



**GRAINGER PLC
TOWN PARK PHASE B
BEREWOOD, WATERLOOVILLE**

**CONSTRUCTION TRAFFIC
MANAGEMENT PLAN**

NOVEMBER 2025



the journey is the reward

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TOWN PARK PHASE B
BEREWOOD, WATERLOOVILLE**

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MANAGEMENT PLAN**

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Report Reference:	GTWVileTPB2(CTMP).1/CTMP01R5
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Grainger Plc
Town Park Phase B
Berewood, Waterloooville
Construction Traffic Management Plan

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1 Introduction

- 1.1 Mayer Brown Limited have been instructed by Grainger Plc to prepare a Construction and Traffic Management Plan (CTMP) for the Town Park Phase B works within the Berewood development, Waterlooville.
- 1.2 The CTMP's purpose is to minimise risk to the local highway network and motorised and non-motorised highway users during the construction period as well as reduce the risk of adverse impacts upon sensitive environmental resources, and to minimise disturbance to local residents and other sensitive receptors.
- 1.3 This document sets out the requirements of the appointed contractor, which will form an annex to any contracts with sub-contractors. If the contractor seeks to vary the provisions of the CTMP, or any 'emergency deviations' are required, this will be undertaken in consultation with Hampshire County Council.
- 1.4 The main contractor is:

Contractors Name: TBC

Address: TBC

Tel: TBC

Email: TBC
- 1.5 The CTMP is a working document and may need to be updated as the construction of the development progresses. This CTMP should be read in conjunction with the accompanying Construction Environmental Management Plan (CEMP).

2 Background

Site Location

- 2.1 The Town Park site is located to the south and east of Phase 5 of the Berewood Scheme. A portion of the park has already been built to the south, known as the Town Park Phase A, comprising a skatepark and basketball court.
- 2.2 The location of the site in context of the Berewood development is highlighted by a red star in **Figure 2.1**.

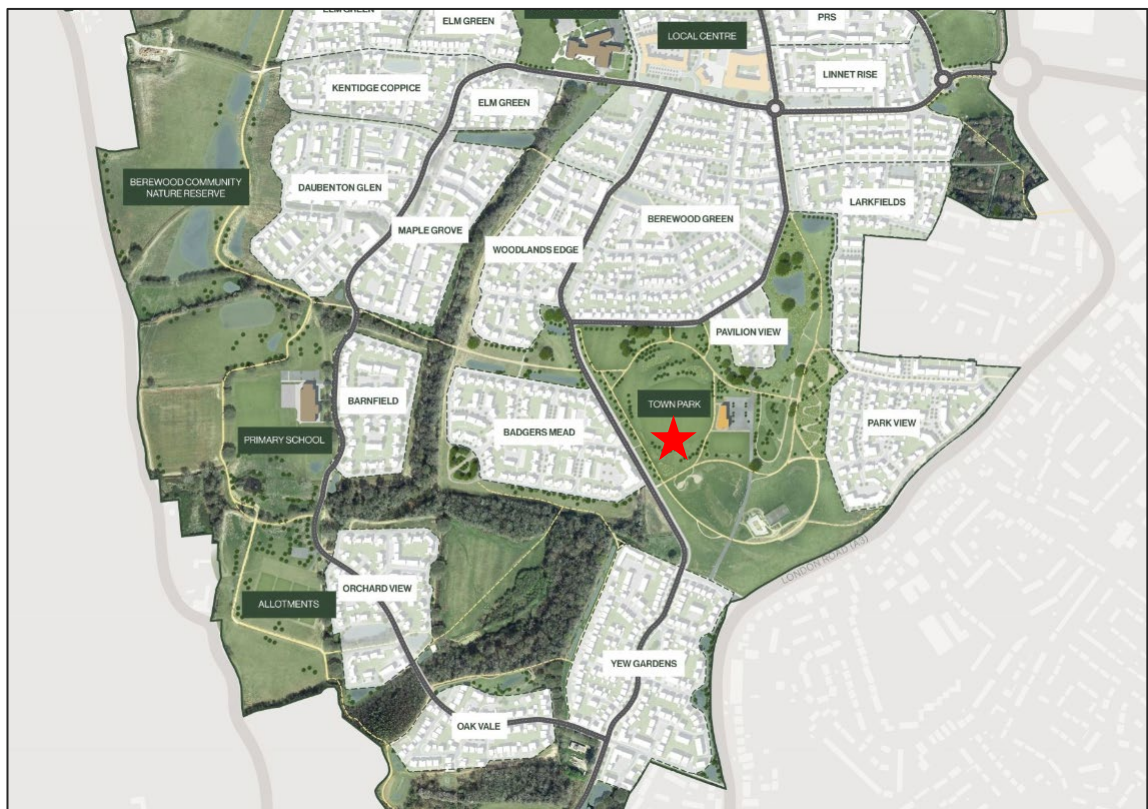


Figure 2.1: Site Location in Context of Berewood

Source: Image from Berewood Hampshire website, page 'The Development'

- 2.3 The location of the site in relation to the wider highway network is shown in **Figure 2.2**.



Figure 2.2: Wider Site Location

- 2.4 **Figures 2.1 and 2.2** indicate that the site is in close proximity to the A3 Maurepas Way. Maurepas Way continues east towards the B2150 Hulbert Road which provides access to the A3(M). The A3 also continues north on London Road towards Horndean and south towards Purbook and Cosham, before connecting with the M27 for Southampton. The B2150 Hambledon Road heads north towards Denmead and Hambledon.

Existing Site

- 2.5 The existing site comprises undeveloped land comprising an existing cricket pitch, earth mound and pond.
- 2.6 The site will ultimately be bordered by residential parcels to the north, east and west. At present, only parcels to the north and southwest have been built out.

Proposed Works

- 2.7 The CTMP intends to aid the delivery of the Town Park Phase B works. **Figure 2.3** highlights the proposed layout.

