



Barnes Hospital
London Borough of Richmond upon Thames

Framework Construction Traffic
Management Plan

For

Star Land Realty Ltd

Document Control Sheet

Barnes Hospital

London Borough of Richmond upon Thames

Star Land Realty Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
29/07/2021	Draft	GR	DL
17/08/2021	Final	GR	DL
20/08/2021	Final Rev A	GR	DL
17/11/2021	Final Rev B	DL	DL
18/02/2022	Final Rev C	DL	DL
20/10/2022	Final Rev D	DL	DL



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Appendices

- A Proposed Site Layout Plan
- B Vehicle Routeing Plan
- C Swept Path Analysis
- D Construction Site Setup Plan

1.0 Introduction

- 1.1 Motion has been instructed by Star Land Realty UK Ltd to prepare this Framework Construction Traffic Management Plan (CTMP) in relation to works at Barnes Hospital, South Worple Way, within the London Borough of Richmond upon Thames (LBRuT).
- 1.2 The application site is situated within the Barnes area of LBRuT and is bound to the north by South Worple Way, to the east by South Worple Avenue, to the west by Old Mortlake Burial Ground and fronts residential properties to the south.
- 1.3 On 14 September 2020, Outline Planning Permission ('OPP') was granted for the redevelopment of the whole of Barnes Hospital campus (Planning Ref: 18/3642/OUT), which comprised three development plots; (1) the residential plot, (2) the Specials Educational Needs (SEN) School and (3) the health centre.
- 1.4 Whilst all three parts are still being delivered, it is now proposed that these will be brought forward on an individual site basis rather than through an outline permission and subsequent reserved matters this planning application therefore relates only to the residential plot of the wider campus.
- 1.5 No changes are proposed to the Health Centre/ SEN elements of the site as part of the current proposals. The current planning application comprises:

"Demolition of existing structures and redevelopment of site including construction of three new buildings comprising residential units of mixed tenure (Use Class C3), conversion of two existing buildings for residential use (Use Class C3), car and cycle parking, landscaping and associated works."
- 1.6 The proposed development will provide 109 residential dwellings, comprising 1 studio unit, 41 x 1-bedroom units, 49 x 2-bedroom units and 18 x 3-bedroom units. The proposed development will be served by 50 car parking spaces including 11 disabled accessible parking spaces.
- 1.7 The purpose of this CTMP is to minimise the effect of construction work on local residents and the immediate highway network. A Construction Project Manager (CPM) will be appointed who will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The CPM's name, telephone number and email address will be added to the CTMP once he/she has been appointed.
- 1.8 At this stage of the planning process, prior to the appointment of a construction contractor, some information relating to the CTMP is unknown. However, the CTMP is a live document that will be updated, once a contractor is appointed and prior to commencement of work on site, to include relevant information and if necessary, address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the CTMP document will be submitted to the Council for approval.

2.0 Baseline Conditions

- 2.1 The application site is situated within the Barnes area of LBRuT and is bound to the north by South Worple Way, to the east by South Worple Avenue, to the west by Old Mortlake Burial Ground and fronts residential properties to the south.
- 2.2 The site location in relation to the surrounding area is shown below in Figure 2.1.

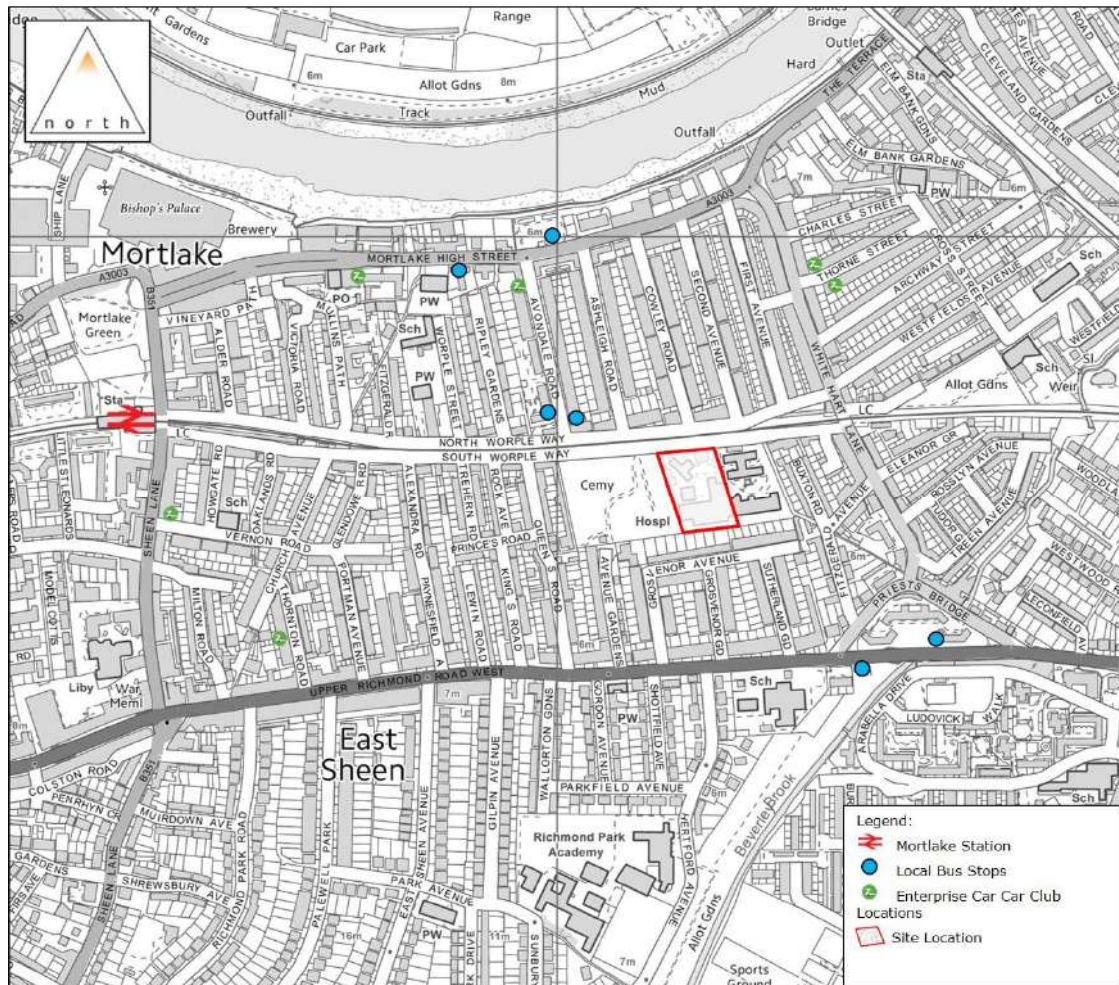


Figure 2.1 Site Location in relation to the surrounding area.

Local Highway Network

- 2.3 The proposed development is accessed from South Worple Way which run on an east-west alignment adjacent to the site and parallel to the railway line. To the east of the site South Worple Way connects with White Hart Lane and a railway level crossing is located directly north of the junction between South Worple Way and White Hart Lane. At the junction between South Worple Way and White Hart Lane, the left turn movement out of South Worple Way is restricted such that all vehicles are required to turn right out of onto White Hart Lane (southbound).
- 2.4 White Hart Lane operates in a north-south alignment and connects to Mortlake High Street (A3003) to the north and with Upper Richmond Road West (A205) via Priests Bridge to the south. Mortlake High Street creates a link between the A316 to the west and Hammersmith Bridge to the north east.
- 2.5 The streets in the immediate vicinity of the site are generally subject to parking controls and predomately all within either the White Hart Lane or East Sheen controlled parking zones. However,

some streets south of the site including Grosvenor Avenue, Grosvenor Gardens, Sutherland Gardens and Avenue Gardens are not currently subject to parking controls.

Site History & Current Planning Application

- 2.6 The entirety of the Barnes Hospital campus currently provides circa 6,950 square metres of C2 medical use floor space. The current application site includes 4,158 square metres of C2 medical use floorspace, all of which is currently vacant.
- 2.7 Planning consent was granted in September 2019 for development proposals at the site comprising 83 residential dwellings, a health centre and Special Education Need (SEN) School along with associated landscaping and car parking (Planning Ref: 18/3642/OUT).
- 2.8 The current proposals comprise an amended scheme for the residential element of the development. No changes are proposed to the consented Health Centre/ SEN elements of the site as part of the current proposals. The current planning application comprises:
- “Demolition of existing structures and redevelopment of site including construction of three new buildings comprising residential units of mixed tenure (Use Class C3), conversion of two existing buildings for residential use (Use Class C3), car and cycle parking, landscaping and associated works.”*
- 2.9 The proposed development will provide 109 residential dwellings, comprising 1 studio unit, 41 x 1-bedroom units, 49 x 2-bedroom units and 18 x 3-bedroom units. The proposed development will be served by 50 car parking spaces including 11 disabled accessible parking spaces. The proposed site layout plan is attached at [Appendix A](#).

