

Construction Traffic Management Plan

Conversion of Agricultural Barns to 4no. Dwellings

Barns at Atcham Grange Farm, Atcham, Shrewsbury, SY5 6QA

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BERRYS

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PROJECT
CTMP for the Proposed Conversion of Agricultural Barns to 4no. Dwellings and
Associated Works at Atcham Grange Farm

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1. Introduction

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared to support the proposed redevelopment of part of an existing farmstead at Atcham Grange Farm, Atcham, Shrewsbury.
- 1.2 Planning permission was recently granted for the conversion of the barns at the farmstead to 5no. dwellings and associated works under planning ref. 22/00364/FUL. As part of this permission, the Local Highway Authority (LHA) raised the requirement for a CTMP, and stipulated that construction access was to be obtained via a new private access road from the B4830, previously approved under planning ref. 19/02854/FUL. The private access road in question was never physically implemented on the ground, as it was considered to be cost prohibitive. Accordingly, this CTMP has been produced on the basis of construction access being taken from Malthouse Lane, and will set out the measures to be taken to manage and minimise the impacts of the works and to protect the amenities of the area. This document seeks to provide information and details of the working practices followed by the developer when carrying out the construction works.
- 1.3 The CTMP will provide information on and addresses the following points:
- Construction traffic routing and access.
 - The parking of vehicles of site operatives and visitors.
 - Loading and unloading of plant and materials.
 - Storage of plant and materials used in constructing the development.
 - Measures to control the emissions of dust, dirt and mud during construction.
 - A scheme for recycling/disposing of waste resulting from demolition and construction works.
 - The hours of work for noisy construction activity and deliveries.
- 1.4 The CTMP report seeks to address the previous concerns relating to construction access as well as minimising disruption to the highway network and surrounding areas, detriment to the local and wider environment, and to safeguard public and site staff safety. This report and the required actions are to be used to support the appointed Principal Contractor's own safe system of work, construction method statements and the construction phase plan. This document should be provided to the appointed Principal Contractor as part of the pre-construction information package. This report does not absolve any contractor or duty holder of their statutory health, safety, and environmental obligations.

- 1.5 This report has been prepared by Callum Bebb, a Civil Engineer with over 9 years of industry experience of working in both the public and private highways and development sectors. This document has been authorised by Richard Harman who is an Incorporated Engineer and a Fellow of the Institute of Highway Engineers.
- 1.6 This report (including any attachments) has been prepared with care and due diligence in relation to the proposed redevelopment of part of an existing farmstead at Atcham Grange Farm, Atcham, Shrewsbury, and solely for the purpose for which it provided. Unless we provide express prior written consent, no part of this report should be reproduced, distributed or communication to any third party. We do not accept any liability if this report is used for an alternative purpose from which it is intended, not to any third party in respect of this report.

2. Construction Method Statement

Site Overview

2.1 The site is located within the village of Atcham, approximately 8km east of Shrewsbury Town Centre. The proposed development lies at the southern end of the rural settlement of Atcham, surrounded by flat, arable land with the River Severn to the west. The site is accessed via Malthouse Lane, which connects with the B4380 approximately 200m to the north of the site. The development site location is shown in Figure 1, below.