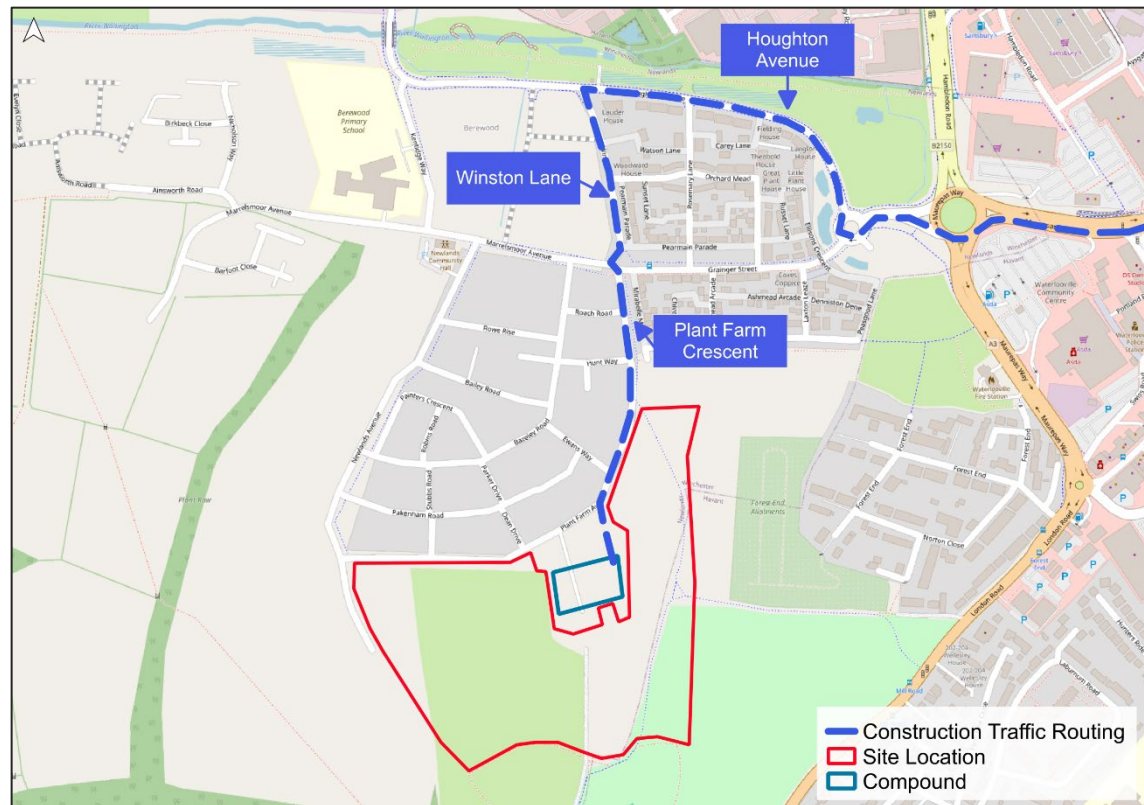


Figure 2.4: Construction Traffic Routing within Berewood Site

- 2.10 A regional routing plan is provided within **Appendix A** of this CTMP.
- 2.11 Tracking drawings are provided within **Appendix B** of this CTMP illustrating an 18m and 19m low loader accessing and egressing the compound area.
- 2.12 A compound will be provided throughout the construction period, located to the north of the Town Park site boundary within the area for the future Phase 7 development. The location of the compound is identified along with the tracking drawings within **Appendix B**.
- 2.13 The compound will comprise dedicated areas for the following:
- Appropriate areas for the parking and turning of operative, construction and visitor vehicles is provided;
 - Areas are provided for the safe loading and unloading and storage of plant and materials;
 - Areas are provided for the storage of waste in clearly signed and appropriate sized containers;
 - Areas are provided for the safe and contained storage of fuel and the refuelling of plant. These must be at a minimum of 30m from the edge of the woodland, on impermeable ground and equipped with appropriate spill kits and fire extinguishers;

- Suitable provision of:
 - An oasis (self-contained Portakabin)
 - Portaloo
 - Container
 - Heras fencing around works and compound
- 2.14 A wheel wash facility will be operative for the duration of the works in the compound area and all vehicles leaving the site will be subjected to wheel washing where necessary. Wheel washers will be located as close to the site exit as possible, to minimise the spread of debris on the highway. The contractor will maintain access to a road sweeper throughout the works so that if mud occurs on the highway, the contractor will ensure that this is removed as soon as practically possible.
- 2.15 Pedestrian security gates will be present at the entrance to the compound area.
- 2.16 The on-site parking, turning facilities and site compound area, including staff welfare facilities, will be established and appropriately signed from the commencement of the works to ensure good practice from the outset.

3 Operating Hours, Noise and Vibration Controls

- 3.1 Due to the nature of the proposed works, a relatively short build out period is proposed of approximately 22 weeks. The site compound will be established prior to any site clearance or construction works.
- 3.2 A detailed work programme will be completed by the Contractor's Project Manager in order to facilitate the regular monitoring of on-site activities in relation the requirements of the CTMP.

Operating Hours

- 3.3 All works relating to site clearance and construction, including the use of plant and machinery on the site, will take place between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on a Saturday. No works will take place outside of these hours, nor at any time on Sundays or bank holidays.
- 3.4 The site opening hours are therefore:
- 08:00-18:00 Monday to Friday
 - 08:00-13:00 Saturday
 - Closed Sunday's and bank holidays

Noise Controls

- 3.5 **Method Statement 3: Control of noise impacts upon on-site and off-site personnel**, which is appended to the accompanying CEMP, details all actions required to be implemented on site to avoid and mitigate any noise impacts.
- 3.6 Items 8 - 11 in Table 6.2 within the CEMP provide details relating to the site working hours and noise controls during the construction period.
- 3.7 As stated above, all construction works on the site will only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on a Saturday. Where possible, noisy works will be planned for outside of the main school day i.e. after 2pm.
- 3.8 If the appointed contractor wishes to vary the hours of operation or any 'emergency deviations' are required during the construction period, this shall be undertaken in consultation with the Hampshire County Council.
- 3.9 The noise mitigation measures that will be undertaken at the site during construction of the development comprise:

