

DEMOLITION & CONSTRUCTION MANAGEMENT PLAN

In relation to the
Schedule of Works Item 16,
GRANT OF PLANNING PERMISSION
Application Ref: 74926/APP/2021/3575

for

Proposed construction of 4 x 2 storey terrace houses
with all associated parking and external works.

Former Garages Site R/O,

27-45 Petworth Gardens

Hillingdon

Prior to development commencing, the applicant shall submit a demolition and construction management plan to the Local Planning Authority for its approval.

DATE: 31st January 2023

REVISION: As the project progresses and need arises.

PREPARED BY: JUSTINE PHOTI (Health & Safety Manager)

APPROVED BY: SANJAY LAD (CONTRACTS MANAGER)

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The Schedule of Works Item 16 (page 8) specifies a Demolition and Construction Management Plan to be submitted and approved prior to any works commencing.

The plan shall detail:

- (i) The phasing of development works;
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours);
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing;
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities);
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours);
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process;
- (vii) The storage of demolition/construction materials on site.

The approved details shall be implemented and maintained throughout the duration of the demolition and construction process.

REASON To safeguard the amenity of surrounding areas in accordance with Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020) - Development Management Policies

1.0 The Phasing of Development Works

To manage and co-ordinate, pedestrian traffic movements and vehicle traffic movements outside and within the site for **Residential Development at land to rear of 27-45 Petworth Gardens, UB10 9HQ** during the Demolition and Construction of the new buildings during works as follows:

A – Arboriculture – Tree removal and protection according to Arboricultural Report dated September 2021, by a competent and experienced arborist to current British Standards.

B – Erect protective, robust Hoarding – Construction Site warning signs displayed to deter people from entering.

C – Lay Ground protection or protect existing hard surfaces.

D – Demolitions – no demolition required, existing garages have been cleared by Client.

E – Foundations – ready mix lorries directly into site.

F – Groundworks – Muck away & deliveries of rebar, shutters & pouring of concrete.

G – Bricks and Blocks, Drylining Materials, and other works

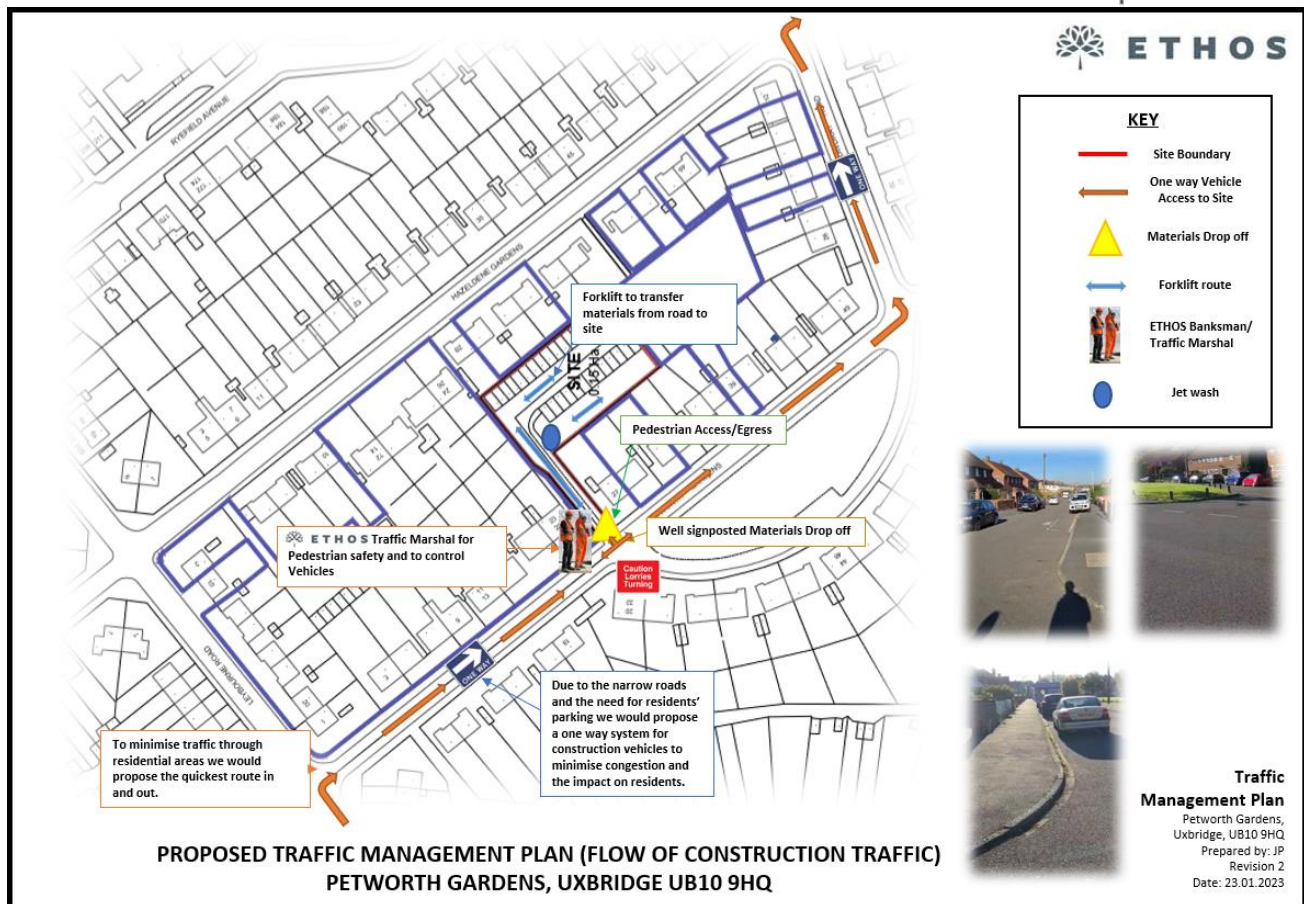
H – General Internal fitout.

