Land to the rear of 29 Haringey Park, Crouch End

lime TRANSPORT

Construction Traffic Management Plan

Ally and Pierre Carboni

JULY 2020

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Figures

Appendices

1 Introduction

1.1 Introduction

1.1.1 Lime Transport has been commissioned by Pierre and Ally Carboni to produce a Construction Traffic Management Plan (CTMP) in support of proposals to construct a single dwelling on land to the rear of 29 Haringey Park, Crouch End

1.1.2 The development site is located approximately 400m south-east of the Broadway, Crouch End, and approximately 7.5km north of Central London. The site location is shown in **Figure 1.1** below.

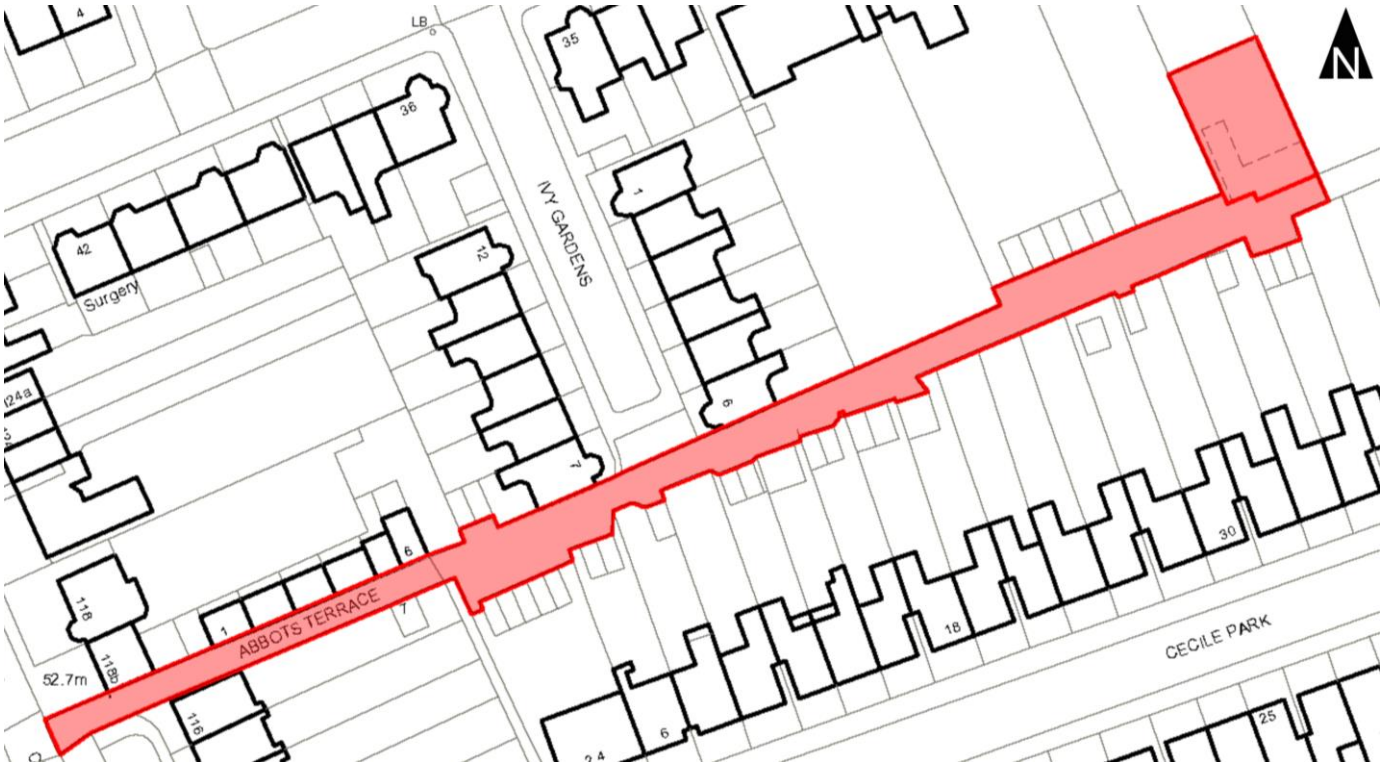


Figure 1.1 Site location

1.2 Development proposals

1.2.1 As part of the redevelopment of the site, it is proposed to construct a single three-bedroom dwelling, including:

- Car parking for one car
- Secure cycle parking for a minimum of four bicycles;
- Improvement to the surface of the lane leading to the site from Crouch Hill (between Abbots Terrace and the site); and,
- Lighting along the lane (between Abbots Terrace and the site).