3.0 Construction Project Manager

- 3.1 The Construction Project Manager (CPM) will be responsible for implementing the measures contained within this CTMP and will be the point of contact for local residents.
- 3.2 The contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advanced notice of any noisy or disruptive works.
- 3.3 The CPM will be responsible for monitoring and reviewing the CTMP and will deal with any concerns of local residents and businesses.

Name: TBC

Email: TBC

Telephone: TBC

- 3.4 The local highway authority (London Borough of Richmond upon Thames) and TfL will be notified should the CPM change at any time.

4.0 Construction Strategy

Programme of Works

- 4.1 As planning approval has yet to be granted, a programme of works has not yet been confirmed. Once planning permission has been granted, this CTMP will be updated by the CPM to provide an expected start date and programme of works. The Table below sets out an indicative programme of works which will be fully review following appointment of a contractor.

Phase	Programme
Setup and Welfare	Months 1-2
Demolition	Months 2-4
Excavation, Basement Construction and sub-structure	Months 3-9
Superstructure & Fit-Out	Months 9-24
Total Duration	24 Months

Table 4.1: Indicative Programme of Work

Description of Works

Site Set-up

- 4.2 Prior to any works commencing on site, a hoarding will be installed around the frontage of the site. The proposed hoarding will be at least 2.4 metres high. The hoarding will create a safe working area and screen unsightly construction works from the public. All site doors will open inwards and will be lockable. The hoarding and lighting requirements will be agreed with the local highway authority prior to the commencement of works on site in accordance with their licensing procedures.
- 4.3 All plant and materials will be stored on site and no material will be storage on the public highway.
- 4.4 All of the appropriate licences for hoardings will be applied for by the Construction Project Manager.

Delivery Management

- 4.5 All vehicles accessing the site will be pre-booked in advance and allocated set arrival times, outside of peak hours. Contractors will call the CPM a minimum of 20 minutes before their vehicle arrives at site to confirm the loading area is available.
- 4.6 Deliveries to the site will only take place outside the peak hours on the highway network. In addition, deliveries will be timed such that they are outside typical school peak up and drop-off times, during school term times. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.
- 4.7 All contractors, delivery companies and visitors to the site will be made aware of the access and egress route prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.
- 4.8 All vehicle movements to and from the site will be supervised by trained banksmen who will manage the interaction between construction vehicles, pedestrians, cyclists and other road users.

Traffic Management

Vehicle Routeing

- 4.9 All construction vehicles will utilise the most direct route between the site and the primary road network, the A205 Upper Richmond Road. The most direct route to the site from the A205 Upper Richmond Road is via Priest Bridge, White Hart Lane and South Worple Way. A vehicle routeing plan showing the proposed route for construction vehicles is provided at [Appendix B](#).
- 4.10 To access the site, construction vehicles will turn from A205 Upper Richmond Road into Priest Bridge and connect north to White Hart Lane. Construction vehicles will continue north along White Hart Lane and turn left into South Worple Way. Vehicles will proceed westbound on South Worple Way to connect to the site. Trained banksmen will be positioned at the junction of White Hart Lane and South Worple Way to escort vehicles and manage the interaction of construction vehicles, other traffic, pedestrian and cyclist. Further trained banksmen will be positioned at the site entrance from South Worple Way.
- 4.11 When exiting the site, construction vehicles will turn right from the site on onto South Worple Way and route east to White Hart Lane. All construction vehicles will turn right from South Worple Way into White Hart Lane and route southbound on White Hart Lane connecting to Priest Bridge before re-joining the primary road network on the A205 Upper Richmond Road. As with vehicles entering the site, trained banksmen will be positioned at the site entrance from South Worple Way and at the White Hart Lane junction to escort vehicles exiting the site and manage the interaction of construction vehicles, other traffic, pedestrian and cyclists.
- 4.12 Swept path analysis is provided at [Appendix C](#) showing construction vehicles accessing and exiting the site. Drawing 2101073-TK14 shows swept path analysis of vehicles turning into and out of the site from South Worple Way. The swept path analysis demonstrates that the construction vehicles can access and exit the site appropriately in a forward gear. The analysis indicates that for some larger construction vehicles it may be necessary to temporarily suspend an on-street parking bay directly adjacent to the access. Any parking suspensions will be reviewed by the CPM to ensure that they are in place for the minimum period required and all necessary licences will be applied for by the CPM. Construction vehicle turning movements to/from the site and South Worple Way will be managed by trained banksmen.
- 4.13 Drawing 2101073-TK15, attached at [Appendix C](#) shows swept path analysis of expected construction turning from White Hart Lane into South Worple Way and from South Worple Way to White Hart Lane. The swept path analysis demonstrates that the planned construction vehicles can undertake the required movements and can manoeuvre appropriately. Construction vehicle turning movements at the White Hart Lane/ South Worple Way junction will be managed by trained banksmen.
- 4.14 Drawing 2101073-TK11, TK12 and TK13 attached at [Appendix C](#) shows swept path analysis of expected construction vehicles routing along White Hart Lane and demonstrates that vehicles can route appropriately along White Hart Lane and vehicles can pass in the opposite direction. Parking suspensions on White Hart Lane are not expected to be required to facilitate the movement of construction vehicles.
- 4.15 All construction deliveries and unloading will take place on-site and vehicles will not stop on the carriageway of South Worple Way or unload from the public highway.

Proposed Access Arrangements and Site Set

- 4.16 The proposed construction site setup arrangements are presented at Drawing 2101073-SK01, attached at [Appendix D](#).
- 4.17 The site up plan details the hoarding that will be provided around the site with gates provided at each of the vehicle entrances. The existing BTMs on site that are being retained adjacent to the main construction access will be utilised as a welfare facility for construction staff.

- 4.18 A wheel washing facility will be provided on site. Any vehicles accessing the site will be inspected and wheels cleaned before leaving the site to the public highway, if necessary.
- 4.19 Construction vehicles will predominantly use the existing central access point to the site to access the site. One of the existing columns adjacent to the access will be temporarily removed to facilitate large vehicles accessing the site. The easternmost access to the site will also be available for construction vehicles, although it is envisaged that this will be utilised solely by smaller vehicles such as transit type vans.

Construction Vehicles

- 4.20 The following list provides details of the type of vehicles expected to require access to the site during the construction process:
- Skip lorries – approximately 6 metres in length;
 - 7.5 rigid – approximately 8 metres in length;
 - Large rigid lorries – approximately 10 metres in length; and,
 - Transit type vans – approximately 5 metres in length.
- 4.21 The summary below provides indicative details of the expected frequency of vehicles movements during the phases of construction. This will be fully reviewed by the contractor following appointment.
- Site set up and welfare – Months 1 -2
 - i) Assumed there will be an average number of 32 vehicular movements to and from site within a week period
 - ii) It is assumed that the busiest periods will be within the first 4 weeks, due to welfare containers and large amounts of Hoarding being delivered to site before being installed.
 - Demolition – Months 2-4
 - i) Assumed there will be an average number of 50 vehicular movements to and from site within a week period
 - Excavation, Basement Construction and Sub-structure – Months 3-9
 - i) Assumed there will be an average number of 55 vehicular movements to and from site within a week period
 - ii) Anticipated that the busiest period would be between months 4-6 as the site is prepared for the excavation, preparation for piling of the foundations where appropriate and the main bulk of earth removed from the site.
 - Superstructure & Fit out – Months 9-24
 - i) Assumed there will be an average number of 45 vehicular movements to and from site within a week period
 - ii) As the site construction develops and the use of the site becomes more restricted by the Blocks themselves, it is expected that larger and fragile deliveries of Kitchen units and the like will be managed in a just-in-time manner.
 - iii) It is assumed the busiest periods will be towards the last 4 months of the project as the final furnishings and softer trades will be turning up to site, including an enhanced presence around the site as the Landscaping is completed.

5.0 Nuisance Control

- 5.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and neighbours will be minimised. These measures are discussed in turn below.

Dust Control

- 5.2 Hoardings bordering the property will help contain any dust. Where required, scaffolding and sheeting will be erected to further contain dust. Water dampening measures will also be used if necessary.

Waste and Recycling

- 5.3 All waste will be stored on site within the site hoarding and dealt with in accordance with the duty of care Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991. Where hazardous waste is identified, it will be controlled and disposed of following the Environment Agency approved procedures.
- 5.4 Any waste material arising from the works will be sorted on site and any suitable materials will be recycled. In addition, during the progress of the works every effort will be made to avoid waste, and where waste material is produced, this will again be sorted and recycled in accordance with good practice guidance. As part of their induction, all site operatives will be made aware of the need to reduce waste and where waste is unavoidable, that waste will be sorted and recycled where possible.

Hazardous Materials

- 5.5 In the event that hazardous materials are present in the existing building, the materials will be disposed of using the appropriate procedures and local residents advised accordingly.

Noise Control

- 5.6 Deliveries to the site will only take place outside the peak hours on the highway network. In addition, deliveries will be timed such that they are outside typical school peak up and drop-off times, during school term times.
- 5.7 Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.
- 5.8 The CPM will endeavour to use suppliers and contractors that use electrically powered vehicles where possible.

