

Construction Management Plan

pro forma v2.1

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Revisions & additional material

Please list all iterations here:

| | | |
|------------|---|-------------|
| 20/02/2017 | 1 | PAUL MORGAN |
| | | |

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

| Date | Version | Produced by |
|------|---------|-------------|
| | | |

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG 6: Amenity](#) and [CPG 8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

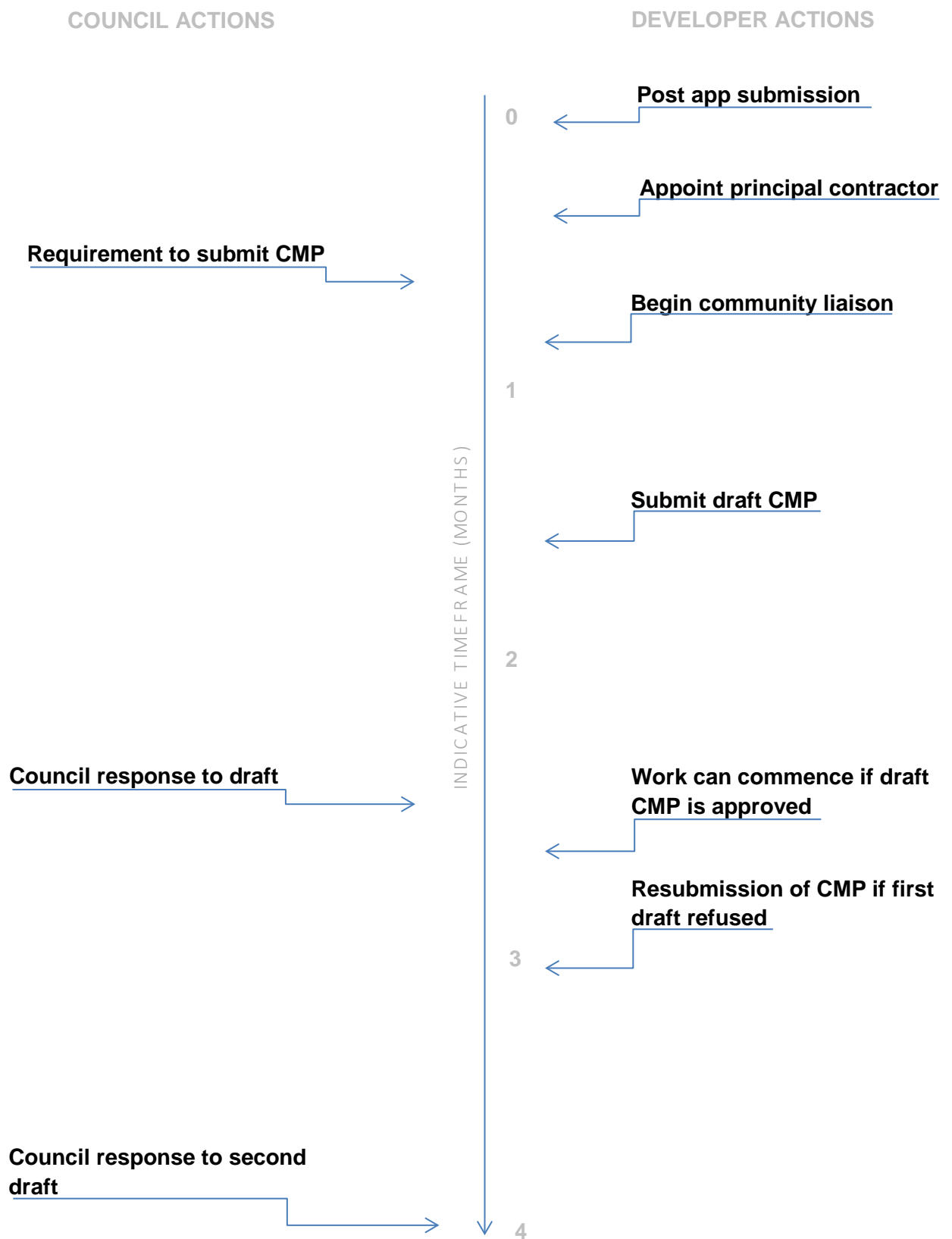
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe



Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: 251 GOLDHURST TERRACE, LONDON, NW6 3EP

Planning ref: **2016/6697/P**

Type of CMP – CONDITIONS DISCHARGE. Section 106 planning obligation

2. Please provide contact details for the person responsible for submitting the CMP.

Name: PAUL MORGAN, TRAFFIC MANAGEMENT LONDON LTD

Address: Weatherhill House, New South Quarter, 23 Whitestone Way, Croydon, CR0 4WF

E mail: info@trafficmanagement.london

Phone: 02086679687

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Not yet appointed. Detail to be provided later in the next revision of the CMP following the draft submission and local authority response. The client is in discussions with contractors, and will be seeking to appoint shortly.

Address:

E mail:

Phone:

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: A project manager has not yet been appointed who will deal with the community liaison on a day to day basis. This detail will be updated later in next revision of the CMP following the draft submission and local authority response.

Consultation has been undertaken by Traffic Management London to which no responses we received.

Address:

E mail:

Phone:

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP .

Name: Not yet appointed. Detail to be provided later in the next revision of the CMP following the draft submission and local authority response. The client is in discussions with contractors, and will be seeking to appoint shortly.

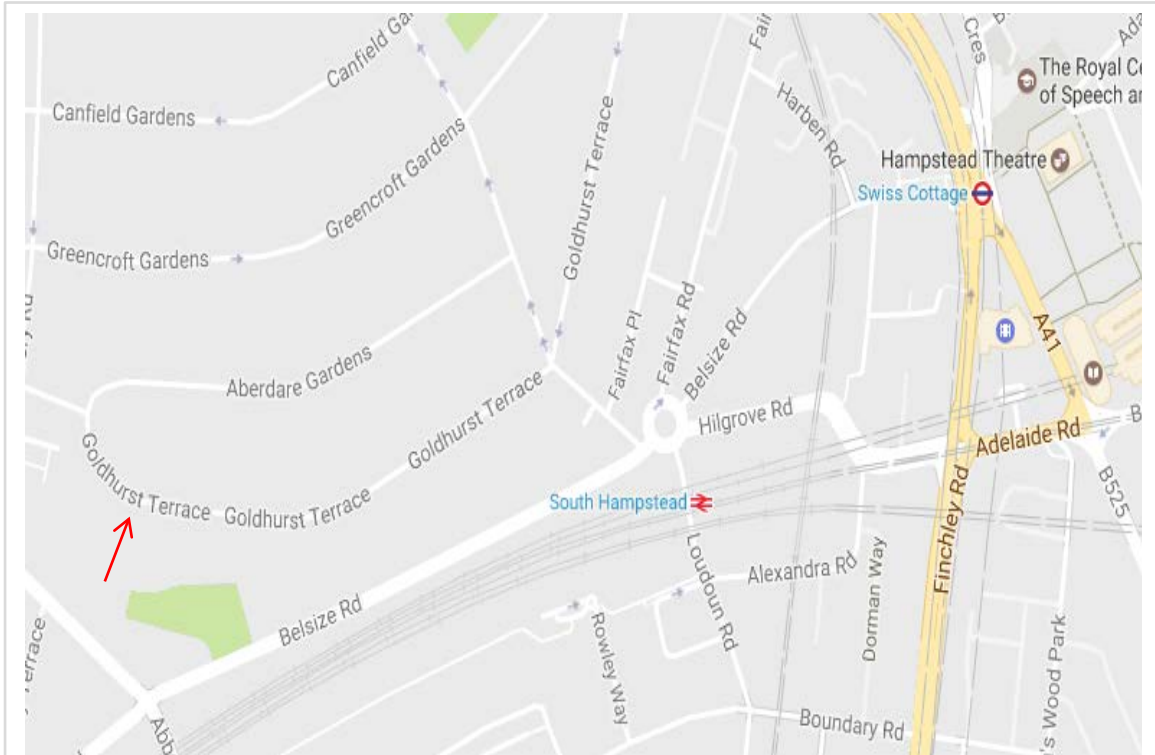
Address:

E mail:

Phone:

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.