I – It is not envisaged that cranes will be required.

We propose all deliveries will take place via access road between properties no. 23 and 27 Petworth Gardens, UB10 9HQ as highlighted on Site Logistic & Traffic Management Plan, with a shared entrance **FOR PEDESTRIANS**. All construction traffic will arrive from **Petworth Gardens with trained Banksman/Traffic Marshals always** on hand when deliveries are present. Deliveries will be unloaded using mechanical means i.e. Static Lorries/Fork lifts.

Plans highlighting the safe working practices for:

- Pedestrian access near the site.
- Vehicle access near the site.
- Public protection.



Information and Communication

The Project Manager and Site Manager will ensure that the traffic management plan will be included in the project induction for all employees/contractors associated with the unloading/loading of deliveries and the pouring/pumping of concrete and muck away lorries.

Non-compliance with these procedures will be addressed under the site discipline procedures. The traffic marshals will ensure all drivers/slingers comply with the Traffic Management Plan.

This strategy is compiled considering current, updated legislation contained within the orders below, and HSE Guidance.

- The HASAW Act 1974
- The CDM Regulations 2015
- The PUWER Regulations 1998
- The Lifting Operations and Lifting Equipment Regulations 1998
- The Management of Health & Safety at Work Regulation 1999 (amendments 2015), inc The Management of Health and Safety at Work and Fire Precautions (Workplace) (Amendment) Regulations 2003
- The New Roads and Street Works Act 1991 (Commencement No. 7) (England) Order 2002
- The Health and Safety (Safety Signs and Signals) Regulations 1996
- HSG151 Protecting the public.
- HSG199 Workplace transport safety

2.0 Safe System of Work

GENERAL INFORMATION – Deliveries, Muck away and concrete pouring by concrete pump and or concrete transit mixers.

This traffic plan will be reviewed prior to works commencing and updated where necessary if circumstances change.