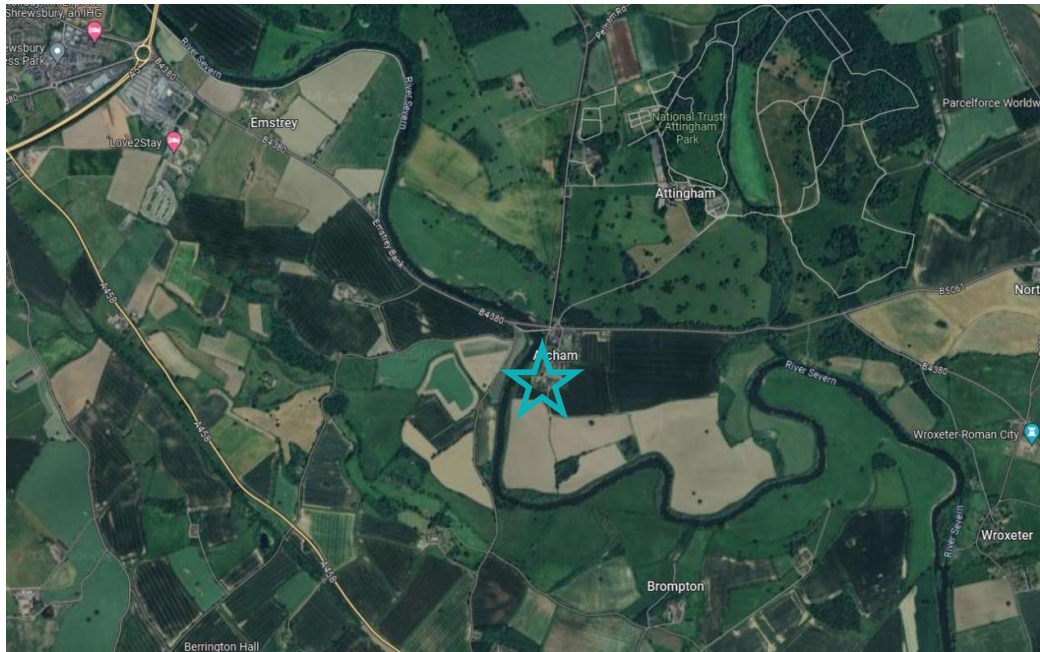


Figure 1: Development site location, Atcham Grange Farm, Atcham, Shrewsbury, SY5 6QA (Map credit: Google Maps 2024).

Proposed Development

2.2 The traditional barns at Atcham Grange Farm are no longer fit for modern day agricultural practices, and so a viable re-use of the buildings will ensure the retention of a designated heritage asset. The application seeks to convert 3no. traditional barns within the farmyard to provide 4no. residential units, including the relocation of an existing farm building, and conversion of single storey stables to a refuse and recycling building in association with the proposed dwellings.

- 2.3 Access to the site is available via the existing tarmac private drive from Malthouse Lane, shown in Figure 2. The access has historically accommodated heavy traffic movements associated with the ongoing agricultural use of the site. This existing access arrangement will be utilised for the duration of the construction period and in conjunction with the proposed development thereafter.



Figure 2: Existing private drive access from Malthouse Lane (ahead), with access to residential dwellings along St. Eatas Lane to the left (south).

- 2.4 As part of the previous approval on the site under planning ref. 22/00364/FUL, concerns were raised over the potential impacts of construction traffic upon the operational safety and capacity of Malthouse Lane. Further details on the proposed site access arrangements and measures to mitigate the impacts of construction traffic will be discussed further in Chapter 3 of this report.

Proposed Development Programme

- 2.5 A material start on the development is due to be made in Autumn 2024. We anticipate that the overall works would take around 18 months to complete. The actual programme phasing and timescales are subject to unforeseen circumstances, weather conditions, and resourcing.

2.6 The work can be split into the following indicative development phases:

- Enabling works and establishment: erect tree root protection fencing, establish compound area, general site clearance, erect hoarding and fencing etc.
- Repair and refurbish existing garage and creation of bat loft
- Repair and refurbish existing stables
- Installation of below-ground infrastructure including drainage, utilities and other supporting infrastructure
- Part external works including driveways and planting
- Commence with conversion of Barn C and move trades through Barn A & B, subject to Natural England License
- Completion of external works and landscaping

Proposed Working Hours

2.7 Normal working hours for the site will be between 07:30 – 17:00 Monday to Friday. Occasionally work on weekends may be required to keep the project aligned to the critical path. Working hours for weekends will not exceed 08:00 until 16:00 on Saturdays. No work is to take place on Sundays.

2.8 No noisy works shall take place on public/bank holidays.

Site Enclosure

2.9 Throughout the project, the site will be enclosed by Heras type fencing and/or timber hoarding to help prevent unauthorised access. Site safety and public information signs shall be displayed at appropriate intervals and at designated access and egress points. Contact details for the Principal Contractor will be clearly displayed on the site enclosure, including details of a contact in an emergency.

Site Access

2.10 All site access and egress during all phases of work is to be taken from Malthouse Lane via the existing access and private drive, as pictured in Figure 2.

