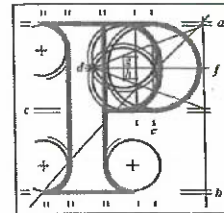


Our Case Number: ABP-314724-22

Your Reference: Tanat Limited



**An
Bord
Pleanála**

John Spain Associates
39 Fitzwilliam Place
Dublin 2
D02 ND61

Date:

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to
Charlemont, Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent submission and oral hearing request (including your fee of €50) in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

Please be advised, there is no fee for an affected landowner, listed on the schedule, to make an observation on this case, therefore, a cheque refund of €50 is enclosed.

The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you on this matter in due course.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1800 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Yours faithfully,

PP SM

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

Tell
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
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64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

The Secretary
An Bord Pleanála,
64 Marlborough Street,
Dublin 1

| | |
|-------------------------|-----------------|
| AN BORD PLEANÁLA | |
| LDG- | 060413-23 |
| ABP- | |
| 13 JAN 2023 | |
| Fee: € | 50 Type: cheque |
| Time: | 16.40 By: hand |

Date: 13th January 2023
Our Ref: BC 20125

Dear Sir or Madam,

RE: SUBMISSION ON THE METROLINK ON BEHALF OF TANAT LIMITED REGARDING A SITE BOUND BY GEROGE'S QUAY TO THE NORTH, TARA STREET TO THE WEST AND POOLBEG STREET TO THE SOUTH.

ABP Ref. NA29N.314724

Description - MetroLink Railway Order – Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin

Submission on behalf of: Tanat Limited, c/o Cooney Carey Consulting Ltd., Units 15/16, The Courtyard Carmanhall Road, Sandyford, Dublin 18

Introduction

Our client, Tanat Limited, welcomes the opportunity to make a submission on the Railway Order for the MetroLink line.

Our client has a number of observations and concerns in relation to the Railway Order. This submission is broken down under the following headings:

1. Site Location and Context
2. Planning History of the Site
3. Engineering Considerations

The following is enclosed with this submission:

- Technical Note prepared by CS Consulting Engineers
- Observation fee of €50

Site Location and Context

The application site consists of lands bounded by George's Quay to the north, Tara Street to the west and Poolbeg Street to the south. The site is brownfield in nature. The site is immediately adjacent to Tara Street Dart Station and the proposed Dart / Metro Interchange.