VEHICLES including measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities)

- It will be communicated to all deliveries that access to the site is from Petworth Gardens for demolition, piling, muck away, concrete & other major or minor deliveries.
- Trucks must use the jet wash provided to clear all muck away from their tyres prior to leaving the site so that all roadways and pavements are kept clear from debris as this would cause a hazards to other road users and pedestrians. This will be continuously monitored and additional control measures or a road sweeper may be necessary to keep the road clean.
- Lorries leaving site will pull out in accordance with the One Way system adopted for delivery trucks as per Traffic Management Plan (Flow of Construction Traffic) for **land to rear of 27-45 Petworth Gardens, UB10 9HQ.**
- ALL Vehicles will be accompanied by a trained traffic marshal to assist in manoeuvring. Reversing of vehicles will be avoided where possible.
- Deliveries will be allotted to a maximum of 1 lorry on Petworth Gardens at any one time.
- Vehicles will be discouraged from 'idling their engines' either on or in the vicinity of the site.
- Vehicles will be surrounded by chapter 8 barriers immediately upon their arrival on site. Competent trained traffic marshals will position themselves at end of the vehicle.
- Any plant left onsite during non-working hours will be immobilised and secured.

Once the lorry has been unloaded/loaded/discharged and is ready to depart, the lorry will depart with the flow of traffic after the last vehicle has passed following the traffic being held. The traffic marshals will continue to hold all traffic. At which point marshals will thank vehicles for waiting and wave them through.

PEDESTRIANS

- We will try to avoid arrival of vehicles, construction and deliveries, during peak foot traffic hours ie 8-9am and 3-4pm Monday-Friday. There are over 20 schools in the local area within walking distance of the site, we will try to avoid deliveries being made and off loaded during peak pedestrian times, 8.00am – 9.00am and 3.00pm – 4.00pm when school runs are taking place and the pavement will be busy with parents, pushchairs and children.
- When deliveries are taking place, pedestrians will be held by a suitably trained banksmen and specifically when we are lifting/taking materials across the footway until there is safe access to pass.
- Loads will be slung competently in accordance with the site lifting plan, by competent trained slinger/signallers, using tested and inspected equipment only. Loads for this traffic management plan,

Vithal House, 35 Gorst Road, Park Royal, LONDON, NW10 6LA

will include palletted items, stillages, bundles of re-enforcement steel, stacks of ply/plasterboard and associated construction materials. In addition to a designed and tested concrete skip. NOTE – Where concrete is concerned, the footpath and road will be protected with polythene sheeting to ensure it is always kept clean.

- Full signage will be displayed on the site hoarding to advise of the works being undertaken, site rules and contact details of site management for any comments, complaints, or enquiries.

2.01 Pedestrian Access/Egress Routes

Pedestrian routes of access will always be kept in good condition to ensure no employees or public are at risk at any time. Cautionary signage will also be prominently displayed to warn the pedestrians as and when they are passing near the site Zone.

2.02 Public Warnings

Appropriate signage should be displayed on the lead up to the controlled zone from both directions.

Namely the following:



These signs should be placed at either approach of the controlled zone. All signage is to be appropriately positioned so as not to cause interference with the public footpath and highway. Signage to conform with the New Road Street Works Act, 1991 (inc updates). All signage is to be weighed down with sandbags to prevent movement during windy conditions.

2.03 Induction

All site operatives will carry out site-specific induction training before being able to work on the site. This will include Traffic Management Procedures, routes of access and egress, Emergency Procedures, and many other site-specific topics. All traffic marshals will receive full briefing of this along with the lifting team before work commences. Signatures will be obtained for proof of briefing. A copy of the Traffic Management Plan will be sent to all perspective delivery agents.

2.04 P.P.E.

All Traffic Marshals will be issued with and will always wear the following:

- Hard hats
- High-visibility clothing labelled with Traffic Marshal or Banksman: (Orange in colour) to meet the highway use standards as dictated in BS EN 471.
- Steel-toe working safety boots.
- Gloves when necessary.

Traffic Marshals will also be provided with a means of communication for the purpose of communicating to site managers or the emergency services. Any other P.P.E required will be available upon request.