- Appropriate space to be provided for parking and turning of operative, construction and visitor vehicles;
- All vehicle drivers to be advised of agreed haulage routes selected to minimise any noise impact arising from additional lorry movements within a Delivery Plan;
- Silencers or mufflers as appropriate to be fitted to plant and machinery;
- A Prior Consent agreement with Winchester will be sought for any substantial or particularly noise-sensitive project;
- Noisy plant and equipment will be sited as far away as is practicable from sensitive receptors;
- Where necessary to control noise, hoardings may be provided. Hoarding may take the form of security hoards, or purpose built noise screens;
- Vehicles and plant used for the purpose of the works will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions;
- Machinery in intermittent use will be shut down in the intervening periods between work or throttled down to a minimum. Noise emitting equipment required to run continuously e.g. generators, will be housed in suitable noise reducing enclosures;
- Only “sound reduced” compressors shall be used;
- Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers; and
- Care will be taken when loading or unloading vehicles, or moving materials etc to reduce noise impact.

4 Air and Dust Management

- 4.1 **A Dust Assessment Report and Management Plan** is appended to the accompanying CEMP and details all actions required to be implemented on site to avoid and mitigate any dust impacts.
- 4.2 To summarise, the measures that will be undertaken at the site to mitigate the impact of air and dust during construction are as follows:
- Appropriate space to be provided for parking and turning of operative, construction and visitor vehicles;
 - Vehicles carrying dusty materials to be suitably covered;
 - Site roads to be swept and sprayed with water to prevent dust nuisance;
 - Recycling activities that have the potential to generate dust to be sited in such a way to minimise dust nuisance to sensitive receptors;
 - Activities found to be generating dust in conditions where dust being spread may affect the public to be stopped, rescheduled or mitigated;
 - All supervisors to be familiar with the provisions of IAQM 'Guidance on the Assessment of Dust from Demolition and Construction';
 - All plant to be fitted with diesel particulate filters;
 - Site vehicles to be preferentially sought to have vertical exhausts to limit surface dust re-suspension;
 - All vehicles leaving the site to be subjected to wheel washing where necessary;
 - All materials and spoil to be stored on site to be sheeted or damped down as appropriate in dry weather to reduce dust;
 - Stockpiling to be in accordance with CIRIA 'Environmental good practice guide on site (5th edition); and
 - Stockpiles of materials not suitable for on-site re-use to be removed as soon as is practicable in accordance with applicable waste management legislation.

Wheel Washing Facilities

- 4.3 All vehicles leaving the site will be subjected to wheel washing where necessary. Wheel washers will be located as close to the site exit as possible, to minimise the spread of debris on the highway.
- 4.4 The contractor will maintain access to a road sweeper so that if mud egress on the highway occurs, the contractor will ensure that this is removed as soon as practically possible.

5 Waste and Materials Re-use

- 5.1 Construction waste is a form of controlled waste. As such, the storage, transport, handling and disposal of such waste will only be handled by competent operatives who have been authorised by a competent body.
- 5.2 An area for the storage of waste will be provided within the site in clearly signed and appropriately sized containers. To ensure pedestrian safety these will be located away from on-site pedestrian movements. Furthermore, they will be located clear of the vehicular route through the site.
- 5.3 The following measures will be undertaken to control waste and re-use of materials during the construction of the development:
- Apply the Waste Hierarchy¹ to all stages of the construction process to encourage the minimisation of waste and re-use where possible;
 - The appointed contractor will provide an indicative site layout of the site waste management area. This will be sited away from construction traffic and/or heavy mobile plant and will include:
 - Enough appropriate skips to allow for easy segregation of waste;
 - Skips will be located as close to the area where the specific waste is generated as possible, whilst also being easily accessible for waste carriers to collect or otherwise empty;
 - All skips will be clearly signed and colour coded;
 - Where appropriate, skips will be sealed;
 - Enough space will be provided for storage elsewhere, to prevent damage to delivered materials; and
 - Adequate and suitable storage space to allow storage of material for later re-use.
 - All waste carriers will be licenced;
 - All waste removal off site will be recorded and tickets retained; and
 - A 'Waste Champion' will be identified with responsibility to ensure good housekeeping across the site to prevent and contain waste.

¹ As cited in The Waste (England and Wales) (Amendment) Regulations 2012

6 Traffic Management

- 6.1 A construction vehicle routing plan is provided in **Appendix A**. The routing plan illustrates the route that will be taken by vehicles arriving at and departing from the site. All construction traffic associated with the Town Park Phase B works will access Berewood via the A3 and the B2150 Hulbert Road only. On arrival at Berewood, construction traffic will then access the proposed site via Houghton Avenue, Winston Lane and Plant Farm Crescent. Construction vehicles will be prohibited from utilising Grainger Street and London Road in the vicinity of Milk Lane and through Purbrook Village.
- 6.2 The vehicular routing plan minimises travel through residential or built-up areas, to avoid pedestrian activity as far as possible and avoid undue interference with the safety and operation of the surrounding movement network.
- 6.3 If necessary, construction vehicles will be held within the site to minimise the number of such vehicles on the local road network at any one time. The site manager and designated foreman will oversee this.
- 6.4 Delivery scheduling will target trips to occur outside of both the standard morning and evening peak hours (08:00-09:00 and 17:00-18:00) and outside of the Saturday morning peak hour (12:00-13:00). No deliveries will be allowed during the school drop off and pick-up peaks (08:30-09:00 and 15:00-16:00) to account for the site's close proximity to Berewood Primary School and the Southern Primary School once it is operational.
- 6.5 Items 1 and 22 in Table 5.2 within the CEMP provide details relating to the mitigation measures to control the impact of vehicles during the construction period.

Construction Vehicle Trips

- 6.6 **Table 6.1** provides details of the predicted number of daily vehicular trips associated with the site construction.