- 2.11 There is a substantial area of existing hardstanding available within the site, which will provide a 'clean' access route between the site access and the compound area for the duration of the works.
- 2.12 For the full proposed site access, delivery and collection and site operative parking arrangements please refer to the Construction Traffic Management Plan in part three of this report.

Keeping the Highway Clear of Mud and Debris

- 2.13 Action is required to prevent deposits of mud within the highway during the construction phases of the development. Due to site constraints, this will be managed by separating out and designating 'clean' and 'dirty' areas of the site and operations as follows:
- A dirty area of work is to be established across the parts of the site where excavation/construction is taking place. Plant carrying out operations in these areas are to remain within the dirty area until the operations are complete, including out of hours work periods. No other vehicles/plant will be permitted to enter the dirty areas of works. Note that a dirty operation consists of any work that requires excavation into the ground strata, involves soil or any other granular or slurry type material which could be transferred on the vehicle tyres to any other area of the site and/or the public highway.
 - Following the initial establishment of the site and groundworks, a clean area of the site is to be maintained at all times in the location of compound. This area will provide access for any short-term deliveries, general parking, act as a potential holding area for any materials, and an area to provide 'transfer points'.
 - 'Transfer points' will be established to transfer waste, excavated material or new materials between the dirty areas to/from clean transfer plant.
 - Upon completion of each of the dirty operations, all dirty plant will be cleaned using pressure washer before being allowed to leave the site via the clean area.
- 2.14 The importance of the site cleanliness and the need to abide by the above process will be communicated in site inductions and toolbox talks to all operatives. Compliance with the process should also be written into the site rules and instructions for suppliers as appropriate.

- 2.15 Whilst compliance with the above will prevent mud or other materials being deposited within the highway, should this occur, it will be cleared as soon as reasonably practicable by methods commensurate with the volume of material. Where necessary, road sweeping shall be used to ensure the carriageway surface is free of deposits. Should weather conditions result in excessive mud within the clean areas of the site, then the Principal Contractor will be required to hire in a specific wheel washing system to clean all vehicles before they leave the site.

Environmental Management

- 2.16 The required tree root protection areas as defined in the Arboriculture Method Statement shall be fenced off in accordance with the requirements and instructions given by the tree consultant. These protected areas shall be maintained throughout the work and no plant or materials are to be stored in the protected zones.
- 2.17 The River Severn is located within approximately 100m of the western boundary of the site. A number of actions are therefore required by the contractor to reduce the risk of contaminating the river during construction operations, through silt run off, leaching, or the accidental or careless escape of potentially polluting materials and fuels.
- 2.18 Any incidents resulting in the incursion of pollutants into the river should be reported to the Environment Agency's Incident Hotline: 0800 80 70 60.
- 2.19 The Principal Contractor will be responsible for providing a system of temporary site drainage during construction. Drainage channels and silting basin shall be provided at any wheel or equipment washing point, to trap silt and debris washed off the equipment. Where practical, it is recommended that water from the basin shall be captured and reused for further washing down. This will reduce water consumption for the project.
- 2.20 Fuels, oils and other potentially harmful liquids and materials will be stored within impermeable bunds with a capacity 110% of the total volume of liquid. These will be located in appropriately safe areas to meet health, safety, and statutory requirements. Refuelling of plant and vehicles will take place in a designated area without direct flow to Malthouse Lane or the river. Spill kits to be provided within each vehicle and on site.

2.21 The need to prevent pollution from the site is to be communicated to all staff at site inductions and toolbox talks. The Site Manager shall monitor and review compliance with all procedures and policy throughout the work and will take steps as required to inform and educate staff of the need to comply with environmental procedures on the site. Repeated contraventions with these should result in disciplinary action being taken.

Noise Management

2.22 No works shall be undertaken outside of the designated site hours as stated above. The works shall be planned, programmed and carried out using 'best practice means' strictly in accordance with BS 5228 'Code of practice for noise and vibration control on construction and open sites'.