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NB. Traffic Marshals will wear Orange High Visibility clothing in line with the standards set out in BS EN 471

2.05 Certificates of Competency/Serviceability

Certificates of Competence for all operatives and plant operators will be available in the ETHOS site office and located in the health and safety files. (Traffic marshals, slinger/signallers, Telehandler/Forklift Operator, or any other machine operator)

2.06 Traffic Flow Plan



2.07 Hours during which development works will occur:

Monday to Friday: 8.00 am to 5.00 pm.

Saturday: 8.00 am to 1.00 pm.

Delivery times:

'Delivery times must be carefully programmed to ensure the health and safety of the general public and other road users is not compromised.' (Philip Pank Partnership, Pre-Construction Information)

Monday to Friday 8.00am - 5.00pm. Try to avoid 8-9am and 3-4pm (rush hour/school run).

Saturday: 8.00 am to 1.00 pm.

Note: No deliveries or works on Sundays and Bank Holidays

2.08 Parking

Due to it being a small site there will be no parking available within the confines of the site. The sharing of cars and the use of public transport will be encouraged. The use of local labour will also help reduce the impact of this project upon the local community. There are no residents parking restrictions in the local roads however priority for parking must be given to the local residents. All subcontractors must be encouraged to park considerately and ensure they do not block or restrict any pavements, roads or driveways, or visibility for pedestrians or vehicles,.

2.09 Waste and reducing airborne contaminants (including most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing)

We have a system in place for reducing waste and where waste cannot be eliminated we use a waste management company:

- Regularly servicing and repairing all of our tools to increase their lifespan and reduce the need to throw and replace.
- Reuse and recycle materials wherever possible to reduce the amount of waste going to landfill.
- Ordering of materials as and when required using an effective materials management process to reduce the amount of leftover waste.
- Use a Waste Management company to make best use of our waste.

Dust will be managed and mitigated in several ways – we will continuously monitor to mitigate dust affecting nearby residential properties by:

- Site Scaffolding surrounded and wrapped by debris netting containing the works where required.
- Dust suppression using water at the source (i.e. attached to the concrete cutting saws) will be used.
- Dust suppression using hoses and water will be used locally to remove any dust from the air.

2.10 Storage of demolition/construction materials on site

All materials will be stored within the site boundary, protected by the site hoarding and secure gates. We will order materials through our Procurement Manager as and when needed using our effective materials management process so that only the minimum number of materials need to be stored.

The Site Manager will monitor the materials on site and ensure that they are stored safely and securely, away from threat of weather damage, injury and theft.

3. Associated Risk Assessments

3.01 The following risks have been identified for this task:

- Plant & Commercial Vehicles – Movements & Pedestrian segregation
- Banking Vehicles
- Management of Outside Contractors/the Public
- Working next to live traffic routes

TRAFFIC MANAGEMENT RISK REGISTER

Process/Element	<u>Associated Hazards</u>	Risk Rating	Control Measures	Residual Risk Rating	Reference H&S Standards	Main Information Requirements
Third Party Safety	Interface between general operatives & delivery vehicles	M	Revise method statement/plan Prominently Displayed Signage Briefing/Training to operatives	L	HASAWA 74 CHSW 96 MHSW 99	Protection methods Training requirements
Traffic management operatives safety	Striking by vehicle Trap/Crush Injury Trip hazards	L-M	Revise method statement Carry out risk assessments Operative training	L	HASAWA 74 CHSW 96	Pre-plan traffic routes – to minimise reversing Position of Traffic Operatives on vehicle routes-access/egress
Speeding Traffic	Injury to operatives Injury to Third Parties Collision of vehicles	L-M	Drivers Induction (site rules) Training/Tool box Talks	L	HASAWA 74 MHSW 99	Protection of employees Protection of non-employees Measures to prevent speeding, signage
Falling objects from delivery vehicles	Injury to operatives Injury to Third Parties/speeding	L-M	Traffic Operatives/Drivers to check security of loads – (Safe Working Load)	L	HASAWA 74 MHSW 99 CHSW 96	Drivers/Traffic Control Operative management procedures – check vehicles before they leave site
General public safety	Protection from vehicles/struck by vehicles/falling loads	L-M	Marshalling of pedestrian passing / Prominently Displayed Signage	L	HASAWA 74 CHSW 96	Protection and monitoring methods reviewed/updated regularly.
Injury or collision through confusion	Lack of/or poorly positioned signage, speeding	M	Monitor traffic movements/effectiveness of signage	L	SS&S 96 HASAWA 74 CHSW 96	Signage strategy to be devised/agreed.

