SUSTAINABLE DEVELOPMENT AND DELIVERY

A specialist team within DLP Planning Ltd

For and on behalf of

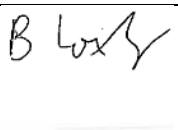
Anglo ES Levedale Ltd
c/o Anglo Renewables Ltd

Transport Statement

Proposed Battery Storage Site at Levedale Road,
Levedale near Penkridge,
Staffordshire

Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
Bristol

June 2023

Prepared by:	Brad Loxley Principal Transport Planner MEng MCIHT	
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Date: June 2023	Office: Bristol	Issue: ST5050-2PD-R2 rev B

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APPENDICES

1.0 INTRODUCTION

1.1 This Transport Statement has been prepared by the Sustainable Development and Delivery Team (SDD) of DLP Planning, on behalf of Anglo Renewables Ltd (the Client), to support a planning application for the construction and operation of a Battery Energy Storage Site (BESS) development on land south of Levedale Road in Levedale, Staffordshire (near Penkridge).

1.2 This report provides an overview of the development in relation to the potential impact on the local highway network between the site and the principal highway network.

1.3 To inform this assessment, a site visit was undertaken on Thursday 13th October 2022, whereby a review of the existing highway network was undertaken. Key photos taken from the visit have been included within this report for reference.

1.4 The proposals have been submitted for pre-application comments, Staffordshire County Council Highways commented that:

- *"Highways – Suitability of point of access / any internal access layout to be discussed with SCC Highways."*
- *"With regards to disturbance during construction works a Construction Traffic Management Plan should be submitted."*

Structure of Report

1.5 The structure of this Transport Statement (TS) is summarised below:

- Section 2: provides an overview of the existing conditions, including a review of the existing road network and accident data;
- Section 3: describes the proposed development and includes a summary of the proposed site layout and site access arrangements;
- Section 4: assesses the potential impact of the proposed development on the local highway network, estimating trips that could be associated with both the construction and operational periods;
- Section 5: reviews the potential construction route, confirming the most suitable route to and from the site;
- Section 6: summarises what will be undertaken as part of a Construction Traffic Management Pan at a later date in order to mitigate the impact; and
- Section 7: provides a conclusion to the TS.

2.0 EXISTING CONDITIONS

Site Location and Access

2.1 The application site comprises 10.4 acres (4.2 hectares) of land located to the south of Levedale Road, approximately 2.6km northwest of Penkridge, as shown in **Figures 1** and **2**. There is no recent planning history associated with the site; the land is laid out as open fields and used for agricultural purposes.