Hour	Predicted Construction Traffic					
	Arrivals		Departures		Total	
	Total Vehicles	HGVs	Total Vehicles	HGVs	Total vehicles	HGVs
Pre-peak (07:00-08:00)	4	0	0	0	4	0
08:00-09:00	0	0	0	0	0	0
17:00-18:00	0	0	4	0	4	0
Daily	7	3	7	3	14	6

Table 6.1: Predicted Daily Construction Movements – Town Park Phase B

6.7 As noted by **Table 6.1**, it is anticipated that the construction of the footpath/cycle path would generate a total of 14 vehicle movements per day, six of which would be HGVs. It is expected that the all of HGV trips will occur outside of peak hours. **Table 6.1** also illustrates that construction staff will arrive on site pre-peak, to commence work at 8am.

6.8 Vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours. Furthermore, movements will be coordinated to minimise activity during typical commuter and school related travel times.

Management of Construction Vehicles

6.9 Where possible, material deliveries will be arranged on a 'Just In Time' (JIT) basis in order to minimise the amount of materials required/stored on site.

6.10 All suppliers will be informed of the protocol regarding deliveries and collections. All deliveries will be required to be booked in advance and will be given an arrival time slot which will be managed by the site manager.

6.11 Construction vehicles will be prevented from waiting, standing, queuing upon and loading/unloading from the surrounding movement network through the implementation of the following measures:

- Construction vehicle movements will be planned to ensure that vehicles do not arrive or depart outside permitted working hours so that vehicles only arrive when the site is open;
- No waiting, parking, loading or unloading will be permitted on Plant Farm Crescent. This will ensure pedestrian safety within the vicinity of the site;
- The site manager and designated foreman will ensure that there is no daytime or overnight parking of construction vehicles within the vicinity of the site;
- All vehicular parking will be confined to a designated on-site parking area;
- All loading/unloading will take place within the site;
- All access and egress points to the site will be kept clear at all times to ensure that construction vehicles are able to enter and exit without delay; and
- All construction vehicle drivers will be informed of the above procedures prior to travelling to the site.

6.12 Grainger Plc will ensure that all contractors are provided with the above information.

6.13 Any pre-commencement condition surveys will be carried out as part of the S38 adoption process for the relevant roads. As such it is not considered necessary for a pre-commencement condition survey to be undertaken.

7 Public Right of Way Access Management

- 7.1 Part of the proposed works includes the diversion of the Public Right of Way (PROW) known as Footpath Newlands 732.
- 7.2 **Figure 7.1** illustrates the existing routing of Footpath Newlands 732 (FP732) in proximity of the Town Park (shown in solid black), and the proposed permanently diverted route (shown in dashed black). The new route will run alongside the made footpath within the Town Park.

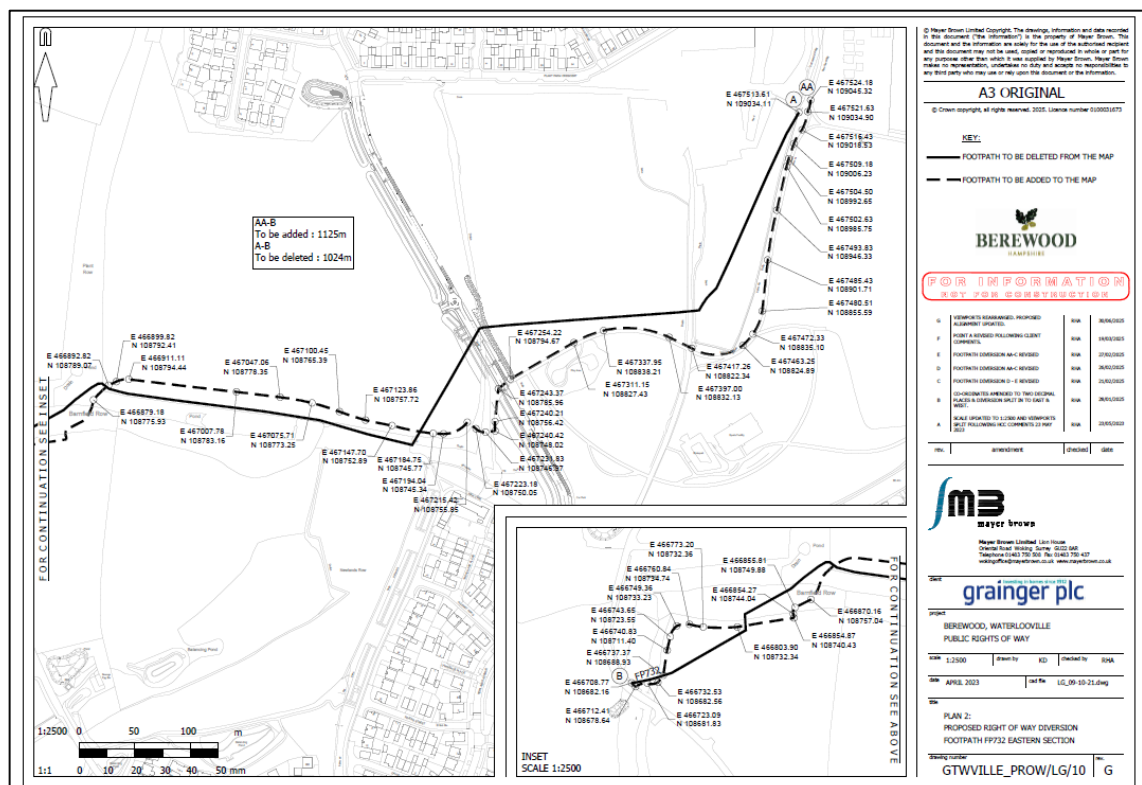


Figure 7.1: Proposed Right of Way Diversion FP732

- 7.3 The exact alignment of the permanently diverted route will be finalised as part of the S257 process.
- 7.4 During the Town Park Phase B works, access to Footpath Newlands 732 will be retained 24 hours a day, seven days a week. Alignment diversions will therefore be in place during different stages of the works.
- 7.5 The Berewood Pavilion, located within the Town Park Phase B extent, has had details approved under a separate application. Works on the Pavilion will therefore be completed before the Town Park Phase B works come forward. As such, pedestrians will

be permitted to walk through the Pavilion paths during necessary periods of diversion to the PROW alignment.