Notes: Site Managers are to ensure that all operatives read and sign to say they have understood task specific method statements and associated risk assessments, and comply with the control measures stipulated to minimise all risks identified.

Risk Assessment

LOCATION:	ETHOS @ Petworth Gardens, UB10 9HQ		DATE:	January 2023
OPERATION/PROCESS:	Plant & Commercial Vehicles – Movements and pedestrian segregation			
HAZARDS IDENTIFIED:	1. Vehicles striking personnel/pedestrians 2. Materials falling off /loads falling 3. Vehicles manoeuvring 4. Vehicle/ Plant Collisions 5. Vehicle Congestion			
SECONDARY HAZARDS:	Weather conditions,			
EXPOSED PERSONS:	Operatives			
FREQUENCY OF EXPOSURE:	Daily	DURATION OF EXPOSURE: As per Site Working hours		
RISK = LIKELIHOOD X SEVERITY				
<u>LIKELIHOOD</u>		<u>SEVERITY</u>		
0 = Zero to very low 1 = Very unlikely 2 = Unlikely 3 = Likely 4 = Very likely 5 = Almost certain		0 = No injury or illness 1 = First aid injury or illness 2 = Minor injury or illness 3 = " 3 day " injury or illness 4 = Major injury or illness 5 = Fatality, disablement injury, etc		
Risk Values: LOW = 1 to 8 MEDIUM = 9 to 16 HIGH = 17 to 25				
Activity Risk Rating: <i>Likelihood 5 X Severity 5 = Total 25</i>				
Activity Risk Value: LOW MEDIUM HIGH ✓				
CONTROL MEASURES METHOD STATEMENT, INSTRUCTION, TRAINING, PPE, ETC:		1. All operatives are to undergo induction training reference site specific traffic procedures (to include this Traffic Management Plan) and emergency procedure (RTA's and spillages). 2. Traffic Control/ Marshal have to wear ORANGE high visibility jackets or vests compliant with BS EN 471. 3. All delivery/vehicle drivers will be issued a copy of the specific on Site delivery vehicle rules to include: <ul style="list-style-type: none"> Access/egress procedure Pedestrian awareness and control procedures Speed limits. PPE Requirements 		
PPE arrangements: BSEN397 – Safety helmets ✓✓ BS EN345 – safety footwear ✓✓ BS EN471 – Hi Vis vest ✓✓ BS EN420 – Gloves ✓✓ BS EN166b – Eye protection ✓ BS EN352 – Ear Protection ✓ BS EN149 – RPE ✓ BS EN365 - Harnesses ✓ BS EN345 - Wellington boots ✓ ✓✓ ✓ Worn always Worn when at risk		4. Traffic operatives are to ensure that all vehicles whilst present have their flashing beacon on at all times. 5. Traffic Operatives to ensure other contractors/pedestrians do not enter the control zone whilst lifting. 6. Barriers and signage to be present and used as detailed within the traffic management plan 7. All site signage relating to Traffic Management Plan to be checked at regular intervals by the Site Manager/traffic marshals		
Residual Risk Rating: <i>Likelihood 2 X Severity 4 = Total 8</i>				
MONITORING RESULTS:		All areas checked at regular intervals		
REVIEW DATE:		At regular intervals, not to exceed 12 months or when circumstances change.		
RESIDUAL RISK RATING: LOW				
ASSESSOR:	Justine Photi	POSITION:	Health & Safety Manager	