Figure 1: Site Location with approximate site boundary outlined in red

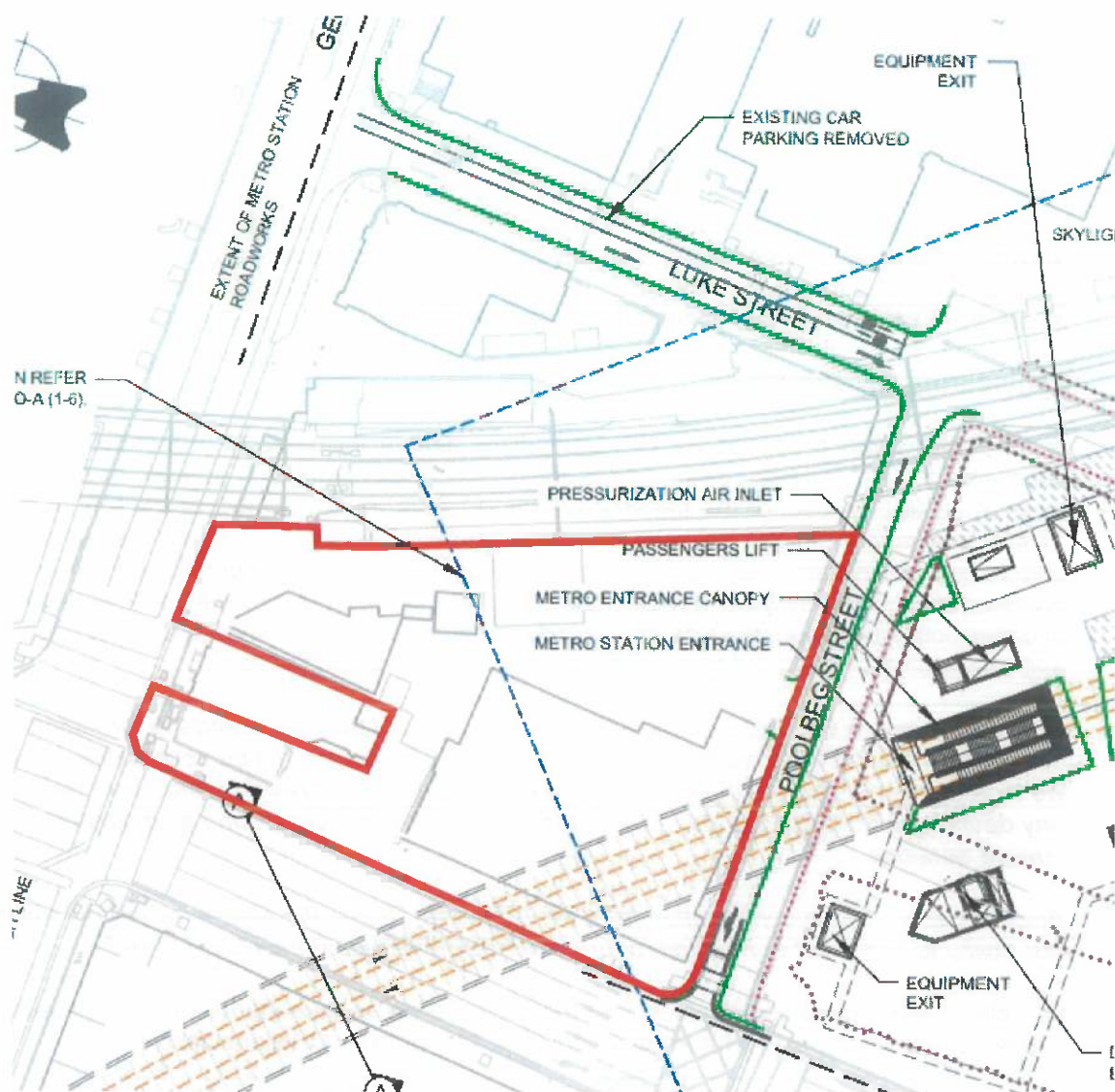


Figure 2: Proximity of the MetroLink line to the subject site (Source: metrolink.ie)

Planning History of the Site

The below gives a brief outlined of the most relevant recent planning permissions on site:

DCC Reg. Ref.: 3794/18 / ABP-302980-18

Planning permission was granted on the 2nd April 2019 by An Bord Pleanála following a 1st party appeal for a development consisting of a 22 no. storey landmark hotel and office building with a rooftop restaurant over 2 no. levels of basement accommodation. The development included for an upgrade to the public concourse serving Tara Street Station. The maximum height of the building is permitted at 88m. The development accommodates hotel use from 1st to 4th floor with office accommodation from 5th to 20th floor.

DCC Reg. Ref.: 4054/19

Planning permission was granted on the 7th January 2020 by Dublin City Council to provide for the internal reconfiguration of the permitted development to provide for 1 no. additional floor increase the development to 23 no. storeys. There is no change to the overall height

of the permitted development as a result of the internal reconfiguration. There is an increase of 1,435 sq.m. as a result of the development.

DCC Reg. Ref.: 4365/20 / ABP-308481-20

Planning permission was granted on the 12th March 2021 by An Bord Pleanála following a 1st party appeal for a development which consisted of the change of use from hotel to office accommodation at 1st to 4th floor. The development also included for the change of use at ground floor level from hotel/restaurant foyer to restaurant/café/retail foyer and the change of use from hotel/office to retail/café/restaurant at 5th floor level.

Engineering Considerations

A note has been prepared by CS Consulting and is included as Appendix 1 of this submission. The Railway Order applies for a vertical deviation of 5 metres, however, the existing formation level of the basement is at -11.15m and the crown of the tunnel is at -17.4m, leaving a 6.3m gap between the tunnel and the basement of the building. Whilst it is understood a deviation may be required due to detailed design or conditions encountered, the result of such a deviation in relation to the subject property is potential minimal distances of construction from substructure and increased impacts arising in relation to noise, vibration and associated building damage. The note from CS Consulting states:

“As there is only a 6.3 metre dimension from the crown of the tunnel and the formation level of our concrete raft foundation, the above section 6.(d) ii. would not be acceptable, in which we would request that writing confirmation is needed to be provided by our client before on any deviations from the current -17.4 metre level below existing ground as indicated on the current sections.

Also, we seek writing confirmation from the NTA and TII that the MetroLink will not impede our ability to construct or maintain/operate our building/basement in the future.”