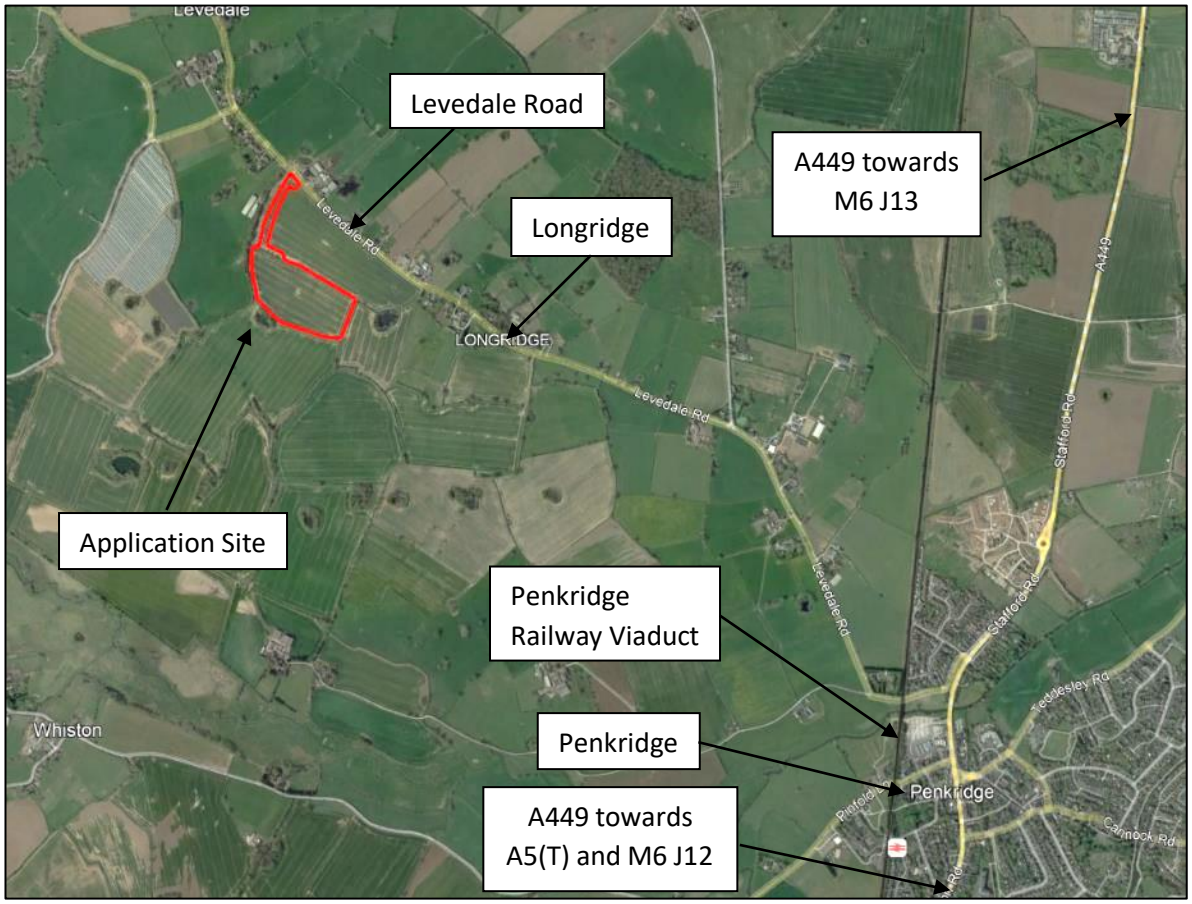


Figure 1. Site Location Plan – Wider Context

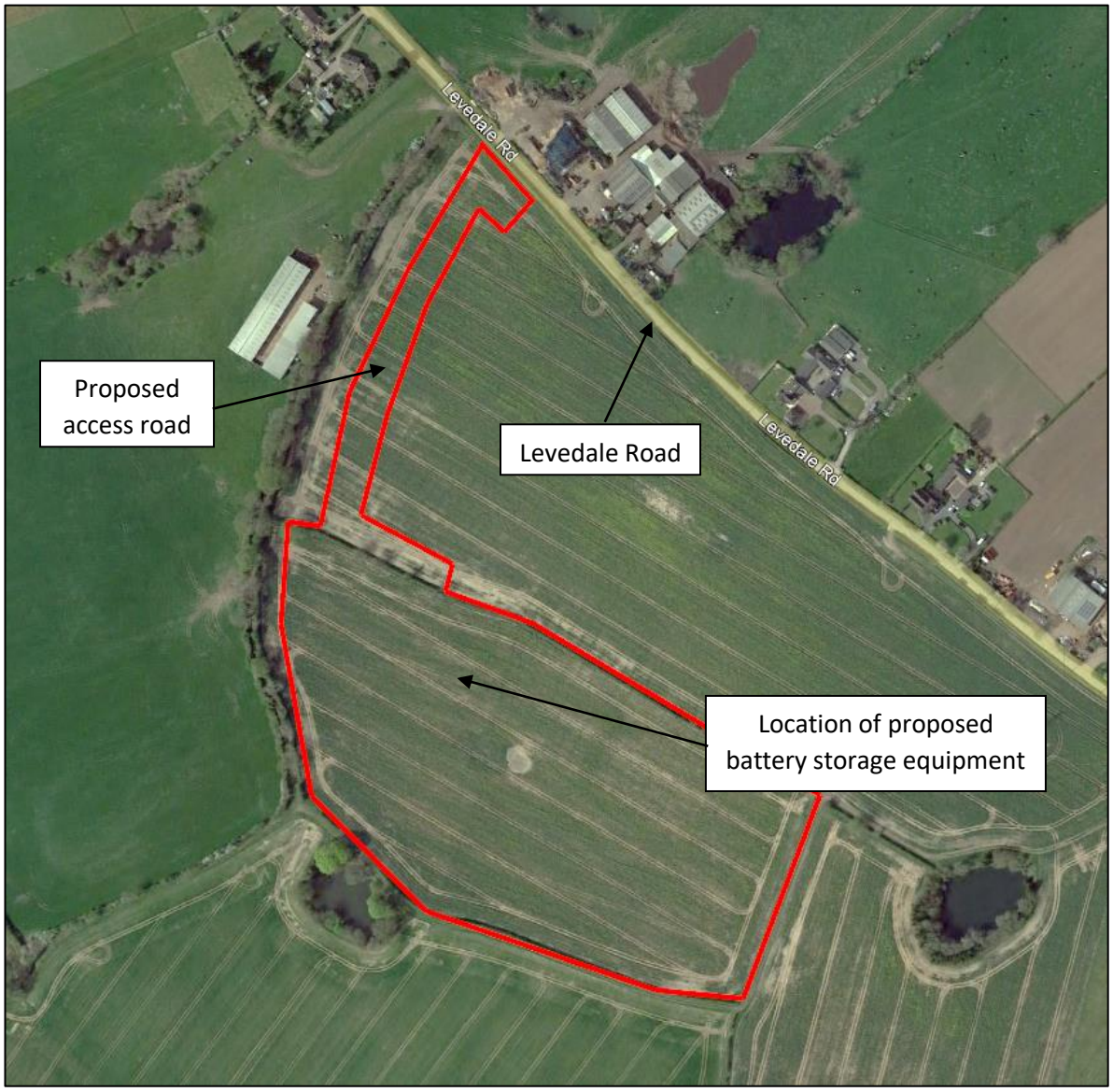


Figure 2. Site Location Plan – Local Context

2.2 The proposed battery storage site does not currently benefit from a point of access from the public highway. The land is currently accessed via gaps in hedgerows with adjoining fields and an adjacent access track. The access track is not within the applicant's control. An access road will be developed over the adjacent field and a new access with Levedale Road created.

Local Highway Network

2.3 A review of the local highway network has been undertaken and considers the link between the site and the wider principal road network. It provides a description and an appraisal of the route options for vehicles associated with the construction period of the proposed battery storage site. An overview of the local highway network is contained within **Figure 3** for context. For clarity, the section of Levedale Road between the application site and Penkridge is annotated red.

Figure 3. Local Highway Network

Levedale Road

2.4 Both of the construction and operational phases of the development will take access from Levedale Road.

2.5 In the vicinity of the site Levedale Road is subject to a 40mph speed restriction (which, from site observation and speeds measured during a 7 day ATC survey (28th September 2022 – 4th October 2022), has good compliance) is around 5.0 metres wide with sections of widening to approximately 5.5 metres and flanked by verges approximately 1-1.5 metres wide and hedgerows and electricity poles beyond that. Levedale Road is generally flanked by fields with occasional clusters of houses and agricultural buildings. The survey also confirmed that Levedale Road is lightly trafficked with approximately 1,100 total vehicle movements per day passing the site.

2.6 To the northwest, Levedale Road reduces to single track and serves various small settlements with blue signs advising that the roads are unsuitable for HGVs, an example of this is shown at **Figure 4**. To the southeast Levedale Road connects with the A449 Stafford Road.

Figure 4. Example of Advisory HGV Signage

A449 Stafford Road

2.7 Locally the A449 Stafford Road connects Penkridge with Stafford (via Junction 13 of the M6 to the north) and junction 13 of the M6 (via the A5(T)) to the south. This whole section of the A449 has a fairly straight alignment and was observed to carry a significant proportion of through traffic including HGVs.

2.8 For the first circa 400 metres to the north of the junction with Levedale Road, the A449 is semi-urban with no direct access to properties and subject to a 30mph speed restriction. Beyond this, the A449 is rural, approximately 7.3 metres wide and subject to the national speed limit.

2.9 To the south of the junction with Levedale Road, the A449 travels through Penkridge where it is urban in character. Beyond Penkridge the A449 becomes more rural in character with higher speed restrictions and connects with the A5(T) at a roundabout in Gailey approximately 4.1km to the south of the junction with Levedale Road.

A5(T)

2.10 Locally the A5(T) connects Telford with the M6 at junction 12 via the roundabout at Gailey. This section of the A5(T) is rural in character and typically subject to a mixture of 50mph speed restrictions and the national speed limit restriction.

Personal Injury Accident Information

2.11 The ‘Crashmap’ website has been reviewed in relation to the Personal Injury Accident (PIA) records of the highway network between the site access and the A449 including its junction with Levedale Road, between 2016 and 2020 inclusive. The 6-month provisional data of January to June 2021 has also been included. A map which shows the PIA records for the 5 year review period is contained at **Figure 5**.