1.2.2 The proposed development is shown in **Figure 1.2** below.

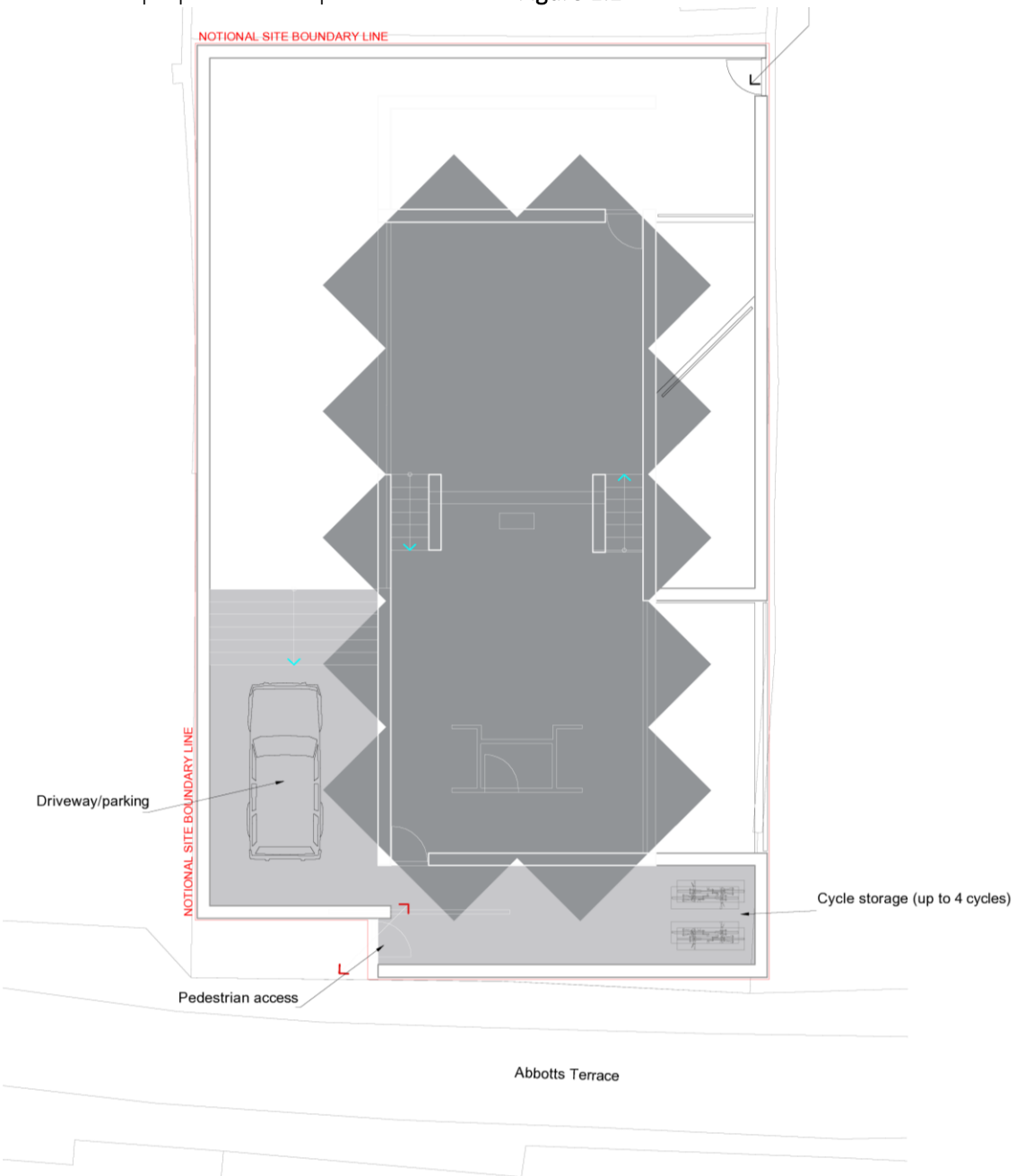


Figure 1.2 Proposed development (ground floor plan)

1.3 Construction Traffic Management Plan

1.3.1 The purpose of this CTMP is to determine the environmental, safety and congestion impacts on the local road network associated with the proposed development. Following this introductory section, the CTMP is structured as follows:

- Section 2 details the general on-site health and safety;
- Section 3 outlines the construction phasing and programme;

- Section 4 details the construction site layout, including the location of the site compound, materials storage area(s), staff parking, and wheel-washing area;
- Section 5 describes the volume and type of construction vehicles likely to access the site, the routeing of construction vehicles and proposed traffic management measures;
- Section 6 outlines measures to control muck and debris on the public highway;
- Section 7 describes any highway licences and traffic orders that may be required, and outlines the measures proposed to manage the impact of construction on local residents and the public; and,
- Section 8 outlines the 24hr emergency contact details.

2 General on-site health and safety

2.1 Introduction

2.1.1 Lime Transport has been appointed by Pierre and Ally Carboni to produce a CTMP in support of proposals to construct a single dwelling on land to the rear of 29 Haringey Park, Crouch End. The works will be undertaken by PPC Projects Ltd, which is part owned by Pierre.

2.1.2 PPC Projects will develop a system of Safety, Health & Environment procedures that cover all site activities and resulting environmental impacts that fall within current Health & Safety legislation.

2.1.3 Current Safety, Health and the Environment (SHE) manuals will be kept on site, and all activities on site must comply with the SHE documents. All statutory inspections are recorded on the relevant SHE system forms.

2.2 Sub-contractors

2.2.1 All sub-contractors must submit risk assessments and method statements for their individual activities, plus any licenses or permits to work required for daily activities. These are held on site, and are monitored to check that they are being implemented correctly.

2.3 Health and safety induction

2.3.1 All site personnel and visitors undergo a Health & safety induction when first entering the development. The induction warns the person(s) of the works being carried out on a day to day basis on the development.

2.3.2 A standard F10 notification for the site start will be submitted to the Health & Safety Executive.

2.4 Noise and vibration management

2.4.1 It is considered that the site operation will result in noise, therefore, PCC Projects will ensure that the development complies with the key legislation on noise and vibration:

- Environmental protection act 1990;
- Control of Pollution Act 0974;
- Noise Emission in the Environment by Equipment for Use Outdoors Regulations 2001; and,
- BS5228:2009 Code of Practice on Construction and Open site.

2.4.2 To control, prevent and minimise noise and vibration generated during demolition and construction periods, the following measures will be implemented:

- Ensure good relations with people living in the vicinity of, and working within the site;

- Noisy operations will only take place during hours specified hours by Haringey Council;
- Routine monitoring of noise and vibrations at the site boundary will be provided;
- Noise emitting equipment will be switched off when not in use;
- The use of quieter equipment will be used where possible, and/or plant and machinery will have silencing apparatus attached;
- When noisy operations are being carried out, when possible, all doors and windows will be closed to reduce noise escaping from the site;
- Ensure that workers are supplied with hearing protection;
- Hiring equipment from reputable companies which supply well-maintained equipment; and,
- Any radio played on-site will be at a level that does not disturb neighbours.