The development of 251 Goldhurst Terrace involves a basement excavation with front lightwell and sunken terrace with steps for access to the rear; various alterations to the rear elevation including the increase in height of the existing ground floor projection with terrace at the first floor level, privacy screen and timber balustrade; rear dormer, all to dwellinghouse (Class C3).

The property is located in a residential street in the South Hampstead area of Camden. The neighbouring streets are similar residential type. There is a Transport for London road network, A41 nearby, which will form part of the logistical access routes to site.

The nearest school is Broadhurst School located on Greencroft Gardens. Our construction vehicles will not pass by the school.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

This is a very small site. The works are limited to the excavation of a new basement with front lightwell and sunken terrace. There are minor alterations to the rear elevations and a new rear dormer. The main impact from the works will be the excavation of the basement and subsequent removal of the spoil. This will form the bulk requirement for construction vehicles and noise.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

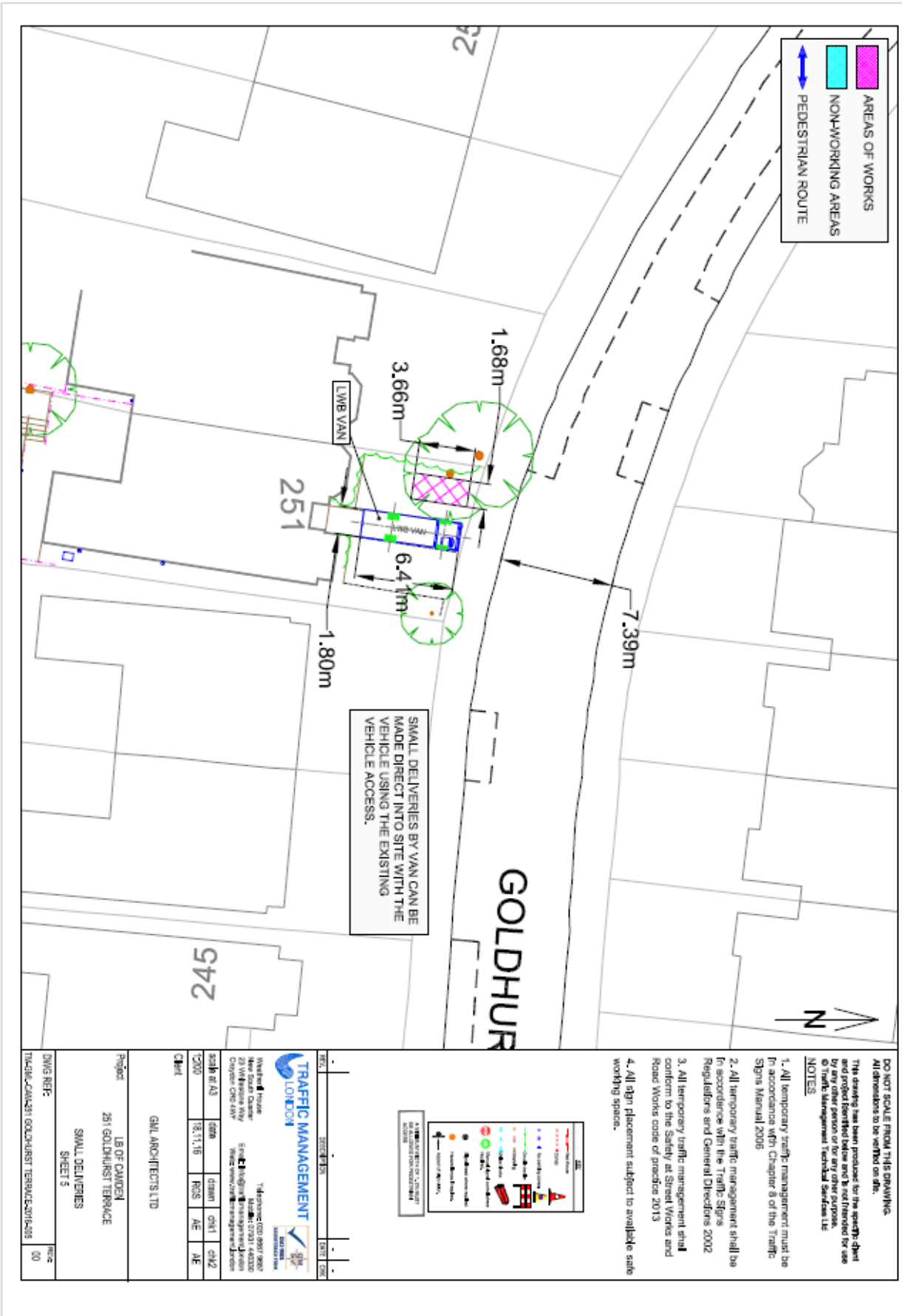
As this is a small development, we anticipate the impacts to be very low, and the only potential residents to be affected are the neighbours either side of the property.

Noise generated by the construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- Standard construction hours.
 - The use of quieter alternative methods or mechanical plant, where reasonably practical. Electric hand tools will be used as much as possible.
 - Locating plant, equipment, storage areas and worksites away from neighbouring properties where reasonably practical.
 - Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
 - The use of site hoardings or portable acoustic enclosures/screens where practical.
 - Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
 - During works the main air pollution emissions are the dust generated when building materials are transferred from the property to the skip located in the front garden. We will use water hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal.
 - As all basement excavation works are internal, sound leakage will be minimised.
- Construction vehicles will be managed and coordinated to minimise their impacts.

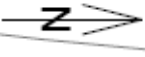
9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

NB: ALL TRAFFIC MANAGEMENT PLANS ARE SUBMITTED SEPARATELY IN PDF FORMAT. THIS IS DUE TO THE LOSS OF SCALING WHEN ATTACHING DIRECT TO THIS PROFORMA DOCUMENT.



AREAS OF WORKS
 NON-WORKING AREAS
 PEDESTRIAN ROUTE

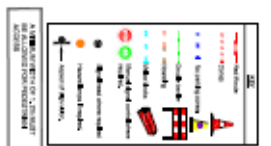
SMALL DELIVERIES BY VAN CAN BE MADE DIRECT INTO SITE WITH THE VEHICLE USING THE EXISTING VEHICLE ACCESS.



DO NOT SCALE FROM THIS DRAWING.
 All dimensions to be verified on site.
 This drawing has been produced for the specific site and project and is not to be used for any other project or site without the written permission of the author or author's organisation.
 © Traffic Management Technical Services Ltd

NOTES

1. All temporary traffic management must be in accordance with Chapter 8 of the Traffic Signs Manual 2006
2. All temporary traffic management shall be in accordance with the Traffic Signs Regulations and General Directions 2002
3. All temporary traffic management shall conform to the Safety at Street Works and Road Works code of practice 2013
4. All sign placement subject to available safe working space.