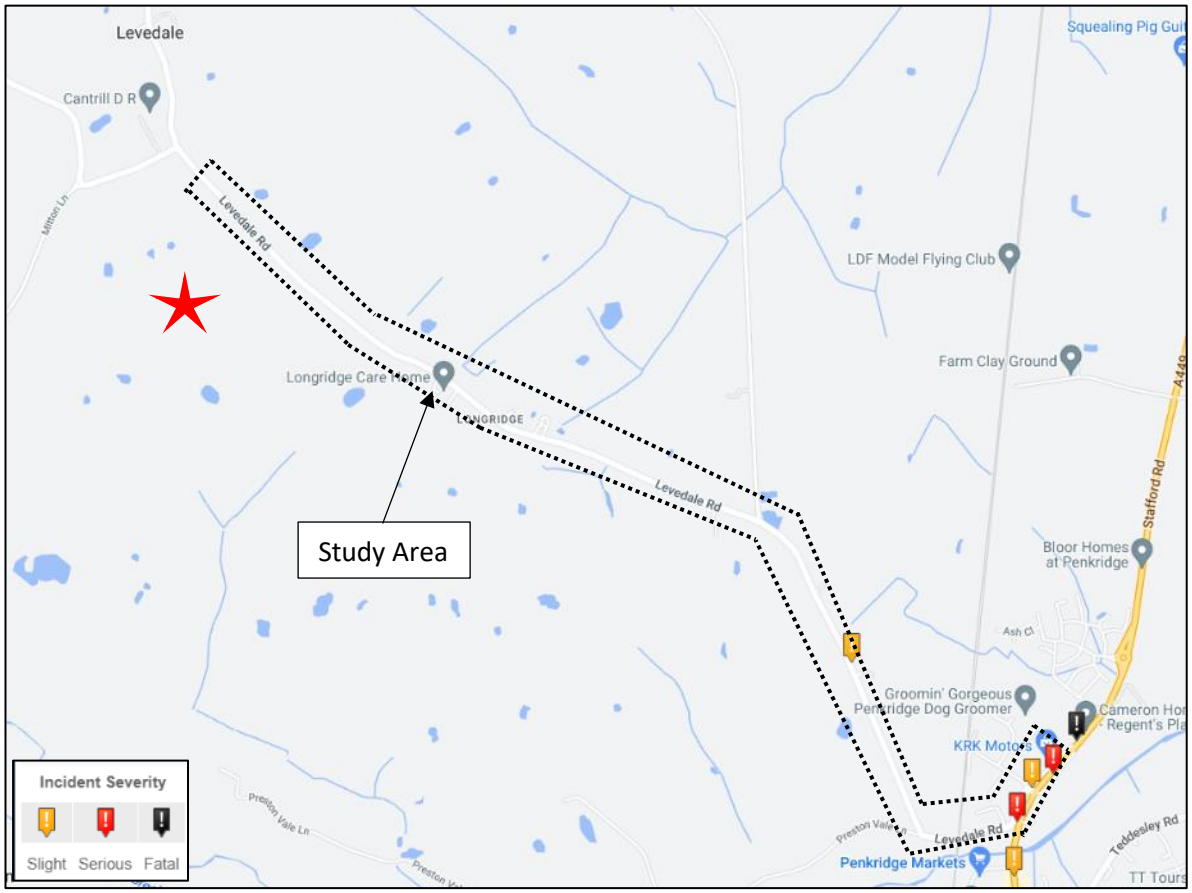


Figure 5. Extract from Crashmap (2016 – 2021)

2.12 The above confirms that within the entire study area, there has been a total of 4 accidents recorded, of which 2 were classified as 'serious' whilst the remaining 2 were classified as 'slight'. A 'fatal' accident occurred on the A449 just outside of the study area.

2.13 In the vicinity of the site access on Levedale Road, there have been no recorded incidents within the most recent 5 year period.

2.14 Of the accidents within the study area:

- None resulted in a pedestrian casualty;
- None involved a pedal cycle; and
- None involved a goods vehicle.

2.15 The 3.9km route along the A449 towards the M6 junction to the north (not excluding the accidents within the **Figure 5** study area) experienced 3 recorded accidents, of which 1 was the aforementioned 'fatal' accident, 1 accident was classified as 'serious' and the remaining accident was recorded as 'slight'. An additional 2 accidents were recorded at the junction with the M6, both of which were classified as 'serious.

2.16 The 'fatal' accident was a collision between a van and a pedestrian. The pedestrian was walking within the carriageway with their back to traffic, not at a crossing. The conditions are recorded as raining without high winds and darkness with no street lighting present. The accident occurred close to the residential development currently being constructed, this included the development of new footways and crossings which were absent when the accident occurred. The environment around this accident is therefore very different to the current conditions where the pedestrian would have either been required to walk within the carriageway or along the wet verge.

2.17 Of the other accidents that occurred on the route:

- None resulted in a pedestrian casualty;
- 2 involved a pedal cycle; and
- None involved a goods vehicle.

2.18 The 4.2km route along the A449 towards the A5(T) to the south has had 13 accidents occurring in the most recent 5 year period, of which 4 were classified as 'serious' and the remainder were classified as 'slight'. Of these incidents:

- 1 resulted in a pedestrian casualty;
- 3 involved a pedal cycle; and
- 2 involved a goods vehicle.

2.19 The A449 between Junction 13 of the M6 and the A5(T) at Gailey Roundabout is a busy road for all modes. Through Penkridge there is a high amount of direct frontage access and there is no formal infrastructure for cycling. As set out at **Section 4.0**, the development will result in only 1 or 2 vehicles visiting the site per month which is negligible compared to the existing traffic flows on the A449. As set out at **Section 5.0**, construction traffic will be routed to/from the north and avoid Penkridge.

2.20 It can be therefore be concluded that the development will not exacerbate accidents in the local area.

3.0 PROPOSED DEVELOPMENT

Development Overview

3.1 The development proposal is for the erection of a battery storage development on agricultural land located to the south of Levedale. An indicative layout of the battery storage site is provided at **Appendix A** with an extract shown at **Figure 6**.