PROW Diversion while Permanent Diversion Route Created and Sports Area works Ongoing

- 7.6 Whilst the main path that follows the alignment of the permanently diverted FP732 as indicated on **Figure 7.1** is already present, works are required to provide a verge directly adjacent. During this time, access to the PROW will remain open 24/7, following a temporary diversion route illustrated on **Figure 7.2**.



Figure 7.2: FP732 Temporary Diversion During Town Park Works

- 7.7 As a section of the existing, legally recorded line of FP732 will be unavailable for use during this time, an application will be made for a temporary footpath closure to be recorded on the definitive map, as well as the temporary diversion routing.
- 7.8 Fencing will be provided adjacent to the PROW permanent diversion works. Fencing will also be provided either side of the Pavilion paths corridor while works are ongoing either side.
- 7.9 A banksman will support any crossings required over potential haul route/plant routes.

Permanent PROW Diversion Route

- 7.10 Once works to complete the permanent PROW diversion have been concluded within the Town Park, PROW users will be able to divert from the temporary FP732 alignment onto the new permanent alignment, while the other Town Park works remain ongoing. This routing is illustrated on **Figure 7.3**.



Figure 7.3: FP732 Permanent Diversion (Town Park Phase Only)

- 7.11 The recorded legal alignment of FP732 can transition directly from the temporary alignment to the new permanent route, without needing to reopen the section that was temporarily closed.
- 7.12 The permanent diversion alignment is outside of the Town Park Phase B works area and therefore additional fencing beyond any works boundary fencing will not be required.
- 7.13 For the remainder of the works required to provide the permanent PROW realignment west of the Town Park, users will be able to use the existing route from the west, dropping onto the finished route within the Town Park. Crossing points across the works will be provided and fenced as necessary.
- 7.14 At no point will the FP732 be closed to the public.

Diversion Procedures

- 7.15 An application for the permanent diversion of the PROW has been submitted (Ref: 25/01695/PTH) and liaison with the Ramblers and Hampshire Countryside has indicated their support.
- 7.16 An application will be made to HCC for the temporary diversion of sections of FP732 in line with **Figure 7.2**. This application will be made under section 257 of the Town and Country Planning Act (1990) and will include all details of the proposed alternative route and duration this temporary route is required.
- 7.17 An application will also be made to temporarily close the section of FP732 that can no longer be accessed while the temporary alignment is in place, prior to moving to the permanent alignment. This application will be made under the provisions of the Road Traffic Regulation Act 1984.
- 7.18 Notices and a map containing the diversion route will be displayed at each end of the diversion route and will be maintained there until the works are complete.
- 7.19 The notices will include contact details and complaints procedure details.

8 Amenity, On-site Signage, Public Safety and Site Security

Amenity

8.1 Welfare facilities will be provided for the construction workers including:

- Hot water washing facilities;
- Drinking water;
- Changing and drying room;
- Rest area; and
- Male and female toilets.

On-Site Signage

Signage for Vehicles

8.2 Signage will be provided on the external public highway for construction vehicles travelling to the site.

8.3 Within the site, internal signage will direct construction vehicles to the appropriate area of the compound.

8.4 The on-site parking, turning facilities and site compound area, including staff welfare facilities, will be established and appropriately signed within two weeks of the commencement of development to ensure good practice from the outset.

Signage for the General Public

8.5 Clear signage will be provided around the site to ensure that the general public is made aware of the development plans and of the contact details of the external liaison officer, should they have any comments or complaints.

On-Site Public Safety

8.6 Pedestrian routes through the site will be separate from the site traffic route. Signage and pedestrian barriers to re-route footways will be provided where required to protect the pedestrian route along Plant Farm Crescent during the construction period.

Forward Driving

8.7 All vehicles will be required to drive straight into the site; no reversing into or out of the site will be permitted and drivers will be informed of this requirement prior to travelling to the site. The site manager or designated foreman will oversee the arrival of vehicles. This will ensure the safety of pedestrians within the site.

- 8.8 An appropriately sized area will be provided for the turning of construction vehicles within the site.

On-Site Parking and Turning Facilities

- 8.9 As previously stated, the site compound will include a dedicated area for the turning of vehicles. Separate areas for the parking of operatives' and visitors' vehicles along with construction vehicles will be provided. An appropriately sized area will be provided within the site for the turning of construction vehicles. Pedestrian routes through the site will be separate from the site traffic routes and the turning area will be located separate from pedestrian routes through the site, to ensure pedestrian safety.
- 8.10 As stated above, the signage will direct vehicles to the compound. Vehicle speeds within and on approach to the site will be low, to minimise risk to other road users and site operatives.
- 8.11 Visitor parking will be confined to designated on-site parking areas. This will ensure that the travel route for construction vehicles and pedestrians within the site is not obstructed and visibility for drivers and pedestrians is not impinged. No parking will be permitted on any roads on the local highway network near the development.

Loading and Unloading

- 8.12 All loading and unloading will take place within the site. A designated compound area for the storage of materials and plant will be provided within the site, as well as a separate area for the storage of waste.
- 8.13 All access and egress points to the materials and plant store will be kept clear at all times to ensure that construction vehicles are able to enter and exit without delay.
- 8.14 General site management measures and responsibilities relating to safety are included in Table 4.3 of the accompanying CEMP. These include measures such as instructing vehicles to use the routes identified, to avoid parking site vehicles where they will impact the local highway and taking appropriate care when using construction equipment in proximity of buildings.

On-Site Security

- 8.15 Pedestrian security gates will be provided at the access to the site compound.
- 8.16 The site compound will be fenced in to make it secure. It will contain temporary offices, welfare and storage facilities. Small plant and equipment will be placed in this fenced area overnight.