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| TRAFFIC MANAGEMENT LONDON | GML ARCHITECTS LTD GML ARCHITECTS LTD 1B OF CANDEL 251 GOLDHURST TERRACE SMALL DELIVERIES SHEET 5 | | | | | | | | | | | | | | | | | | |
| Working Hours New South Quay 25 WARRICK WAY DUDLEY CV9 4AW Telephone: 0202 997 8897 Email: info@tmd.co.uk Website: www.tmd.co.uk | Telephone: 0203 997 8897 Mobile: 07931 440202 Email: info@gmlarchitects.com Website: www.gmlarchitects.com | | | | | | | | | | | | | | | | | | |
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| DWG REF: TMD-GM-251-GOLDHURST-TERRACE-CM2-05 | REV: 00 | | | | | | | | | | | | | | | | | | |

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

An official programme has not yet been produced. This information will be provided later in the next revision of the submitted CMP, once a contractor has been appointed.

The following detail is an estimate of the construction programme:-

Overall Construction Programme : 9 – 12 months

Basement / Ground Works : 5 – 6 months

Loft Conversion : 3 months

Rear Extension : 1 month

Fit out : 4 months

External works to front and rear gardens : 1 month

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

Working hours will be restricted to:-

Monday to Friday 0800 – 1800.

There will be no weekend works or Public Holidays.

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies

have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

There are no requirements for services.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the grant of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

This is a very small basement development. Therefore the impacts arising from the works are low, and restricted to the direct neighbours either side of the property.

This site does not qualify for any large group meetings.

Consultation has been carried out via a letter drop which was delivered on 23rd February 2017, to the neighbours either side of the property.

Letters have been delivered to the following properties:-

No 247 – 249 – 253 – 255 Goldhurst Terrace.

The letter is attached to the appendix of this CMP.

The letter contains an outline of the proposals, along with an email address for the residents to continue liaison on the development of the CMP.

Following the delivery of the consultation letters, we have not received any comments or enquiries back from the residents. We will continue to liaise directly with residents should they decide to contact us directly at a later date during the CMP approval process.

Once works are ready to commence on site, the main works contractor will provide a dedicated contact person for all local residents, and all formal correspondence will be replied to within 5 working days. The dedicated communications officer will be responsible for providing the residents with advance notification of works, and, regular updates.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

This is a very small basement development. Therefore the impacts arising from the works are low, and restricted to the direct neighbours either side of the property.

This site does not qualify for any large group meetings.

Consultation has been carried out via a letter drop to the neighbours either side of the property. Letters have been posted to the properties:-

No 247 – 249 – 253 – 255 Goldhurst Terrace.

This site does not warrant community liaison. The immediate neighbours will be kept updated during the works programme by the main works contractor dedicated officer for public relations. This will be done via letter drops and emails.

15. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The main works contractor will be a member of the Considerate Constructors Scheme and they will follow all Camdens local policies for working.

The contractors CCS reference number will be provided in the next submission of the CMP follow local authority feedback.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

At this time, there are no known sites in progress, or about to start within Goldhurst Terrace.

We will continue to monitor this situation, and should any other development arise, we will liaise direct with them, and share our CMP. We will look at opportunities for collaboration, especially for shared vehicle movements.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

Not yet appointed. Detail to be provided later in the next revision of the CMP following the draft submission and local authority response. The client is in discussions with contractors, and will be seeking to appoint shortly.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS S standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS S standard point 3.4.7).

The main works contractor will be responsible for overseeing the conditions and compliance with CLOCS .

The main works contractor will only appointment subcontractors who fulfil the minimum criteria for CLOCS and FORS .

There will be safety measures for drivers that are making deliveries and collection by road checking their license details and compliance online, to ensure they have the correct safety driver requirements, such as Safe Urban Driver certification. This is secured through a requirement that all drivers have been through the TfL approved Safe Urban Driving course or van smart course. Relevant checks will be carried out by main works contractor on a regular basis, to ensure that their records and training are in date.

All vehicles used on this project must be compliant and should any vehicle not be compliant, it will be turned away.

Driver training requirements:

- a. We will make sure that drivers involved will be trained to the relevant level required for their field.
- b. We will also be checking regular drivers to the site to ensure they have correct training via the FORS website.
- c. All personnel and other drivers will be subject to DVLA checks to be regularly undertaken, this ensures all records are current.

Operator licensing:

- a. We will ensure all operators that need an operator licence are in possession of an up-to-date licence for the types of vehicles used and the type of business they undertake, checking this by using the Driving & Vehicle Standards Agency (DVSA) website.
- b. Any alterations, suspensions or revocations of any relevant transport operator will be checked and advised to the local authority.

A separate Construction Traffic Management Plan has been created for this site.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

The client confirms that he will ensure that his main works contractor will be required to abide by CLOCS standards in his contract, and any third party contracts he then enters into.

The client confirms that his duly appointed consultant (Traffic Management London) has read and fully understood the CLOCS standard, and that they will ensure that the main works contractor once appointed, signs up to the CLOCS community, and they will continue to advise the main works contractor.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the [Transport for London Road Network](#) (TLRN).

A fully detailed Construction Traffic Management Plan (CTMP) report has been created for this development. This report will be formally submitted as part of the planning application. The CTMP provides all relevant information concerning construction traffic management procedures in detail.

All construction vehicles required at the site will use the following routes:

Arrival :- A41 Finchley Road (southbound) – ‘Right Turn’ – B509 Adelaide Road – ‘Ahead’ – B509 Hilgrove Road – ‘Ahead’ – B509 Belsize Road – ‘Right Turn’ – B507 Abbey Road – ‘Right Turn’ – Priory Road – ‘Right Turn’ – Goldhurst Terrace – ‘Ahead’ – 251 Goldhurst Terrace.

Departing:- 251 Goldhurst Terrace – ‘Right Turn’ – Fairhazel Crescent – ‘Left Turn’ – B509 Belsize Road – ‘Left Turn’ – Fairfax Road – ‘Left Turn’ – A41 Finchley Road.

These routes have been specifically chosen to accommodate the size and type of vehicles required to site, avoiding any cycle routes, avoiding any narrow streets, and using main ‘A’ & ‘B’ category road as much as possible.

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-001

b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

All contractors/subcontractors will be provided with a copy of the Construction Traffic Management Plan and all associated Traffic Management drawings.

This information will be provided prior to works commencing on site. This information will be provided as part of the contracts, and will be made available digitally via email direct to all parties. A hard copy of the Construction Traffic Management Plan will be held on site at all times as part of the Construction Health and Safety file.

21. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P 20, 3.4.6)*

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

All of our construction vehicles will be restricted to the following hours:-

Monday to Friday – 0930 –to 1500.

All vehicle movements will be pre-booked and arranged by the project site manager. All vehicle movements will be logged and recorded each day. Any vehicles arriving at site which have not been booked in will be turned away.

We do not require any vehicle holding areas. Vehicles will not be required to wait, as they will be properly scheduled and booked in so that they can immediately undertake their operations and depart site.

As this is a small site, vehicle numbers are very low. The following vehicle types and volumes are as follows:-

Concrete Vehicle 6m³ – 4 to 6 deliveries : 1 per day.

Grab Vehicle 9.0 (L) 2.6m (W) 3.7m(H) – 2 to 4 times per week

Rigid Hiab 9.0m (L) 2.3m (W) 2.4m (H); - 1 per month.

Transit Panel Van - 5.2m (L) 2.3m (W) 2.1m (H); 2 to 4 times per week.

Skip Lorry 6.36m (L) 2.5m (W) 3.6m (H); 2 times only

b. Please provide details of other developments in the local area or on the route.