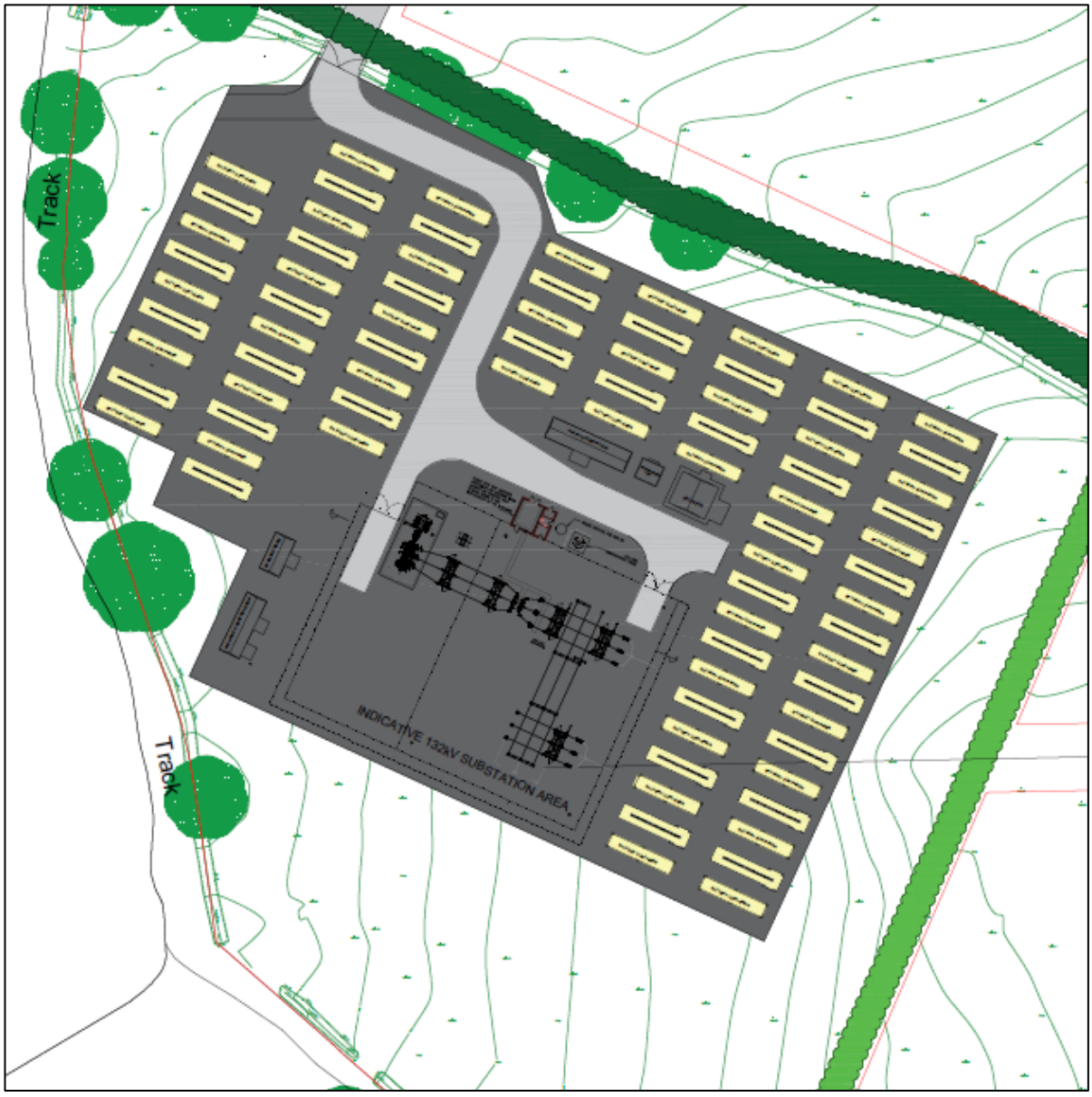


Figure 6. Indicative Site Layout

3.2 The key components of the battery storage site include:

- Containerised Battery Storage – Groups of batteries located with containers which store power transferred into them during a period of excess power generation (such as on windy sunny days when solar and wind generation is high) to be discharged at times of high demand and low supply.
- Power Control System (PCS Units) – The batteries store power in DC and the grid operates in AC. The units manage the flow of power from the grid to the battery storage units and vice versa.
- Substation – The substation is located in the southern part of the site and will accommodate the transformers/inverters/power station etc. This is also linked by a 5.5m wide gravel track for access and maintenance.
- Fencing – A deer fence up to 2m high is required around the perimeter of the battery storage site. The fence will be welded mesh with steel or wooden posts, and is usually green (although colour can be as required by the LPA) to integrate with the landscape.
- Lighting – No permanent lighting is proposed. Manually operated lights may be attached to the substation and transformer and/or inverter cabinets in the event of an emergency maintenance visit being required in the hours of darkness.

Proposed Access

3.3 Access to the site is proposed via a new junction with Levedale Road.

3.4 **Drawing Number ST5050-2PD-001 rev.A** (see **Appendix B**) shows the proposed junction with Levedale Road. It should be noted that large construction vehicles will only travel to/from the A449 at Penkridge (this is set out in more detail at **Section 5.0**). This results in large vehicles only needing to access the site to/from the east.

3.5 The speed survey identified 85th percentile vehicle speeds in the vicinity of the site access of 43.5 mph northbound and 43.1 mph southbound. These equate to Stopping Sight Distances (SSDs) of 118.4 metres and 116.6 metres to the south and north respectively. **Drawing Number ST5050-2PD-002 rev.A** (see **Appendix C**) demonstrates that these visibility splays are achievable and that any hedgerow within the visibility splay will be maintained or relocated to not impinge on the visibility splay.

3.6 **Drawing Number ST5050-2PD-003 rev.A** (see **Appendix D**) demonstrates that a 16.5 metre articulated vehicle could satisfactorily turn in and out of the site to/from the east which will be the designated construction route. The arrival and departure times of vehicles will be scheduled with the intention of avoiding the vehicles potentially meeting on Levedale Road. As a robust measure, during times of traffic disruption (such as an accident or heavy congestion on the M6), then outgoing vehicles may be held on the access road (which is wide enough for 2 large vehicles to comfortably pass) whilst awaiting an arriving vehicle.

3.7 Furthermore, accident data confirms that there have been no incidents within the vicinity of the proposed access junction within the most recent 5 year period.

3.8 Appropriate advance warning signage of the construction access located on Levedale Road would ensure there is no safety impact of using the access during construction.

3.9 Operational traffic is expected to be minimal and consist of maintenance only, at a frequency of around 1 visit per month. It is concluded that the access is therefore both safe and appropriate for the proposed development of the site.

Internal Layout

3.10 Within the site, construction vehicles will be provided with satisfactory space to turn, un-load and exit the site in forward gear. The site compound, delivery turning area / unload area and vehicular parking area will be located adjacent to the west of the battery storage area and will comprise of temporary portacabin-type buildings in addition to an area for material storage. These portacabins are required for offices, toilets, canteen and storage. There will also be a temporary area reserved for parking directly adjacent to the compound. The details of this will be confirmed in the Construction Management Plan.

3.11 Furthermore, a secure gated access would be provided set back a minimum of 20 metres from the highway. Only operations with the appointed contractors and maintenance staff will be able to access the site through these gates. The location of the gates within the site removes the need for any servicing or staff vehicles to park on the adopted highway whilst unlocking the gates.

4.0 CONSTRUCTION AND OPERATION TRAFFIC

Construction Period

4.1 The total construction period for the battery storage site, including the preparation of the site, fencing, assembly, installation of the inverters / transformers and grid connection would be approximately 9 months.

4.2 Traffic associated with the development will principally derive from the import of construction materials, equipment and construction personnel. This will consist of heavy goods vehicles (HGVs), vans and other small vehicles. Operational traffic is expected to be minimal and consist of small maintenance 4x4/pickup vehicles only, at a frequency of around a single visit per month.

4.3 The workforce over the construction period will fluctuate with an average workforce around 20 personnel on-site at any one time. Whilst it is not yet known where the site staff will travel from, it is likely that those from further afield will be staying at local accommodation and will likely get a minibus to the site. The majority of construction personnel will arrive before 08:00 and depart after 18:00.