- 8.17 Security on site will be maintained at all times. The perimeter of the site will be secured by a mixture of 2.0m high heras fencing or 2.0m timber fencing. Where necessary the perimeter fencing will be reinforced with Heras fencing to improve the site perimeter security.
- 8.18 Fencing will be frequently inspected, repaired and repainted as necessary.
- 8.19 The site fencing will clearly display publicity material including information on the site programme, as well as the telephone contacts for receipt of complaints and/or enquiries and the name of the site representative who should be contacted. Signs will also be displayed to indicate any changes to pedestrian routes around the site. Where practical and safe, observation panels may be provided for public interest.
- 8.20 Outside of the operational site hours, if necessary mobile security controls will be put place to ensure the site is patrolled on a regular basis or CCTV cameras will be installed at strategic positions to provide coverage of the site.
- 8.21 The site will also be lit during working hours in winter months with initial street columns and local task lighting as deemed necessary.

9 Community Liaison

- 9.1 Liaison with local residents is a key consideration for Grainger Plc. Grainger Plc will appoint the site manager as the neighbourhood liaison officer and the site manager will be the named representative for contact with the community as the project progresses.
- 9.2 Grainger Plc will continuously monitor the best means to report current site progress and relevant updates to the local community. A noticeboard will be located outside the site which will provide details of current and anticipated works, in addition, alternative methods of reporting information, for example, the use of a website or a newsletter may also be provided.
- 9.3 Prior to the commencement the construction works, and for any significant work activities on site (e.g. drainage and service connections), all neighbours will be notified via a letter drop. The letters will set out details of the work that are to be undertaken, together with contact details for the key Grainger Plc personnel involved with the works.
- 9.4 If necessary, resident meetings will be arranged so that there is a forum available for relevant matters to be raised directly with the Grainger Plc team.

10 Summary and Conclusion

- 10.1 Mayer Brown Limited has been instructed by Grainger Plc to prepare a Construction Traffic Management Plan (CTMP).
- 10.2 The purpose of the CTMP is to minimise risk to the local highway network and motorised and non-motorised highway users during the construction period as well as reduce the risk of adverse impacts upon sensitive environmental resources, and to minimise disturbance to local residents and other sensitive receptors.
- 10.3 This CTMP demonstrates:
- A site compound will be provided during the construction period;
 - Measures will be put in place to ensure public safety, amenity and site security;
 - Construction will take place over an eight week period and works will only be carried out between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on a Saturday;
 - Measures will be put in place to control any noise and vibration resulting from the construction works;
 - Measures that will be put in place to mitigate the impact of air and dust during construction;
 - Measures will be undertaken to mitigate the impact of storm water and control sediment during construction of the development;
 - Waste will be controlled, and materials re-used during construction of the development;
 - A routing plan for construction vehicles is provided and the procedure for the management of such vehicles is set out; and
 - Details of amenity facilities, on-site signage, public safety and site security are provided;
 - Liaison with the local community is taking place.

APPENDIX A: Regional Routing Plan

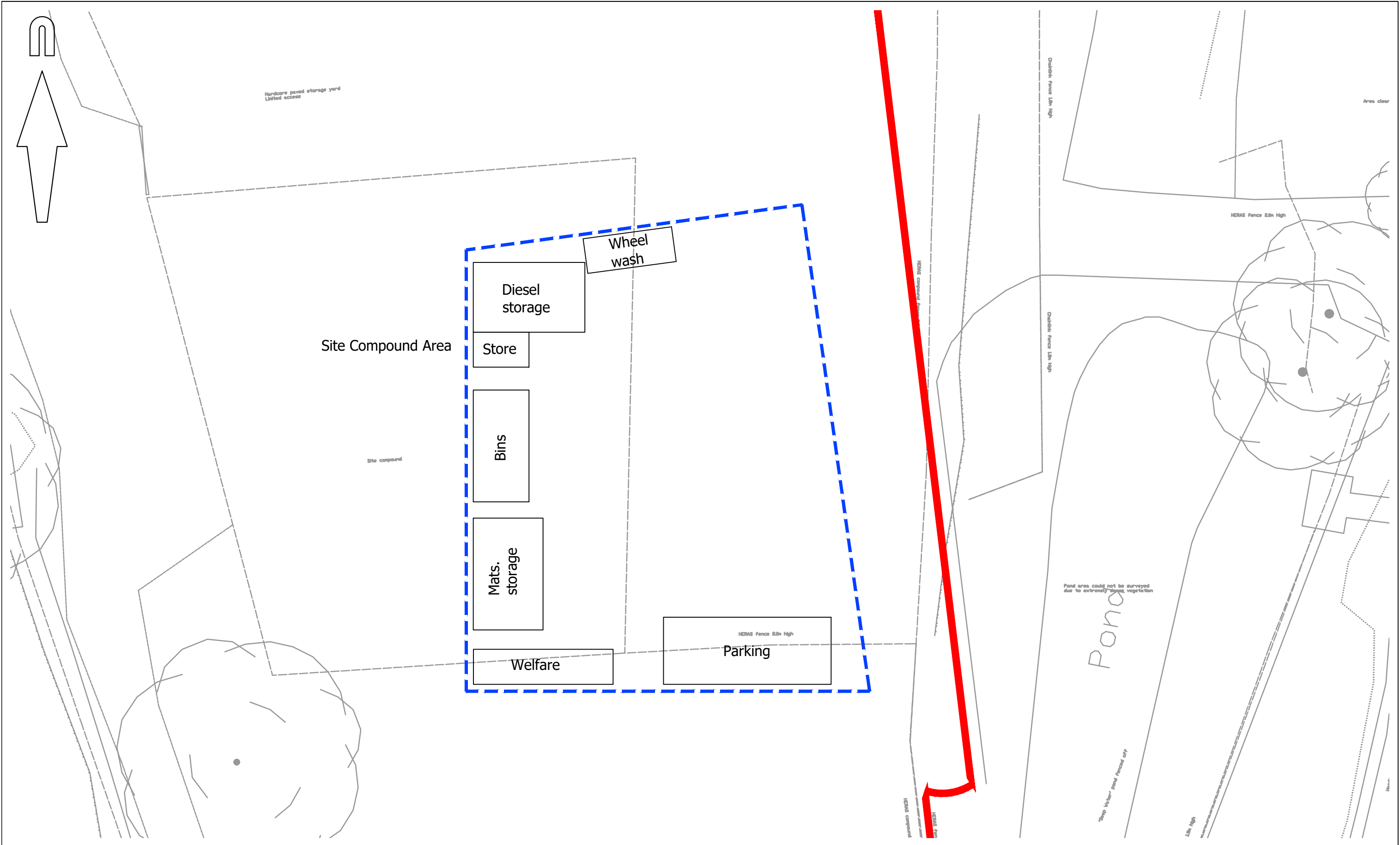
Regional Routing Plan



Key

-  Site Location
-  Compound
-  Construction Traffic Routing
-  No Construction Traffic Permitted

