B

CountryCare Reinstatement Schedule



Phoenix Park RAFT Technologies radio mast and infrastructure removal.

Sequence of Operations: (Include sketches if required)	Re-Instatement Schedule; 1. All employees involved to undertake site induction. 2. Assess site before work commences. Make sure all paperwork is correct. 3. All staff have been briefed on method statement and risk assessment. They will all have signed to say they have understood it. Digital copies of signatures are available for inspection on site. 4. Works to be Supervised and carried out by trained, competent staff. 5. All staff have been issued with and trained on the use of PPE and equipment. 6. Set up welfare facilities for duration of works. 7. Install ground protection boards if required. 8. Break out concrete and prepare for removal. 9. Remove all fencing and gates. 10. Remove surface treatment (gravel). 11. Remove geotextile. 12. Infrastructure and towers to be removed by others. 13. Remove ducting and cables 14. Remove cabin and storage containers. 15. Break out concrete base 16. Excavate and remove stone/sub base 17. Re-soil, grade and seed area to meet existing landscape. 18. Dispose of all materials from above works in a responsible manner. 19. Tidy arisings from above works.
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