Wheel Wash

- 5.9 Any vehicles accessing the site will be inspected and wheels cleaned before leaving the site to the public highway, if necessary. In event that mud is spread on the public highway this will be cleaned using a road sweeper.

Site Security

- 5.10 All construction materials will be stored on site within the secure hoarding. The CPM will be responsible for site security and emergency procedures and contact details for the CPM will be advertised on the site hoarding.

6.0 Monitoring and Management

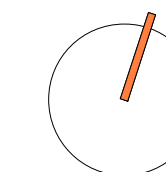
6.1 The CPM will be responsible for the ongoing monitoring and management of the construction process. This will include the following:

- Monitoring of dust associated with the works;
- Monitoring of wheel washing requirements;
- Waste management and reduction, including the disposal of hazardous materials; and,
- Monthly review meetings with neighbours;
- A dedicated 'hotline' phone number for local residents or stakeholders to contact the CPM should any issues arise;
- Review meetings with the planning authority, as necessary.

6.2 The CPM will further be responsible for the updating of the Plan as and when it is required.

Appendix A

Proposed Site Layout Plan



Revision	Description	Date	Drawn	Checked
21	For Planning Submission	12/10/2022	FS	OM
20	For Planning Submission	14/09/2022	FS	OM
19	For Planning Submission	31/05/2022	FS	OM
18	For Planning Submission	04/02/2022	FS	OM
17	For Planning Submission	20/01/2022	FS	OM
16	For Planning Submission	12/11/2021	FS	OM
15	For Planning Submission	17/08/2021	FS	OM
14	For Planning Submission	13/08/2021	FS	OM
13	For Planning Submission	12/08/2021	FS	OM
12	Update Desing Freeze	23/07/2021	FS	OM
11	Draft Planning Submission	09/07/2021	FS	OM
10	For Information	05/07/2021	FS	OM
9	For Information	23/06/2021	FS	OM
8	For Information	04/06/2021	FS	OM
7	For Information	12/05/2021	FS	OM
6	For Information	10/05/2021	FS	OM
5	For Information	25/03/2021	FS	OM
4	Pre-App 2 Issue	25/02/2021	FS	OM
3	Building position update	08/02/2021	FS	OM
2	For Information	28/01/2021	FS	OM
1	For Information	14/01/2021	FS	OM



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Clients Name
Star Land Realty UK Ltd.

Job Title
Barnes Hospital Site

Drawing Title
Proposed Site Plan

Scale
1 : 250 @A1

SBR Project No.
18387

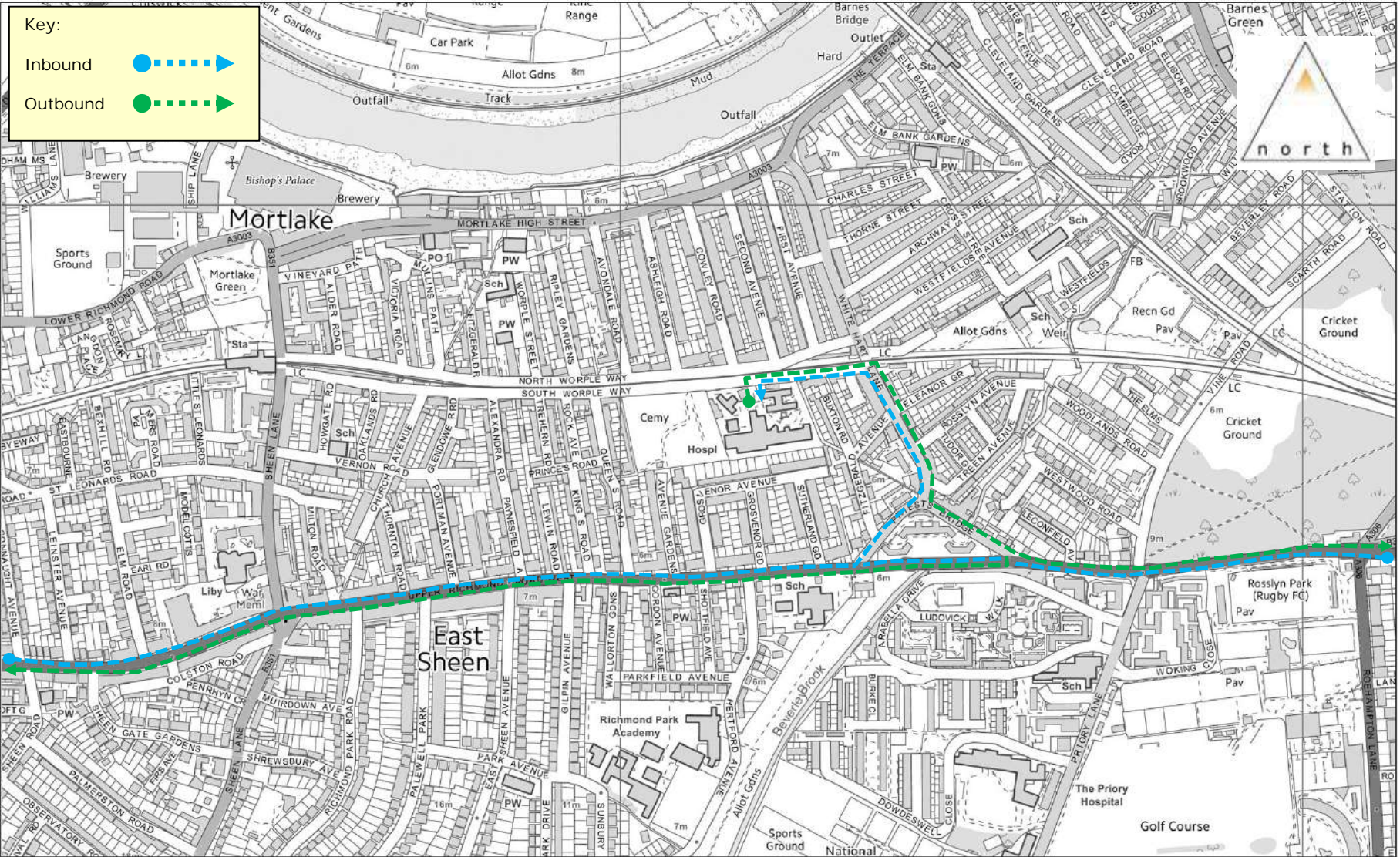
SBR Project No. Originator Volume Level Type Role Number
18387-SBR- ZZ- 00-DR-A-80101