Our client also seeks confirmation that there will be no vent shafts located on the subject site which would impact its future development. The note by CS Consulting states:

“Your proposed building has a reinforced concrete raft foundation supported on the underlaying rock which will ensure the load spread of the rock strata to minimise local future loading on the underground tunnel. We would request that this proposal is acceptable and can be catered for in the future. Please confirm that no vent shafts or the likes to service the underground tunnels are to be located on our site as this would be problematic both now and for future development.”

Lastly, our client is requesting confirmation from TII and the NTA that they are satisfied the MetroLink tunnel and associated works will not impede our clients ability to construct the permitted 23 storey office scheme on the site or any other future permission, and is entirely compatible with same.

Concluding Comments

Our client welcomes the submission of the Railway Order and the sustainable transport benefits which would be delivered. Our client acknowledges that a scheme of this scale will result in significant impacts however these should be carefully managed to minimise the effects on the surrounding landholdings.

Our client reserves the right to elaborate further on these issues as necessary should the Board decide to hold an oral hearing or require any clarification and would welcome any

responses from the applicant. Our client also reserves the right to ensure that the development potential above and below ground of the lands in question are not compromised by the MetroLink proposal.

We trust this submission will be taken into consideration in assessing the proposals.

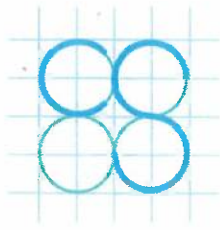
The assessment of compensation would not be limited to the content of this submission.

Yours sincerely,

A handwritten signature in black ink, appearing to read "John Spain".

John Spain Associates

APPENDIX 1: NOTE PREPARED BY CS CONSULTING GROUP



CS CONSULTING
GROUP

CS CONSULTING GROUP

HEAD OFFICE: 19-22 Dame Street, Dublin 2, D02 E267, Ireland

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MEMORANDUM

To: Cian McGarry
From: Mark Mc Entee
Date: 22/11/2022
Re: R101 – Tara Street – MetroLink

Dear Cian

Further to receipt of the latest MetroLink proposed works, we confirm the proposed tunnel runs directly under your building. Our building has a double level basement which as a formation level of -11.15 metre below existing ground level. We note that the proposed crown of the proposed MetroLink tunnel is at a datum of -17.4 metre below existing ground level, which is 6.3 metre below the formation level of our basement.

Our proposed building has a reinforced concrete raft foundation supported on the underlaying rock which will ensure the load spread of the rock strata to minimise local future loading on the underground tunnel. Please confirm that no vent shafts or the likes to service the underground tunnels are to be located on our site as this would be problematic both now and for future development.

Vibration limits due to the construction of the MetroLink tunnel or any construction activities adjacent to our site need to be agreed prior to commencement of construction, along with a movement monitoring protocol to be put in place to monitor the vertical movement of our building during at after construction of the Metrolink tunnel and adjacent works.

We have had previous engagements with MetroLink regarding our proposed building and formation level of our raft slab foundation in which the National Transport Authority (NTA) and the transport infrastructure Ireland (TII) are satisfied that the proposed development will not impede their ability to construct the MetroLink tunnel and associated works in the future. Note these discussions are refer to in attached correspondence

KP & Associates Consulting Engineers Ltd. T/A Cronin & Sutton Consulting
Company No. 505303 | Registered Office: 19-22 Dame Street, Dublin 2, Ireland
Directors: N. Barrett, R. Fitzmaurice, M. McEntee, L. McNamee,
O. Sullivan (Managing), C. Sutton-Smith, E. Sutton, P. Sutton (Chairman)
Associate Directors: C. Barry, C. Twomey | Associates: D. Byrne, G. Lindsay

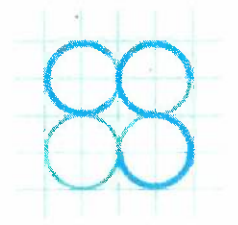
LONDON OFFICE:

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Limerick, V94 XE18,
Ireland
T | +353 61 594 988
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However, the Railway order section 6. Deviations, (d) ii. states, "deviate vertically by any distance not exceeding 5 metres upwards from the levels show on the plans" as there is only a 6.3 metre dimension from the crown of the tunnel and the formation level of our concrete raft foundation, the above section 6.(d) ii. would not be acceptable, in which we would request that writing confirmation is needs to be provided by our client before on any deviations from the current -17.4 metre level below existing ground as indicated on the current sections.

Also we seek writing confirmation from the NTA and TII that the MetroLink will not impede our ability to construct or maintain/operate our building/basement in the future..

