



FORMER COLT INTERNATIONAL, HAVANT

RESERVED MATTERS TRANSPORT ASSESSMENT

November 2019

Drew Smith Ltd

**RESIDENTIAL DEVELOPMENT
FORMER COLT INTERNATIONAL
HAVANT**

RESERVED MATTERS TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	11.11.19	JL	Finalised Site Layout	MS	MS

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**RESIDENTIAL DEVELOPMENT
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1. INTRODUCTION

- 1.1 This Reserved Matters Transport Assessment (RMTA) has been prepared by Paul Basham Associates on behalf of Drew Smith Ltd in order to support a Reserved Matters planning application and discharge conditions relating to highways for a residential development comprising 95 dwellings at the Former Colt International Site, Havant.
- 1.2 The Reserved Matters planning application site covers approximately 2.28 hectares is located approximately 2km north of Havant Town Centre. The site location is identified in red within **Figure 1** which also outlines the employment development area in blue which is addressed within site history.



Figure 1: Site Location (Source: OS Election Maps)

Site History

- 1.3 The proposed development site was subject to an outline application with all matters reserved for a: *'mixed use development comprising up to 100 new homes, including up to 40% affordable, 2860 sqm of employment floorspace and improved access onto New Lane and Martin Road. On-site parking for residential and employment uses. Landscaping to be provided, including acoustic bund to rear of employment units and naturalisation of existing watercourse'* (planning application reference: APP/18/00244) which was submitted in February 2018 and granted outline permission in January 2019 subject to planning conditions.

- 1.4 To support the outline planning application a Transport Assessment and Framework Travel Plan were prepared by WYG. Supplementary documents were provided to respond to comments from Hampshire County Council (HCC) including updated plans. As part of the outline planning permission, the following principles and parameters were approved and are therefore not further addressed within this RMTA:
- Relevant planning policy
 - Site accessibility
 - Trip generation and trip distribution
 - Junction capacity modelling and highway network assessment
- 1.5 This RMTA is to support the Reserved Matters planning application for the residential development only.
- 1.6 The scope of this RMTA has been informed by highway related planning conditions referenced within the Decision Notice for application reference: APP/18/00244, dated 30th January 2019:
- Details on the proposed site vehicular access with General Arrangement drawing (Condition 15); and
 - Details of pedestrian and cycle routes with General Arrangement drawing (Condition 16)
- 1.7 This RMTA therefore focuses on the implications of the detailed site layout, access and highway related conditions and considers:
- Confirm local pedestrian and cycle routes;
 - Proposed accommodation schedule;
 - Access arrangements;
 - Parking provision against local standards;
 - Internal layout design including assessing servicing arrangements, emergency vehicle tracking and internal visibility;
 - Planning Conditions and Section 106 Obligations; and
 - Summary and Conclusions.

2. SITE ACCESSIBILITY

- 2.1 The location of the development was considered acceptable through the outline planning application and therefore this RMTA will not provide a full review of site accessibility and will instead update information where necessary.

Public Rights of Way

- 2.2 Within the vicinity of the proposed development are a number of Public Rights of Way (PRoW) routes, enabling safe pedestrian and cyclist movement and connecting the site to the wider area. Local cycleways run along the northern (Bartons Road) and eastern (New Lane) site borders and connect the site to National Cycle Network route 22 which runs along Petersfield Road to the west, as demonstrated in **Figure 2**.