2.5 Dust and air quality management

2.5.1 It is considered that the contractor will ensure that the requirements of the Environment Protection Act 1990 are met, and that dust on the site is kept to a minimum. The measures taken to achieve this will include:

- Dust suppression techniques will be employed as necessary and available at all times to reduce the risk of dust settling on the public highway;
- Adequate sheeting of loads leaving the site;
- Regular road sweeping, clearing, washing and vacuuming will be implemented;
- Work area will be surrounded by hoarding to prevent the escape of dust.

2.6 Recycling/disposing of waste

2.6.1 To control, prevent and minimise waste generated during demolition and construction periods, the following measures will be implemented:

- Favour suppliers who remove packing as part of their contract;
- Where possible return excess material to the supplier or manufacturer;
- Encourage reuse of recycling waste wherever possible;
- Encourage the purchase of products with recycled content, and/or select materials with recycling potential;
- Avoid and minimise waste streams of high volume and high cost;
- Adopt a 'just in time' material delivery system, to avoid materials being stockpiled on site and avoid degradation through weathering and moisture damage.
- Burning of waste and unwanted materials will not be permitted on site;
- Limit unnecessary excavation;
- Colour coded, covered skips will be made available within the site to reduce the risk of cross contamination and prevent debris and dust from blowing around the site. These will be cleared on a regular basis; and,
- Collected waste and debris will be disposed at a licensed waste facility.

2.6.2 It is considered important to provide correct handling, storage and disposal of waste in order to ensure compliance with environmental legislation and for pollution prevention. It is considered that consultations with the regulators will be carried out to ensure that the best practice is adopted.

2.7 Energy consumption

2.7.1 PCC Projects will adhere to key legislation on energy consumption including Energy Performance of Buildings Regulations (2010) and Carbon Trust. In order to reduce energy consumption, implementing energy efficient measures will be encouraged, including:

- Switching off the equipment when not in use;
- Using energy efficient light bulbs;
- Servicing site heaters; and,
- Minimising draughts at all project spaces.

2.8 Monitoring

2.8.1 The measures detailed within this report will be monitored by PCC Projects to ensure they are adhered to by all contractors and sub-contractors, and any adverse impacts avoided.

3 Phasing, timing and programming of scheme

3.1.1 It is anticipated that the proposed development will be carried out within 50-51 weeks. Table 3.1 below summarises the works undertaken and the time (in months) required for each task.

Table 3.1 Construction phasing

Time (weeks)	Task
22	Site set up
	Foundations
	Construction, waste removal and material delivery
22	Sub-structure
	Superstructure
	Services and systems installation
4	Landscaping and finishes
2-3	Improvements to the lane leading to the site (surfacing and lighting)
Total: 50-51weeks	

3.2 Hours of operation

3.2.1 The site operation hours will be agreed with the local Planning and Highway Authority in advance of the works, however, it is anticipated that all works (including activities audible beyond the site boundary) will be restricted to:

- 8am and 6pm (Mon. to Fri.); and,
- 8am to 1pm (Sat.).

3.2.2 There will be no works or deliveries taking place on site outside these hours, or during network peak periods (i.e. 8am-9am and 5pm-6pm).

4 Construction site layout

4.1.1 As outlined above, the site is located on land to the rear of 29 Haringey Park, Crouch End, approximately 400m south-east of The Broadway, and approximately 7.5km north of Central London. The site was previously used as a builder's workshop and builder's yard from 1935 to 2010, when the workshop burnt down.

4.1.2 The construction site layout is shown schematically on Figure 4.1 below.

Figure 4.1 Construction site layout

Constraints

4.1.3 It should be noted that there are a number of existing constraints surrounding the site, including:

- Width of the lane - the lane leading to the site, which is used by pedestrians walking between Crouch Hill and Ivy Gardens as well as residents accessing garages and parking spaces, is narrow and is only wide enough to allow vehicles to travel in one direction at a time;
- Limited turning facilities - there is also nowhere along the lane for construction vehicles to 'u-turn', and therefore construction vehicles will need to reverse along the lane, either to access or egress the site:
- Constrained junction on to Crouch Hill – the junction on to Crouch Hill is constrained, and it will be difficult for larger construction vehicles to access the site.

Figure 4.2 Existing constraints surrounding the site

4.1.4 PCC Projects will need to liaise with the appropriate regulatory bodies to determine any working restrictions that will affect the proposed development.

4.2 Parking for site operatives and visitor vehicles

4.2.1 It is considered that the number of operatives working on-site will be low, and the number of visitors to the site will be negligible. There is no capacity on site to accommodate any parking for operatives or visitors. There is also limited opportunity to park within the vicinity of the site along Abbots Terrace.

4.2.2 The site is also within easy walking distance of two London Overground Services at Crouch Hill, as well as regular scheduled bus services along the A1201 Crouch Hill. It is therefore anticipated that operatives and staff will travel to/from the site by public transport.

4.2.3 It is also anticipated that occasional visitors will be advised to travel to the site by public transport.

4.3 Plant and materials - loading and unloading

4.3.1 Accurate design information and drawings will be produced at the detailed design stage, specifying all design information and building components. It is considered that, based on the finalised design information, PCC Projects will seek to reduce the number of deliveries required.

4.3.2 All materials will be delivered on a timely basis, which is considered efficient and will provide accurate progress reporting of the project's programme. The material delivery will be provided in line with the materials required on-site. Up-front orders will be minimised to reduce over-stocking of the material on site.

4.3.3 All contractors and suppliers will be met prior to commencement on-site, and a copy of the Traffic Management Plan will be included within their contracts/orders.

4.3.4 Materials will be unloaded via lorry mounted hi-abs or lorry mounted Moffatt, and materials will then be placed within the compound storage areas or they will be transferred directly to the work area.