Risk Assessment

LOCATION:	ETHOS @ Petworth Gardens UB10 9HQ	DATE:	January 2023
OPERATION/PROCESS:	Banking Vehicles		
HAZARDS IDENTIFIED:	1. Being struck by vehicles 2. Vehicles colliding with other Plant or site vehicles 3. Delivery drivers driving around site in unauthorised areas 4. Speeding on site 5. Children or Pets in delivery vehicles		
SECONDARY HAZARDS:	Weather conditions, Other contractors works		
EXPOSED PERSONS:	Delivery Drivers, Vehicle Banksman, The public/ passers by		
FREQUENCY OF EXPOSURE:	Daily	DURATION OF EXPOSURE: As per Site Working hours	
RISK = LIKELIHOOD X SEVERITY			
LIKELIHOOD 0 = Zero to very low 1 = Very unlikely 2 = Unlikely 3 = Likely 4 = Very likely 5 = Almost certain		SEVERITY 0 = No injury or illness 1 = First aid injury or illness 2 = Minor injury or illness 3 = " 3 day " injury or illness 4 = Major injury or illness 5 = Fatality, disablement injury, etc	
Risk Values: LOW = 1 to 8 MEDIUM = 9 to 16 HIGH = 17 to 25			
Activity Risk Rating: <i>Likelihood 5 X Severity 5 = Total 25</i>			
Activity Risk Value:		LOW	MEDIUM
			HIGH ✓
CONTROL MEASURES METHOD STATEMENT, INSTRUCTION, TRAINING, PPE, ETC:		1. All operatives to have read/ been briefed on the current Risk Assessments/traffic management plan 2. The marshal must make contact with the driver upon arrival to the site 3. Confirmation of the area to be unloaded must be established. 4. The driver must be made aware of the marshal's role and responsibilities. 5. Method and understanding of Hand signals and communication must be agreed prior to banking any vehicle. 6. Ensure all delivery drivers comply with the site PPE requirements. 7. Drivers must be instructed to only accept directions from the recognised banksman and to watch and follow the instructions given. 8. If at any time the driver loses sight of the banksman the driver must STOP IMMEDIATELY. 9. Maximum speed limit on site is 5mph, during banking procedures speed is to be kept to an absolute minimum (walking speed). 10. Banksman must NEVER stand directly behind any vehicle to direct it into a location. This must always be done from the sides at the rear of the vehicle. 11. The banksman must ensure prior to starting that the area behind the vehicle is clear and safe to proceed. He must inform the driver of his intentions to do this and stand to one side of the vehicle while checking. 12. If at any time pedestrians or other contractors enter the area where the vehicle is going BOTH hands must be raised and crossed over above the head instructing the driver to STOP IMMEDIATELY. This forms part of the agreed hand-signal communication method. 13. Ensure vehicle radios and mobile phones are switched off during the vehicle banking procedure. 14. Reversing of vehicles is to be kept to a minimum. 15. If reversing into the site 2 banksman will be required as a minimum to stop pedestrians crossing on the footpath. 16. The banksman must maintain complete control of the vehicle movements. If miss-directed, stop the procedure and instruct the driver to manoeuvre back to the original position and start again. 17. When banking very large vehicles round corners or obstacles the banksman must take into consideration the slew of the trailer. 18. Banksman to ensure passengers or pets do not exit the vehicle at any time.	
		PPE arrangements: BSEN397 – Safety helmets ✓✓ BS EN345 – safety footwear ✓✓ BS EN471 – Hi Vis vest ✓✓ BS EN420 – Gloves ✓✓ BS EN166b – Eye protection ✓ BS EN352 – Ear Protection ✓ BS EN149 – RPE ✓ BS EN365 - Harnesses ✓ BS EN345 - Wellington boots ✓ ✓✓ ✓ Worn always Worn when at risk	
Residual Risk Rating: <i>Likelihood 2 X Severity 4 = Total 8</i>			
MONITORING RESULTS:	Site Managers to ensure the above control measures are adhered to and such areas are safe on completion of works.		
REVIEW DATE:	At regular intervals, not to exceed 12 months or when circumstances change.		
RESIDUAL RISK RATING: LOW			
ASSESSOR:	Justine Photi	POSITION:	Health & Safety Manager