2.23 The works will inevitably consist of activities which will generate noise: however, the following proposals will assist in mitigating the noise levels so far as reasonably practicable:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements;
- HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms;
- Vehicle speeds will be kept to the minimum required for efficient operations;
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use;
- All pneumatic tools will be fitted with silencers/mufflers;
- Care will be taken when unloading vehicles to avoid unnecessary noise;
- The use of particularly noisy plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning;
- Plant maintenance operations will be undertaken at distance from noise-sensitive receptors;

- Ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors;
- Drop heights will be minimised when loading vehicles and containers with rubble and other bulky waste;
- Vehicles will be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors;
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities such as cutting hard materials;
- Hours of operation should be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority.
- The use of radios is to be controlled and suppressed, as necessary. A policy on the use of radios is to be included within the site rules and this will be enforced by the site manager. Repeat offences, inappropriate radio use/high volumes will be subject to disciplinary action.

Dust Control

2.23 Due to the nature of the works on the site, there are potential operations which could create airborne dusts, unless appropriately controlled and mitigated. Airborne dust is a source of local nuisance, can cause safety problems through reduced visibility on nearby roads, and in some cases can create health hazards. Examples of activities on the site which could potentially create airborne dusts include:

- Site clearance
- Excavations and moving of waste materials on the site
- Bulk storage of excavated fill material
- Removal of waste materials from the site
- Delivery and moving of construction materials on the site
- Cutting and working of construction materials such as stone, brick, concrete, timber etc
- Release of dust during mixing processes such as mortar, plaster etc

- Generation of dusts during cleaning and housekeeping activities (sweeping up etc)
 - Release of dust from uncovered skips or similar waste containers.
- 2.24 Levels of airborne dust created throughout the project will be minimised through the design of tasks and good working practices. The need to reduce and control airborne dust will be included in any appropriate site inductions, toolbox talks and safety briefings. Operatives should always consider if an activity is likely to create dust and if so, can it be done in an alternative way to remove or reduce the level of dust released.
- 2.25 Where the generation of dust is unavoidable, measures to prevent airborne dust leaving the confines of the site into surrounding areas will be employed. Measures to eliminate or reduce the dispersion of airborne dust will include:
- Damping down materials or surfaces during dry periods
 - Thorough compaction of fill stockpiles
 - Avoiding the use of work processes which generate dust wherever reasonably practicable (eg using stone splitters rather than disc cutters)
 - Using dust suppression systems on disc cutters and other similar equipment
 - Minimising the amounts of dusts released during mixing operations
 - Covering of skips and other containers which hold materials that could release dust.

Material Handling and Waste Management

- 2.26 Waste will be properly stored in skips or other suitable containers, with regular collections made from the site to ensure minimal opportunity for overspill waste. A waste collection point is to be established at an accessible point to allow for either skip collection or the potential use of a grab lorry for waste removal. The contractor shall employ measures where feasible to reuse or recycle materials on site wherever practicable, to reduce the level of waste removed from site.
- 2.27 The collection of waste shall be via licensed waste removal specialists and, where possible, processed by removal specialists post collection and separated into recyclable and non-recyclable materials to reduce the overall level of material sent to landfill.

- 2.28 Where excavated fill material won off site cannot be reused on site, the Principal Contractor shall use their best endeavours to separate this material from organic matter and any other potential contaminates. The contractor should attempt to sell or transfer the material to another development site where fill is required. Transferring this material to a licensed waste removal specialist shall be taken as a last resort for disposal.
- 2.29 High standards of cleanliness will always be maintained on site to prevent any health and safety issues arising from the inappropriately discarded or stored materials and waste. If hazardous materials/waste are encountered during the work, these will be handled, stored and disposed of in accordance with the relevant regulations with the Contractor seeking advice from an appropriately qualified and competent specialist. All waste materials will be disposed of in accordance with the Environmental Protection Act, specifically The Hazardous Waste Regulation 2005, by a licensed waste Contractor.