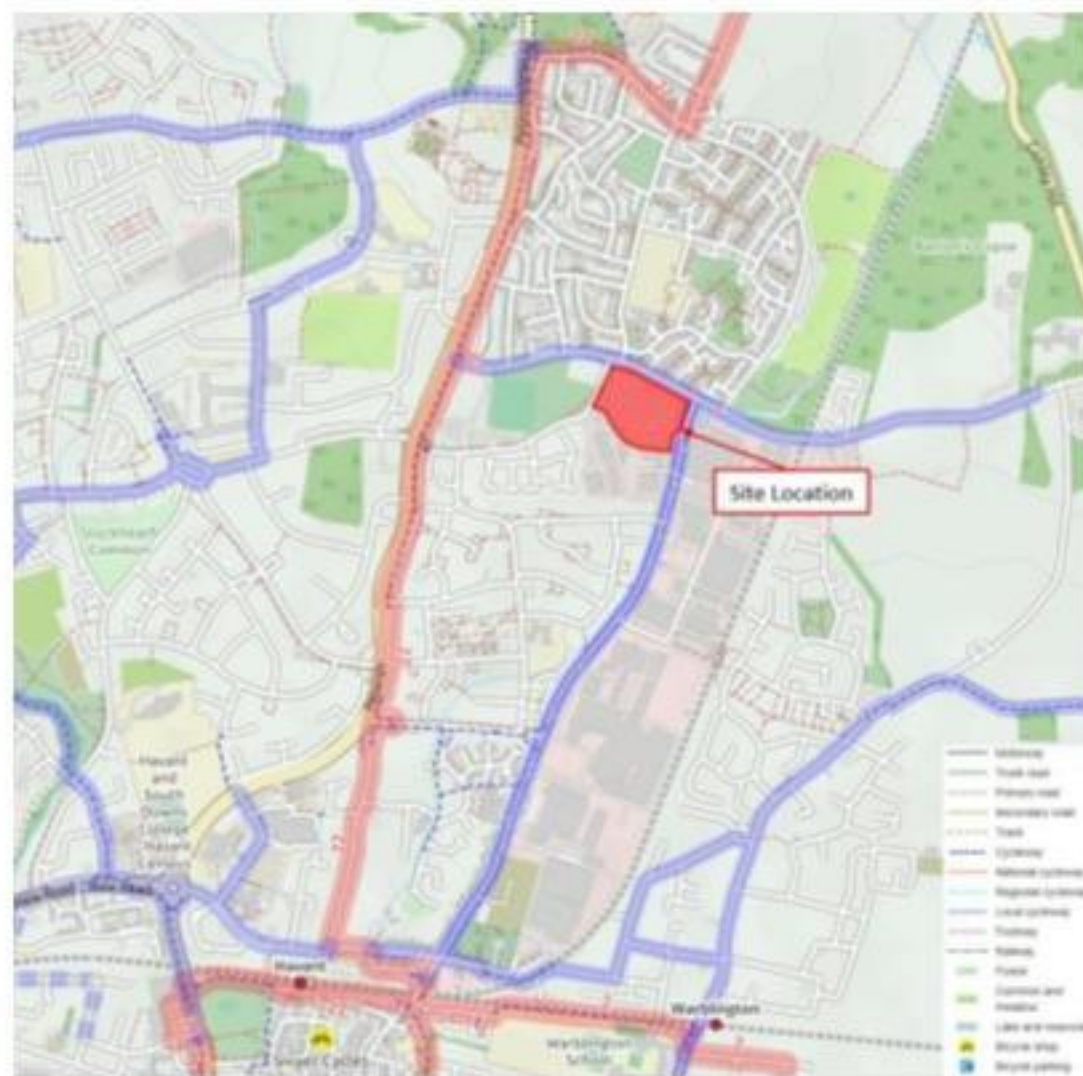


Figure 2: Public Rights of Way: (Source: OpenStreetMap)

Personal Injury Accident Data

- 2.3 Personal Injury Accident (PIA) data has been assessed to establish the existing safety conditions on the local highway network. Analysis of PIA data included in the Transport Assessment (TA) submitted at the outline application stage detailed that 9 'slight' and 4 'serious' incidents occurred between 1st January 2011 and 31st December 2016 however, an updated analysis of PIA data between 1st January 2013 and 31st December 2018 indicates that 5 'slight' and 4 'serious' incidents were reported within vicinity of the proposed development site, as demonstrated in **Figure 3**.

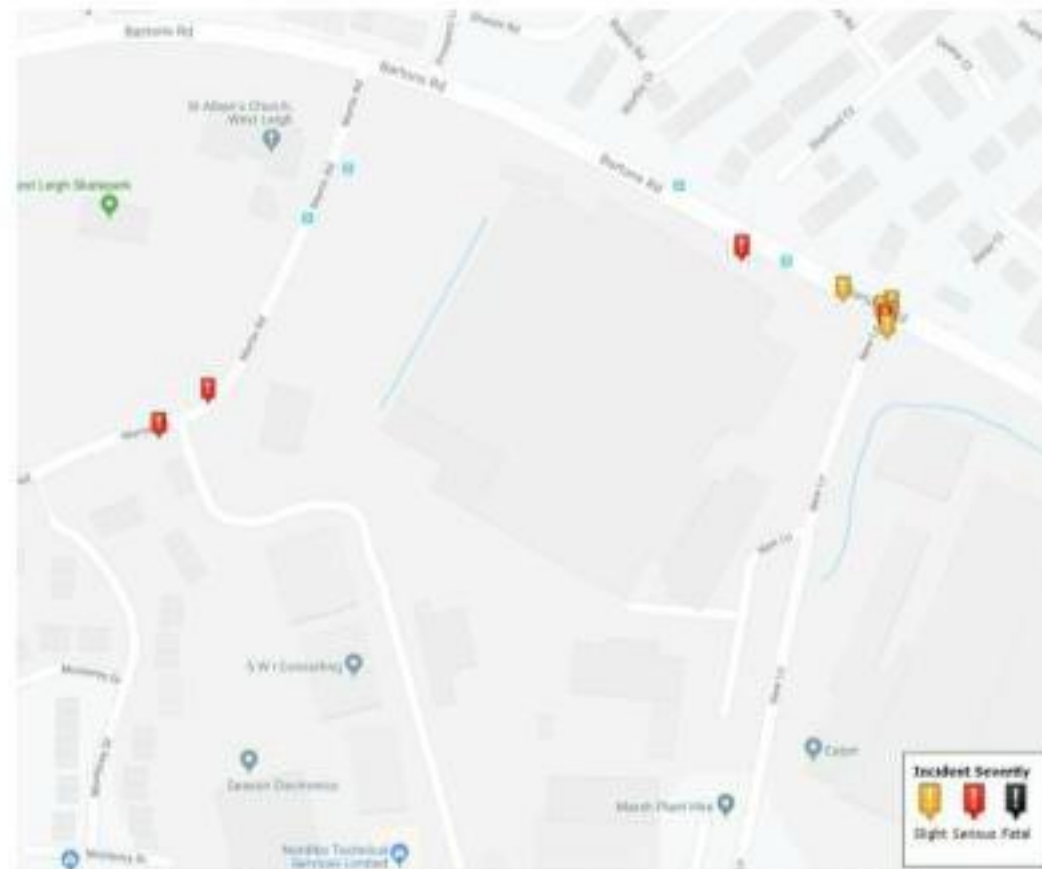


Figure 3: Personal Injury Accident Data: (Source: CrashMap)

- 2.4 Furthermore, it should be noted that only 1 'serious' incident occurred within the past 3 years (1st January 2016 and 31st December 2018), with the 8 other incidents occurring between 1st January 2013 and 31st December 2015, suggesting safety on the local highway network has been improved within the vicinity of the proposed development site.
- 2.5 Hampshire County Council (HCC) Highways Development Planning team comments (June 2018) (reference: APP/18/00244) on PIA data presented in the TA state: *'In summary, the data presented within the TA indicates that it is unlikely that the development and associated traffic generated by the development will significantly worsen the existing highway safety of the surrounding highway network if the improvements to the walking and cycling infrastructure as described above are delivered'*.
- 2.6 'Sustainable Access Works' in the form of pedestrian and cycle infrastructure improvements which are detailed in **Section 4**, fulfil HCC's requirements and aid safe pedestrian and cycle movements within the vicinity of the site.