We are not aware of any other developments at this time. We will continue to monitor this.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

a. The control system for the arrival and departure of all vehicles to prevent congestion around the worksite and its access routes will be a paper booking form produced by excel. All contractors/deliveries and collections will be entered on to this manually input to an excel spreadsheet by the site manager. The number of vehicles will however be low, it is estimated that we only require an average of 1 delivery per day, which is a very low impact and manageable with the space available. No vehicle will be allowed access without this prior booking being in place. This list will be updated every day.

b. The above will give the traffic marshal/banksman a means of ensuring only vehicles notified in advance will be allowed to enter the site.

c. The banksman will be responsible for ensuring that any vehicle allowed onto site is checked for its FORS status. Any vehicle not complying with the required minimum Bronze level standard will not be allowed to unload, and will then be instructed to leave site.

d. All HGV vehicles will be restricted to fixed days movements.

e. The site manager will be responsible for booking the correct types of vehicles to site.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Not required.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

Not required.

This is a very small site with very low daily vehicle numbers.

22. Site access and egress: *“Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.”* (P 18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

a. Please detail the proposed access and egress routes to and from the site

All small delivery vehicles (Vans) will be able to park and unload from within the existing driveway.

All larger HGV vehicle movements will be undertaken from the carriageway directly adjacent to the vehicle access.

All vehicle movements will be supervised by a Lantra Qualified Banksman.

Pedestrians will be given priority at all times.

The footway and carriageway will be kept clean and clear at all times.

There will be no HGV reversing movements.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

Only small delivery vehicles will be able to enter/exit site from the existing vehicle access. These movements will be supervised by a Lantra Qualified Banksman. There is good visibility in both directions.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

As only small delivery vehicles (vans) will be able to enter/exit site, there is no requirement for a VSP for the site access.

We have reviewed the proposed construction vehicle routes, and have provided 1 VSP drawing for the junction of Fairhazel Gardens back onto Belsize Road. At this junction, the left turn radius is 6m and there is a central refuge located on Belsize Road thereby preventing any overrun. Therefore to prove that this junction is suitable for all of our construction vehicles we have provided a swept path analysis drawing.

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-006

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

This is not required as no HGV's will enter the site.

Site operatives will be responsible for ensuring that the front garden area, public footway, and carriageway adjacent to the site are kept clean clear and tidy at all times.

23. Vehicle loading and unloading: *“Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.”* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

The 6 wheeled Grab vehicle will be required to visit site approximately 2 - 4 times per week during the works.

At the start of the works, a 6yd skip will be delivered direct into the site and placed on the left side of the property. The skip will remain in place until the end of the works.

Once the skip have been filled, the Grab vehicle will be called to site to unload.

This particular vehicle will be on the restricted hours of 1000 – 1400.

To undertake the unloading operations, the following method will be used.

- a) The vehicle will arrive at site, and park across the existing vehicle access.
- b) 2 Lantra qualified banksman will place a barrier across the footway at either end of the footway, to ensure a safe working zone.
- c) The grab lorry will use its arm to remove the contents of skip into the wagon. (This operation should take no more than 10 minutes to complete.)
- d) The footway will be swept clean.
- e) The banksman will remove the temporary barriers.

If during the short 10 minute operations to empty the skip a pedestrian requires passage past the site, the Lantra qualified banksman will be responsible for stopping the unloading operations, cleaning the footway, and then allowing the pedestrian to continue their journey. It will be the two banksman responsibility to identify any oncoming pedestrians as early as possible, so that they can stop the works, clean the footway and minimise any possible delays to their journey. Barriers will be placed on the footway at either end of the property to ensure that no pedestrians can enter the working area, until the Banksman allows their safe passage through. This methods ensures the minimum hold required for pedestrians.

Goldhurst Terrace is a quiet street, and, as we have further restricted the operating hours of the Muck Away activity, it is very unlikely, that this minor operation will have any impact upon pedestrians.

Drawing No TM-GML-CAM-251 GOLDHURST TERRACE-002

This procedure will be repeated once per month for the unloading operations from the Rigid Hiab vehicle.

Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

None Required

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

All traffic management plans are submitted separately.

We are not undertaking any long term footway closures. However, as identified in Question 23, we will undertake short pedestrian holds during unloading operations. Pedestrians will be given priority at all times, and will only temporarily be held whilst we halt operations to allow them continued access.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Whilst loading/unloading operations are being undertaken, we will place pedestrian barriers across the footway. These will be monitored by 2 Lantra qualified banksman who will then be responsible for stopping the works activity, before allowing the pedestrian to continue safely.

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

None Required.

27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public

highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

There are no temporary structures to be placed on the footway or carriageway.

The footway will be maintained at all times except when loading/unloading operations are in place. Details of how this will be managed are identified in Q23.

a. All existing footways will be maintained. (Only short, temporary holds)

b. Competent Lantra qualified Banksman and Traffic Marshalls will supervise all construction traffic entering and exiting the site to ensure safe movement of vehicles. Priority will be given to pedestrian to pass the site entrance, before a vehicle is reversed into site, or allowed to exit.

c. No pedestrian diversions are required. There may be a requirement for a short hold of pedestrians to allow activities to stop, before allowing their safe continued passage.

d. The public highway in the vicinity of the site entrance will be kept clean and free of detritus materials.

e. Pedestrian will be given priority over the operations for Muck Away and unloading of large deliveries. All operations will be stopped, to allow pedestrians to pass safely under the guidance of Lantra qualified banksman.

f. All construction vehicles will have a minimum Bronze level FOR's status.

g. All HGV's will make right turns on the route into site.

h. All contractors will conform with CLOCS standards.

i. Suppliers will be chosen with preference to those who have acquired registration with the Freight Operators Recognition Scheme 'FORS'. A minimum standard of Bronze will be required.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

None Required.

● SYMBOL IS FOR INTERNAL USE

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Excavation of basement by hand and muck removal via conveyor belt (electric) into the skip to front garden loading area will create some noise. The conveyor belt will only be in use when there is a sufficient stockpile of material inside the property to be moved. This will reduce the amount of time the conveyor belt is running.

Other noise would be the standard construction noise from any site (there are a number of them ongoing in the street at the moment including 2 basements) i.e. timber work, partitioning, waterboarding etc that is normal and would be of a low level as it is all internal.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

None taken at this time.

We would seek confirmation from the council on this first draft submission as to whether a small development of this type requires a noise survey?

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Our noise levels are predicted to be very low due to the fact that we are not using any large plant and equipment. The basement will be hand dug.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

The following measures to be applied:-

Basement to be excavated by Hand.

Electrically powered tools to be used where possible.

Conveyor belt will only be activated when there are sufficient stockpiles of spoil inside the property to move.

Construction vehicles on restricted hours.

Construction vehicles will switch off their engines at site.

No weekend working or public holidays.

32. Please provide evidence that staff have been trained on BS 5228:2009

This information will be provided when the contractor has been appointed and submitted in the next revision of the CMP

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

The conveyor belt will be fully hoarded.

The skip will be covered overnight.

We will use a watering system to bond together fine dust molecules.

The main works contractor will undertake regular cleaning of outside spaces.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The only operation that may see excavated spoil being spread onto the public highway is during the muck away to empty the skip via the grab lorry.

To manage this, site staff will be on hand to clear up any excess that spills.

A protective sheet will be laid across the public highway prior to any muck away activity.

Staff will sweep up and clean away any muck.

The footway will be inspected every day.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

Camden Council/GLA SPG will be completed prior to start – Link to the Camden document: https://www.camden.gov.uk/ccm/cms-service/stream/asset?asset_id=3347562&

Vibrations will be monitored and kept to a minimum as described in 'Camden's Minimum Requirements for Building Construction' document which states The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS 5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.

36. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust and Emissions Supplementary Planning Guidance](#) (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

A Risk Assessment will be completed prior to works commencing on site, and will be provided by the mains works contractor.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

This is a very small site with a low risk.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

This is a low risk site

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

We will reasonably follow the Chartered Institute of Environmental Health – Pest minimization ‘Best practice for construction industry’ guidance. [http://www.urbanpestsbook.com/downloads/Best practice for the construction industry.pdf](http://www.urbanpestsbook.com/downloads/Best_practice_for_the_construction_industry.pdf)

40. Please confirm when an asbestos survey was carried out at the site and include the key findings.

N/A

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

The main works contractor will be a member of the considerate constructors scheme.

As this is a very small site, the number of personnel on site at any time is unlikely to exceed 5 people.

Site staff will be given a site induction which will include a code of conduct for behaviour.

A designated smoking area will be provided in the front garden only.

Any complaints will be dealt with quickly.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

We are not using any NRMM equipment.

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed: ... *... P Morgan*

Date: 10th March 2017... ..

Print Name: Paul Morgan... ..

Position: Planning Director... ..

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix.

1. Residents Consultation letter.
2. Traffic Management Plans. (Please refer to original PDF's for scaled version)

Traffic Management London Ltd

Weatherill House, New South Quarter, 23 Whitestone Way, Croydon, CR0 4WF
Tel: 0208 667 9687 Fax: 0871 918 8748
Web: www.trafficmanagement.london

22nd February 2017,

Re: 251 Goldhurst Terrace, Basement Development.

Dear Sir / Madam,

Planning permission is being submitted for development of the above property, and, as a condition of the consent, our client is required to provide a Construction Management Plan (CMP). The purpose of this plan is to ensure that works are planned and delivered with the minimum amount of disruption to residents and road network.

Local people understand the local context, and can provide constructive and valuable advice on how best to carry out this development. Therefore I seek your views about the construction works with regard to HGV's/Vehicle movements, Parking, Working Hours, noise and dust.

This is a small development, and as such, we expect the construction impacts to be minor.

The key activities associated with construction vehicles for the works are:-

Basement Excavation and foundations,
Deliveries of Materials & Plant.

-Groundworks

The material that is excavated from the site will need to be removed and disposed off. We will manage this operation by using a conveyor belt system to move the excavated spoil from the basement excavation, through the property and out of the ground floor into a 6yd skip which will be placed in the front yard area of the property. To empty the skip we will use a HGV Grab vehicle, which will temporarily wait outside the property to undertake its operations. This activity will occur once per day. There will be no loss of any on street parking facilities during these operations.

We will minimise the operation of the conveyor belt, by ensuring that we stock pile excavated material within the property, and only activate the conveyor belt once we have sufficient materials to be moved and transferred into the enclosed skip. This methodology minimises any noise concerns that you may have. The conveyor belt is enclosed, and therefore will contain the dust, additionally we will use a fine water spray to bond together the fine dust particles. The skip will be covered overnight.

Noise will be minimised by the use of electric tools, and strict control procedures. There will be no works undertaken at weekends or on bank holidays. Should you have any concerns during the works over noise, then you will be provided with a dedicated contact person from the main works contractor with whom to liaise directly with.

-Scheduled Deliveries

During the main construction phase there will be deliveries to site. These will be supervised by competent qualified banksman to ensure minimum disruption, and, the safe transference of all materials into site.

All deliveries required, will be undertaken from within the existing driveway area, or, in front of the vehicles access. There will be no loss of residential parking during these works.

We expect there to be between 1 – 3 deliveries per day depending on the activity.

Traffic Management London Ltd

Weatherill House, New South Quarter, 23 Whitestone Way, Croydon, CR0 4WF

Tel: 0208 667 9687 Fax: 0871 918 8748

Web: www.trafficmanagement.london

All materials will be unloaded at taken directly into site. All operations will be supervised by a competent banksman, and the footway will remain open at all times.

All vehicle movement will be restricted to 0930 – 1500 hours, Monday to Friday.

There will be no weekend deliveries.

The main contractor is very experienced with this type of development, and will keep residents up to date on any activities which may affect them. The main contractor will also be a member of the Considerate Constructors Scheme.

The main works contractor will provide a dedicated contact person for the residents should they wish to raise any concerns during the works. All correspondence will be responded too within 5 working days.

I feel that this strategy best represents the interests of the residents, by minimising the impacts on Goldhurst Terrace, and minimising the risks from noise and dust.

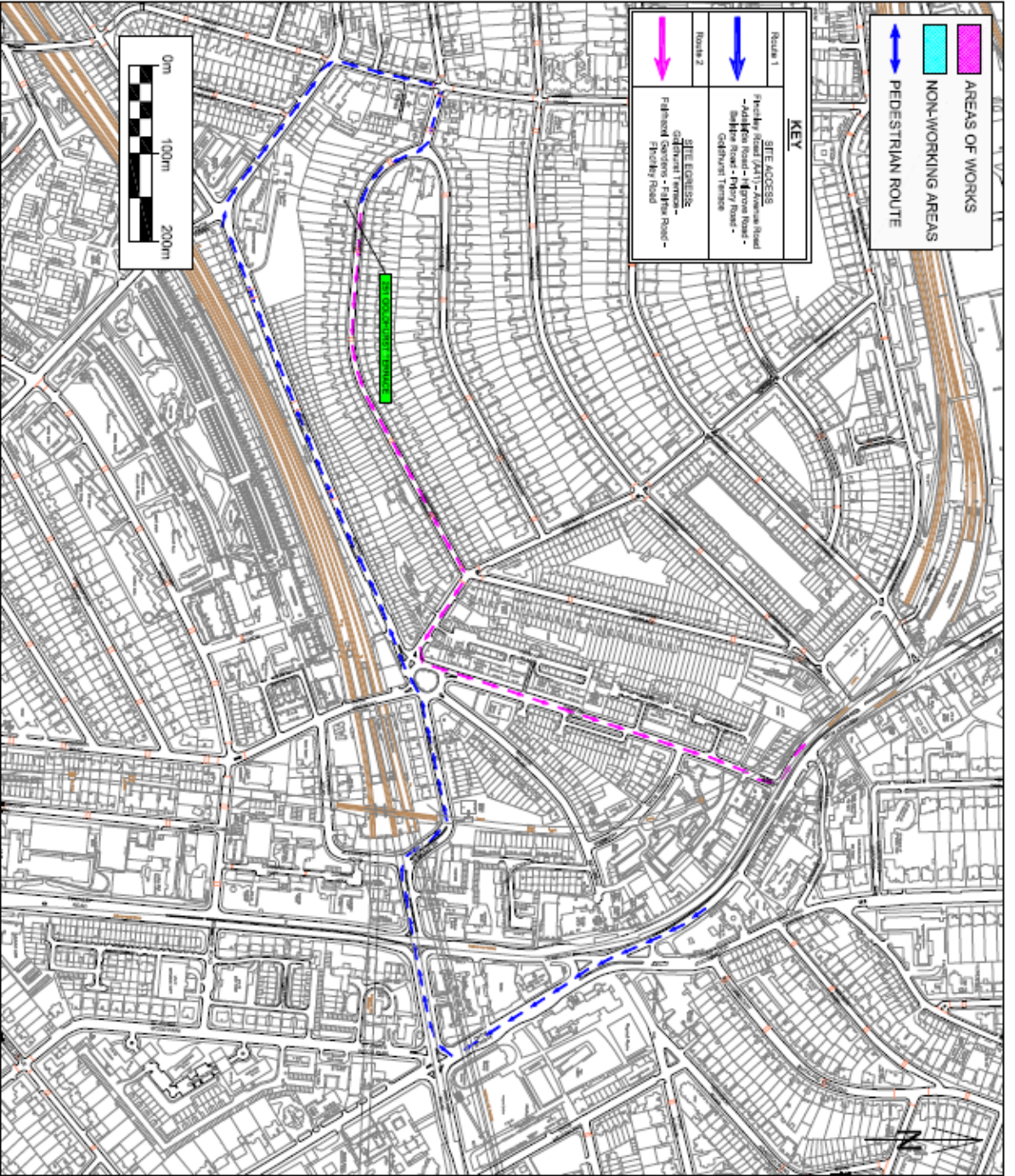
I would appreciate any comments you have that specifically relate to the proposed works. If you would like to offer me any comments, I would kindly ask that you contact me by email – Paul@trafficmanagement.london

I can also provide you with a copy of the draft CMP and all Traffic Management Plans via email should you wish to receive a copy. As these documents are quite large, it is not possible to post them at this time.