Subsity Code Status
S4 - FOR STAGE APPROVAL

Rev
21

Appendix B

Vehicle Routing Plan



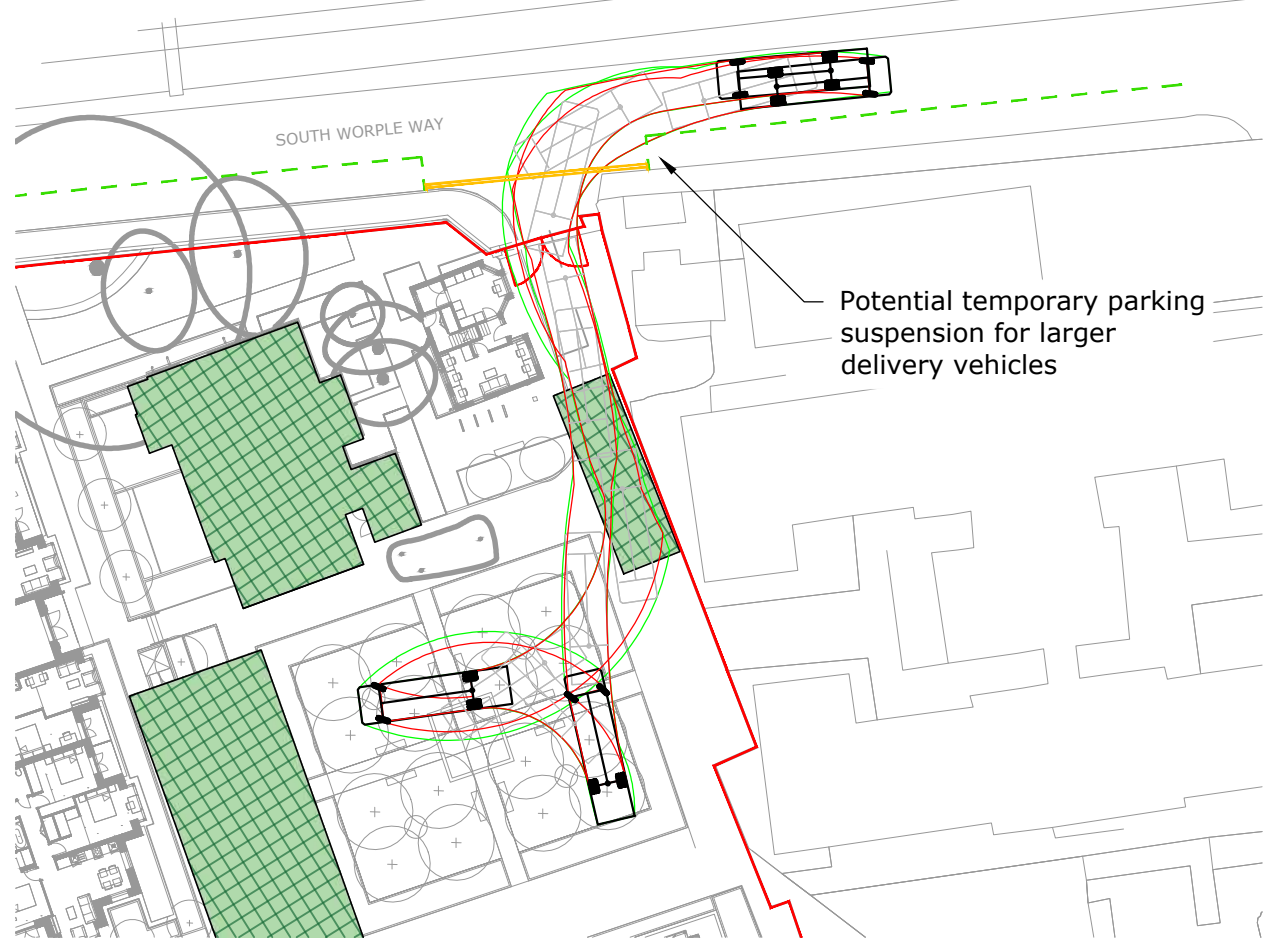
Barnes Hospital
Vehicle Routing Plan

Not to Scale

Appendix C

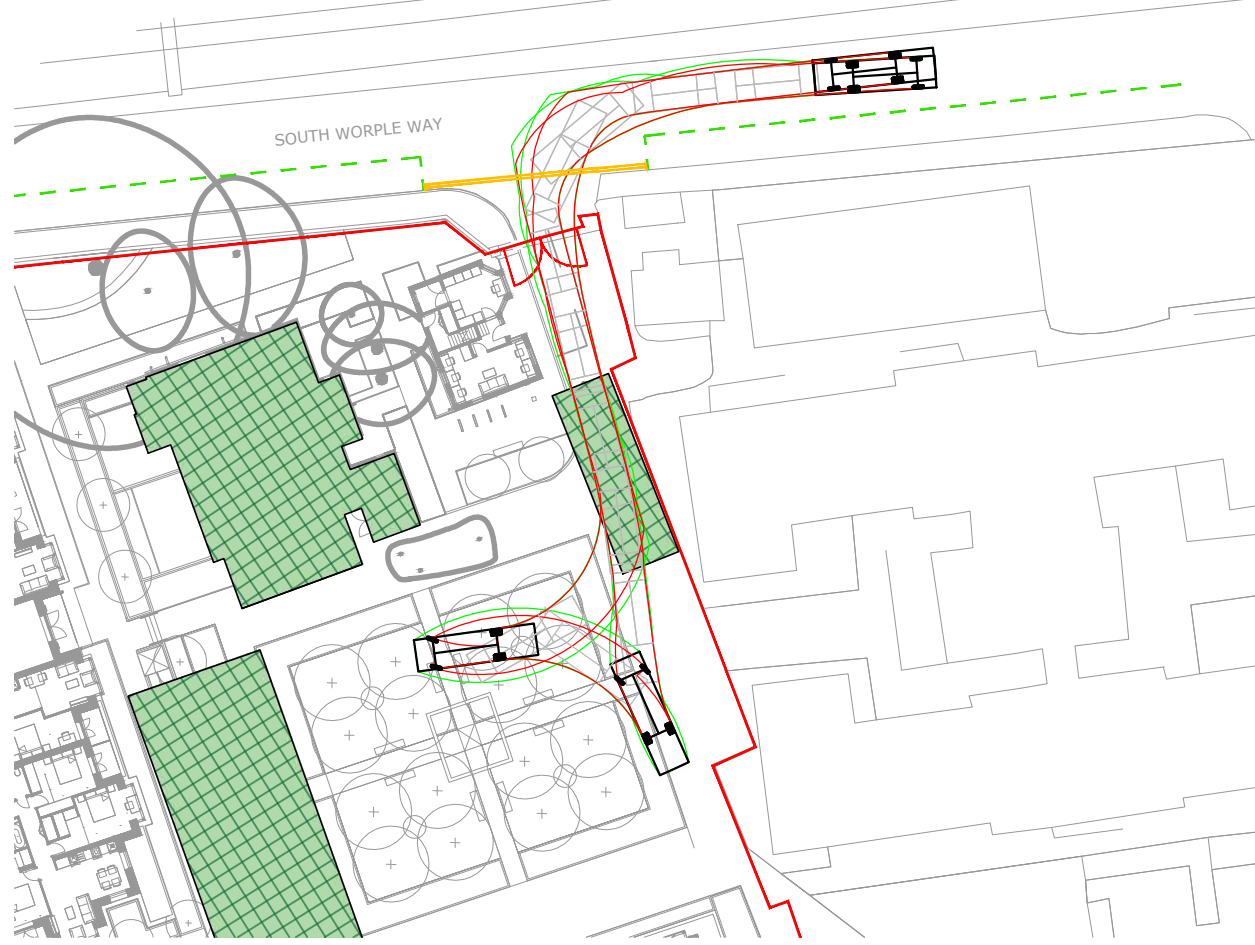
Swept Path Analysis

10m Rigid Vehicle

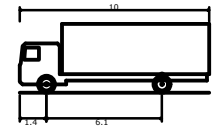
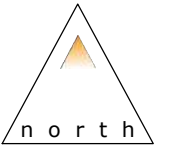
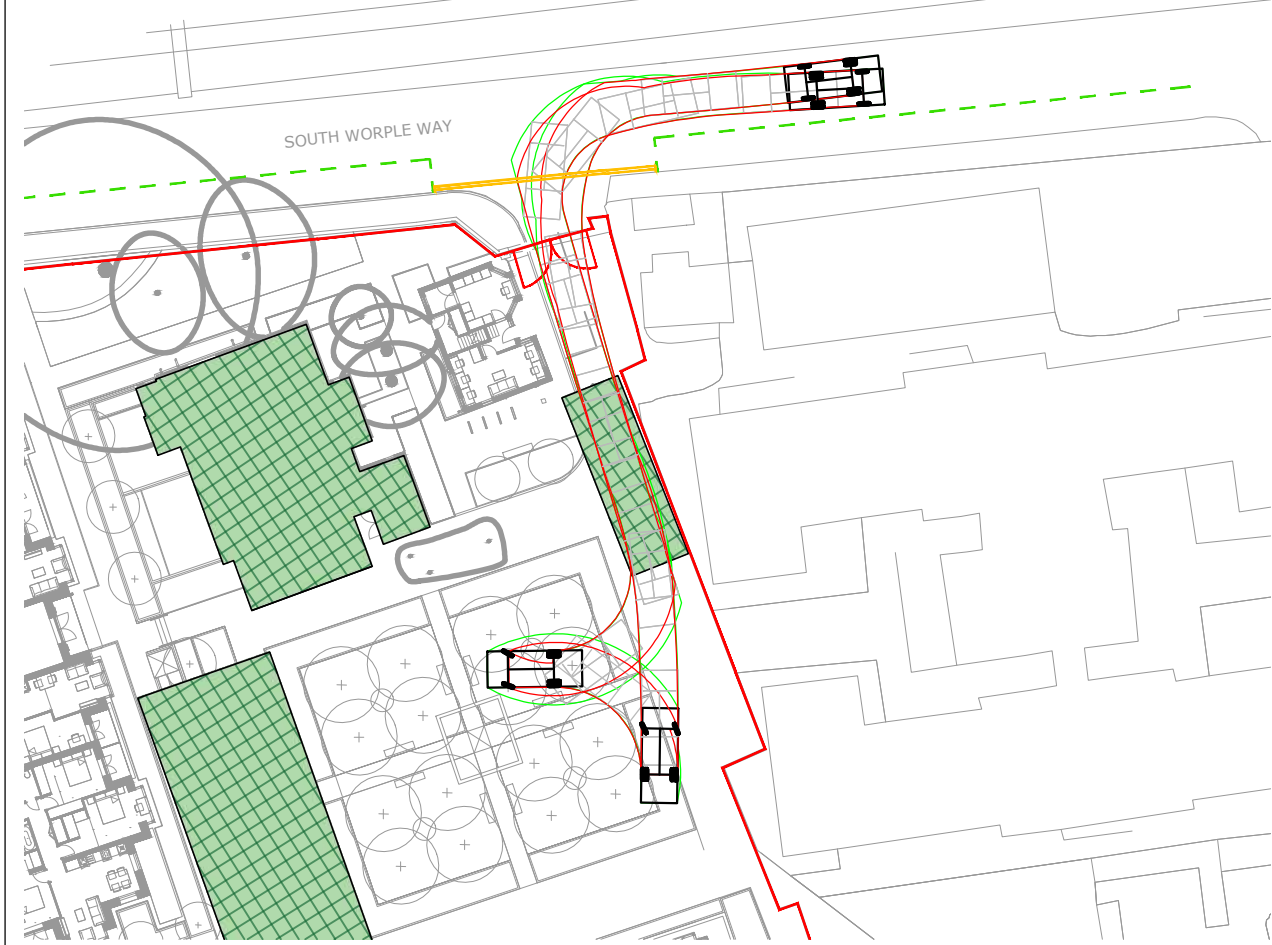