4.4 An outline of the on-site parking facilities for those working at the site will be provided by the contractor as part of a construction traffic management plan, however, it is recommended that the site provides temporary on-site parking for up to 30 vehicles.

Construction Traffic Volume

4.5 **Table 1** provide a summary of the construction vehicle trips over the 9-month period.

Month	HGVs
1	30
2	20
3	60
4	60
5	40
6	50
7	90
8	50
9	30
Total (two-way)	**430**

Table 1. Approximate Number of Construction Movements

4.6 The development is anticipated to be constructed over a 9-month period, generating approximately 430 HGV movements.

4.7 Using the construction vehicle movements generated in the busiest delivery month of the construction period (month 7), assuming a 6-day working week, this would equate to an average of around 3 or 4 HGV movements per day.

4.8 In the unlikely event that the construction period is extended beyond 9 months this would result in the number of construction vehicles per day being reduced below this level. Furthermore, the above has assessed the busiest month of the full construction period and therefore represents a worst-case scenario in terms of construction traffic.

5.0 CONSTRUCTION VEHICLE ROUTING

Construction Route Appraisal

5.1 A review of the potential construction route has been undertaken to confirm how construction vehicles will travel to / from the site. **Figure 7** shows the potential routing between the site and the Strategic Road Network confirming that there are 3 arrival / departure routes to / from the site as part of the routing appraisal outlined below. For the purpose of this appraisal these are referred to as the northern and southern route options. It should be noted that the red section along Levedale Road is common to both route options.

Levedale Road (common to both route options)

5.2 Construction vehicles travelling to / from the site will do so from eth east via Levedale Road connecting with Penkridge. This is due to the presence of narrow lanes and signs advising that the roads may be unsuitable for HGVs to the west.

5.3 There are no vehicle restrictions along Levedale Road between the proposed site access and Penkridge.

5.4 This section of Levedale Road generally benefits from straight carriageways with open corners. A total of 3 minor pinch points have been identified and are discussed below:

A. Junction of Levedale Road and Preston Vale Lane
B. Penkridge Railway Viaduct
C. Junction of Levedale Road and the A449 Stafford Road

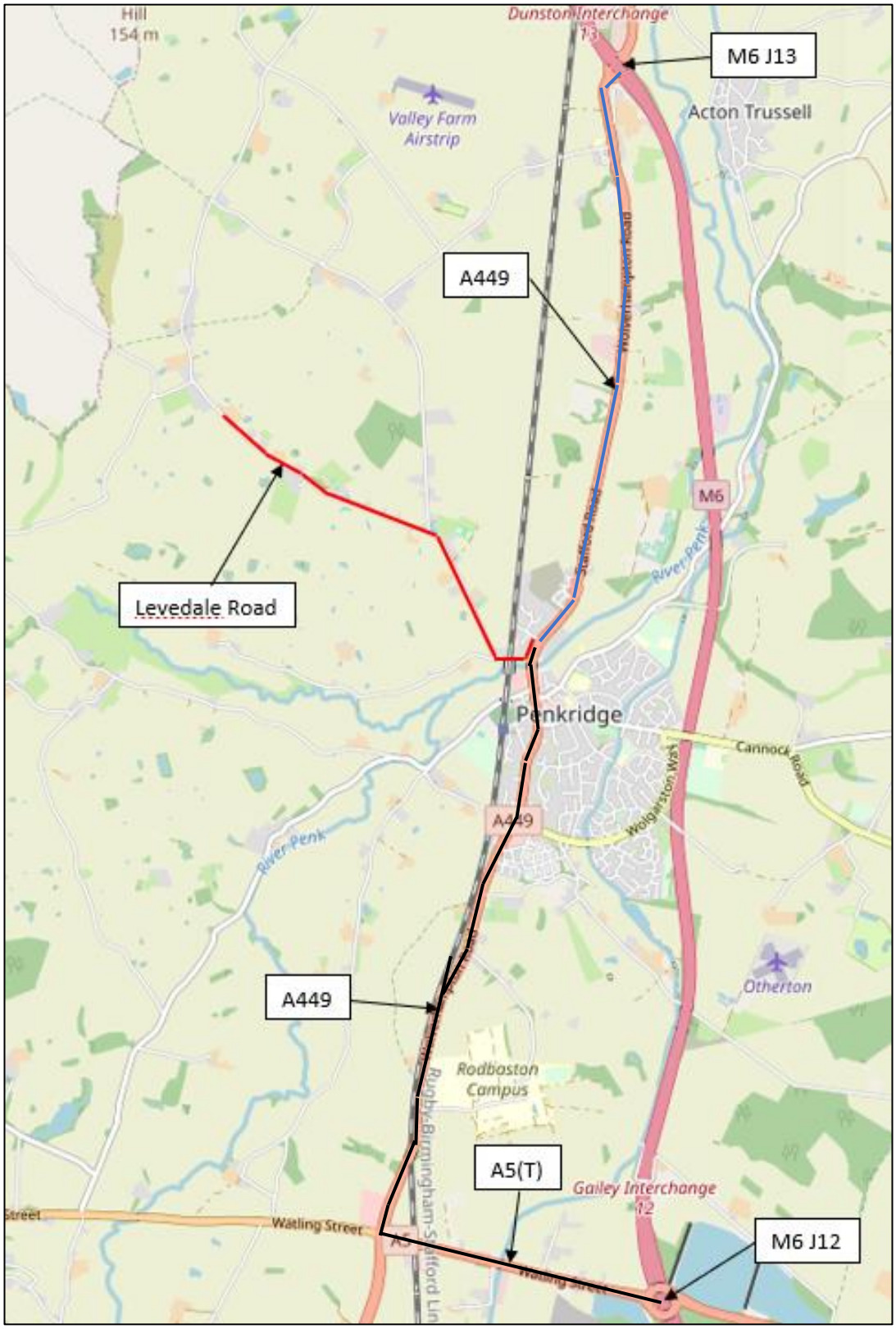


Figure 7. Potential Routing to Strategic Road Network

(A) Junction of Levedale Road and Preston Vale Lane

5.5 Approximately 100 metres to the west of the Penkridge Railway Viaduct is the junction of Levedale Road and Preston Vale Lane which has reversed priority (with vehicles turning between the Levedale Roads having priority). Forward visibility for vehicles travelling towards Penkridge is limited. Vehicles were however observed to slow to around 10-15mph, which mitigated the impact of the limited forward visibility and negotiate the bend satisfactorily, including by larger agricultural vehicles. **Figure 8** shows the junction facing west with Preston Vale Lane directly ahead.

Figure 8. Junction of Levedale Road and Preston Vale Road

(B) Penkridge Railway Viaduct

5.6 Part of the Penkridge Railway Viaduct structure limits forward visibility. In a similar manner to the junction of Levedale Road and Preston Vale Lane, vehicles are observed to slow to around 10-15mph, which mitigated the impact of the limited forward visibility. **Figure 9** shows the viaduct facing east from Levedale Road.