- 2.5 Hampshire County Council (HCC) Highways Development Planning team comments (June 2018) (reference: APP/18/00244) on PIA data presented in the TA state: *'In summary, the data presented within the TA indicates that it is unlikely that the development and associated traffic generated by the development will significantly worsen the existing highway safety of the surrounding highway network if the improvements to the walking and cycling infrastructure as described above are delivered'*.

- 2.6 'Sustainable Access Works' in the form of pedestrian and cycle infrastructure improvements which are detailed in **Section 4**, fulfil HCC's requirements and aid safe pedestrian and cycle movements within the vicinity of the site.

3. PROPOSED DEVELOPMENT

- 3.1 Outline planning consent was granted for up to 100 homes whilst the proposed development would comprise 95 dwellings. A summary of the accommodation schedule is provided within **Table 1**, whilst the proposed development site layout is included as **Appendix A**.

Unit Type	Total Unit Numbers
1 Bed Flat	2
2 Bed Flat	30
2 Bed House	21
3 Bed House	37
4 Bed House	5
Total	95

Table 1: Proposed Development Accommodation Schedule

Access Arrangements

- 3.2 The access point would be of a bellmouth arrangement onto Martin Road with 6m corner radii and a 6m wide access road. The access dimensions would allow two vehicles to pass when concurrently turning in and out of the access and would allow large service vehicles (such as a refuse vehicle) to safely enter the site. The access would be constructed to Hampshire County Council adoptable standards. The access design is attached as **Appendix B**, with a visibility splay assessment included within **Appendix C** and tracking of the access in **Appendices E and F**.
- 3.3 A visibility splay assessment has been completed to the 30mph speed limit of Martins Road which equates to splays of 2.4m x 43m in both the primary and secondary directions. These are shown as achievable to the nearside kerb in **Appendix C**.
- 3.4 The access would also be flanked by a 3m wide footway cycleway to the north of the access road which would tie into the existing footway flanking the eastern side of Martin Road. A dropped kerb tactile paving crossing point would be provided at the access to aid movements along Martin Road.
- 3.5 An internal 3m wide footway/cycleway is also proposed which traverses through the site west to east from the site access and crosses into an area of open space which eventually connects onto New Lane. This internal footway cycleway is a requirement of Condition 16 (iii) for a pedestrian/cycle route between Martin Road and New Lane and is demonstrated within **Appendix A**.
- 3.6 Two separate pedestrian accesses are also proposed onto Bartons Road increasing permeability of the site. The eastern pedestrian access provides a connection in the vicinity of the Bartons Road Bus Shelter as identified in the outline planning application and Condition 16 (i) of the Decision Notice. These are outlined on the proposed site layout attached as **Appendix A**.

Internal Road and Layout

- 3.7 The internal carriageways have been designed to a minimum width of 4.8m for the majority, however, pinch points have been introduced in some locations to help lower vehicle speeds and create a safe and attractive pedestrian area. Where pinch points are introduced the carriageway narrows to 4.1m which still allows two cars to pass.
- 3.8 Where possible, the majority of internal roads are flanked with a 1.8m wide footway on at least one side of the carriageway. A number of internal roads are also proposed as shared surface arrangements with widths of 6.0m in line with Manual for Streets (MfS) standards. In addition, a 3m wide footway/cycleway traverses the site east to west from Martin Road to New Lane as referenced in paragraph 3.5.
- 3.9 The internal roads have been designed to accommodate the occasional Heavy Goods Vehicle (HGV's), such as refuse vehicles/emergency service/home food delivery etc. and could accommodate the occasional on-street visitor parking.
- 3.10 In accordance with MfS design guidelines, all carriageway bends within the residential development and internal road junctions would achieve the required inter-visibility for vehicles travelling up to 15mph and 20mph respectively within the site, supported by planting maintained below 600mm in height (See **Appendix C**). Whilst there are some instances of parking spaces being within a visibility splay this is not considered a permanent obstacle and should therefore not present any highway safety concerns. This is supported by Manual for Streets guidance which states that 'parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice' (Para 7.8.5). MfS also states that in 'some circumstance, where speeds are low, some encroachment may be acceptable (Para 7.8.5). Given that the scheme has been carefully designed to encourage low speeds, it is considered that the instances where parking does occur in a visibility splay should not cause any highway safety concerns.
- 3.11 Visibility has also been demonstrated at the footway/cycleway crossing internal to the site at 1.5m x 25m. These splays are again demonstrated in **Appendix C**.

Car Parking Provision

- 3.12 The Havant Borough Council Residential Parking SPD (July 2016) details the requirements for residential car parking for the proposed development. The standards for allocated and unallocated parking are set out in **Table 2** and **3** respectively.