4.3.5 It is anticipated that the structural components will need to be hoisted into position (from the delivery vehicles) directly on to the site by mobile crane. The mobile crane will be positioned on the lane fronting the site (to the east of the site) and delivery vehicles will travel along the lane up to the mobile crane.

4.4 Plant and materials - storage

Compound

4.4.1 It is considered that during construction, all building materials will be stored within the site at all times, and no materials will be kept outside the site, or on the public highway.

4.5 Hoarding

4.5.1 A 2.4m high plywood hoarding will be erected around the perimeter of the site to comply with safety requirements. The hoarding will be painted to minimise its aesthetic impact on the local area, and contractor details will be displayed in the form of small metal banners. Hoarding will also be equipped with relevant safety signage to comply with safety regulations in the public realm. It is assumed that hoarding will also be equipped with safety lighting.

4.5.2 The lane leading to the site and the site access will be monitored by a Gatesman/Banksman. The site will be securely locked at all times, and a 24hr CCTV monitoring system is to be provided to ensure safety of the site.

4.5.3 The Gatesman/Banksman will inspect the fencing erected on the vicinity of the works twice a day, to check the fencing is secure. The Gatesman/Banksman will also maintain the temporary traffic management signage, checking all signs are in the correct position. The Gatesman/Banksman will report any deficiencies in the fencing or signage to the site manager, and take any remedial action necessary to secure this site boundary, of the development and ensure all signage is in the correct position.

5 Construction traffic

5.1 Type and size of vehicles using the site

5.1.1 It is considered that during the construction phase, the likely vehicles using the site will be:

- Small tipper (overall dims. 6.5m(l) x 2.5m(w) x 2.9m(h)):
- A concrete mixer (overall dims. 7.1m(l) x 2.5m(w) x 2.9m(h));
- Large HIAB delivery truck (overall dims. 10m(l) x 2.5m(w) x 2.2m (h)); and,
- Small mobile crane (overall dimensions 10.2m(l) x 2.5m(w) x 2.9m(h))

5.2 Construction vehicle activity

5.2.1 It is considered that during the construction phase, the proposed development could generate a relatively modest number of construction vehicles per day (five days/week), and it is, therefore, considered that construction vehicle activity is unlikely to have a significant adverse impact on the local highway network.

5.2.2 As requested by the Highway Authority, no deliveries will take place during network peak periods (i.e. between 8am-9am and 5pm-6pm).

Routeing and manoeuvring

5.2.3 It is considered that the implementation of a heavy goods vehicle routing strategy will reduce the impact on the operation of the local highway network. The drivers will be advised of:

- the designated route to ensure vehicles use the most appropriate route to enter and exit the site; and,
- the timings of deliveries to and from the site.

5.2.4 The exact destinations of heavy goods vehicle movements are not known, however, this report sets out the recommended routes to the strategic highway network. It is considered that construction vehicles will access the site from the A1201 Crouch End/A103 Broadway.

Sensitive receptors

5.2.5 As outlined above, the site is surrounding by existing residential properties, and it is therefore proposed to minimise the impact on local residents by restricting construction activity on the site to between 8am and 6pm (Mon. to Fri.) and 8am and 1pm (Sat.), and to avoid any deliveries during network peak periods.

5.3 Swept-path analysis

5.3.1 A swept-path analysis of the range of construction vehicles (identified above) accessing and egressing the site from the A1201 Crouch Hill/A103 Broadway, and along the lane leading to the site, is included in **Appendix A.**

5.3.2 It can be seen from the swept-path analysis that all vehicles can enter and exit the site. However, due to the restricted width of the lane and the lack of any turning facilities, vehicles will either need to reverse along the lane to access the site, and then leave the site in a forward-gear (or vice-versa). It is also anticipated that, due to the number of pedestrians using the lane, bankspersons will be employed to escort the vehicles along the lane and to/from the A1201 Crouch Hill.

5.4 Holding areas

5.4.1 It is considered that given the size of the development, it is anticipated that the development will generate a small number of construction vehicles on any particular day, and that there is no requirement to identify any on- or off-site holding areas.

5.5 Traffic management

5.5.1 PCC Projects will instruct all of its suppliers and contractors that all plant and materials delivered to the site should be loaded and unloaded from the lane fronting the site, and that no plant and materials should be loaded or unloaded on the adopted public highway. This will be enforced by the Site Manager to avoid disruption to traffic and/or inconvenience to pedestrians along the lane.

5.5.2 Delivery vehicles will not be allowed to reverse along the lane or the adjacent roads, without the assistance of a banksperson.

5.5.3 The delivery vehicles will be unloaded from the lane, fronting the development, and the materials offloaded will be distributed to the appropriate storage facility or area. Bulk materials will be stored in the open within a bulk materials storage area, while other materials will be stored in the site compound area. The locations of the site compound and the bulk materials storage area are shown in Figure 4.1 above.

5.5.4 To avoid congestion and vehicles conflicting on the lane, the number of delivery vehicles allowed to access the development at any one time will be controlled. To control the number of delivery vehicles accessing the development, a call up procedure will be put in place where any delivery vehicle will be required to contact the Site Manager, prior to arriving at the development for permission to proceed to the development.

5.5.5 The Gatesperson/Banksperson will be responsible for managing the movement of vehicles along the lane, and two suitably qualified bankspersons will be responsible for stopping traffic along the A1201 Crouch Hill (using stop/go boards) to allow construction vehicles to enter/exit the lane (on to Crouch Hill). The gatesperson will inform the Site Manager when a delivery vehicle has left the development.

5.5.6 Finally, in accordance with Condition 4 of the Inspectors Decision Notice (Appeal reference APP/Y5420/W/17/3186301), the Gatesperson/Banksperson will escort construction vehicles along the lane to ensure there is no conflict between pedestrians using the lane and construction vehicles accessing/egressing the site.

