



**CONSTRUCTION TRAFFIC
MANAGEMENT PLAN
PROPOSED BATTERY ENERGY
STORAGE SITE, BENTGATE
STREET, ROCHDALE
ROOT POWER (NORTH) LTD.**

SEPTEMBER 2024

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1. INTRODUCTION

- 1.1 TPS Transport Consultants Ltd. (TPS) have been commissioned by Root Power (North) Ltd. ('the Applicant') to prepare a Construction Traffic Management Plan (CTMP) in relation to the proposals for a 30MW Battery Energy Storage System (BESS) Facility ('the Proposed Development') on land at Bentgate Street, Rochdale ('the Site').
- 1.2 This CTMP sets out the anticipated measures to be taken during the construction phase to minimise the impact of construction traffic on road safety and the environment, and to minimise disruption to the local community. This CTMP should be read alongside the Transport Statement (TS) which provides the background for the measures set out, herein.
- 1.3 This CTMP is a 'live' document that will be updated and finalised once an Engineering, Procurement, and Construction (EPC) contractor has been appointed for the implementation of the Proposed Development.

SITE CONTEXT

- 1.4 The site is currently made up of agricultural land and is located to the north of Bentgate Street, approximately 4.5km south of Rochdale town centre. The site is bound by grassland to the east and west, the M62 to the north. Access to the site will be taken from an access track, which diverts north, forming the minor arm of a priority T-junction with Bentgate Street.
- 1.5 The development proposals are for the erection of a 30MW BESS facility, and associated infrastructure. The access from Bentgate Street will be improved as part of the proposals, to facilitate access by HGVs during the construction phase of the development
- 1.6 The Site location is illustrated in **Figure 1.1** overleaf, whilst a proposed site layout plan is provided at **Appendix A**.

Figure 1.1: Indicative Site Location



(Source: Google Maps)

DEVELOPMENT PROPOSALS

- 1.7 The Proposed Development is a 30MW BESS facility on land to the north of Bentgate Street and will primarily consist of:
- Battery Energy Storage containers;
 - Power Conversion System (PCS) units;
 - DNO and Customer Substation Buildings and Point of Connection (POC) infrastructure for grid connection;
 - Access tracks;
 - Security measures (including fencing and CCTV);
 - Underground cabling; and
 - Landscaping and biodiversity enhancements.
- 1.8 It is envisaged that the construction period will last between 6-9 months, with up to 25 staff working on site at peak construction. The Site is to take access from Bentgate Street, which is to be improved as part of the proposals.
- 1.9 Working hours at the Site are expected to be 07:00-19:00 Monday-Friday and 08:00-13:00 on a Saturday during the construction phase. There will be no construction work on Sundays or public holidays. Extended construction hours will allow the contractor to avoid HGVs and

staff travelling to/from the Site during the expected peak hours of the local highway network and during hours of school drop-off and pick-up.

- 1.10 Once the Proposed Development is built and operational, the BESS facility will not generate daily vehicle movements. Indeed, the upkeep and maintenance of the BESS facility will be minimal, requiring up to one maintenance vehicle to access the Site per month. This will be a van, car, or 4 x 4 type vehicle.
- 1.11 This CTMP has been prepared to support the planning application for the development proposals and it is recommended that the CTMP be updated as a pre-commencement requirement to be secured by planning condition.
- 1.12 An EPC contractor for the works has yet to be appointed. The Construction Site Manager (CSM) detail's will be added below, once an EPC has been appointed.

Phone Number: TBC

Contact Name: TBC

Email: TBC

- 1.13 The CSM will be responsible for undertaking co-ordination for the Site. Their main duties will include:
- a) Managing the implementation of the CTMP;
 - b) Scheduling deliveries to the Site;
 - c) Checking for road works scheduled that may affect the construction route, as well as for refuse collection to avoid conflict with construction vehicles;
 - d) Handling complaints received, if any;
 - e) To act as the point of contact between the employees and contractors;
 - f) Update the CTMP prior to commencement; and
 - g) Community engagement.