I would be pleased to receive any correspondence via email within 2 weeks upon receiving this letter.




Kind Regards,



Paul Morgan
Planning Director
Traffic Management London Ltd
07872820492

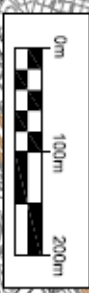


 AREAS OF WORKS
 NON-WORKING AREAS
 PEDESTRIAN ROUTE

KEY

SITE ACCESS
 Route 1
 Freshly Road (A11) - Avenue Road
 - Upper Road - Upper Road -
 Goldhurst Terrace
 Route 2
 - Freshly Road - Upper Road -
 Goldhurst Terrace

SITE EGRESS
 - Upper Road - Upper Road -
 Goldhurst Terrace
 - Freshly Road - Upper Road -
 Goldhurst Terrace



DO NOT SCALE FROM THIS DRAWING.

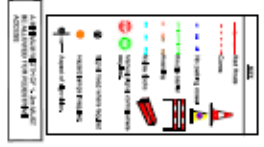
All dimensions to be verified on site.

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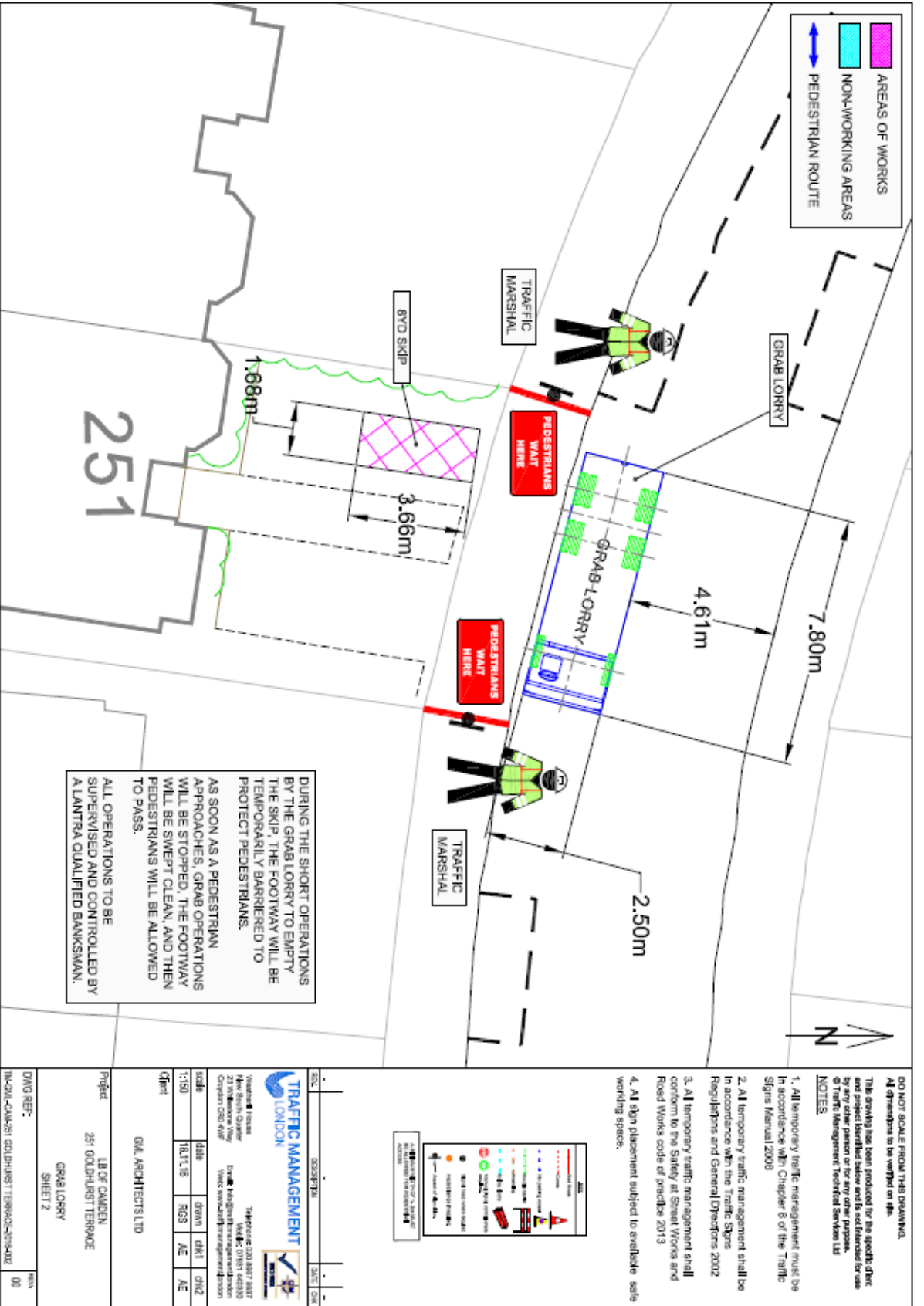
© Traffic Management Services Ltd