Yours sincerely,

Mark McEntee

BSc Eng, CEng, MStructE, MIEI

Director | Chartered Engineer

Dún Scéine, Cúirt Uíbh Eachach,
Lána Fhearchair, Baile Átha Cliath 2,
D02 WT20

Dún Scéine, Iveagh Court,
Harcourt Lane, Dublin 2,
D02 WT20

t 01 879 8300
f 01 879 8333

info@nationaltransport.ie
www.nationaltransport.ie

Mary Conway,
Deputy City Planner,
Planning Department,
Dublin City Council,
Block 4, Floor 3,
Civic Offices,
Wood Quay,
Dublin 8.

Date: 20th August 2018

Dear Ms Conway,

Re: Tara Street Development (to provide for a 22 No. storey, mixed use office and hotel development, at the former CIE lands, Tara Street, D2) and MetroLink


In relation to the proposed development at Tara Street Station, the NTA has reviewed the material submitted to us by CS Consulting by email on the 10th August 2018, on behalf of the prospective applicant, in particular the following documents:

- Correspondence between CS Consulting and Transport Infrastructure Ireland (TII);
- Appendix A – Drawing titled “Tara Station General Layout”; and
- Appendix D – Drawing titled “Pedestrian Movement from Tara Street Metro Station”.

As a result of this review, and following discussions with TII, the NTA is satisfied that this proposal is capable of being progressed in a manner that is compatible with the current MetroLink proposals. It should be noted that the MetroLink project is subject to final route selection; preliminary design; detailed design; environmental assessment; planning consent including the potential attachment of conditions to a permission; and final construction level detailed design.

The NTA reserves its statutory rights and obligations as a prescribed body for planning matters in the Greater Dublin Area under the Planning and Development Act, 2000 (as amended).

Yours sincerely,



Michael MacAree
Head of Strategic Planning



CRONIN & SUTTON CONSULTING (part of the CS Consulting Group)
19-22 Dame Street, Dublin 2, D02 E267, Ireland

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CS CONSULTING
GROUP

DUBLIN - LONDON - LIMERICK

National Transport Authority
Iveagh Court
Harcourt Lane
Dublin 2

Sent By: Email

Job Ref: R023

A – MME, PS

Date: 09 August-18

RE: Planning Application Tara Street Development – TII MetroLink Tunnel

Dear Mr. Michael MacAree

In relation to the above mentioned application for the applicant, Tanant Ltd. we write to you on behalf of our client to ask if you/NTA can provide a letter for our inclusion in our planning application submission stating that our development will not impact the delivery of the MetroLink.

A Pre-planning meeting was held on the 18th July 2018 at the NTA offices along with the TII and DCC present to discuss the proposed application in relation to the planned alignment and station location for the MetroLink. Further correspondence took place between ourselves/CS Consulting, TII and the MetroLink Design Engineers.

In our discussions the main principal items were discussed and agreed

1. The Metrolink Station Access location.
See attached drawing TII drawing with MetroLink Station Access located South of Poolbeg street and therefore no impact on our basement or ground floor layout. **Appendix A**
2. Foundation levels and Secant pile depths in relation to top of MetroLink Tunnel
See attached email correspondence from TII with a number of queries and CS Consulting response addressing each point. **Appendix B**

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London Office

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London, EC2Y 8AD
UK

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E: info@csconsultinguk.com
W: www.csconsultinguk.com

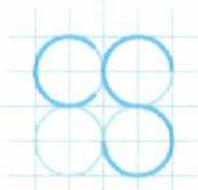
KP & Associates Consulting Engineers Ltd. T/A Cronin & Sutton Consulting

Directors: K. Cronin, D. Rehill, O. Sullivan, P. Sutton

Associate Directors: N. Barrett, R. Fitzmaurice, M. McEntee, L. McNamee Associates: C. Twomey, C. Barry

Registered Office: 1st Floor, 19-22 Dame Street, Dublin 2, D02 E267, Ireland Company No. 505303





CS CONSULTING
GROUP

DUBLIN - LONDON - LIMERICK

3. Further request from TII (Aidan Foley email on the 07/08/2018) with regards to the proximity of the proposed secant pile wall from the external face of the MetroLink Tunnel.