Figure 9. Penkridge Railway Viaduct

(C) Junction of Levedale Road and the A449 Stafford Road

5.7 There is evidence of large vehicles overrunning the verge on the southwestern side of the junction of Levedale Road and the A449 as shown in **Figures 10** and **11**. For clarity, the area of overrunning is bound red on **Figure 10**. Based on its location and observations of how vehicles negotiate this junction, it is expected to occur from vehicles turning left from the A449 into Levedale Road not using the whole available carriageway space.

Figure 10. Junction of Levedale Road and the A449 Facing South

Figure 11. Junction of Levedale Road and the A449 Facing North

5.8 The Construction Traffic Managements Plan will prohibit construction vehicles from making the left turn from the A449 to Levedale Road, which will minimise the chance of construction vehicles overrunning the verge.

5.9 It is therefore concluded that these potential pinch points are appropriate to accommodate construction traffic.

Northern Route (blue)

5.10 The A449 to the north is wide, straight and largely rural in nature. There are no vehicle restrictions along the A449 between Penkridge and the M6 at Junction 13.

5.11 Given its designation as an A road and lack of vehicle restrictions, this route would be appropriate for construction vehicles.

5.12 Given the route does not pass many dwellings, and those that are en-route are set back from the road access via frontage or internal estate roads, the additional construction traffic will result in minimal additional inconvenience to local residents.

Southern Route (black)

5.13 The A449 to the south is wide, straight and a mixture of urban and rural in nature. There are no vehicle restrictions along the A449 between Penkridge and the M6 at Junction 12.

5.14 Given its designation as an A road and lack of vehicle restrictions, this route would be appropriate for construction vehicles.

5.15 Given the route however does pass a number of dwellings including those which are close to the road with direct access, the additional construction traffic will result in more disruption to local residents than on the northern route, but it is still considered that this disruption would be minor and acceptable given the existing background traffic flows.

5.16 It should be noted that there is a roundabout located approximately 450 metres to the north of the A449 / Levedale Road junction. Large vehicles can therefore travel north along Levedale Road, U-turn at the roundabout and then turn right into Levedale Road to avoid the left turn where there is evidence of large vehicles overrunning the verge.

5.17 Alternatively, drivers of large vehicles travelling towards the site could be advised to take a wide turn entry and exit from when turning left from the A449 to Levedale Road to minimise the chance of vehicles overrunning the verge.

Recommended Construction Vehicle Routing

5.18 The above assessment has reviewed 2 potential routes between the site and Strategic Road Network. A summary and recommendation are provided below, noting that the final routing would be contained within the CTMP once the contractor for the site is appointed, and would be subject to agreement from the Highway Authority.

5.19 The preferred and recommended route would be the Northern Route, as it avoids the left turn from the A449 to Levedale Road where overrunning is most likely to occur and causes minimal disruption on local residents as it passes fewer dwellings and avoids the more central part of Penkridge.

5.20 The Southern Route is however considered to be acceptable and could be used if necessary due to, for example, roadworks on the A449 to the north of Levedale Road or an accident on the M6 between Junctions 12 and 13.

5.21 The Construction Traffic Management Plan (CTMP) has been produced based on the Northern Route being the construction traffic route.

6.0 CONSTRUCTION TRAFFIC MANAGEMENT

Construction Traffic Management Plan

6.1 A Construction Traffic Management Plan (CTMP) has been produced and submitted (ST5050-2PD-R3). By way of a summary, the key principles that are included within the CTMP are as follows:

- Work programme – anticipated start date and timescales for the project.
- Routing of construction vehicles – including how contractors will be made aware of the route and any restrictions prior to the journey.
- On site operation – details of where plant / materials will be stored on site and include where staff / contractors will park.
- Number of vehicles accessing the site per day – providing a breakdown of vehicle type / size weight.
- Vehicle call-up procedure – process for coordinating arrivals and departures. Contractors should be given set times to arrive, with delivery instructions sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site. Bankspeople must ensure the safe passage of pedestrians and vehicular traffic when vehicles are being loaded or unloaded. Outbound vehicles should be held on the access road if they are likely to encounter and inbound vehicle on Levedale Road (which could occur if the inbound vehicle is delayed due to congestion)
- Management team - Site Manager or Site Foreman will coordinate and allocate time slots.
- Hours of operation - These should generally be restricted to between 09:00 and 15:00 Monday to Fridays, to avoid peak periods and school times.
- Site controls - to include details of vehicle wheel wash facilities, measures to control dust and other emissions and noise control.

7.0 CONCLUSIONS

7.1 This Transport Statement has been prepared by the Sustainable Development and Delivery Team (SDD) of DLP Planning, on behalf of Anglo Renewables Ltd (the Client), to support a planning application for the construction and operation of a Battery Energy Storage Site development on land south of Levedale Road in Levedale, Staffordshire (near Penkridge).

7.2 A review of Crashmap Personal Injury Accident data indicates that there have been no recorded incidents at the site access and very few on the preferred construction traffic route between the site and Junction 13 of the M6 to the north.

7.3 The proposals would be served via a new access with Levedale Road as shown in **Drawing Number ST5050-2PD-001 rev.A**. Swept path analysis shown at **Drawing Number ST5042-2PD-003 rev.A** indicates that the access is appropriate to accommodate construction traffic.

7.4 The construction of the site is anticipated to take only around 9 months and would, during the busiest month, generate around 90 HGV movements, which would equate to an average of around 3 or 4 HGV movements per day. This is not deemed to represent a material impact and would not have a perceptible impact on the operation of the immediate or surrounding road network. Around 1 to 2 vehicles is anticipated every month during the subsequent operational phase. This is not material and would have no material negative impact on the operation of the immediate or surrounding road network.

7.5 Paragraph 111 of the National Planning Policy Framework (2021) states that:

> *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

7.6 The preferred construction route is the Northern Route via Levedale Road and the A449 north of Penkridge to the M6. This is because it avoids the left turn from the A449 to Levedale Road where overrunning is most likely to occur and causes minimal disruption on local residents as it passes fewer dwellings and avoids the more central part of Penkridge.

7.7 Based on the work undertaken to inform this Transport Statement, it is clear that, there is no inherent safety concern on Levedale Road on to which the site will take access. In addition, the proposed access would be suitable in terms of both visibility and geometry to accommodate HGV movements associated with the construction period and the limited number of movements associated with the operational phase. The level of impact associated with the construction phase, and ongoing maintenance, is therefore not considered severe in accordance with the NPPF as set out above.

7.8 In conclusion, having due regard to the NPPF, this Transport Statement has clearly demonstrated that the proposed development would comply with national planning policy and best practice guidance. For these reasons, it is considered that there are no highways or transport related reasons to object to this planning application.