APPENDIX B: Construction Vehicle Swept Path Analysis



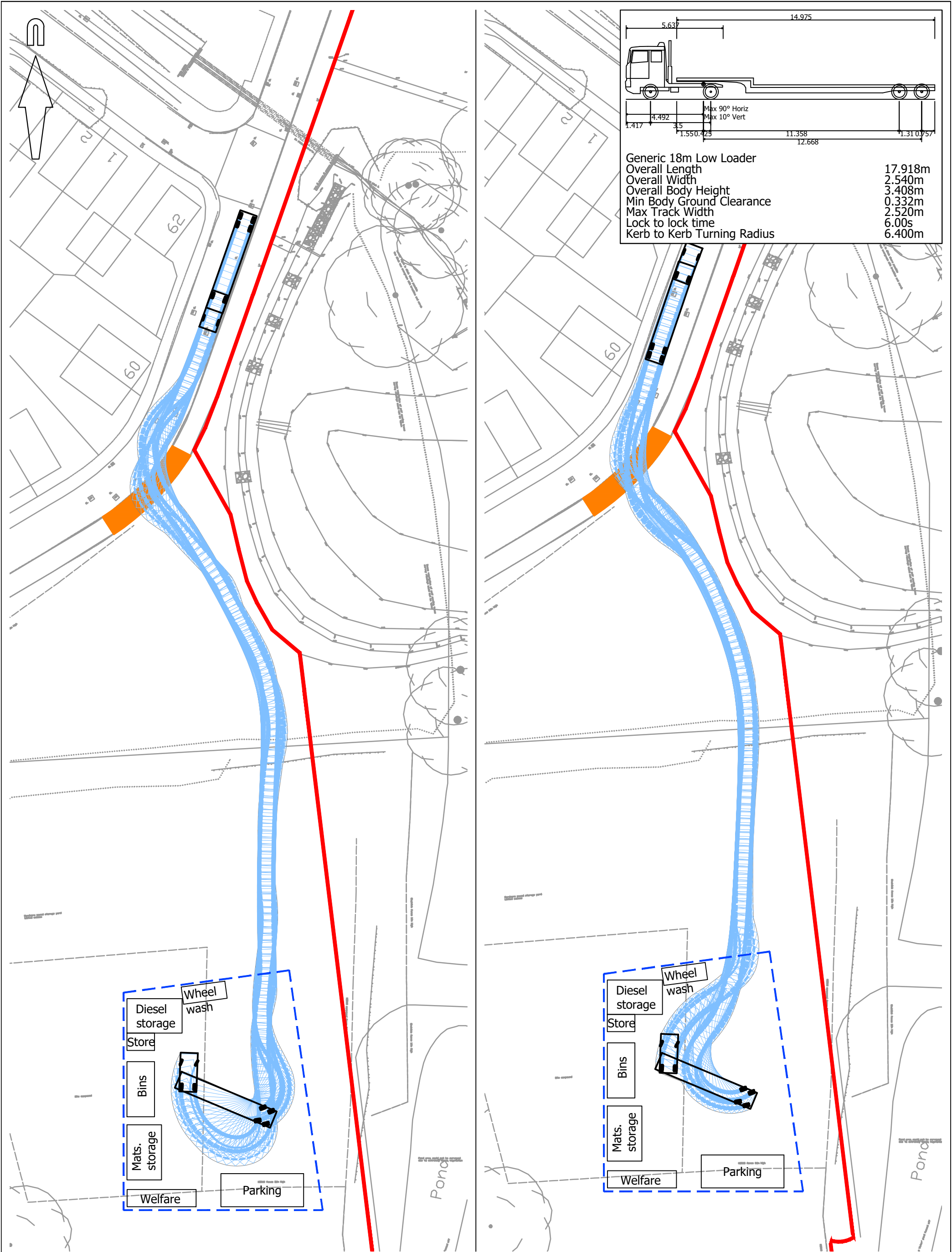
Mayer Brown Limited
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client
GRAINGER PLC

project
BEREWOOD, WATERLOOVILLE,
TOWN PARK PHASE B

title
SITE COMPOUND AREA

scale 1:250 @ A3	drawn by JME	checked by NE
date created NOV 2024	date revised MARCH 2025	cad file MASTER 2024-06-13
drawing number GTWVILLETB2(CTMP).1/01		suitability -
		rev. P2