REPORT STRUCTURE

- 1.14 Following this introductory section:
- **Section 2** considers the construction programme and provides expected vehicle movements;
 - **Section 3** details the vehicle routing and site access;
 - **Section 4** summarises the strategies to reduce impacts;

- **Section 5** describes how the CTMP will be implemented, monitored and updated; and
- **Section 6** offers a summary.

2. CONSTRUCTION PROGRAMME

CONSTRUCTION PROGRAMME

- 2.1 An indicative programme of work has been put together and details the construction phases, together with their duration. This will be finalised on appointment of an EPC contractor. The timescales are dependent on the approval of this CTMP, as part of the planning application, and, therefore, are indicative only.
- 2.2 The construction phase is anticipated to be between 6-9 months depending on when the Proposed Development is commenced and factors like weather and DNO scheduling requirements. Should the construction phase take longer the same amount of work will be required, with associated traffic less intensive than on a 6-month programme. An outline of the proposed construction phasing is provided in **Table 2.1**

Table 2.1: Indicative Construction Programme

Construction Phase	Duration
Site Enabling Works - Including establishing/improving access to Bentgate Street, ground clearance, implementation of environmental protection measures, establishment of a temporary construction compound	3 weeks
Installation of Perimeter Fencing, and implementation of Access Tracks	4 weeks
Construction of the primary BESS and PCS facility	2 months
Construction of Substation Buildings and POC infrastructure	1 month
Installation of cabling, security measures, and drainage (SuDS)	1 month
Testing and Commissioning	2 weeks

- 2.3 These principal operations may occur concurrently after the completion of enabling works and in advance of grid commissioning. Landscaping that can occur concurrently will be implemented during construction. Otherwise it will be provided by specialist contractors in the appropriate planting season in accordance with a Landscape Environmental Management Plan (LEMP).

DURING CONSTRUCTION

- 2.4 A temporary construction compound and HGV turning area will be provided and will remain for the duration of the construction period. It will be of a sufficient size to store materials for

the construction of the BESS facility, and for vehicles to park and turn around. All construction workers and delivery vehicles will park or offload in the temporary construction compound close to the access.

- 2.5 The compound will house temporary site office cabins and welfare facilities for contractors. The area will also be used for refuelling, tools, waste management, and materials storage. The temporary compound will be constructed using a geogrid base, or similar, to facilitate removal and reinstatement.
- 2.6 During construction the Site will be accessed daily by Light Goods Vehicles (LGVs) and Heavy Goods Vehicles (HGVs). **Table 2.2** below sets out the expected vehicles to require access to the Site over the construction period along with their expected function.

Table 2.2: Expected vehicle types

Vehicle	Vehicle Type	Function
10t tipper trucks	HGV	Delivery of aggregates and taking away excess material
12.5m rigid lorries	HGV	Transporting cable, fencing and other materials
16.5m articulated vehicles	HGV	For delivering plant required for earthworks and forming access road and internal tracks
Skip lorries	HGV	Taking away materials for recycling
Transit Vans or similar	LGV	Delivery of smaller materials and for transporting contractors
Cars/minibuses	LGV	Transporting contractors from accommodation

- 2.7 When the CTMP is updated, pre-construction, a final Construction Worker Travel Plan (CWTP) information will be incorporated once it is known whether the EPC can recruit locally, or where non-local teams will be staying and for how long.
- 2.8 It is envisaged that around 25 construction workers could be on site at any time during peak construction, although average numbers are likely to be lower, approximately 10 per day. Provision will be made to enable all vehicles to park on site to avoid obstruction to the operation of the public highway and this shall be strictly enforced. Prior to the commencement of construction the CWTP will be implemented and will include detail on the efforts to promote car sharing or cycling for any local workers. It is likely that the majority of construction workers will arrive/depart the Site in minibuses/crew cab LGVs. There will be

between 10-12 parking spaces in the compound area, although this will be reviewed once the level of staff has been finalised.