6 Road sweeping

Road sweeping

6.1.1 It is considered that the site operator will ensure that the public highway is kept clear at all times. The measures to achieve this will include the following:

- Regular road sweeping, clearing, washing and vacuuming etc. will be implemented to ensure that construction site is in good order and the public highway is kept clear and clear of dust and debris; and,
- Monitor cleanliness on the access route on a regular basis and assess if further measures are required to maintain cleanliness.

6.1.2 It is anticipated that the roads will be swept twice a week in normal circumstances, usually on Tuesday or Wednesday, and Friday. However, this may change due to circumstances on site. For example, if earth moving operations are taking place. Likewise, the frequency of sweeping may decrease to once a week.

6.1.3 The Site Manager will be responsible for monitoring the condition of the lane leading to the site, and the A1201 Crouch Hill. If the Site Manager thinks that the condition of the roads requires additional cleaning, then the Site Manager will arrange for additional visits from a road sweeper.

7 Highway licences and traffic orders

7.1 Pedestrians

7.1.1 It is anticipated that the existing footway fronting the site may need to be closed when deliveries are being made to the site. It is also anticipated that the footway fronting the site may need to be closed if a crane is required to hoist materials to the upper floors.

7.1.2 Prior to any closures being implemented, the necessary permissions and licenses will be obtained by PCC Projects, from the local highway authority, and the appropriate barriers and signage will need to be installed.

7.2 Management of impact on residents

7.2.1 PCC Projects will take steps to ensure that the impact on residents is minimised and, therefore, the following measures will be applied:

- The sequence of development will be carried out in an efficient manner to shorten the overall programme;
- Ensuring that vehicle and pedestrian access for residents is maintained;
- Ensuring that all residents are safe at all times by maintaining a clear separation between the site and communal areas;
- Works will be carried during approved hours as specified by Haringey Council; and
- Liaising with residents and ensuring that all issues are dealt with in professional manner.

7.2.2 It is anticipated that a letter will be sent to those properties that are within the vicinity of the site. The letter will inform residents of the intended development, as well as the likely duration of the works.

7.2.3 The local ward members will be informed of the works, and a copy of the letter to residents will also be provided.

7.3 Management of impact on members of the public

7.3.1 PCC Projects will take steps to ensure that the impact on public will be monitored and minimised.

- The sequence of development will be carried out in an efficient manner to shorten the overall programme;
- Ensuring that the footway fronting the site is kept clear at all times
- Ensuring that all deliveries take place within the site, and that the carriageway is kept clear of obstruction at all times;
- Appropriate safety signage to be provided within the public realm to ensure safety of members of public;
- Ensuring that all members of public are safe at all times by maintaining a clear separation between the site and public areas.

7.3.2 It is considered that during construction, the existing pedestrian routes will be maintained and free to use as is reasonably practicable.

7.3.3 If any temporary closures or road signage to guide construction vehicles into the site are required, permission and licenses will be obtained, and appropriate barriers and signage will be provided.

7.4 Highway condition survey

7.4.1 An initial condition survey will be undertaken (by PCC Projects) along the length of the lane between the site and the A1201 Crouch Hill), prior to the erection of the hoardings around the site. The extent of the survey will need to be agreed with the Council, however, it is anticipated that the survey will include the entire length of the lane leading to the site from the A1201 Crouch Hill.

7.4.2 The Gatesperson/Banksperson will also inspect the adopted carriageway, kerbs and footpath (fronting the site), and will make note of any damage to the adopted carriageway, kerbs, and footpath, and inform the Site Manager as to the nature and location of the damage.

7.4.3 It should be noted, however, that it is proposed to install temporary roadway protection panels along the Abbotts Terrace section of the lane (the first 60-65m along the lane from the A1201 Crouch Hill) to protect the surface of the lane.

7.4.4 The Site Manager will inform the local highway authority that damage has occurred to the lane/public highway and will then arrange for the damage to be repaired once the proposed development has been completed.

8 24-hour emergency contact details

8.1.1 This section of the report (Table 8.1 below) will set out contact details of the client, main developer, contractor and sub-contractors, which will be completed and submitted to the Local Planning Authority prior to any construction works commencing on site.

Table 8.1 24-hour emergency contact details

Contact		Details
Client	Name:	Pierre and Ally Carboni
	Organisation:	PCC Projects Ltd
	Contact number:	020 3488 2278
	Contact email:	Pierre@weareplanc.com
Contracts Manager	Name:	Pierre Carboni
	Organisation:	PCC Projects Ltd
	Contact number:	020 3488 2278
	Contact email:	Pierre@weareplanc.com
Construction Manager	Name:	Pierre Carboni
	Organisation:	PCC Projects Ltd
	Contact number:	020 3488 2278
	Contact email:	Pierre@weareplanc.com
Site Manager	Name:	Pierre Carboni
	Organisation:	PCC Projects Ltd
	Contact number:	020 3488 2278
	Contact email:	Pierre@weareplanc.com
Architect	Name:	Tom Lacey
	Organisation:	Lacey + Saltykov
	Contact number:	020 3923 7594
	Contact email:	Tom.l@laceysaltykov.com
Lighting engineer	Name:	Iain Carlile
	Organisation:	dpa Lighting Consultants London
	Contact number:	020 3142 6300
	Contact email:	ic@dpalighting.com
Party Wall Matters	Name:	Ian Martin
	Organisation:	Martin Surveying Associates
	Contact number:	020 8366 5000
	Contact email:	mail@martinsurveying.co.uk

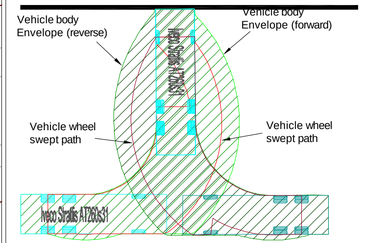
Appendices

Appendix A

GENERAL NOTES

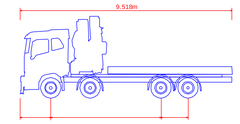
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Iveco Stratis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.995m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