Potential temporary parking suspension for larger delivery vehicles

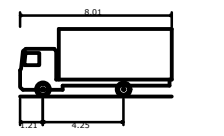
7.5t Box Van



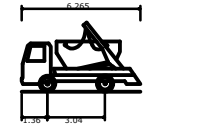
Skip Lorry



FTA Design HG Rigid Vehicle (1998)	10.000m
Overall Length	2.500m
Overall Width	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



Small Skip Lorry	6.265m
Overall Length	2.390m
Overall Width	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.340m



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Barnes Hospital

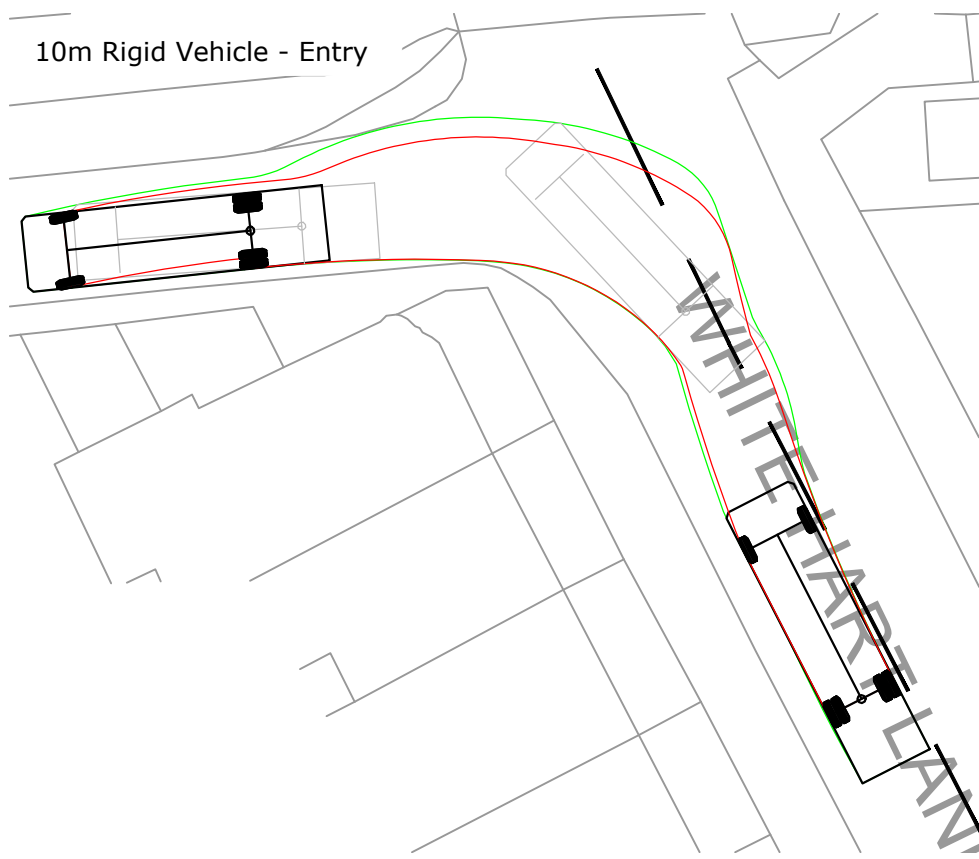
Title:
**Swept Path Analysis
 Construction Vehicles**

Scale: 1:500 (@ A3)

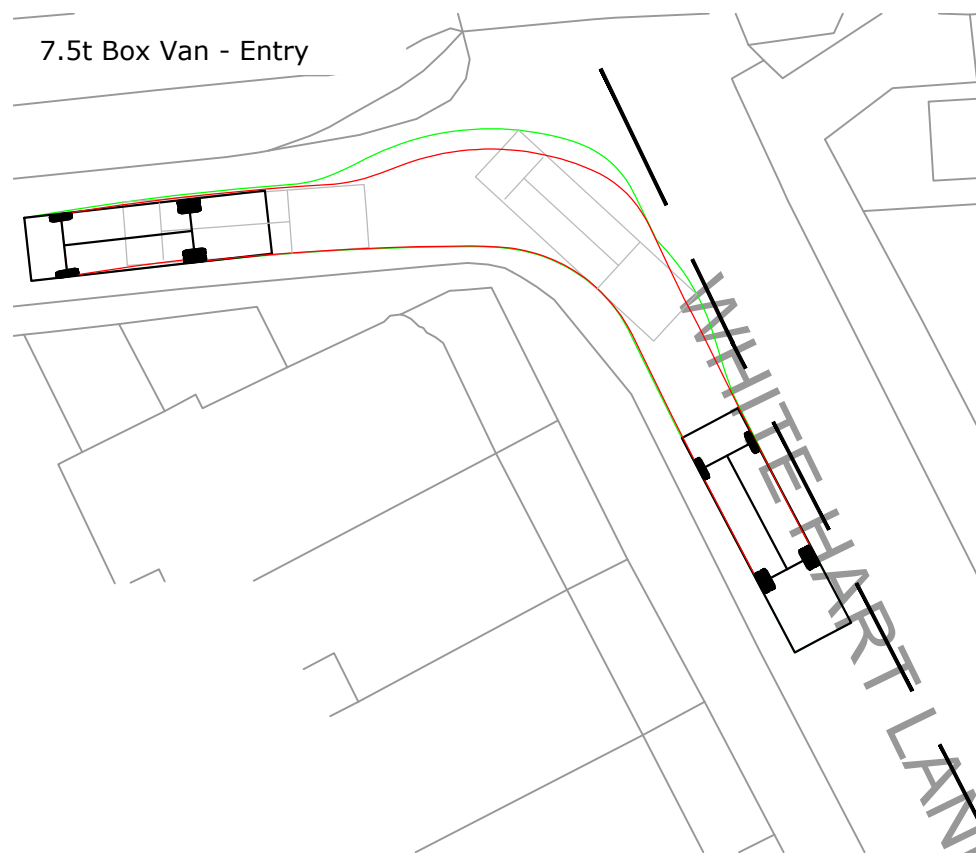
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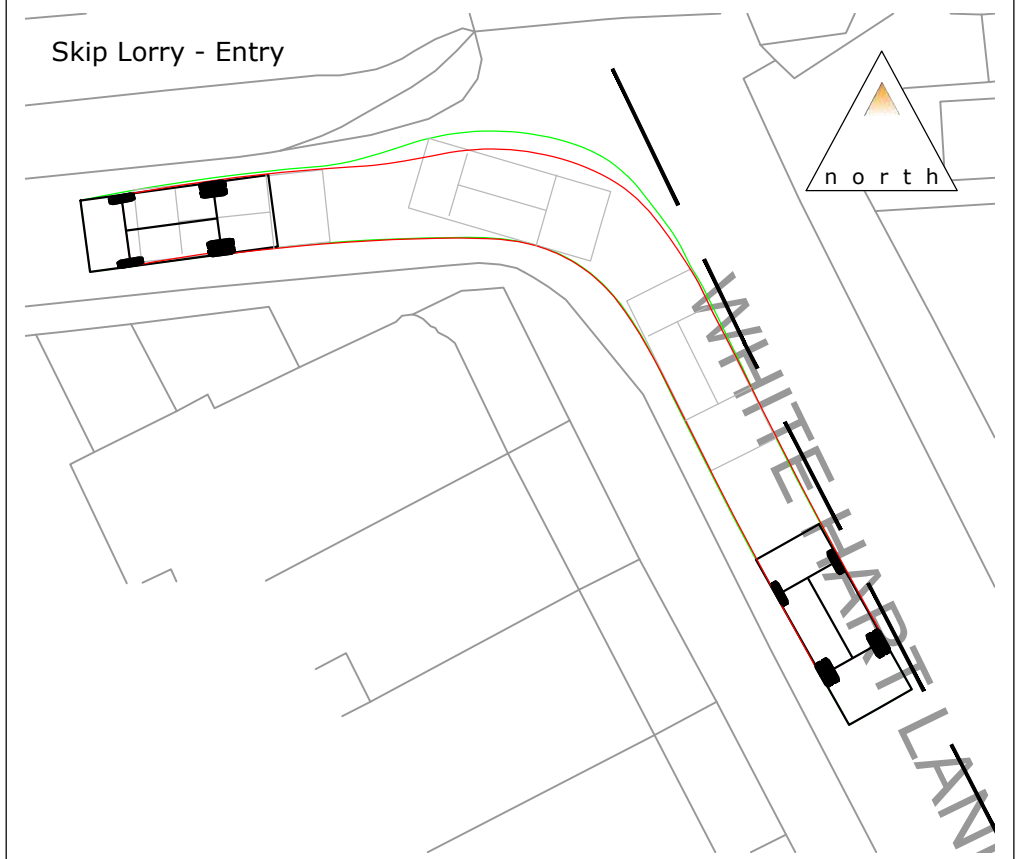
10m Rigid Vehicle - Entry