WASTE REMOVAL

- 2.9 Skip pick-up and drop-off will be required throughout the entire construction phase. It is not expected that waste will need to be collected on a daily basis, rather, it is likely that weekly collections will take place. A dedicated area for recycling and waste disposal will be provided within the temporary construction compound.

DELIVERY BOOKING SYSTEM

- 2.10 HGV deliveries will be made outside of the weekday AM and PM Peak hours (08:00 – 09:00 and 16:00 – 17:00). The booking system will aim to avoid HGV traffic during school-run hours in term time.
- 2.11 Deliveries will be coordinated by the CSM. On a weekly basis, the CSM will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers, the CSM will, as far as practicable, ensure that the deliveries are spread out across the week and across the day, to minimise any potential disruption.
- 2.12 The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the CSM to ensure that construction deliveries are managed in an efficient manner with minimal disruption and delays.
- 2.13 The temporary construction compound will be of sufficient size to provide an area for at least 2 HGVs to be on site at any time, to avoid HGVs leaving and entering at the same time. Hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that the delivery space and banksman (if required) are ready for their arrival on-site.
- 2.14 Where possible, sufficient time will be given between deliveries to allow for any delays, as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting.
- 2.15 The Applicant will provide banksman to assist with the manoeuvring of delivery vehicles throughout the Site and to provide security for any pedestrian users.

MAINTENANCE TRIP GENERATION

- 2.16 Once implemented the BESS facility will not be likely to generate any regular HGV vehicle trips. The operational Site will be visited by 1-2 car, van or 4x4 type vehicles a month, for technical or groundskeeping maintenance, although this is likely to reduce once landscape measures are securely established.
- 2.17 The Proposed Development will include at least one electric vehicle (EV) charging point, in a location to be agreed with NPG, to help support the transition to EV and minimise emissions associated with any operational Site visits.

3. VEHICLE ROUTING AND ACCESS

3.1 In order to minimise the impact on local residents, construction vehicles will be required to strictly adhere to specific routing to and from the Site as set out in this CTMP.

3.2 The Proposed Development is to take access from the southern boundary of the Site via an access track, off Bentgate Street. At the point where the Site will take access, Bentgate Street has an approximate width of 3.5m. The EPC and any associated deliveries will be instructed to follow a specific routing to/from the Site. This will include the following route:

- To the Site: **M62 (Junction 21) -> A6193 Sir Isaac Newton Way -> A640 Newhey Road -> Bentgate Street**
- From the Site: **Bentgate Street -> A640 Newhey Road -> A6193 Sir Isaac Newton Way -> M62 (Junction 21)**

3.3 **Figure 3.1** overleaf provides an overview of the most direct route to the Site from the M62 (Junction 21), where access can be gained to the SRN.

Figure 3.1: Vehicle Routing to the SRN



(Source: Google Earth)

- 3.4 LGV and HGV delivery vehicle accessing the Site will be informed of the above construction vehicle routing from the SRN, therefore, utilising a route which is capable of accommodating HGVs.
- 3.5 All drivers will be appropriately qualified for vehicle types and will be provided with a copy of a routing plan to ensure that they use the correct roads when driving to and from the Site. Drivers will be aware of other road users, including pedestrians and cyclists, particularly when undertaking turning movements at the Site. Such movements will be assisted by the use of qualified banksman.

LOADING

- 3.6 Loading / unloading will take place within the Site, with vehicles entering the Site from Bentgate Street, turning using the loop provided, and leaving in forward gear. No loading/unloading will take place from the adopted highway.
- 3.7 Whilst vehicles are undertaking turning manoeuvres into/out of the Site, a banksman will be present to assist with vehicle manoeuvres to ensure the safety of other road users.
- 3.8 It is not expected that any traffic management measures will be required in relation to the arrival/departure of vehicles to/from the Site. However, if any temporary traffic management is required this will be agreed with the Local Highway Authority.

CONTRACTOR PARKING

- 3.9 Contractor parking will take place within the temporary construction compound. Vehicles will enter the Site from Bentgate Street and sufficient space will be provided within the Site to allow for all contractors to park within the Site, avoiding the need to park on the highway.