See attached our response letter. **Appendix C**

Also see attached our drawings indicating basement levels, ground floor and the pedestrian circulation through our site. **Appendix D**

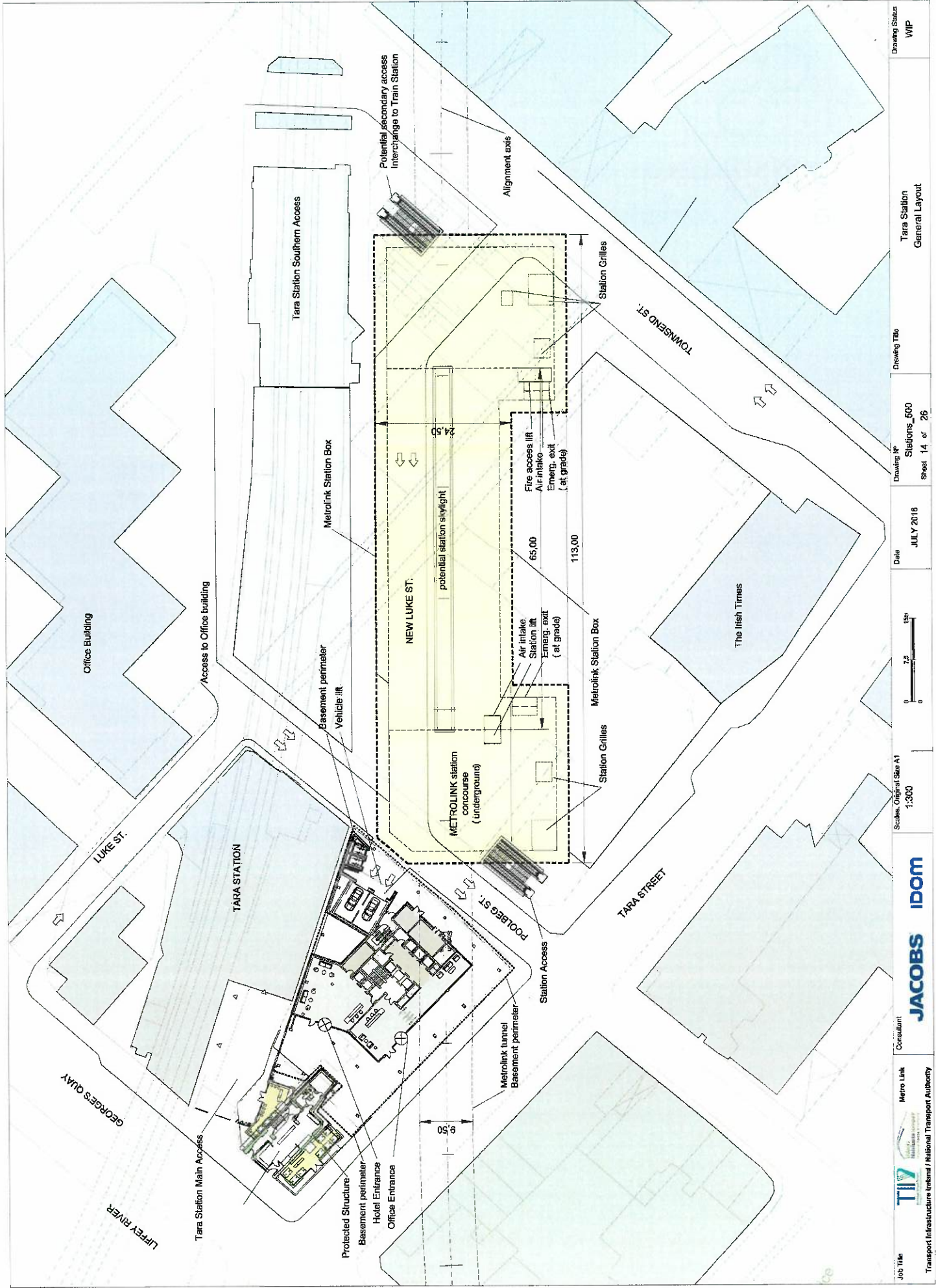
Therefore, as note above we ask if you/NTA can provide a letter for our inclusion in our planning application submission stating that our development will not impact the delivery of the MetroLink.