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client

GRAINGER PLC

title

BEREWOOD, WATERLOOVILLE,
TOWN PARK PHASE B

SWEPT PATH ANALYSIS. 18M LOW LOADER
ENTERING COMPOUND, TURNING, AND EXITING

scale

1:500 @ A3

drawn by

JME

checked by

NE

date created

date revised

cad file

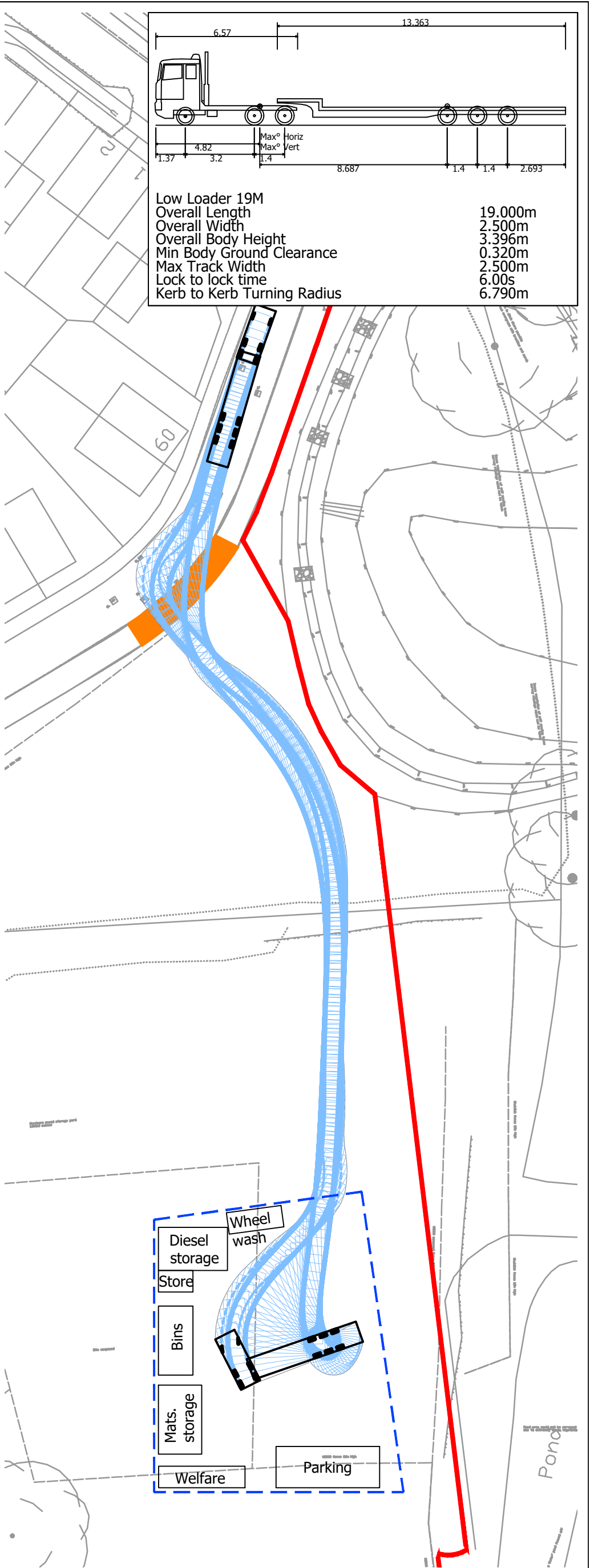
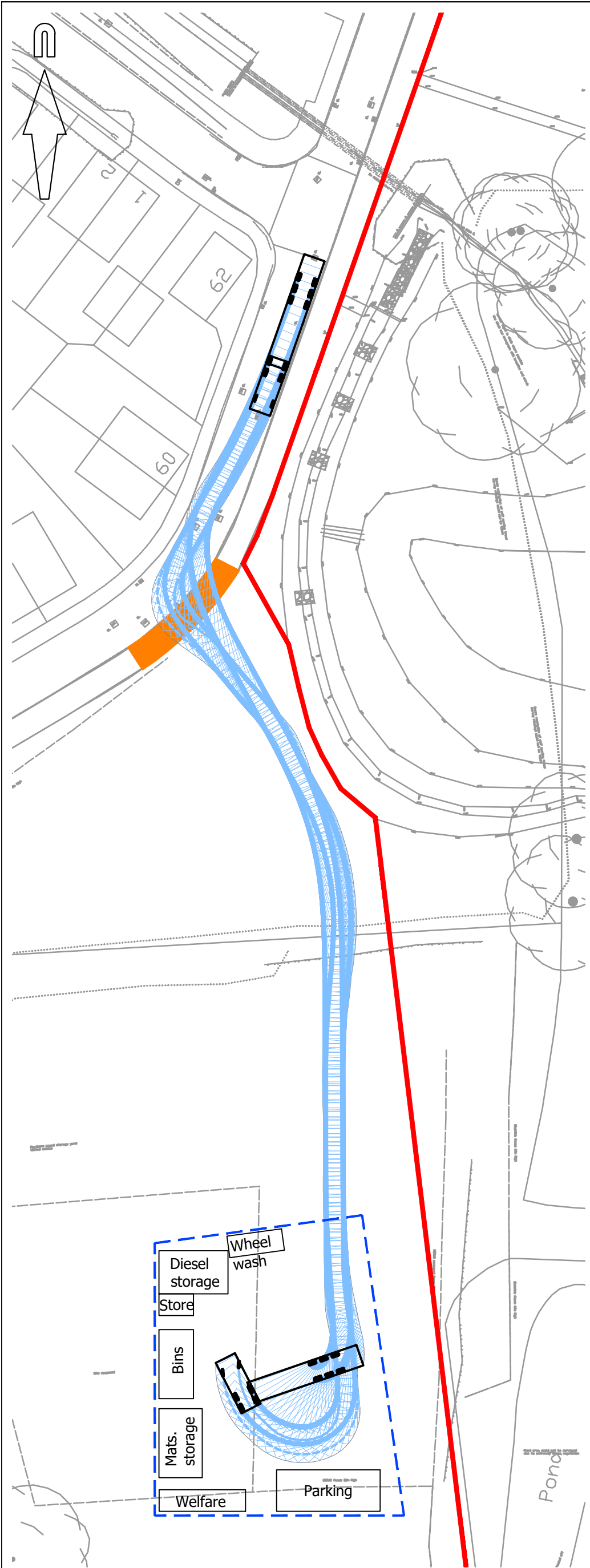
MASTER 2024-06-13

suitability rev.

- P3

drawing number

GTWVILLETTPB2(CTMP).1/TK03



6.57		13.363	
4.82		8.687	
1.37	3.2	1.4	2.693
Max° Horiz		Max° Vert	
1.4		1.4	
Low Loader 19M		19.000m	
Overall Length		2.500m	
Overall Width		3.396m	
Overall Body Height		0.320m	
Min Body Ground Clearance		2.500m	
Max Track Width		6.00s	
Lock to lock time		6.790m	
Kerb to Kerb Turning Radius			