5A Andrews Buildings
Penarth, CF64 2AA
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mail@limetransport.com
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Drawing Status: PRELIMINARY

Date: 21/11/2019

Scale: NTS

Drawn: HIS

Checked: ABR

Project: Abbots Terrrace; Haringey

Project No: **18145**

Title: Swept path analysis; HIAB vehicle reverse in from north

Revision:

Figure:

Drawing No: **18145.OS.102.01**

GENERAL NOTES

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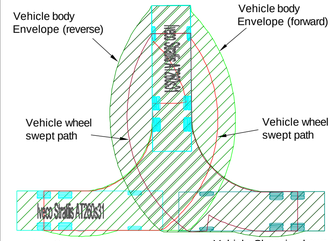
LEGEND



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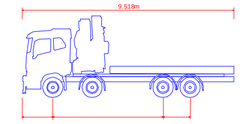

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Drawing Status: PRELIMINARY

Date: 21/11/2019

Scale: NTS

Drawn: HIS

Checked: ABR

Project: Abbots Terrrace; Haringey

Project No: **18145**

Title: Swept path analysis; HIAB vehicle reverse out to the north

Revision:

Figure:

Drawing No: **18145.OS.102.02**

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING

GENERAL NOTES

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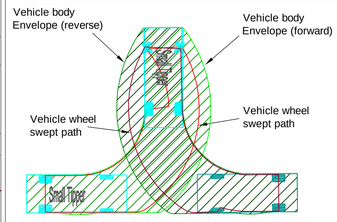

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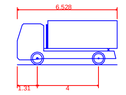

Small Tipper	
Overall Length	6.528m
Overall Width	2.500m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.850m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime TRANSPORT

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Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Small tipper reverse in from north	Figure
Drawing No	
18145.OS.102.03	

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING

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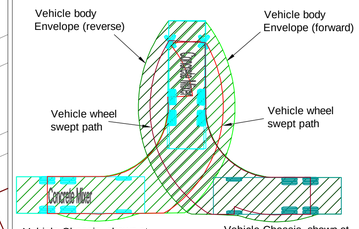
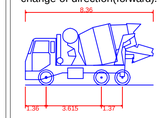
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetransport.com
www.limetransport.com

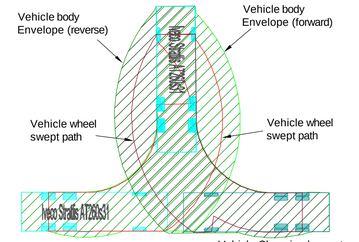
Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Concrete mixer reverse in from north	Figure
Drawing No	
18145.OS.102.04	

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING

GENERAL NOTES

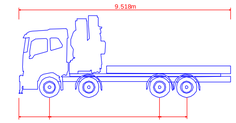
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Iveco Stratis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.995m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 21/11/2019

Scale: NTS

Project: Abbots Terrrace; Haringey

Drawn: HIS

Checked: ABR

Project No: **18145**

Title: Swept path analysis; Concrete mixer reverse out to north

Revision:

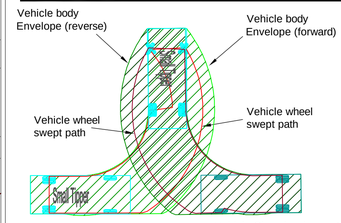
Figure:

Drawing No: **18145.OS.102.05**

GENERAL NOTES

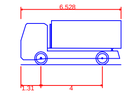
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Tipper	
Overall Length	6.528m
Overall Width	2.500m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.850m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Small tipper reverse out to the south	Figure
Drawing No	
18145.OS.102.06	

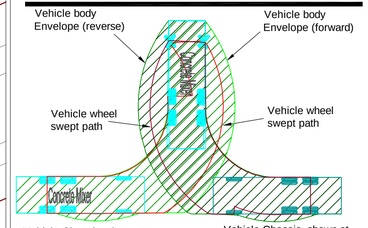
N

Surgery
42
126
124a
124
118
118b
52.7m
ABBOTS TERRACE
IVY GARDENS
12
1
6
7
1
7
6
116
106
137
CROUCH HILL
Shakespeare Terrace
24
6
18
30
42
52
1 to 12
56
Denwent Court
55.0m
56.8m
CECILE PARK
49
37
25
13
1
7
The Coach

GENERAL NOTES

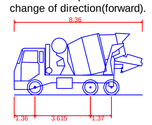
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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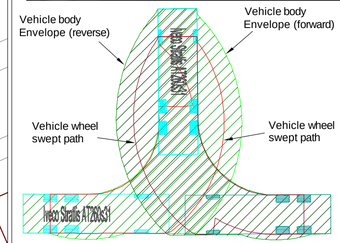
Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Concrete mixer reverse out to the south	Figure
Drawing No	
18145.OS.102.07	

GENERAL NOTES

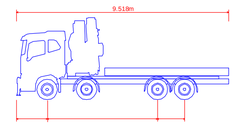
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Iveco Stratis AT260s31	
Overall Length	9.518m
Overall Width	2.550m
Overall Body Height	2.995m
Min Body Ground Clearance	1.488m
Track Width	2.550m
Lock to Lock Time	2.00s
Wall to Wall Turning Radius	9.240m

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Rev	Date	Description	Drawn	Check

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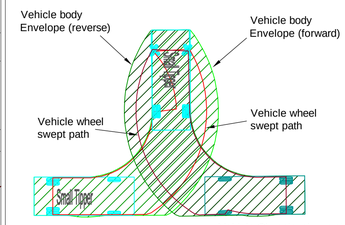
Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; HIAB vehicle reverse out to the south	Figure
Drawing No	
18145.OS.102.08	