C3 Dwelling Houses - Vehicle Parking	
Size of Dwelling	Minimum Car Parking Requirement
1 Bed Unit	1 space
2 Bed Unit	2 spaces
3 Bed Unit	2 spaces
4+ Bed Unit	3 spaces

Table 2: HBC Allocated Car Parking Standards

C3 Dwelling Houses – Shared/ Communal Parking (unallocated)	
Size of Dwelling	Minimum Car Parking Requirement
1 Bed Unit	0.9 spaces
2 Bed Unit	1.3 spaces
3 Bed Unit	1.9 spaces
4+ Bed Unit	2.4 spaces

Table 3: HBC Unallocated Car Parking Standards

- 3.13 In addition to providing allocated and unallocated resident spaces, an additional 20% of unallocated parking for visitors should be accommodated on site, however, it is accepted that where a proportion of the parking is provided as unallocated spaces fewer visitor spaces could be provided.
- 3.14 The proposed development provides a total of 173 spaces split between allocated, unallocated and visitor parking spaces. A total of 19 visitor spaces are proposed, which accords with 0.2 spaces per unit.
- 3.15 In accordance with Manual for Streets design guidelines, all on-site car parking space dimensions are 4.8m x 2.4m. The on-site parking arrangement allows spaces to be utilised without excessive reversing distances or multiple point turns when leaving the parking spaces (See **Appendix D**).

Cycle Parking/ Storage Provision

- 3.16 Each dwelling would be provided with cycle parking in line with Havant Borough Council's Residential Parking SPD (July 2016). Depending on the type of dwelling cycle storage would be provided either in communal cycle store for the two blocks of flats and in sheds or garages for houses. HBC's cycle parking provision requirements are detailed in **Table 4**.

C3 Dwelling Houses - Cycle Parking/ Storage Provision			
Size of Dwelling	Number of Units	Long Stay	Required Long Stay Provision
1 Bed Unit	2	1 space per unit	2
2 Bed Unit	51	2 spaces per unit	102
3 Bed Unit	37	2 spaces per unit	74
4+ Bed Unit	5	2 spaces per unit	10
Total	95	N/A	188

Table 4: HBC Cycle Parking Standards

- 3.17 The development would provide cycle parking in accordance with these standards. The standards also outline the need for visitor cycle parking to be provided at 20% of the long-term cycle parking. To accommodate this, 20 Sheffield stands are proposed for visitor cycle parking which equates to 40 spaces, thus meeting the 20% allocation. In addition, it is considered that visitors could also be accommodated on each plot in garages or sheds.

Servicing Arrangements

- 3.18 In keeping with MfS (paragraph 6.8.9) no resident would be required to carry their bins greater than 30m to a collection point or kerb edge, and the refuse vehicle would be able to get within 25m of each property or collection point. Refuse vehicle tracking is demonstrated within **Appendix E**, with bin collection points identified on the site layout (**Appendix A**).

- 3.19 Fire tender access to all dwellings can be achieved within 45m of the highway and would not require emergency vehicles to reverse more than 20m, in line with Building Regulation requirements (See **Appendix F**).

Extent of Adoption

- 3.20 All internal site roads are to remain private.

Offset Highway Works

- 3.21 As part of the outline planning application, pedestrian and cyclist improvement works were required to improve pedestrian connectivity between New Road and Martins Road. These are discussed within **Chapter 4**.
- 3.22 A 3m wide footway cycleway is proposed from the access to the employment development on the western side of New Lane, along the southern side of Bartons Road and to an upgraded and extended pedestrian refuge island at the Martin Road/Bartons Road. In addition, an upgraded crossing point is proposed at the New Lane/Bartons Road junction and a new pedestrian/cycle crossing across Bartons Road, circa 42m east of the Prospect Lane/Bartons Road junction. All crossing points are equipped with dropped kerbs, tactile paving and refuge islands. Visibility splays have been assessed for each crossing location with splays demonstrated to 1.5m x 43m. These works are demonstrated in **Appendix B**.

4. PLANNING CONDITIONS AND SECTION 106 OBLIGATIONS

4.1 As part of the outline planning permission the Decision Notice includes the following conditions which are related to highway matters:

- Condition 15: *'The vehicular access points for the site shall be provided in the vicinity of the existing access points serving the site with full details of final design, form and operation provided as part of the reserved matters planning application'.*

The Martin Road access for the residential development utilises the existing access point for the existing land use, however, will be upgraded to accommodate the proposed development's access requirements. The general arrangement drawing for the proposed residential access is attached as **Appendix B** whilst the visibility splays from the proposed access are attached **Appendix C** and tracking of the access included as **Appendix E** and **F**. These drawings therefore demonstrate the design, form and operation of the access to discharge this condition.

- Condition 16: *'The details to be submitted in respect of the access reserved matters shall make provision for:*

(i) *An additional pedestrian route to Bartons Road linking to a position in the vicinity of the Bartons Road Bus shelter (shown on drawing No. A090070-182(ST1)31 Rev A);*

This is evident in **Appendix A** which details the alignment of the pedestrian connection.

(ii) *The pedestrian / cycle route to Bartons Road shown indicatively on drawing No. A090070-182(ST1)31 Rev A;*

A 3m footway/cycleway connection along the southern side of Bartons Road has been demonstrated in **Appendix B**. This connects from the employment site access on New Lane, along Bartons Road and crosses Martin Road.

(iii) *The pedestrian / cycle route between Martin Road and New Lane*

This 3m wide footway/cycleway route is demonstrated in **Appendix A** and traverses through the site west to east through the site access, flanks the northern carriageway of the site access road and crosses into the area of open space before connecting onto New Lane.

The routes shall be provided in accordance with the approved details prior to first occupation of any of the dwellings hereby approved unless otherwise agreed by the Local Planning Authority.'

4.2 The Section 106 outlines 'Sustainable Access Works' which is clarified to mean 'the highway works on the Residential Land comprising of:

- a) *A new pedestrian/cyclists refuge island on Bartons Road;*
- b) *A new 3 metres shared use footway/cycleway from the eastern site access to Martin Road; and*
- c) *Uncontrolled crossing facilities on New Lane and Martin Road*

As shown in principle on drawing number A090070-182-SK04 Rev B, annexed at Appendix 5 to this agreement'.