4. STRATEGIES TO REDUCE IMPACTS

INTRODUCTION

- 4.1 This section of the CTMP explains the various measures which will be used to reduce the impact of the construction of this development.

Table 4.1: Strategies to Reduce Impacts

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries	x		
Vehicle choice	x		
Material procurement measures			
DfMA and offsite manufacture			x
Re-use of material on site			x
Smart procurement			x
Other measures			
Implement a staff travel plan	x		

SAFETY AND ENVIRONMENTAL STANDARDS AND PROGRAMMES

- 4.2 This CTMP recognises that all parties involved in construction activities take responsibility for health and safety beyond the Site boundary, as required.
- 4.3 The measures that are included in the CTMP demonstrate that the parties involved in pre, during, and post-construction activities are working together in collaborative corrective action. This prevents fatal or serious collisions between vehicles servicing construction projects and vulnerable road users, including pedestrians, cyclists and motorcyclists.
- 4.4 Such measures include the provision of sufficient road signage, crossover points, signing in/out procedures, pedestrian plan measures, promotion of sustainable travel, loading/unloading measures, traffic management, etc.

4.5 It is anticipated that trips to the Site will be undertaken by LGV and HGVs. The EPC will endeavour to ensure that, where practical, all vehicles used will be Freight Operator Recognition Scheme (FORS) registered and fitted with the latest Construction Logistics and Community Safety (CLOCS) initiatives for cycle safety. This would likely include measures such as:

- Side under-run protection;
- Blind-spot minimisation (Class V / VI mirrors, blind-spot cameras) and vehicle manoeuvring warnings;
- Close-proximity sensors and warning alarms; and
- Rear cyclist warning signs.

ADHERENCE TO DESIGNATED ROUTES

4.6 Within this CTMP there is commitment to ensure that the designated routes identified are adhered to and all Site traffic should keep to the designated routes. To support this a signage scheme will be designed for temporary construction signs to be approved by the Local Highway Authority outside the scope of planning.

DELIVERY SCHEDULING AND THE RE-TIMING FOR OUT OF PEAK HOUR DELIVERIES

4.7 Deliveries onto Site will be controlled and scheduled outside the expected peak hours of the LHN and outside of school drop-off/pick-up times. All deliveries will be scheduled in advance and given a specific delivery slot dependant on the load, to prevent vehicles from waiting on the highway network. Any deliveries missing their designated delivery window will be required to reschedule if they cannot be accommodated with the Site at that time.

4.8 To ensure that any deliveries can be received, a contact number will be made available so the client / main contractor can attend and supervise the delivery, if required. However, this is unlikely as most of the deliveries will be pre planned with the logistics providers ensuring that each vehicle can be managed to ensure there is no impact on the local highway network.

4.9 As stated earlier in this CTMP, the delivery schedule is dictated by the construction programme and any plant and materials etc. will be delivered and co-ordinated in an efficient manner by the EPC. At this stage of the project, it is not feasible to predict exact delivery times and a schedule cannot be provided; any deliveries will be planned for within

the construction programme to be developed in the pre-construction phase, and finally arranged almost immediately prior to requirements in accordance with an agile and iterative implementation methodology.

JUST IN TIME DELIVERIES

- 4.10 Given the constrained nature of the Site there will be limited opportunity to store large volumes of materials on the Site. Therefore, deliveries will be scheduled so that they are needed 'just-in-time' in order to avoid the need to stockpile large amounts of materials on the Site. This will lead to greater logistics efficiency and reduced disturbance in the surrounding areas.