3. Construction Traffic Management Plan

Site Access

- 3.1 The previous permission on the site was linked, via condition, to the delivery of a new private access road from the B4830, previously approved under planning ref. 19/02854/FUL. The condition required that all construction access to the site was to be taken via the new private access road, to avoid congestion along Malthouse Lane. The proposed new private access road was originally intended for agricultural purposes, which is no longer a viable and sustainable use of the site as a whole going forward. The delivery of a new private access road is therefore no longer required for its originally intended purpose, and is not considered viable simply to facilitate routing of construction traffic over a limited time period. This CTMP will demonstrate that construction traffic can use Malthouse Lane without causing undue safety risks or inconvenience to the public.
- 3.2 As discussed in Chapter 2, the site is located on an area of land at the southern end of the village of Atcham, at the southern terminus of Malthouse Lane. All access to the site is from Malthouse Lane only. Malthouse Lane is an unclassified road providing access to Atcham Grange, residential dwellings along The Glebe and St. Eatas Lane, and the Mytton & Mermaid Hotel adjacent to the junction with the B4380. The aforementioned routes are cul-de-sacs and are therefore not subject to any through traffic.
- 3.3 Malthouse Lane has a carriageway width generally 5m in width, which is sufficient to accommodate two-way traffic flows. However, the overall highway corridor width is slightly constrained, with the carriageway bound by a narrow margin <0.5m in width along the western edge, with a footway of 1m nominal width along the eastern side. There are considerable existing on-street parking pressures along Malthouse Lane, primarily associated with an overspill of parking from the Mytton & Mermaid Hotel during peak trade hours around lunchtimes, evenings and weekends; particularly during the summer months.
- 3.4 Compounded by the constrained footway widths, the presence of on-street parking along Malthouse Lane often reduces the effective carriageway width to a single lane in places, to the detriment of the free flow of traffic along the lane. Therefore, action is required by the Principal Contractor to ensure that the delivery of plant and materials, plus the removal of waste does not exacerbate existing issues or unduly impact upon the safe operation of Malthouse Lane and the amenity of the surrounding residential area.

- 3.5 At the start of the development construction, a compound area will be established within the site to facilitate the storage of materials within the site. Ample space is available for the parking and manoeuvring of all operatives' vehicles, plant and delivery vehicles once the compound is established. No remote compound areas are deemed necessary for the development. However, the compact nature of the site private road access and restrictions created by on-street parking along Malthouse Lane will mean there are limits on the size of vehicles able to access the site at certain times, so the Principal Contractor and Site Manager must clearly communicate the access requirements and restrictions with the suppliers of plant, materials, and other Contractors.

Arrangements for Site Deliveries, Collections and Loading

- 3.6 All deliveries of plant and materials shall be made internally within the site. This is to prevent delays and congestion caused to traffic on Malthouse Lane. Vehicles are not permitted to park within the highway, as this will result in detriment to the free flow of traffic along Malthouse Lane. In any case, there should be no requirement for vehicles to park within the highway due to the sufficient space available within the site, with no requirement for works within the highway envisaged.
- 3.7 The Principal Contractor should plan for the site deliveries to take place via appropriately sized delivery vehicles, fitted where necessary with a crane or grab arm. Delivery instructions and information shall be provided to the supplying builders merchant, so that an appropriate vehicle can be sent to deliver the materials/plant. When considering the nature and minor scale of the proposed development, it is not envisaged that the construction phase will generate intensive bulk delivery movements via Heavy Goods Vehicles (HGVs). Notwithstanding this, it should be noted that Malthouse Lane has carried heavy traffic movements associated with the agricultural use of the site for many years, without detriment to its safe operation.
- 3.8 An appropriately sized area within the site shall be designated for delivery and the temporary storage of materials at the site compound. Materials will be transferred directly from the delivery vehicle to the designated materials storage area. The principal contractor is to ensure that the storage area has been prepared to receive an expected material delivery, in order to minimise any potential delay in the vehicle being able to enter the site.
- 3.9 A 'just in time' delivery method is to be employed by the Principal Contractor to ensure that excess material is not needed to be stored on site for extended periods of time. This will ensure efficiency within the site confines, and potentially reduce site waste and or potential damage to materials.