Risk Assessment

LOCATION:	ETHOS @ Petworth Gardens UB10 9HQ	DATE: January 2023																
OPERATION/PROCESS:	Management of Outside Contractors/ Public on site																	
HAZARDS IDENTIFIED:	1. Vehicle Congestion 2. Drivers entering hazardous areas 3. Unauthorised access to restricted areas 4. Speeding on site 5. Vehicle contact with operatives working on site 6. Vehicles being left unattended 7. Children or pets in visiting vehicles																	
SECONDARY HAZARDS:	Weather conditions,																	
EXPOSED PERSONS:	Operatives																	
FREQUENCY OF EXPOSURE:	Daily	DURATION OF EXPOSURE: As per Site Working hours																
RISK = LIKELIHOOD X SEVERITY																		
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Residual Risk Rating: <i>Likelihood 3 X Severity 4 = Total 12</i>																		
MONITORING RESULTS:	Operations manager to monitor and deny access to repeat offenders of non-compliance																	
REVIEW DATE:	At regular intervals, not to exceed 12 months or when circumstances change.																	
RESIDUAL RISK RATING: MEDIUM																		
ASSESSOR:	Justine Photi	POSITION: Health & Safety Manager																

Risk Assessment

LOCATION:	ETHOS @ Petworth Gardens UB10 9HQ	DATE: January 2023																
OPERATION/PROCESS:	Working near live traffic routes																	
HAZARDS IDENTIFIED:	1. Inadequate information for Traffic Control Operatives, 2. Working outside safety zone therefore not protected, 3. Vehicles striking Operatives. 4. Equipment obstructions to passing traffic																	
SECONDARY HAZARDS:	Adverse weather conditions: ice, fog, wind, spillages, Public Vehicles passing																	
EXPOSED PERSONS:	Operatives and visiting contractors																	
FREQUENCY OF EXPOSURE:	Daily	DURATION OF EXPOSURE: As per Site Working hours																
RISK = LIKELIHOOD X SEVERITY																		
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Risk Values: LOW = 1 to 8 MEDIUM = 9 to 16 HIGH = 17 to 25																		
Activity Risk Rating: <i>Likelihood 5 X Severity 5 = Total 25</i>																		
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Residual Risk Rating: <i>Likelihood 3 X Severity 3 = Total 9</i>																		
MONITORING RESULTS: All areas monitored at regular intervals by the Site Manager																		
REVIEW DATE: At regular intervals, not to exceed 12 months or when circumstances change.																		
RESIDUAL RISK RATING: LOW - MEDIUM																		
ASSESSOR:	Justine Photi	POSITION: Health & Safety																

4.0 Job Descriptions

Job Title:	Traffic Marshal
Reports To:	Site Manager & Supervisor
Main duties:	<ul style="list-style-type: none"> • To ensure all drivers receive and understand Site Rules • Ensure works cease upon the approach of pedestrians/Ensure pedestrians are stopped if lifting is underway. • Ensure traffic is controlled without unnecessary build up in accordance with this plan • Give clear signal to the drivers upon pedestrians reaching a safe distance. To commence activities. • To ensure all drivers wear full P.P.E. in conjunction with Site rules when exiting their vehicles • Keeping the Site Supervisor informed of all traffic movements (in case of emergencies). • To check at regular intervals the integrity of Segregation Barriers and Signage, in accordance with the Traffic Management Plan, and report findings to the Site Supervisor. • Ensure safe, clear egress from site by banking vehicles reversing where necessary and giving the public right of way. • Report all breaches of Site traffic disciplines to the Site Supervisor • Ensure all vehicle movements are assisted and carried out safely • Ensure road is kept clean by monitoring and cleaning vehicle wheels.
responsibilities and key result areas:	<p>The smooth day-to-day running of Traffic Management.</p> <p>Responsibilities to self, co-workers and public.</p> <p>To help maintain external presentation of site around the gate areas</p> <p>Site Rules, and Health & Safety, Health & Safety Work Act 1974</p>

Traffic Management plan & Risk assessment briefing register.

The details of this method statement and associated risk assessments have either been read by those registered or explained by a supervisor.

[illegible]