Yours sincerely,

Associate Director & Senior Project Engineer

BScEng CEng MStructE MIEI

For Cronin and Sutton Consulting



| | | | | | | | | | | | | | |
|-----------|---|------------|-------------|-----------------------------------|-----------|------|-----------|------------|--------------------------------|---------------|--------------------------------|----------------|-----|
| Job Title | Transport Infrastructure Ireland / National Transport Authority | Consultant | JACOBS IDOM | Scales: Original Size A1 1:300 | 0 7.5 15m | Date | JULY 2018 | Drawing N° | Stations 500 Sheet 14 of 26 | Drawing Title | Tara Station General Layout | Drawing Status | WIP |
|-----------|---|------------|-------------|-----------------------------------|-----------|------|-----------|------------|--------------------------------|---------------|--------------------------------|----------------|-----|

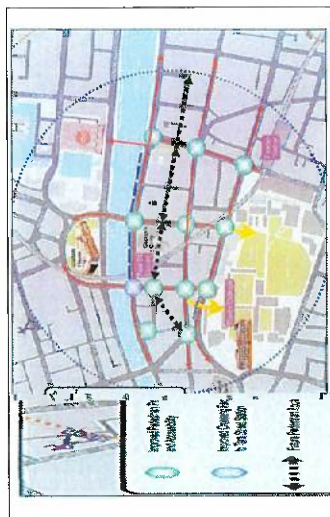



Figure 3 - Proposed Pedestrian Network
Dublin City Council: George's Quay Land Area Plan

THE PROPOSED ROUTE WOULD REMOVE THE DEPENDENCE ON THE SOUTH QUAYS FOR ACCESS TO THE RAIL STATION, IF SHOWN A FEASIBILITY STUDY. THE ROUTE WOULD BE A NEW ROAD, 100 FEET WIDE, RUNNING ALONG THE EAST SIDE OF THE QUAYS, FROM THE RAIL STATION TO THE POINT OF ENTRY OF THE RAIL LINE. THE ROUTE WOULD BE A NEW ROAD, 100 FEET WIDE, RUNNING ALONG THE EAST SIDE OF THE QUAYS, FROM THE RAIL STATION TO THE POINT OF ENTRY OF THE RAIL LINE. THE ROUTE WOULD BE A NEW ROAD, 100 FEET WIDE, RUNNING ALONG THE EAST SIDE OF THE QUAYS, FROM THE RAIL STATION TO THE POINT OF ENTRY OF THE RAIL LINE.

PLANNING DRAWING
NOT FOR CONSTRUCTION
THIS DRAWING HAS BEEN ISSUED
FOR INFORMATION PURPOSES ONLY
AND MUST NOT BE USED
FOR CONSTRUCTION UNDER ANY
CIRCUMSTANCES

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e: info@cscconsulting.ie
w: www.cscconsulting.ie



Daily 10.00-18.00
Saturday 10.00-17.00
Sunday 10.00-17.00
Bank & Holiday 10.00-17.00

| | |
|--------------------|---|
| Project | Henny J Lyons Tara Street |
| Title | PEDESTRIAN MOVEMENT FROM TARA STREET METRO STATION |
| Unit | City |
| Pg | Map |
| Date | July 2015 |
| Rev | 001 |
| Drawn by | JM |
| Checked by | JM |
| Approved by | JM |
| Scale | AS SHOWN |
| Revision | R023-026 |

[illegible]

NOTES

1. See the end of the 11th edition, section 1.
2. The author is pleased to acknowledge the following Acknowledged and E-Quoted sources:
 - a. *DO NOT SCALE THIS DRAWING*. A signed derivative only.
 - b. No part of the document may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without permission in writing from the author. For use on the project for which the document was originally issued.
3. Reference: *Survey Instrumentation Handbook* CD 100-442.

Mark McEntee

From: Foley Aidan <Aidan.Foley@tii.ie>
Sent: 15 August 2018 15:03
To: Gary Cooper
Cc: Kolar Petr; Metrolink Information; jbl@idom.com; rnl@idom.com; Bennett Peter; James Ronan; Pearse C. Sutton; Mark McEntee; Cowie, Neil/HSR; Sinopluoglu Engin
Subject: RE: Tara Street Development - TII Metro
Attachments: Mr Aidan Foley - Transport Infrastructure Ireland 09.08.2018.pdf

Garry,

Having reviewed the contents of the letter from RGRE and the supplemental Cronin Sutton report, I have informed the National Transport Authority (NTA) that Transport Infrastructure Ireland (TII) are satisfied that the proposed development will not impeded our ability to construct the MetroLink tunnel and associated works in the future.

Regards,

Aidan.