These works are demonstrated in **Appendix B**.

4.3 'Schedule 6: Miscellaneous Covenants' also includes reference to 'Sustainable Access Works' which details the following :

- 1) *Prior to commencement of Development on the Residential Land to enter into a Highways Agreement with the County Council for the Sustainable Access Works;*
- 2) *Not to Commence or permit the Development on the Residential Land until the Owner has entered into a Highways Agreement with the County Council for the Sustainable Access Works;*
- 3) *That it shall carry out and complete the Sustainable Access Works in accordance with the Highways Agreements; and*
- 4) *Not to Occupy or permit Occupation of any Dwelling on the Residential Land until the Sustainable Access Works have been completed in accordance with the Highways Agreement.*

4.4 The proposed pedestrian and cycle infrastructure improvements, as detailed in 'Appendix 5 – Sustainable Access Works: drawing no. A090070-182-SK04' of the Section 106 agreement (reference: APP/18/00244) include:

- Upgraded 3.0m wide shared use cycle/footway flanking the southern side of Bartons Road and western side of New Lane, tying into New Lane employment site access;
- Extended refuge island at junction of Martin Road/Bartons Road;
- New pedestrian/cycle refuge island on Bartons Road located circa 42m from junction of Prospect Lane/Bartons Road with refuge island width of 2m and thus accommodated in existing hatching for right turn lane at Martin Road/Bartons Road junction;
- New kerblines for 3.0m shared use cycle/footway;
- Lighting column to be relocated at New Lane refuge island;
- New shared use cycle/footway at the New Lane/Bartons Road priority T-junction to tie into agreed works along Bartons Road with tactile paving to avoid service cover; and
- 'Shared pedal cycle and pedestrian route' (TSRGD 956) and directional signage.