- 3.10 Deliveries will be scheduled to avoid peak times associated with the arrivals and departures of the surrounding residents. Peak times associated with the Mytton & Mermaid Hotel will also be avoided, where the potential for on-street parking is at its greatest. Where at all possible, deliveries and the removal of waste from the site will be scheduled between the hours of 09:30 to 12:00 and 14:00 to 16:00 on weekdays, and 09:00 to 12:00 at weekends, to reduce the potential for congestion and vehicular conflict along the lane.
- 3.11 A Logistics Coordinator will be appointed, who will be responsible for liaison with all suppliers and contractors for the communication of scheduling arrangements, site access and routing requirements. The Logistics Coordinator will work closely with the Site Manager (if not the same person), to monitor and manage site capacity for scheduled deliveries, using reasonable endeavours to ensure that multiple deliveries do not arrive to the site at the same time. Accordingly, prior notification will be given to all suppliers and contractors for the required scheduling of deliveries.
- 3.12 In accordance with feedback received from the LHA, the potential introduction of temporary traffic management along Malthouse Lane, in order to facilitate large deliveries to the site has been considered. It is considered that the introduction of traffic management would result in unnecessary delay and inconvenience to all users, and would be disproportionate to the minor scale of development in terms of the anticipated quantum and frequency of large deliveries to the site. Should any unforeseen issues arise during the construction phase which could be alleviated by the implementation of traffic management, the Principal Contractor shall liaise with Shropshire Council as the Street Works authority.
- 3.13 Vulnerable road users are already catered for with segregated pedestrian facilities along Malthouse Lane. There is also ample space for construction traffic to safely pass cyclists within the existing available road space. In any case, it is not envisaged that the construction phase will generate intensive bulk delivery movements via HGVs.
- 3.14 The most expedient route to the site from the strategic road network is from the A5, east via the B4380; this is the preferred route for all deliveries and collections from the site throughout the construction period. However, it is likely that deliveries originating from Telford and beyond from the west may access from the M54, west via the B5061 and B4380, depending upon traffic conditions along the A5 at Shrewsbury. As there are no known constraints along this section of the highway network, this will be permissible. The preferred access route is to be communicated by the Logistics Coordinator on all orders placed for plant and materials. The preferred route to the strategic road network is indicated on Figure 3.

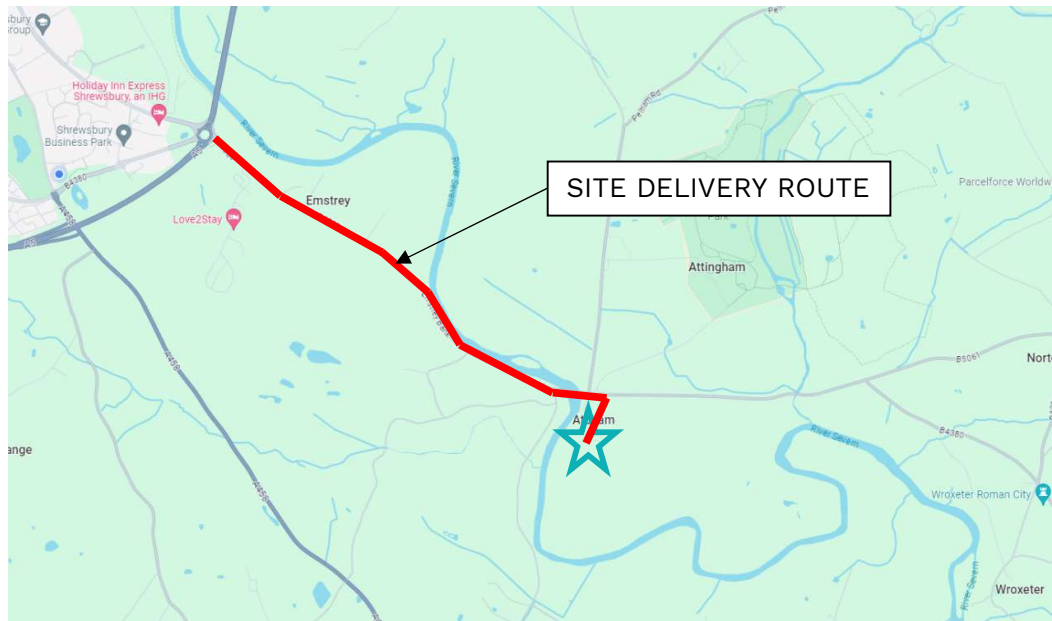


Figure 3: Development site location and preferred/most expedient route from the strategic road network (Map credit: Google Maps 2024).