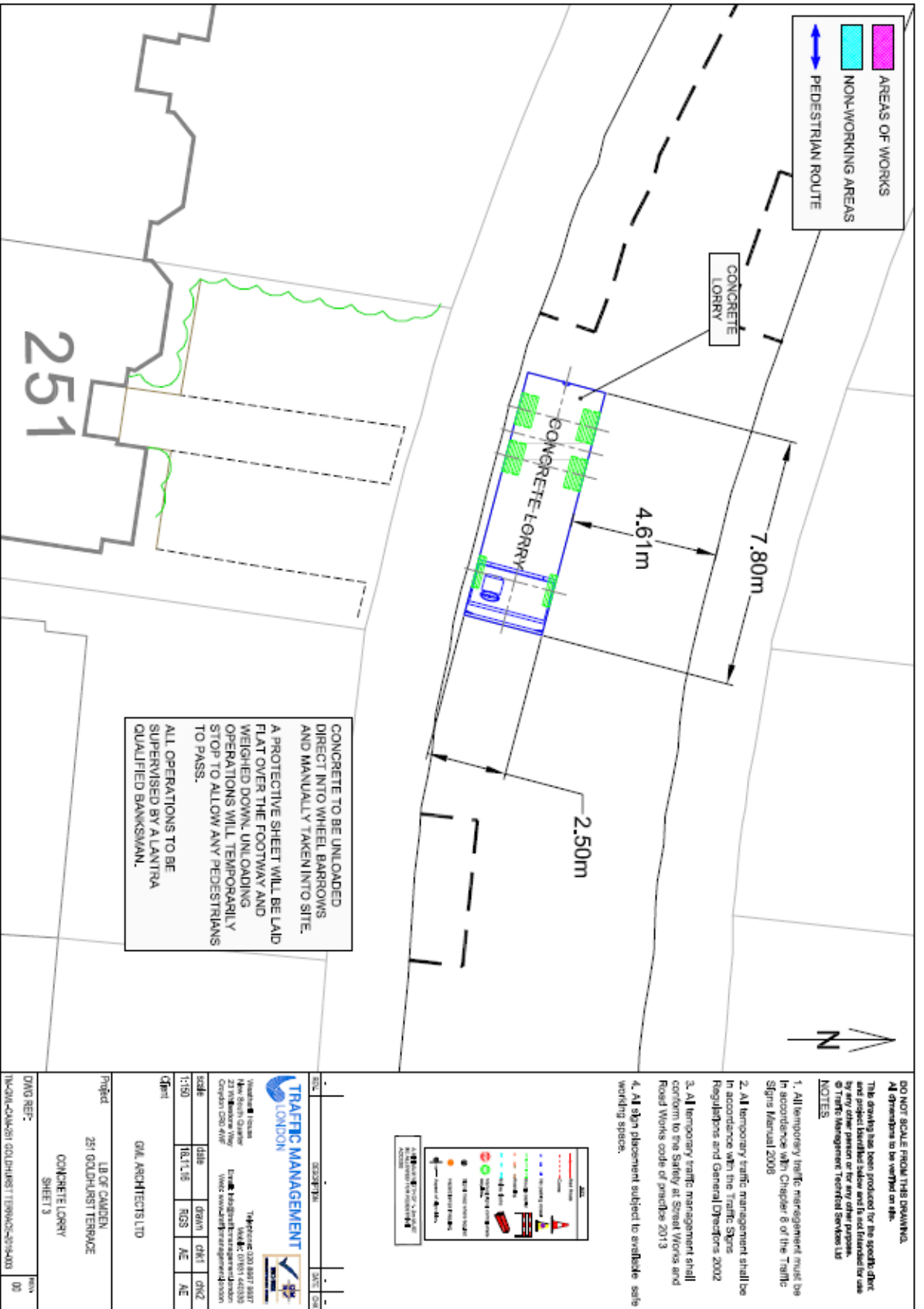
NOTES

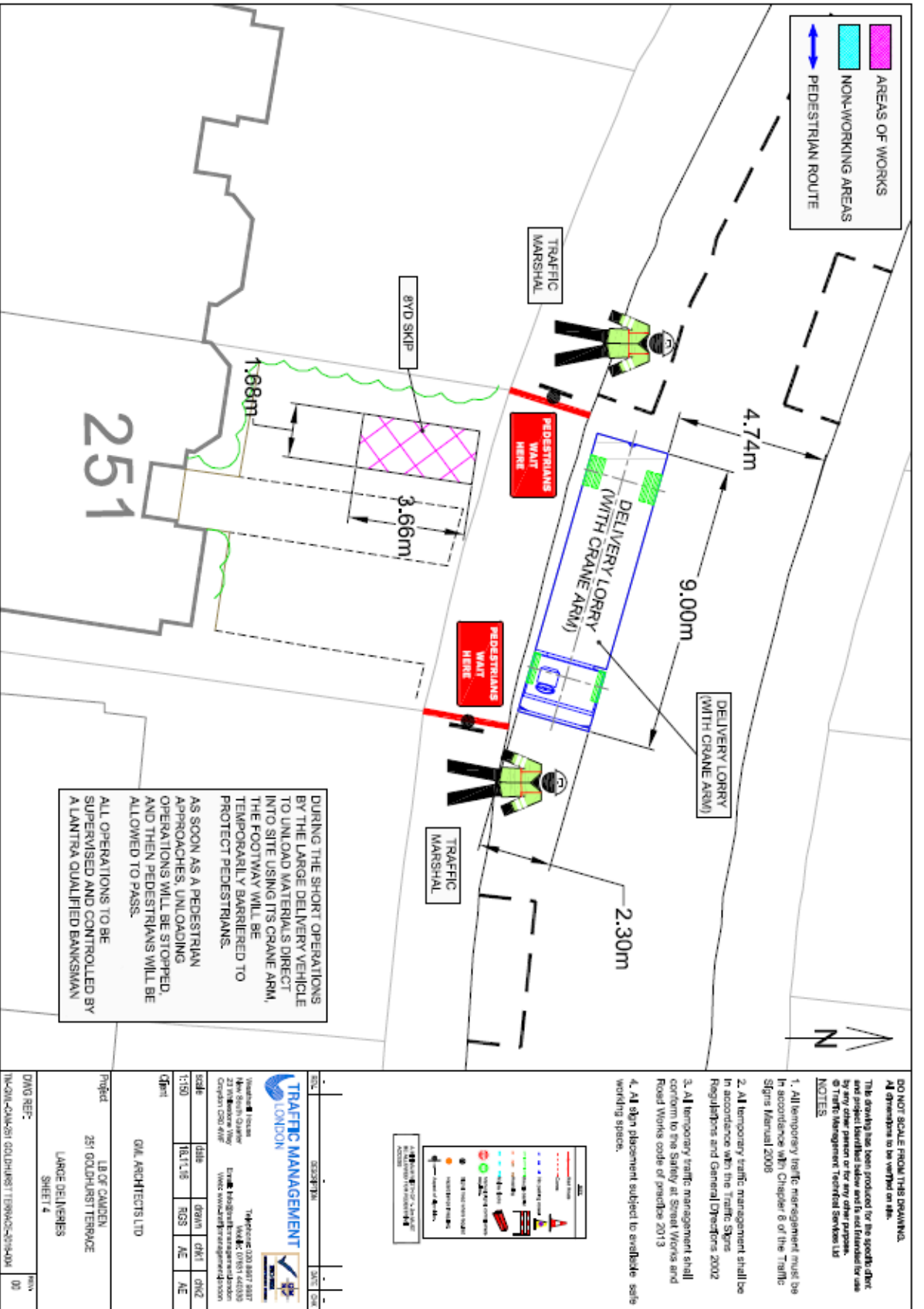
1. All temporary traffic management must be in accordance with Chapter 8 of the Traffic Signs Manual 2008
2. All temporary traffic management shall be in accordance with the Traffic Signs Regulations and General Directions 2002
3. All temporary traffic management shall conform to the safety at Street Works and Road Works code of practice 2013
4. All sign placement subject to available safe working space.



| | |
|--|--|
| TRAFFIC MANAGEMENT LONDON | Telephone: 020 3007 3007 140, South Quay 227, The Broadway, Weybridge, Surrey, Middlesex TW20 2EX www.trafficmanagementlondon.com |
| Scale: | As Shown |
| NOT TO SCALE | 1:1 |
| Client: | GM, ARCHITECTS LTD |
| Project: | LD OF CAMDEN 251 GOLDHURST TERRACE |
| SITE ACCESS AND EGRESS ROUTES SHEET 1 | |
| DWG REF: | 01 |
| PROJECT: | TRACM-CAMDEN GOLDHURST TERRACE-251-251A01 |

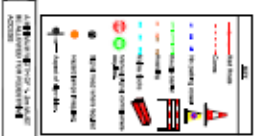






DURING THE SHORT OPERATIONS BY THE LARGE DELIVERY VEHICLE TO UNLOAD MATERIALS DIRECT INTO SITE USING ITS CRANE ARM, THE FOOTWAY WILL BE TEMPORARILY BARRIRED TO PROTECT PEDESTRIANS. AS SOON AS A PEDESTRIAN APPROACHES, UNLOADING OPERATIONS WILL BE STOPPED, AND THEN PEDESTRIANS WILL BE ALLOWED TO PASS. ALL OPERATIONS TO BE SUPERVISED AND CONTROLLED BY A LANTIRA QUALIFIED BANKSMAN