Aidan Foley | C.Eng | Project Director MetroLink | Transport Infrastructure Ireland | Parkgate Business Centre,
Parkgate Street, Dublin 8, Ireland |
Phone + 353 1 6463567 | Mob +353 86 0427357 | Fax +353 1 646 3601 |



METROLINK



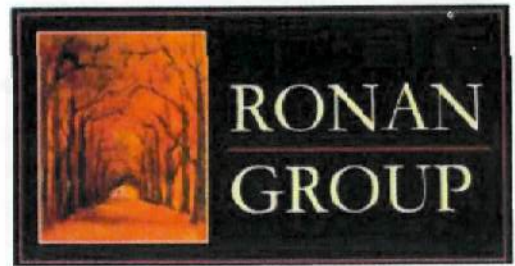
From: Foley Aidan
Sent: Monday 13 August 2018 09:50
To: 'Gary Cooper' <gcooper@ronangroupprealestate.com>
Cc: Kolar Petr <Petr.Kolar@tii.ie>; Metrolink Information <info@metrolink.ie>; jbl@idom.com; rnl@idom.com; Bennett Peter <Peter.Bennett@tii.ie>; James Ronan <james@ronangroupprealestate.com>; Pearse C. Sutton <pearse.sutton@csconsulting.ie>; Mark McEntee <mark.mcentee@csconsulting.ie>; Cowie, Neil/HSR <Neil.Cowie@jacobs.com>; Sinopluoglu Engin <Engin.Sinopluoglu@tii.ie>
Subject: RE: Tara Street Development - TII Metro

Garry,

Thank you for this documentation, which is currently being reviewed by our designers Jacobs/Idom. I expect to be in a position to respond with clarifications (if any) by COB Wednesday.

Regards,

Aidan.



Mr. Aidan Foley
Transport Infrastructure Ireland
Parkgate Business Centre
Parkgate Street
Dublin 8

Date: 09th August 18

RE: Planning Application Tara Street Development – TII Metrolink Tunnel

Dear Mr. Foley,

Further to your teams engagement with our engineering consultant, Cronin & Sutton Consulting Group. We now write to you to confirm that the proposed design as illustrated in the attached report from Cronin & Sutton will not impede TII's ability to construct the tunnel and associated works in the future.

Yours Sincerely,

James Ronan
Senior Development Manager

Gary Cooper
Development Director



CS CONSULTING
GROUP
DUBLIN · LONDON · LIMERICK

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Transport Infrastructure Ireland

Parkgate Business Centre

Parkgate Street

Dublin 8

Sent By: Email

Job Ref: R023

A – MME, PS

Date: 08 AUGUST-18

RE: Planning Application Tara Street Development – TII MetroLink Tunnel

Dear Mr. Aidan Foley

In relation to the above application for the applicant, Tanant Ltd. with regards to the proximity of the proposed secant pile wall and the external face of the MetroLink Tunnel.

It is proposed to construct a temporary secant pile wall to provide a continuous waterproof wall around the perimeter of the basement during construction. These piles will be bored into the rock in order to provide a sealed watertight box with the rock forming the bottom of the box. This will enable dewatering of the inside of the box without affecting neighbouring structures and allow the construction of the permanent raft foundation slab and the continuous in-situ basement walls around the perimeter of the basement.

It is proposed to provide a maximum of 2.5 metre embedment depth for the piles below the formation level of the raft foundation slab. This secant pile wall will not be used to support the permanent vertical loads from our columns support to the main building structure. The only function of this secant pile wall to provide a temporary watertight box during construction.

With the maximum embedment depth of 2.5 metres this will achieve a minimum 3.8m distance from the underside of our secant pile wall and the top of the external face of the MetroLink Tunnel. Refer to drawing SK504 & SK505.

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KP & Associates Consulting Engineers Ltd. T/A Cronin & Sutton Consulting

Directors: K. Cronin, D. Rehill, O. Sullivan, P. Sutton

Associate Directors: N. Barrett, R. Fitzmaurice, M. McEntee, L. McNamee Associates: C. Twomey, C. Barry

Registered Office: 1st Floor, 19-22 Dame Street, Dublin 2, D02 E267, Ireland Company No. 505303





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GROUP

TECHNICAL SERVICES DIVISION

We note that we have previously forwarded our detailed site investigation for our site including rock levels and testing.