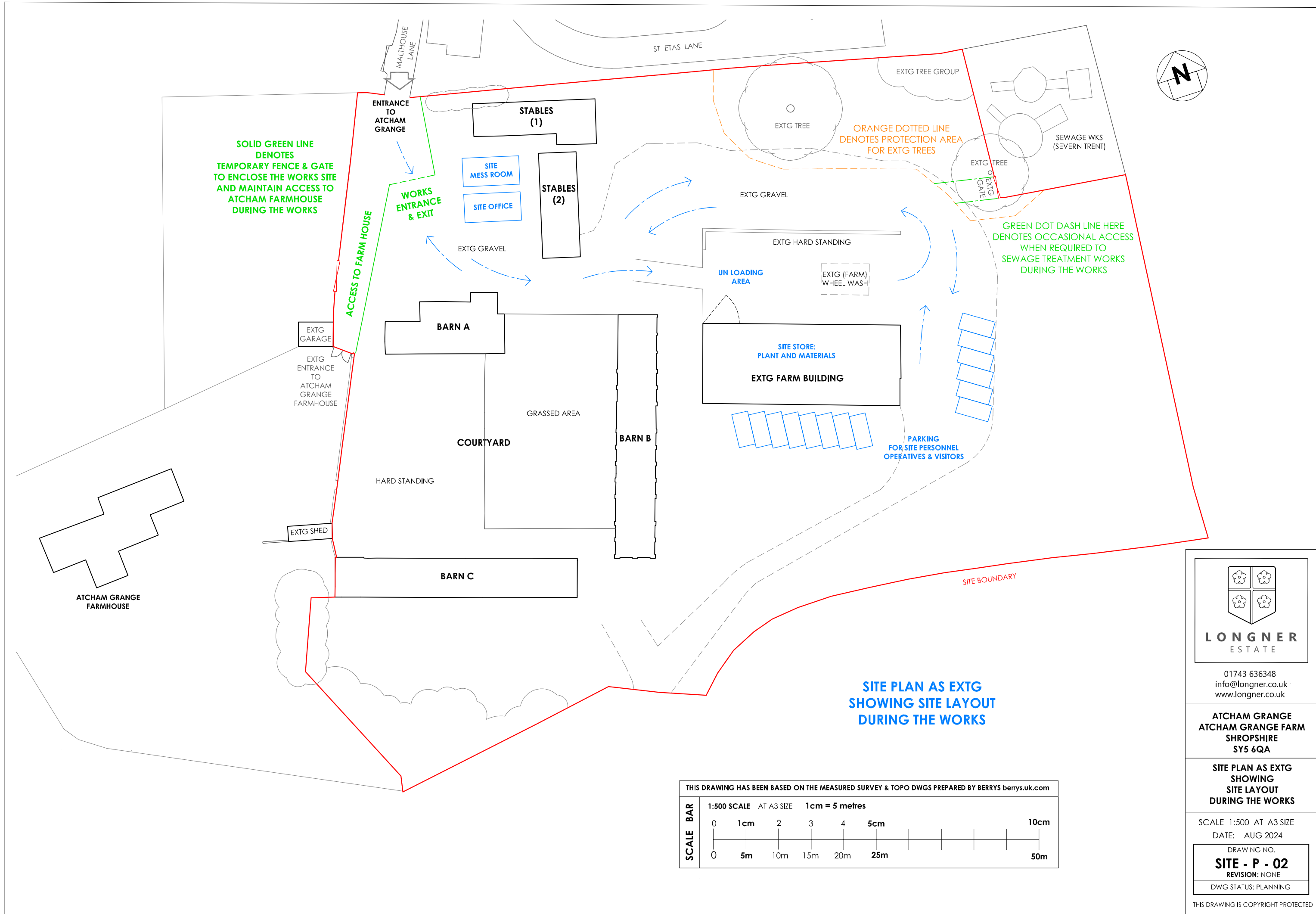
Arrangements for the Parking of Site Operatives / Construction Vehicles and Visitors