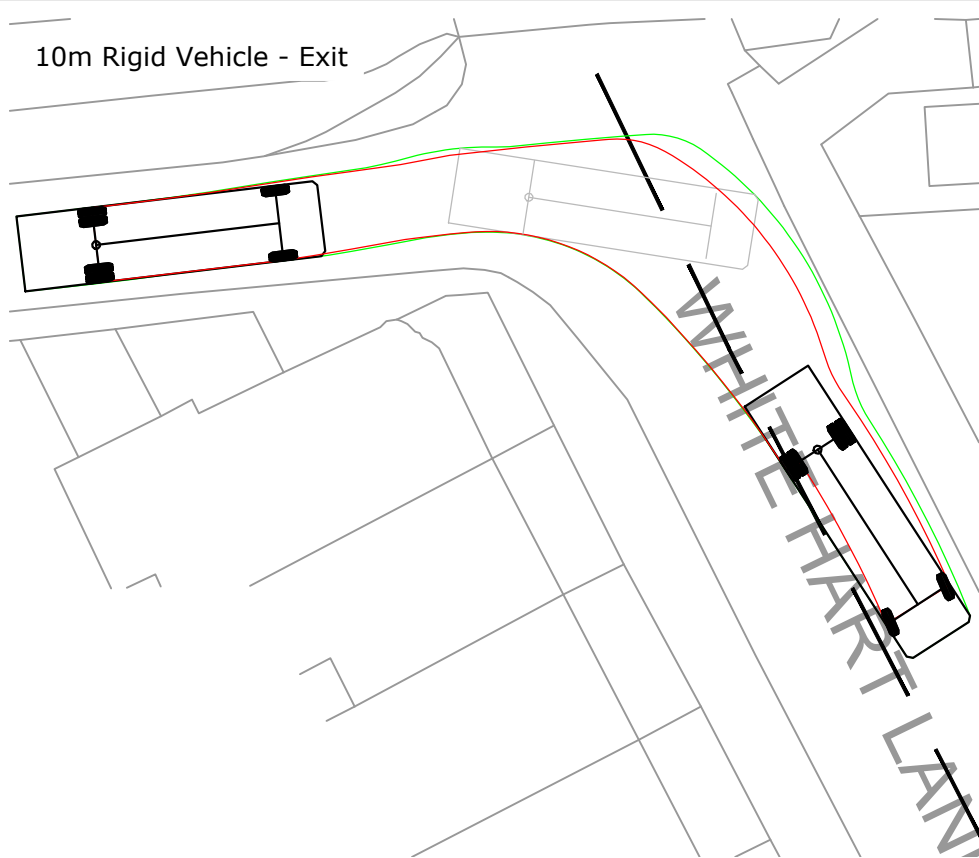
7.5t Box Van - Entry



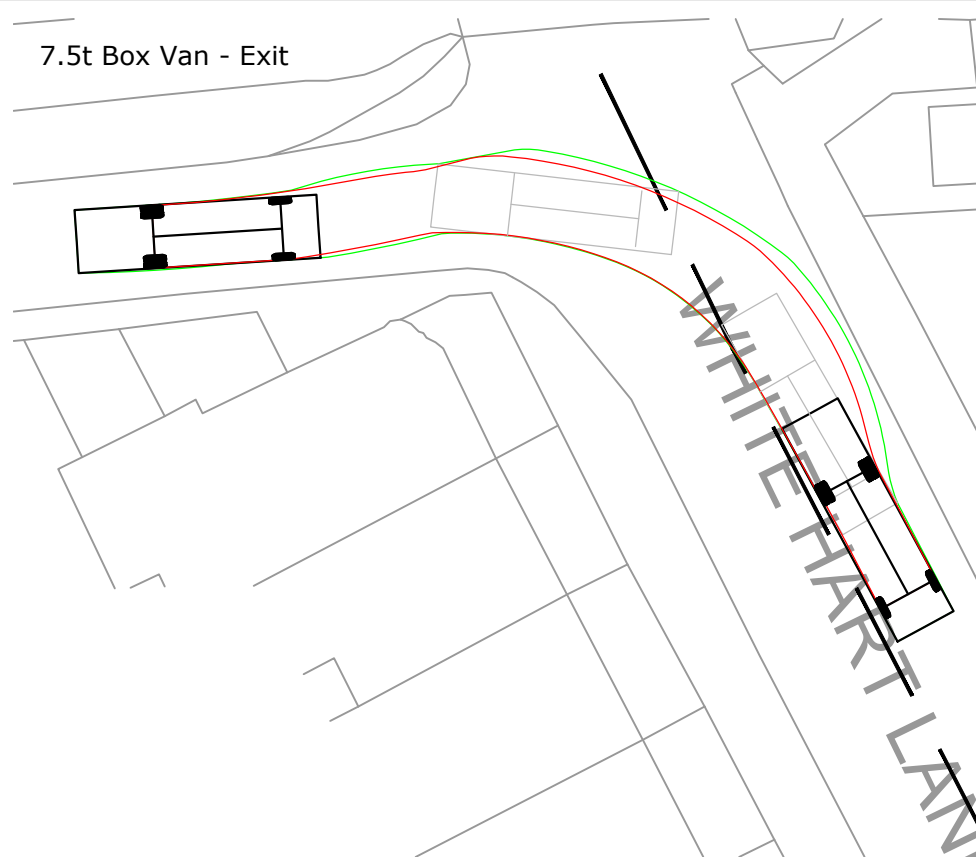
Skip Lorry - Entry



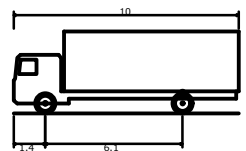
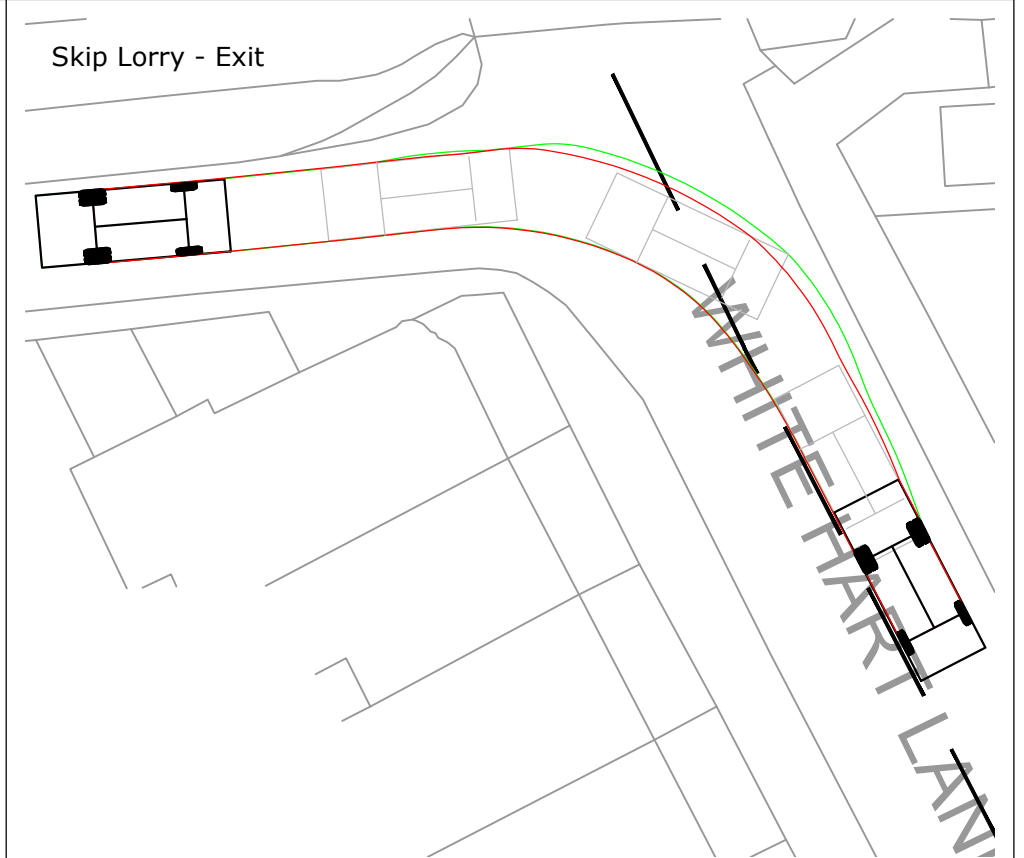
10m Rigid Vehicle - Exit



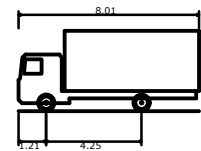
7.5t Box Van - Exit



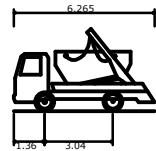
Skip Lorry - Exit



FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m



7.5t Box Van
 Overall Length 8.01m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m



Small Skip Lorry
 Overall Length 6.265m
 Overall Width 2.390m
 Overall Body Height 3.650m
 Min Body Ground Clearance 0.396m
 Track Width 2.435m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.340m