Appendix A Proposed Site Layout

N

East Lea

105.5m

Track

Track

Track

Track

INDICATIVE 132kV SUBSTATION AREA

KEY

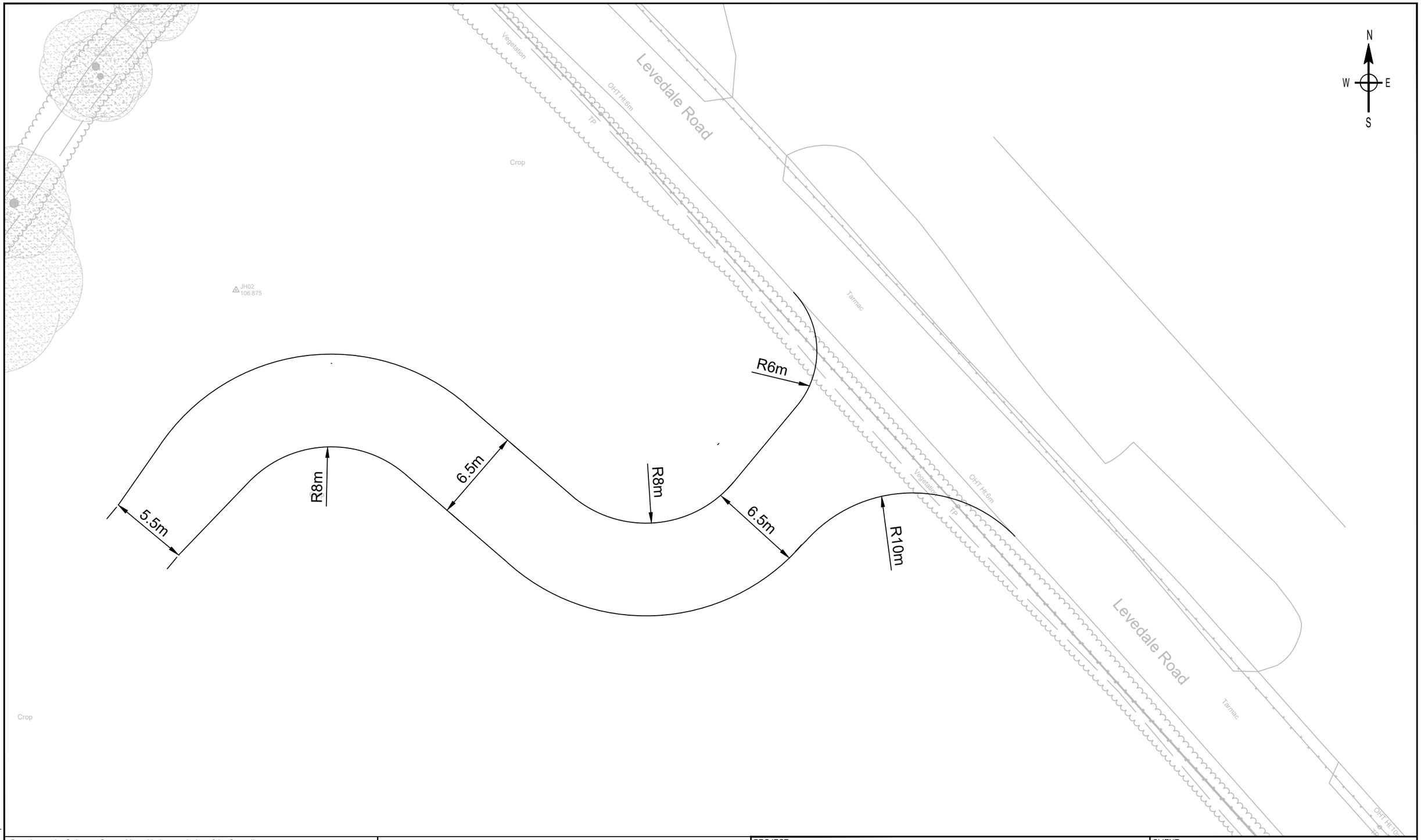
- Site Boundary
- Land in Client's Control
- Indicative Hard Surface
- Existing Landscape Buffer
- Indicative Landscape Buffer
- Proposed Site Access
- O/H Powerlines and Pylons
- Indicative Cable Route

0 10 20 30 40 50m

REVISION	CLIENT Anglo Renewables Ltd	Date 06.06.2023	OS Ref. -	Drawn by MRK	DLP PLANNING LIMITED e: bristol@dlpconsultants.co.uk w: www.dlpconsultants.co.uk
		Scale 1:1000 @ A1	Drawing no. SK01	Checked	
		Job no. ST5050P	-		
	PROJECT Land on the South West Side of Levedale Road, Penkridge, Staffordshire, ST19	DRAWING TITLE Indicative Layout			

SUSTAINABLE DEVELOPMENT AND DELIVERY

Appendix B Proposed Site Access Junction Arrangements



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PROJECT
Battery Storage, Levedale Road, Penkridge

CLIENT
Anglo Renewables Limited

DRAWING TITLE
Proposed Site Access

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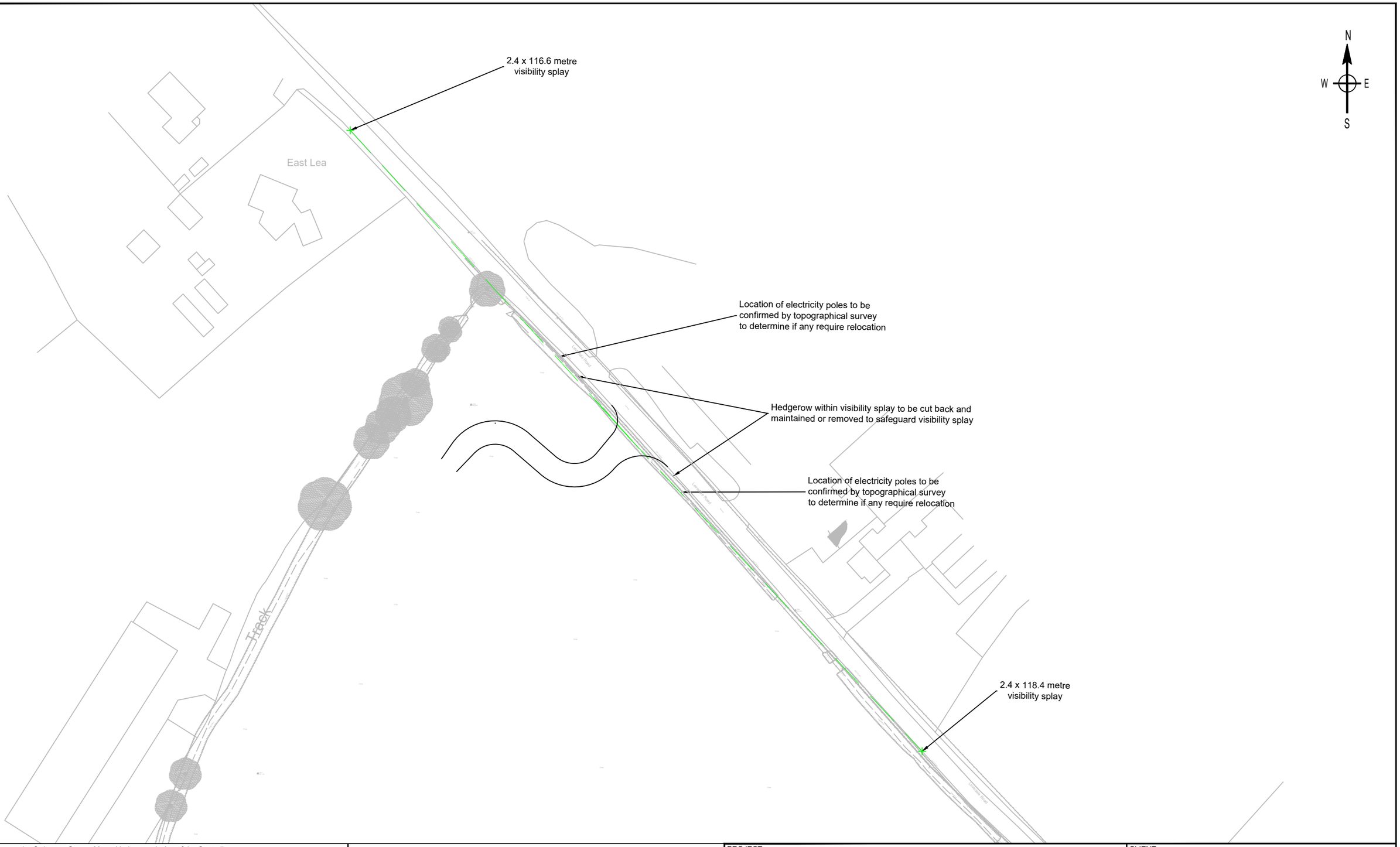
DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS	DRAWING NUMBER	REV.
BL	DB	DB	12.10.22	1:250	PLANNING	ST5050-2PD-001	A