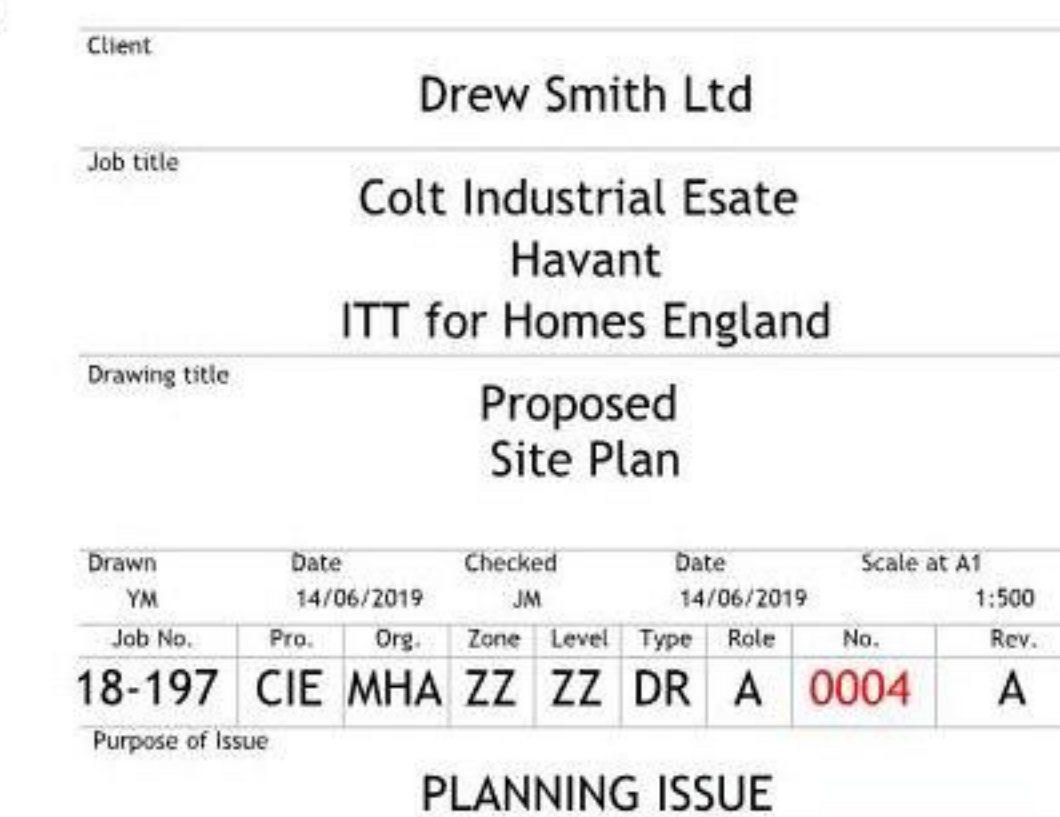
5. SUMMARY AND CONCLUSIONS

- 5.1 This Reserved Matters Transport Assessment has been prepared by Paul Basham Associates on behalf of Drew Smith Ltd in order to support a Reserved Matters planning application and discharge conditions relating to highways for a residential development comprising 95 dwellings at the Former Colt International Site, Havant.
- 5.2 This Reserved Matters Transport Assessment reviews the outstanding highways details of the proposed development not already approved at the outline application stage (APP/18/00244).
- 5.3 The proposed site layout has been reviewed with respect to:
- Access arrangements;
 - Internal road and layout;
 - Car and cycle parking provision;
 - Refuse strategy;
 - Emergency services strategy;
 - Car parking strategy;
 - Internal junction visibility splays and forward visibility; and
 - Offset highway works.
- 5.4 Whilst an outline planning permission was secured in January 2019 all matters were reserved. As part of this RMTA access has been considered which also supports the discharge of condition 15 of the Decision Notice associated with planning application APP/18/00244. The access would be of a bellmouth arrangement 6m wide supported by 6m corner radii. A 3m wide footway/cycleway would also flank the northern carriageway of the access road and connect onto Martins Road. The access design has been subject to swept path analysis and a visibility splay assessment to ensure it is appropriate for the end use.
- 5.5 The internal roads and layout have been designed in accordance with MfS principles. Where possible footways are provided on at least one side of the carriageway and shared surfaces are also provided which are approximately 6m wide to accommodate multi-modal users.
- 5.6 Proposed car parking and cycle storage provision has been designed with consideration given to Havant Borough Council Residential Parking SPD (July 2016), ensuring appropriate, convenient and secure parking levels and locations are achieved.

- 5.7 The proposed development would be serviced on site allowing refuse vehicles to manoeuvre around the site. Where necessary, bin collection points are provided to ensure waste collection personnel do not need to traverse more than 25m, whilst also being within 30m of each residential dwellings. A fire tender is able to get within 45m of all dwelling entrances in accordance with Building Regulations Part M.
- 5.8 Through the outline planning permission offsite highway works were secured through the Decision Notice and Section 106 agreement. This work includes the provision of the 3m wide footway/cycleway extending from the proposed employment access on New Lane, along Bartons Road and across the junction of Martin Road/Bartons Road. In addition, an additional pedestrian route is required to connect the site to Bartons Road which is provided in a location close to the existing bus stop as well as a pedestrian/cycle route which is provided through the site to connect Martin Road and New Lane.
- 5.9 Paul Basham Associates would therefore encourage Havant Borough Council to look favourably upon this Reserved Matters Application from a highway's perspective as well as support the discharge of Conditions 15 and 16 of the Decision Notice for application reference APP/18/00244 dated 30th January 2019.

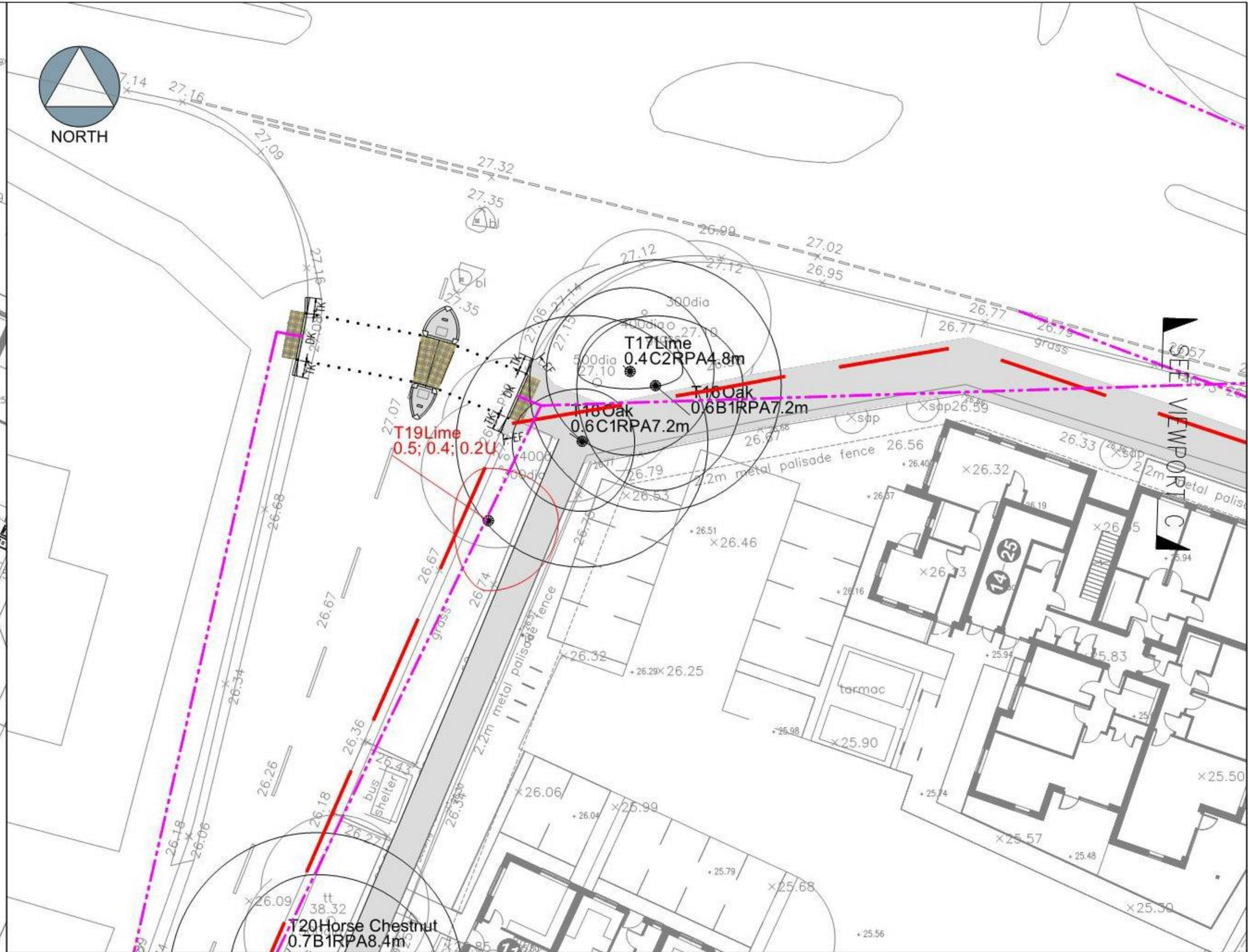


Client Approval						
X	A - Approved					
X	B - Approved with comments					
X	C - Do not use					
Rev.	Revision Note/Purpose of Issue	Drw By	Date	Chk By	Date	