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Project:
 Barnes Hospital

Title:
 Swept Path Analysis - Construction Vehicles
 White Hart Lane/South Worple Way Junction

Scale: 1:250 (@ A3)

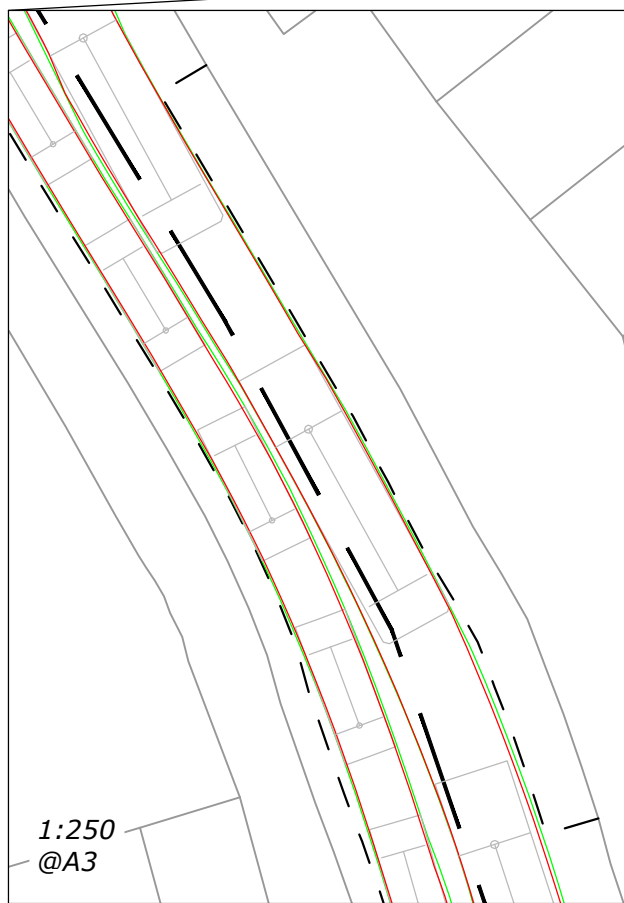
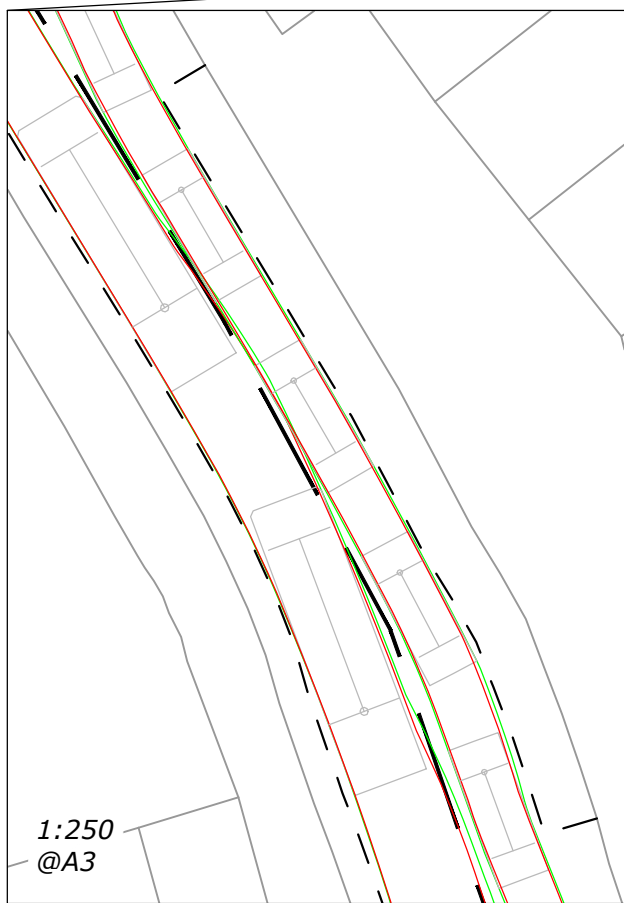
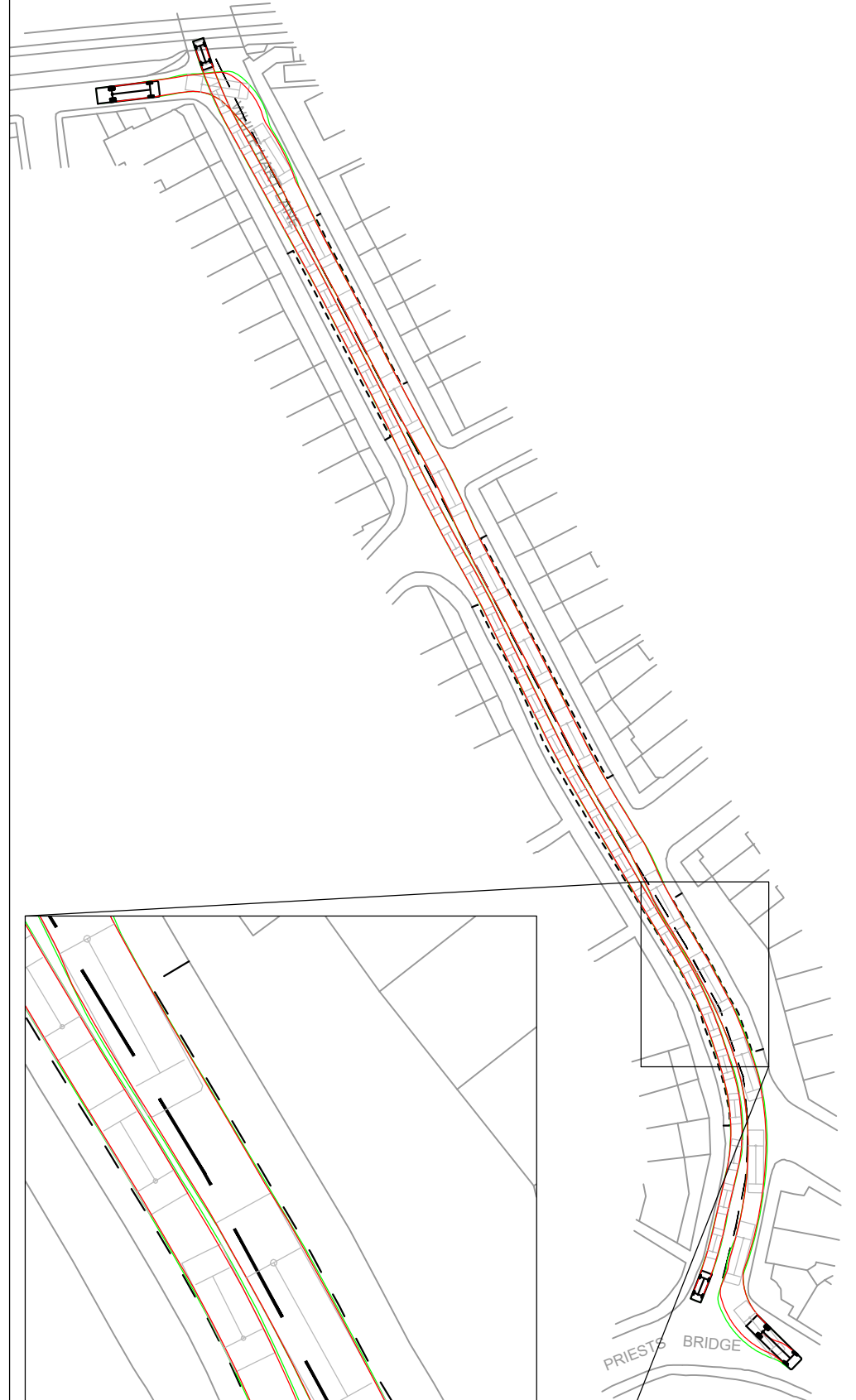
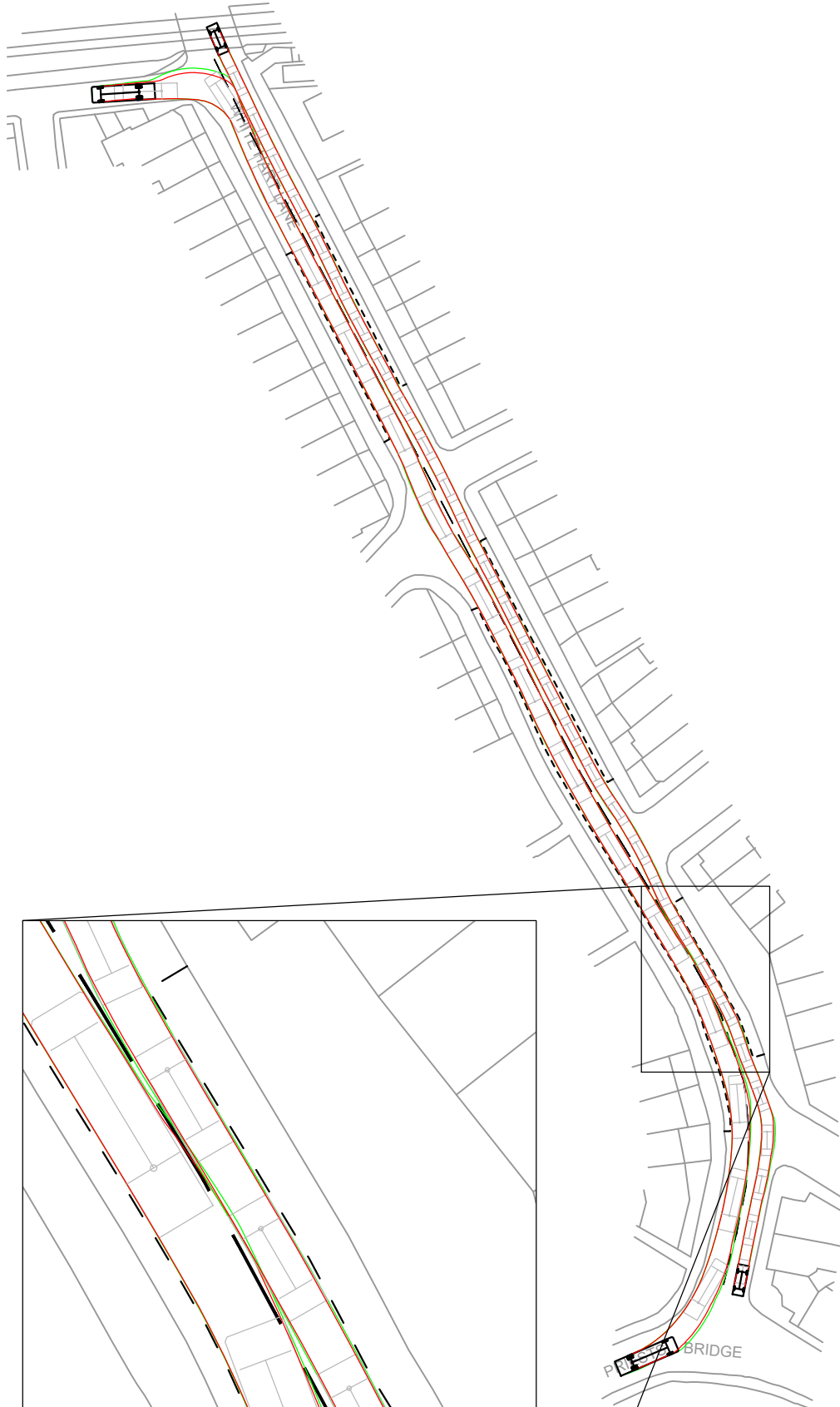
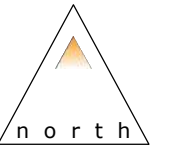
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Drawing:
 2101073-TK15