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING

GENERAL NOTES

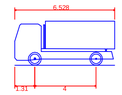
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Tipper	
Overall Length	6.528m
Overall Width	2.500m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.850m

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Rev	Date	Description	Drawn	Check

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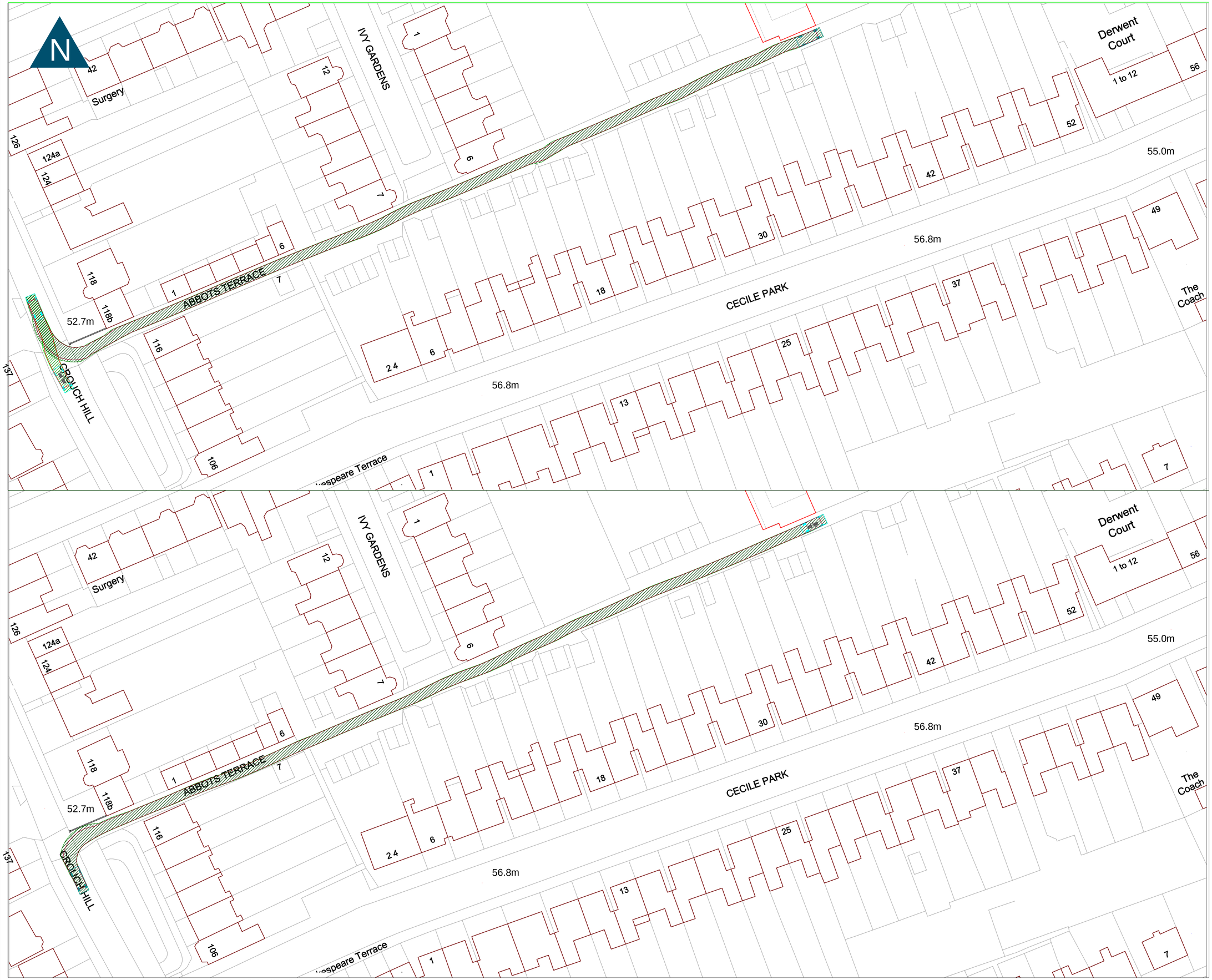
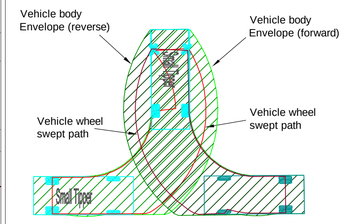
Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Small tipper reverse out to the north	Figure
Drawing No	
18145.OS.102.09	



GENERAL NOTES

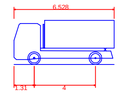
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Tipper	
Overall Length	6.528m
Overall Width	2.500m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.850m

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Rev	Date	Description	Drawn	Check