Appendix C Proposed Site Access Junction Visibility Splays



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PROJECT
Battery Storage, Levedale Road, Penkridge

CLIENT
Anglo Renewables Limited

DRAWING TITLE
Proposed Site Access Visibility Splay

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DRAWING NUMBER
ST5050-2PD-002

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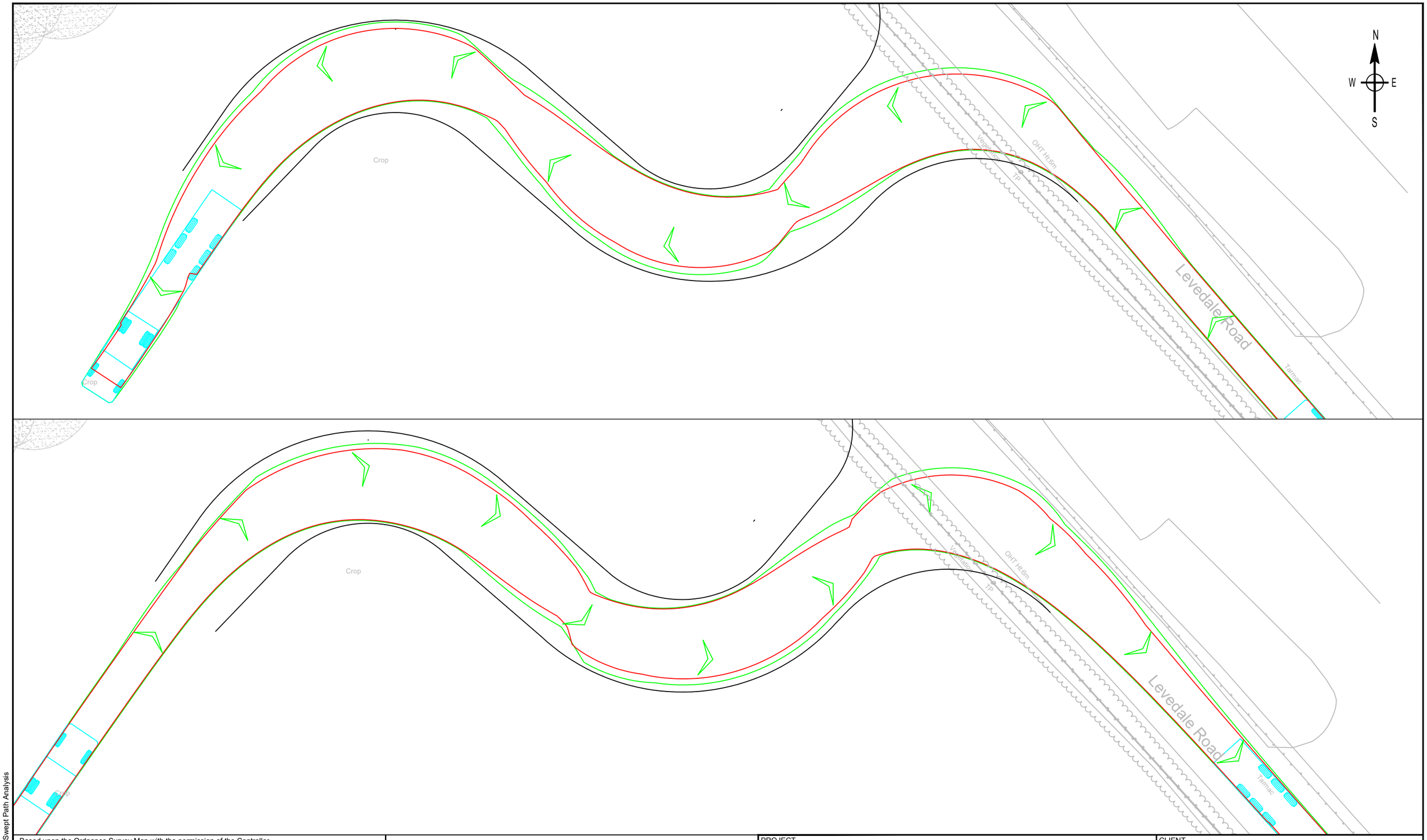
Appendix D Swept Path Analysis – 16.5m Articulated Vehicle



10mm 0 -10mm

CAD FILE NAME : ST5050-2PD-003 Site Access Swept Path Analysis

REV		DR	CH	AP	DATE
A	Transferred to topographical base	BL	DB	DB	14.12.22

PROJECT
Battery Storage, Levedale Road, Penkridge

CLIENT
Anglo Renewables Limited

DRAWING TITLE
Proposed Site Access
16.5m Articulated Vehicle Swept Path Analysis

SUSTAINABLE DEVELOPMENT AND DELIVERY
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DRAWN BY	CHECKED BY	APPROVED BY	DATE	SCALES @ A3 SIZE	ISSUE STATUS
BL	DB	DB	17.10.22	1:250	PLANNING

DRAWING NUMBER: ST5050-2PD-003
REV.: A

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