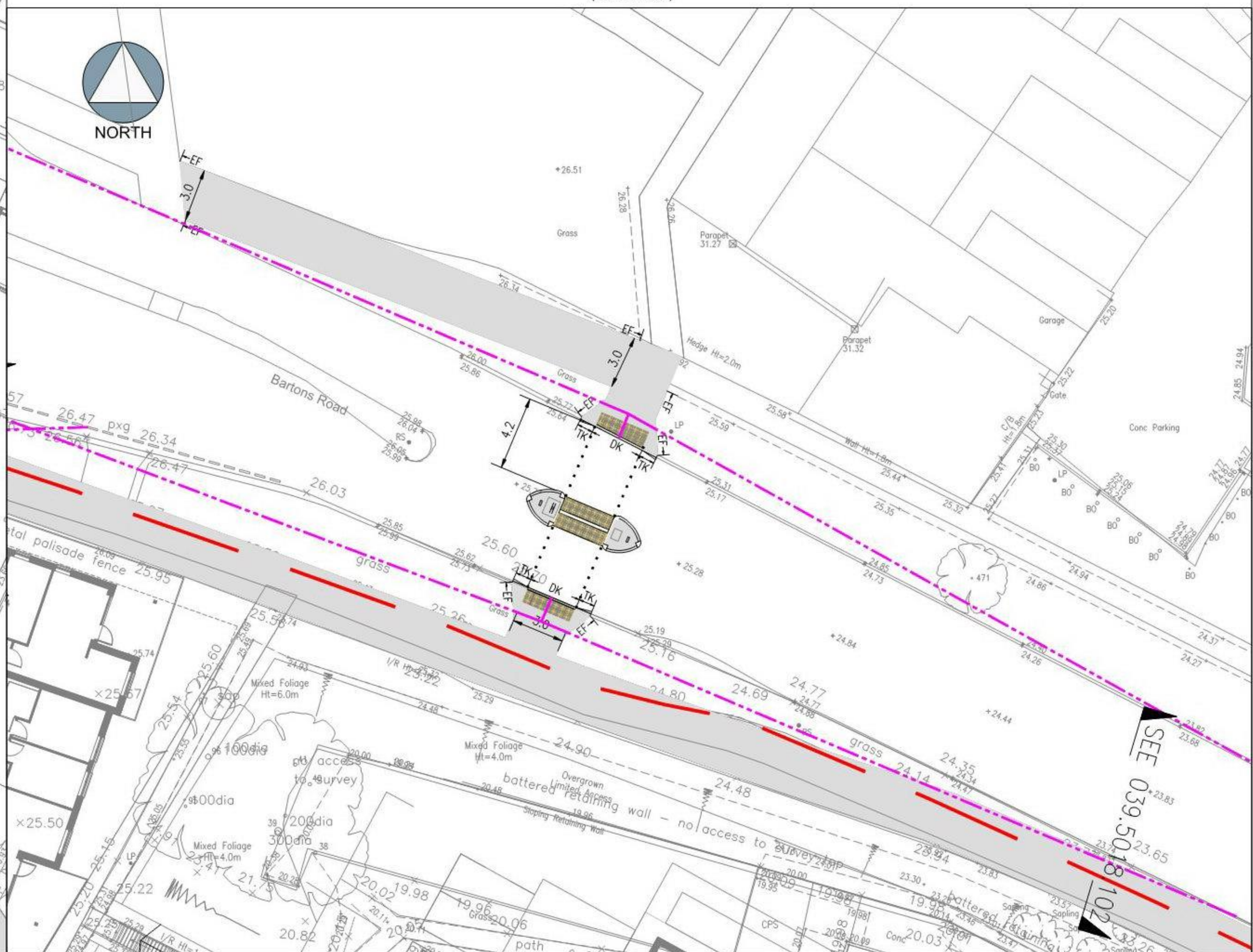




VIEWPORT A
(SCALE 1:200)



VIEWPORT B
(SCALE 1:200)



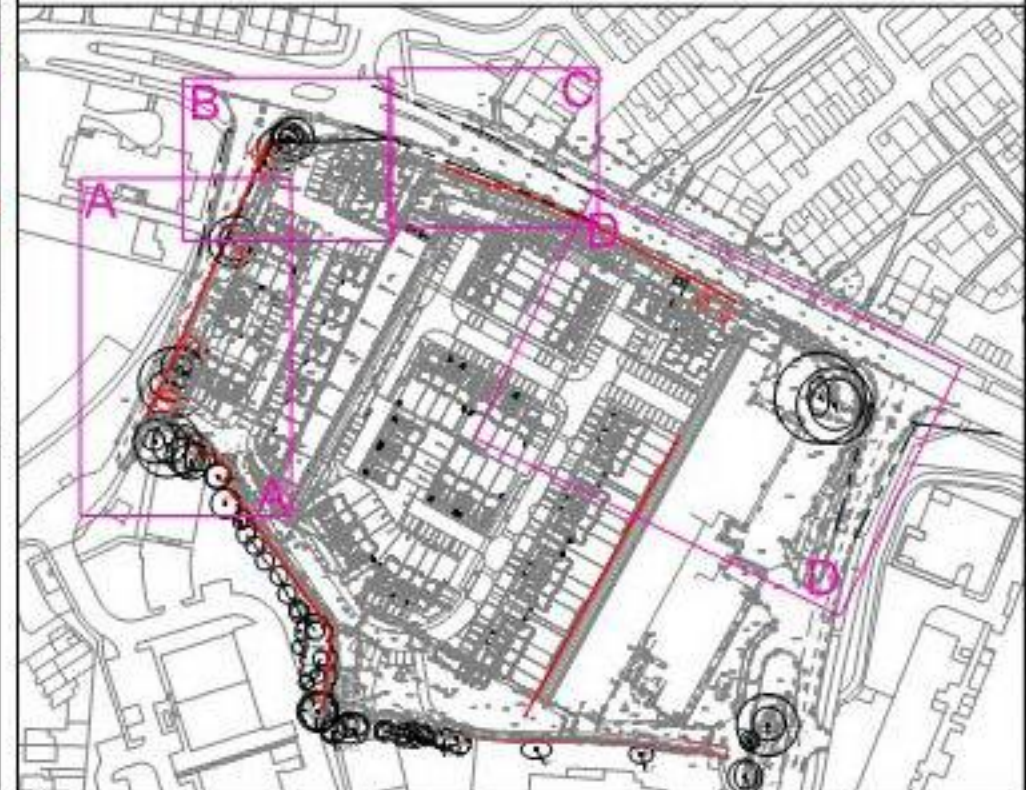
VIEWPORT C
(SCALE 1:200)