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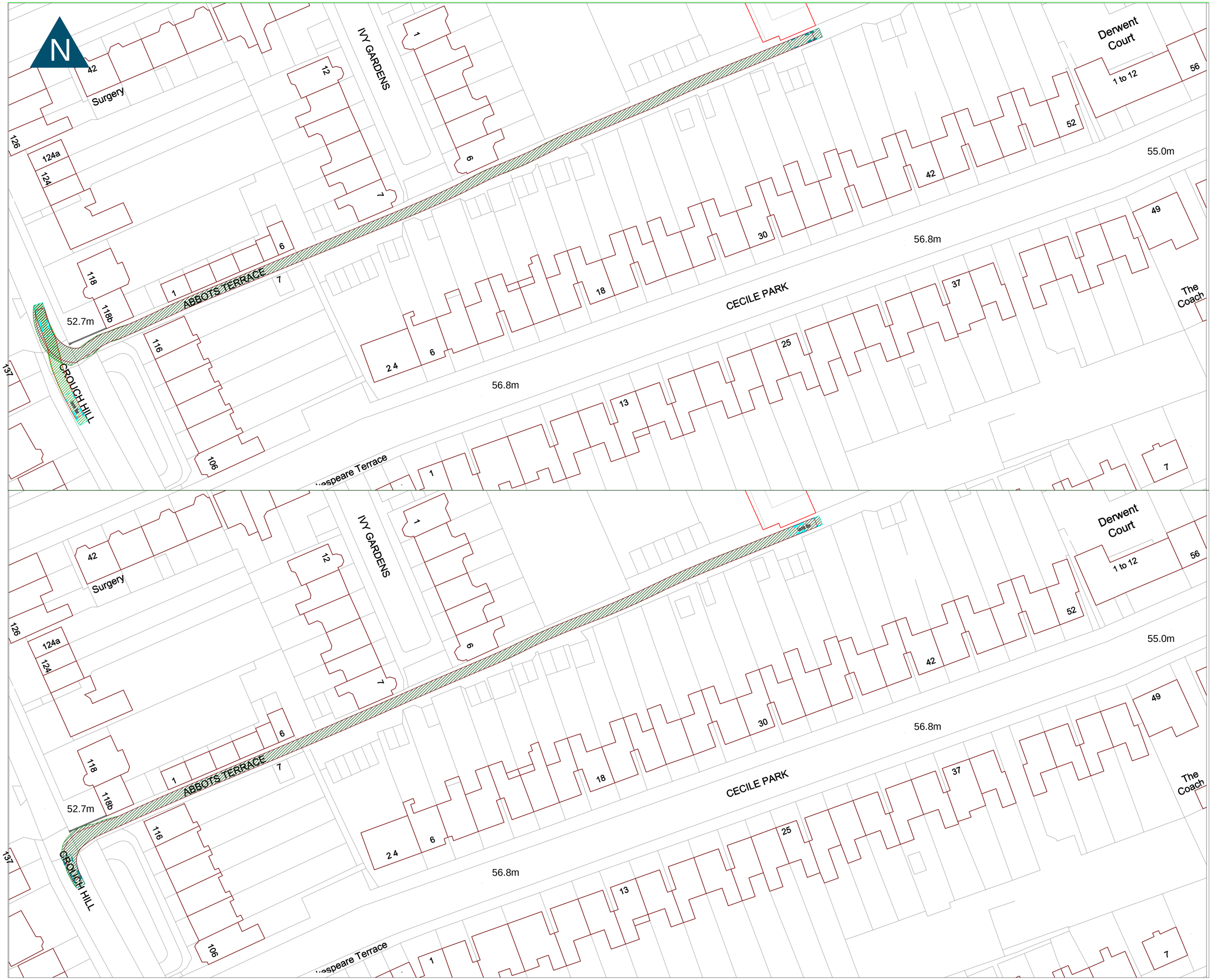
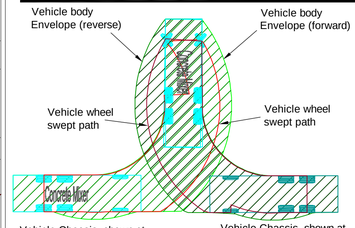
Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Small tipper reverse in from south	Figure
Drawing No	
18145.OS.102.10	



GENERAL NOTES

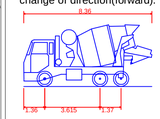
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

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Rev	Date	Description	Drawn	Check

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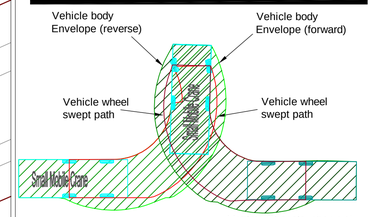
Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Concrete mixer reverse in from south	Figure
Drawing No	
18145.OS.102.11	

GENERAL NOTES

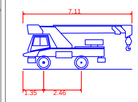
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Mobile Crane	
Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.800m

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Rev	Date	Description	Drawn	Check

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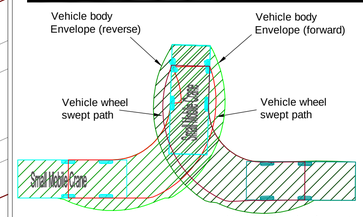
Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Small crane reverse out to the north	Figure
Drawing No	
18145.OS.102.12	

GENERAL NOTES

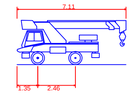
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Mobile Crane	
Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.800m

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Rev	Date	Description	Drawn	Check

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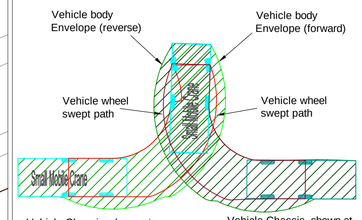
Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Small crane reverse in from north	Figure
Drawing No	
18145.OS.102.13	

GENERAL NOTES

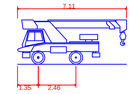
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Mobile Crane	
Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.800m

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Rev	Date	Description	Drawn	Check

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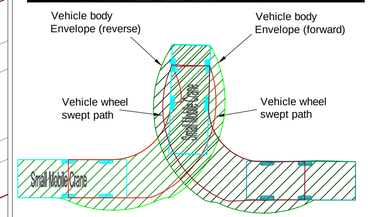
Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Small crane reverse in from south	Figure
Drawing No	
18145.OS.102.14	

GENERAL NOTES

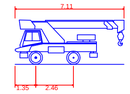
1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Small Mobile Crane	
Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.800m

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Rev	Date	Description	Drawn	Check

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Drawing Status	Date 21/11/2019
PRELIMINARY	Scale NTS
Project	Drawn HIS
Abbots Terrrace; Haringey	Checked ABR
	Project No **18145**
Title	Revision
Swept path analysis; Small crane reverse out to the south	Figure
Drawing No	
18145.OS.102.15	