- DO NOT SCALE FROM THIS DRAWING.**
 All dimensions to be verified on site.
- This drawing has been produced for the specific client and project identified below and is not intended for use by any other person or for any other purpose.
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- NOTES**
1. All temporary traffic management must be in accordance with Chapter 8 of the Traffic Signs Manual 2008
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| | | | |
|----------|---|-------|---------|
| Scale | DATE | DRAWN | CHECKED |
| 1:150 | 18/11/15 | RGS | AE |
| Client | OKL ARCHITECTS LTD | | |
| Project | LB OF CAMDEN 251 OLDHURST TERRACE LARGE DELIVERIES SHEET 4 | | |
| DWG REF: | 15K-251-04-001-01 | | |

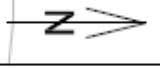
TRAFFIC MANAGEMENT LONDON

TRAFFIC MANAGEMENT LONDON
 140, Tottenham Court Road
 London, W1P 0LP
 Tel: 020 7462 2000
 Fax: 020 7462 2001
 Email: info@trafficmanagement.co.uk
 Website: www.trafficmanagement.co.uk



| | |
|---|-------------------|
|  | AREAS OF WORKS |
|  | NON-WORKING AREAS |
|  | PEDESTRIAN ROUTE |

SMALL DELIVERIES BY VAN CAN BE MADE DIRECT INTO SITE WITH THE VEHICLE USING THE EXISTING VEHICLE ACCESS.



DO NOT SCALE FROM THIS DRAWING.
All dimensions to be verified on site.
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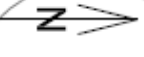
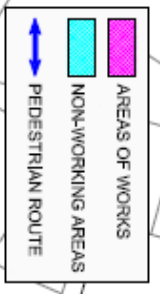
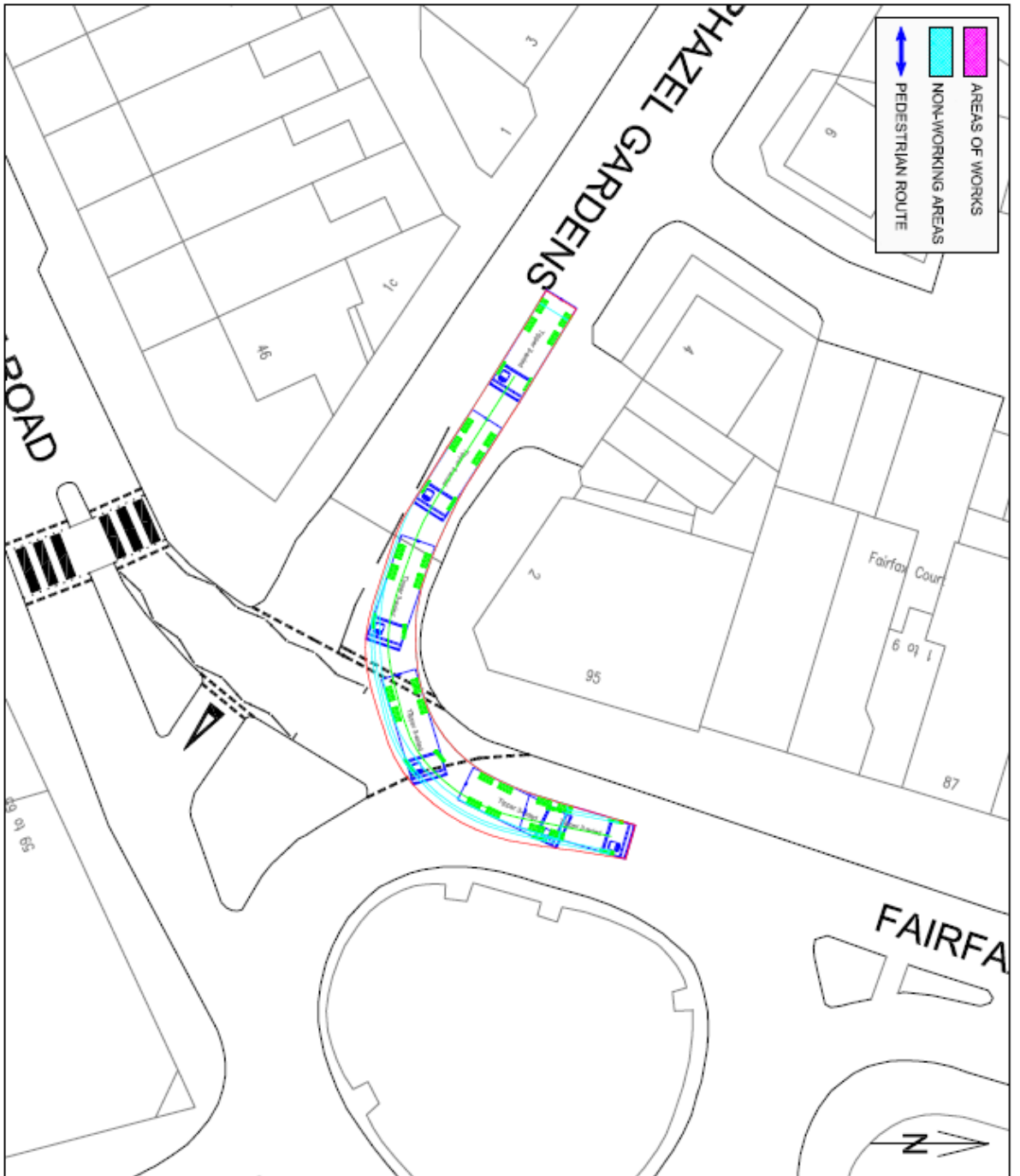
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TRAFFIC MANAGEMENT LONDON
 Telephone: 020 8887 8887
 Fax: 020 8887 8888
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 Website: www.trafficmanagementlondon.com

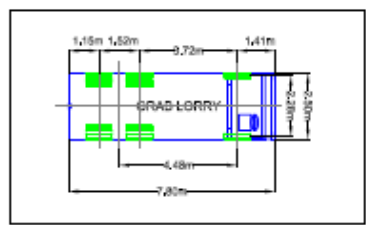
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|-------|----------|-------|---------|-------|
| 1:100 | 16.11.18 | RCS | AE | AE |

Client: **GIL ARCHITECTS LTD**
 Project: **LB OF CAMDEN
 251 GOLDHURST TERRACE
 SMALL DELIVERIES
 SHEET 5**

| DWG REF: | REV: |
|--|------|
| TM-CAM-CAM251-GOLDHURST-TERRACE-SHEETS | 00 |



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| TECHNICAL SPECIFICATION - GRAB LORRY | |
|--------------------------------------|-------|
| LENGTH (m) | 7.80 |
| WIDTH (m) | 2.00 |
| OVERALL HEIGHT (m) | 3.00 |
| WHEEL BASE (m) | 4.00 |
| SWAY STEERING ANGLE (°) | 20.00 |
| TURNING RADIUS (m) | 6.00 |
| DESIGN OPERATING ANGLE (°) | 30.00 |
| DESIGN CENTRE RADIUS (m) | 1.00 |

TRAFFIC MANAGEMENT LONDON

10th Floor, 10th Street, 10th Street, London, E1 1AA
 Tel: 020 7520 0000
 Fax: 020 7520 0001
 Email: info@trafficmanagement.co.uk
 Website: www.trafficmanagement.co.uk

QML ARCHITECTS LTD

251 Goldhurst Terrace, London, E14 6JF
 Tel: 020 7520 0000
 Fax: 020 7520 0001
 Email: info@qmlarchitects.co.uk
 Website: www.qmlarchitects.co.uk

Project: 251 GOLDHURST TERRACE
 VEHICLE SWEEP PATH ANALYSIS
 GRAB LORRY EXITING FAIRFAZEL GARDENS
 SHEET 6
 DWG REF: TMC\QML\251 GOLDHURST TERRACE\251S006
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