TRAFFIC MANAGEMENT

- 4.11 All deliveries will be directed to the entrance to the Site on Bentgate Street at the southern boundary of the Site. Drivers will be directed to route via main roads to avoid congestion. Maps showing the delivery route, at **Figure 3.1**, will be issued as part of all orders.
- 4.12 Signage will be erected on Bentgate Street to direct deliveries to the construction entrance and all material orders sent out will include specific directions and routes to be taken. This information will also be provided to all subcontractors. Additional signage will be erected at appropriate places along the route, although it is understood that any signage scheme will require Highways consent outside the scope of planning and, therefore, an appropriate scheme to help keep drivers on track and to promote immediate proximity safety will be developed in collaboration with the LHA, and their requirements.
- 4.13 Any traffic management will ensure priority is provided to non-motorised users, this will be particularly important when deliveries are made to the Site, to ensure that footway routes are maintained for pedestrians.
- 4.14 The CTMP will be updated with any signage scheme to be implemented and this will be checked regularly by the CSM (or their sub-contractor) to ensure it is maintained.

MATERIAL PROCUREMENT MEASURES

- 4.15 The EPC will endeavour, where possible, to reuse and recycle materials wherever possible. Dry materials will be covered to minimise the generation of dust to the environment when

being transported from the Site. There will be a designated location for waste and recyclable material skips to be sited within the temporary compound.

CONTROL OF DUST AND DIRT EMISSIONS

- 4.16 Given the works do not require the demolition of existing buildings, or the construction of any new buildings, it is expected that the works will not result in the emission of large volumes of dust and / or dirt. Should it occur, however, contractors will ensure that dust and dirt emissions are kept to a minimum by utilising water to dampen dust clouds or using machinery with built-in dust extraction technology.
- 4.17 From commencement through to construction completion, wheel washing will be used on Site to ensure that all mud is removed from vehicles prior to them re-entering the public highway. A street sweeper will be employed to regularly EPC help keep the road clear of dirt or debris.
- 4.18 The impact of the construction works on local air quality and noise levels will be closely monitored by the EPC. Measures will be put in place to reduce emissions and noise from the construction works, including (but not limited to); vehicles are to switch off engines when idling, noise suppression technology on any plant/machinery etc.
- 4.19 On the premises, materials will be covered when stored to avoid the generation of dust to the surrounding dwellings.

IMPLEMENT A STAFF TRAVEL PLAN

- 4.20 Contractors will be able to park their vehicles within the Site in the parking area. However, where possible, staff will be encouraged to travel to site by public transport, walking/cycling or to share vehicles to access the Site to minimise the total number of vehicle trips.
- 4.21 A Construction Worker Travel Plan will be implemented. This will include the following measures aimed at reducing private vehicle use:
- **Minibus** - The location where staff will travel from is unknown at this stage as it will depend on the appointed contractor. However, it is envisaged that the majority of non-local workforce will stay at local accommodation and be transported to the Site by minibuses to minimise the impact on the strategic and local highway network;

- **Car sharing** – A car sharing scheme will be set up. This will match construction workers who live in a similar area, or who follow a similar route to the Site and encourage them to car share to save costs, and reduce their impact on the environment;
- **Walking and Cycling** – Where possible, construction workers will be encouraged to walk or cycle to the Site. Changing and storage facilities will be provided within the construction compound for use by construction workers.

COMMUNITY ENGAGEMENT

- 4.22 The details of the CSM will be provided to the Council in advance of any work being carried out. If there is local community interest, a Community Liaison Group (CLG) will be established.
- 4.23 If a CLG is formed, this will begin at least one month prior to the commencement of construction period and will continue until construction is complete. This group will meet at least once every month to provide updates to construction and to offer a platform for local residents who may have queries or concerns, they wish to raise.
- 4.24 The CSM details will also be provided on a site-board at the Site access. If anyone in the local community has any issues during the construction phase, the CSM will be available to discuss.
- 4.25 A webpage dedicated to the project to include the development programme, specific phased installation schedule, and notifications will be live for local interest throughout the duration of the construction period.
- 4.26 The CSM will ensure adequate liaison occurs between key stakeholders throughout the construction period.
- 4.27 At this stage it is envisioned the following stakeholders will be involved with the CLG:
- a) The Engineering Principle Contractor;
 - b) The Developer i.e. the Applicant; and
 - c) Local Public Forum and interest residents.