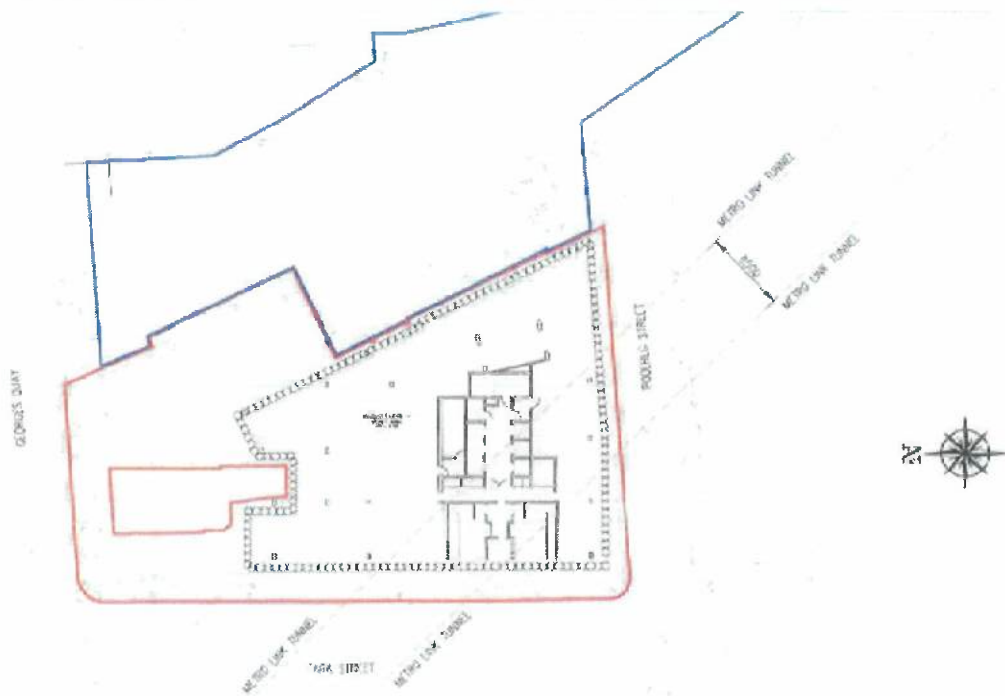
Therefore, with regards to the above and on behalf of our Client Tanan? Ltd, we are of the opinion that our proposed design will not impede the TII's ability to construct the MetroLink tunnel and associated works in the future.

Yours sincerely,

Associate Director & Senior Project Engineer

BScEng CEng MStructE MIEI

For Cronin and Sutton Consulting



FOR INFORMATION PURPOSES ONLY

| NOTES | | | | REVISIONS | | | | PROJECT INFORMATION | | | | CLIENT & PROJECT INFORMATION | | | |
|--|--|--|--|-----------|--|--|--|------------------------|--|--|--|------------------------------|--|--|--|
| 1. This drawing is a preliminary drawing and is not to be used for construction purposes without the approval of the relevant authorities. | | | | 1 | | | | Project Name | | | | Client Name | | | |
| 2. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 2 | | | | Project Number | | | | Project Address | | | |
| 3. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 3 | | | | Project Date | | | | Project Status | | | |
| 4. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 4 | | | | Project Designer | | | | Project Engineer | | | |
| 5. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 5 | | | | Project Architect | | | | Project Consultant | | | |
| 6. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 6 | | | | Project Contractor | | | | Project Supervisor | | | |
| 7. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 7 | | | | Project Manager | | | | Project Coordinator | | | |
| 8. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 8 | | | | Project Assistant | | | | Project Secretary | | | |
| 9. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 9 | | | | Project Clerk | | | | Project Receptionist | | | |
| 10. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 10 | | | | Project Cleaner | | | | Project Gardener | | | |
| 11. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 11 | | | | Project Security Guard | | | | Project Maintenance Worker | | | |
| 12. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 12 | | | | Project Janitor | | | | Project Handyman | | | |
| 13. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 13 | | | | Project Painter | | | | Project Electrician | | | |
| 14. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 14 | | | | Project Plumber | | | | Project Carpenter | | | |
| 15. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 15 | | | | Project Bricklayer | | | | Project Stonemason | | | |
| 16. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 16 | | | | Project Roofer | | | | Project Scaffolder | | | |
| 17. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 17 | | | | Project Welder | | | | Project Fitter | | | |
| 18. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 18 | | | | Project Turner | | | | Project Machinist | | | |
| 19. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 19 | | | | Project Fitter | | | | Project Welder | | | |
| 20. The drawing is not to be used for construction purposes without the approval of the relevant authorities. | | | | 20 | | | | Project Turner | | | | Project Machinist | | | |