- 3.15 Arrangements for parking of site operatives and visitors' vehicles shall be at designated 'clean' areas within the site boundary. No parking is permitted on the adjacent public highway and this shall be written into the site rules and communicated to all staff. A plan showing the proposed site layout during construction, showing the areas designated for parking, turning, loading/unloading, materials storage, security fencing etc. is provided in Appendix A.
- 3.16 No parking of any vehicles shall be allowed on the public highway unless forming part of any service connection works, or associated works being undertaken within the highway, with appropriate 'Chapter 8' traffic management deployed under an appropriate Street Works Licence from Shropshire Council as the Street Works authority. This shall be stated in the site rules and inductions.
- 3.17 The storage of plant and materials on the adjacent public highway is strictly prohibited and could constitute an offence under the Highways Act 1980. Plant will be stored within the site boundary and removed upon completion of works.

4. Community Communication Protocol

- 4.1 The site and site access route is surrounded by a number of residential properties and businesses. Consequently, the developer establishing and maintaining a good relationship with the surrounding residents, and keeping them updated on progress will be critical to maintaining good relations. The intention is to be a 'good neighbour' to the local community during the course of the works.
- 4.2 The Principal Contractor shall appoint a Community Liaison Officer (CLO) for the duration of the construction project. The CLO shall be appropriately trained, and be professional and approachable at all times whilst working on site. Contact details for the CLO will be published on a public site notice board located at a safe and visible location from Malthouse Lane. An out of hours emergency contact phone number will also be published. It is also recommended that an information flier or letter is delivered to the surrounding residents and businesses, to provide them with an overview of the CTMP and appropriate contact details prior to the commencement of the works.
- 4.3 The site notice board will provide information to the public over the construction work being carried out during that particular phase. The names of the other organisations involved in the project should also be provided on the notice board.
- 4.4 Longner Developments Limited will be responsible for issuing regular information updates to the residents and businesses immediately surrounding the site. This will take the form of a letter or newsletter style bulletin (or email) and will be issued prior to works commencing on site, and at three-monthly intervals. The communications will provide information on the phases of work to be carried out and the positive and proactive measures being taken by the developer to minimise the impact of work to the local community and the environment. The communication will also provide key contact details, including those for the CLO.
- 4.5 The appointed Logistics Coordinator will be responsible for the communication and enforcement of the scheduling arrangements, site access and routing requirements outlined within the CTMP to all suppliers, contractors and visitors. The requirements of the CTMP will be communicated in site inductions and toolbox talks to all operatives.

Appendix A – Construction Site Layout

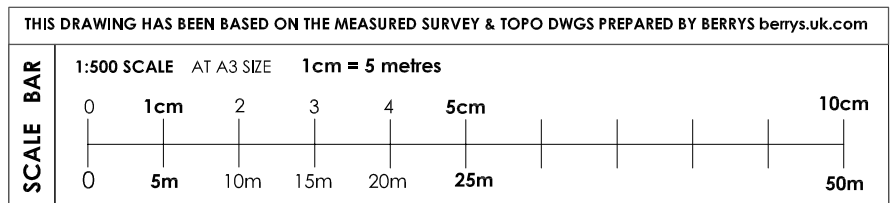


SOLID GREEN LINE DENOTES TEMPORARY FENCE & GATE TO ENCLOSE THE WORKS SITE AND MAINTAIN ACCESS TO ATCHAM FARMHOUSE DURING THE WORKS

ORANGE DOTTED LINE DENOTES PROTECTION AREA FOR EXTG TREES

GREEN DOT DASH LINE HERE DENOTES OCCASIONAL ACCESS WHEN REQUIRED TO SEWAGE TREATMENT WORKS DURING THE WORKS

SITE PLAN AS EXTG SHOWING SITE LAYOUT DURING THE WORKS



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ATCHAM GRANGE
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SITE PLAN AS EXTG
 SHOWING
 SITE LAYOUT
 DURING THE WORKS

SCALE 1:500 AT A3 SIZE
 DATE: AUG 2024

DRAWING NO.
SITE - P - 02
 REVISION: NONE
 DWG STATUS: PLANNING

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