Revision:
 A

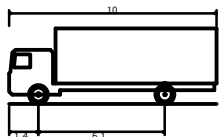
Entry

Exit



1:250
@A3

1:250
@A3



FTA Design HG Rigid Vehicle (1998)	10.000m
Overall Length	2.500m
Overall Width	3.645m
Overall Body Height	0.440m
Min Body Ground Clearance	2.470m
Track Width	3.00s
Lock to lock time	11.000m
Kerb to Kerb Turning Radius	



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Project:
Barnes Hospital

Title:
Swept Path Analysis - 10m Rigid Vehicle
White Hart Lane

Scale: 1:1000 (@ A3)

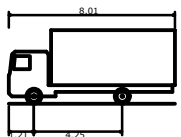
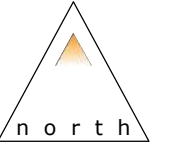
Notes:

Drawing:
2101073-TK11

Revision:
B

Entry

Exit



7.5t Box Van
 Overall Length 8.01m
 Overall Width 2.10m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.054m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m



84 North Street Guildford Surrey GU1 4AU T: 01483 531 300
 Golden Cross House 8 Duncannon Street London WC2N 4JF T: 020 8065 5208

Project:
Barnes Hospital

Title:
**Swept Path Analysis - 7.5t Box Van
 White Hart Lane**

Scale: 1:1000 (@ A3)

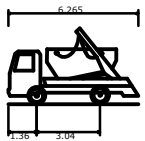
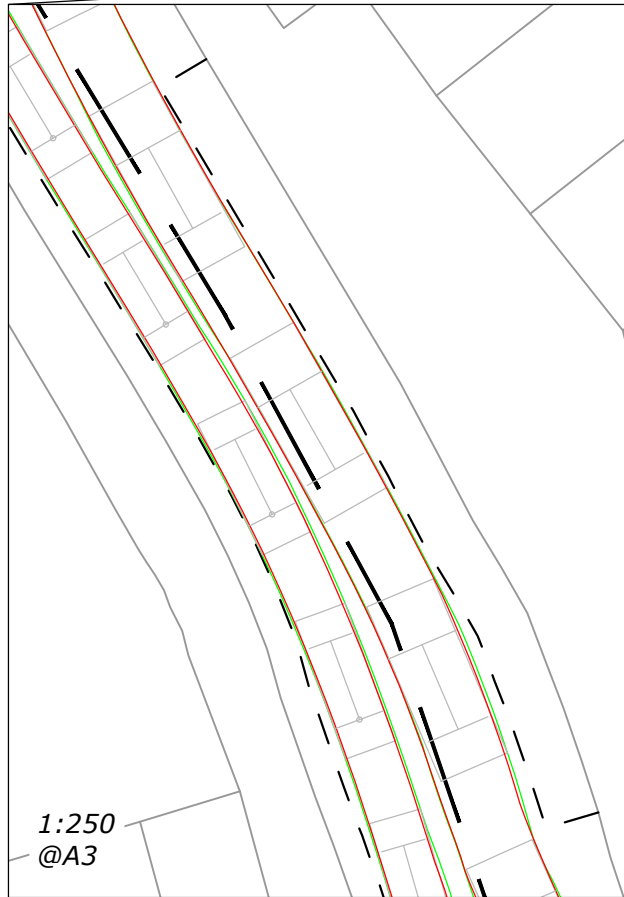
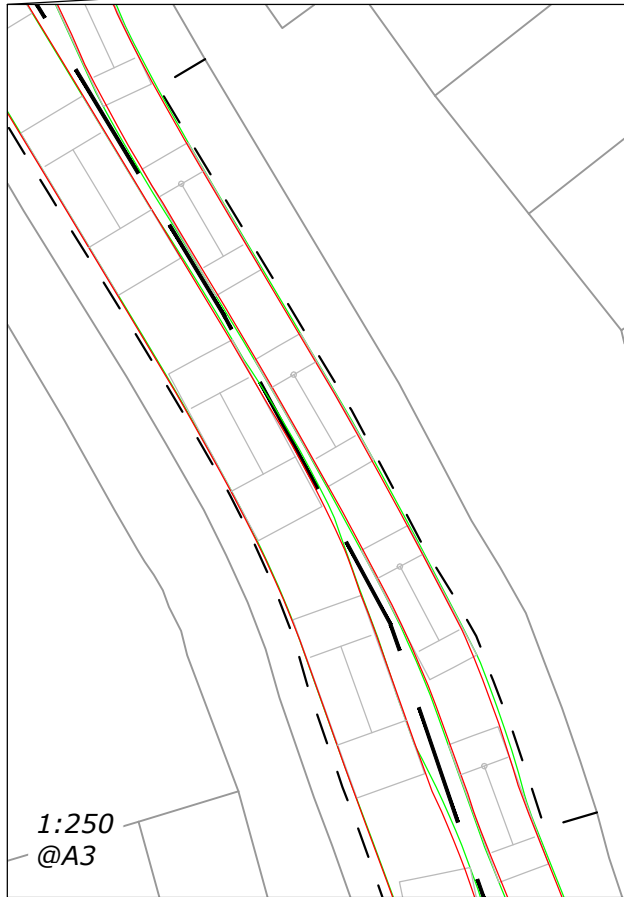
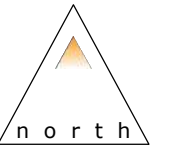
Notes:

Drawing:
2101073-TK12

Revision:
A

Entry

Exit



Small Skip Lorry
 Overall Length 6.265m
 Overall Width 3.104m
 Overall Body Height 3.650m
 Min Body Ground Clearance 0.396m
 Max Track Width 2.435m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.340m



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Project:
Barnes Hospital

Title:
**Swept Path Analysis - Skip Lorry
 White Hart Lane**

Scale: 1:1000 (@ A3)

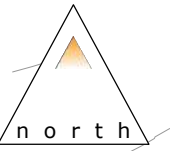
Notes:

Drawing:
2101073-TK13

Revision:
A

Appendix D

Construction Site Setup Plan



C:\Users\JoeEarp\Motion\StaffSite - Sbarm 2101073\Drawings\2101073-SK01E.dwg



84 North Street
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Project:
Barnes Hospital

Title:
Site Setup

Scale: 1:500 (@ A3)

Notes:

Drawing:
2101073-SK01

Revision:
E