1:200 0m 10m

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LEGEND:

- HB 125 x 255 HB PRECAST CONCRETE KERB (125mm UPSTAND)
- BN 125 x 150 BN PRECAST CONCRETE KERB (25mm UPSTAND)
- DK 125 x 150 BN PRECAST CONCRETE KERB (FLUSH)
- EF 150 x 50 PRECAST CONCRETE EDGING EF
- TK 125 x 150 BN PRECAST CONCRETE DROPPER KERB
- PROPOSED LEVELS
- CAMBER / CROSS FALL DIRECTION
- FLEXIBLE CARRIAGEWAY CONSTRUCTION
45mm THK. SURFACE COURSE CL.911 HRA 55/14 F surf
40/60 des7kn ON.
65mm THK. BINDER COURSE CL. 906 AC20 DENSE BIN
40/60 PEN. ON.
100mm THK. BASE COURSE CL. 906 AC32 DENSE BASE
40/60 PEN. ON.
150mm THK. SUB-BASE CL. 803 TYPE 1, ON.
600mm THK. CAPPING CL. 803 TYPE 1 (SUBJECT TO ON-SITE CBR TESTS).
- FLEXIBLE FOOTWAY CONSTRUCTION (HCC TYPE 1B)
20mm THK. SURFACE COURSE CL.909 AC6 DENSE SURF.
100/150 ON.
45mm THK. BINDER COURSE AC20 DENSE BIN. 100/150 ON.
100mm THK. SUB-BASE CL.803 TYPE 1
- PROPOSED VERGE
- PROPOSED TACTILE PAVING
- PROPOSED VISIBILITY SPLAY
- APPLICATION SITE BOUNDARY
- PEDESTRIAN AND CYCLIST CROSSING
VISIBILITY SPLAYS 1.5M X 4.3M

PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Rev	Description	Date	By	Chkd
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Client
DREW SMITH LIMITED

Project Name
**FORMER COLT INTERNATIONAL
HAVANT**

Title
**OFF-SITE HIGHWAY PROPOSALS
SHEET 1 OF 2**

Project Phase			
PRELIMINARY			
Checked By	Checked Date	Drawn By	Drawn Date
AJS	12.11.19	COH	11.11.19
Client Drawing No.		Scale	
		1:200	(AT A1 SIZE)
PBA Drawing No.		Revision	
039.5018.101		-	

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- TK 125 x 150 BN PRECAST CONCRETE DROPPER KERB
- 125.00 PROPOSED LEVELS
- 1:40 CAMBER / CROSS FALL DIRECTION
- FLEXIBLE CARRIAGEWAY CONSTRUCTION**
45mm THK. SURFACE COURSE CL.911 HRA 55/14 F surf
40/60 des7m ON,
65mm THK. BINDER COURSE CL. 906 AC20 DENSE BIN
40/60 PEN. ON,
100mm THK. BASE COURSE CL. 906 AC32 DENSE BASE
40/60 PEN. ON,
150mm THK. SUB-BASE CL. 803 TYPE 1, ON,
600mm THK. CAPPING CL. 803 TYPE 1 (SUBJECT TO ON-SITE CBR TESTS).
- FLEXIBLE FOOTWAY CONSTRUCTION (HCC TYPE 1B)**
20mm THK. SURFACE COURSE CL.909 AC6 DENSE SURF.
100/150 ON,
45mm THK. BINDER COURSE AC20 DENSE BIN. 100/150 ON,
100mm THK. SUB-BASE CL.803 TYPE 1
- PROPOSED VERGE
- PROPOSED TACTILE PAVING
- PROPOSED VISIBILITY SPY
- APPLICATION SITE BOUNDARY
- PEDESTRIAN AND CYCLIST CROSSING
VISIBILITY SPY 1.5M X 4.3M

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	Chkd
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paul basham
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Client

DREW SMITH LIMITED

Project Name
FORMER COLT INTERNATIONAL
HAVANT

Title
OFF-SITE HIGHWAY PROPOSALS
SHEET 2 OF 2

Project Phase

PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
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AJS	12.11.19	COH	11.11.19
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Client Drawing No.	Scale	(AT A1 SIZE)
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PBA Drawing No.	Revision
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039.5018.102	-
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VIEWPORT D
(SCALE 1:200)

1:200 0m 10m