OTHER MEASURES

- 4.28 The CTMP has identified a number of measures that will be in place to ensure that the safety of other road users, cyclists and pedestrians are not at risk. A list of other measures that are proposed is provided below:
- In the interest of protection of the general public, the Site is to have full protective fencing from the outset around any open areas of the Site with secure gates. This means that the Site will have 2.4m high fencing on all boundaries;
 - The EPC is to ensure that all Site personnel and visitors sign in and out of the Site at the Site office, ensuring they make their presence known to Site management before venturing onto the construction Site working areas;
 - The EPC's Site management are required to check that all appropriate security arrangements are in place at the end of working shifts and during rest breaks, which includes locking Site facility doors, setting alarms, securing Site boundaries and securing all doors and windows to the building;
 - During the initial phases of construction, vehicles carrying sediment/ materials may inadvertently carry deposits of clay or wet concrete, trapped on their tyres. To ensure that this does not occur, a wheel-cleaning regime will be implemented as required. The exact specification of the wheel washing facility will be confirmed by the EPC;
 - The EPC will sweep the roads and footpaths on the local highway network as required on a daily basis insofar as is reasonably necessary to remove any spoil or debris deposited on the highway resulting from the construction period; and
 - The crossover and all public pathways adjacent are to be suitably maintained in a safe order throughout the duration of the project so that pedestrians are not subjected to tripping, slipping and collision hazards. Any works required, albeit not envisaged, will be carried out under enabling works that will be funded by the developer. A banksman will be present at the Site entrance at all times during construction in order to protect pedestrians and other road users, when construction related vehicles are entering/exiting the Site.
- 4.29 The measures explained above show that the contractor is committed to ensuring the Site safety of the construction staff and the public. The additional increase in footfall along the

Site frontage during AM and PM periods will be monitored by the CSM and banksmen will be present to oversee deliveries and ensure pedestrian safety.

5. IMPLEMENTING MONITORING AND UPDATING

CTMP IMPLEMENTATION

- 5.1 Successful implementation, monitoring and updating of the CTMP is important and it can enhance efficiency and productivity, having a positive overall impact on cost and time. For example, good logistics management, via the CTMP, ensures the workforce can carry out required activities without delays caused by materials being delivered to site.
- 5.2 Implementing, monitoring and updating the CTMP involves integrating many activities including:
- Resource assessment;
 - Lead time assessment;
 - Supply and demand planning;
 - Sourcing and procurement;
 - Production planning and scheduling;
 - Packaging and assembly;
 - Inventory management and order fulfilment;
 - Inbound and outbound transport management;
 - Materials handling;
 - On site vehicle and plant management;
 - Customer services; and
 - Waste Management
- 5.3 Having a timeline of project stages planned in advance, with a full inventory of materials and tools required, is a key part of logistics management.
- 5.4 In addition to keeping the construction programme on-schedule, other advantages of successful implementation, monitoring, and updating of the CTMP include:
- Cost savings and waste reduction as productivity is enhanced;
 - Logistical planning on site enables materials to be stored correctly which improves efficiency and reduces the potential for damage;
 - Sites can be kept safe, clean and easy to move around; and
 - Deliveries can be received and handled promptly.

- 5.5 Community consideration has been taken on board when preparing this CTMP by adapting the construction deliveries, activities, programme and working hours to lessen the impact on residents, local businesses and schools. The developer will aim to work collaboratively with the community, when required, to ensure the level of disturbance and inconvenience is minimised, at all times.
- 5.6 The movement of all construction related vehicles will be monitored by the EPC to ensure that it is carried out in accordance with the details contained within this CTMP and subsequently agreed practices with the local authority.
- 5.7 It is envisaged that correspondence will be undertaken, as necessary, between the EPC, landlord and the Local Planning Authority throughout the construction period. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action taken as appropriate.



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REPORT APPENDICES

Appendix A

Indicative Site Layout

LEGEND

- Compound Boundary
(area = 2,790m²)
- Planning Boundary
(area = 11,292m²)
- Site access from Farm
Track off Bentgate Street
(length ~232m)

GIA (Gross Internal Access)
= 353m²

Rev.	Suffix	Date	Details
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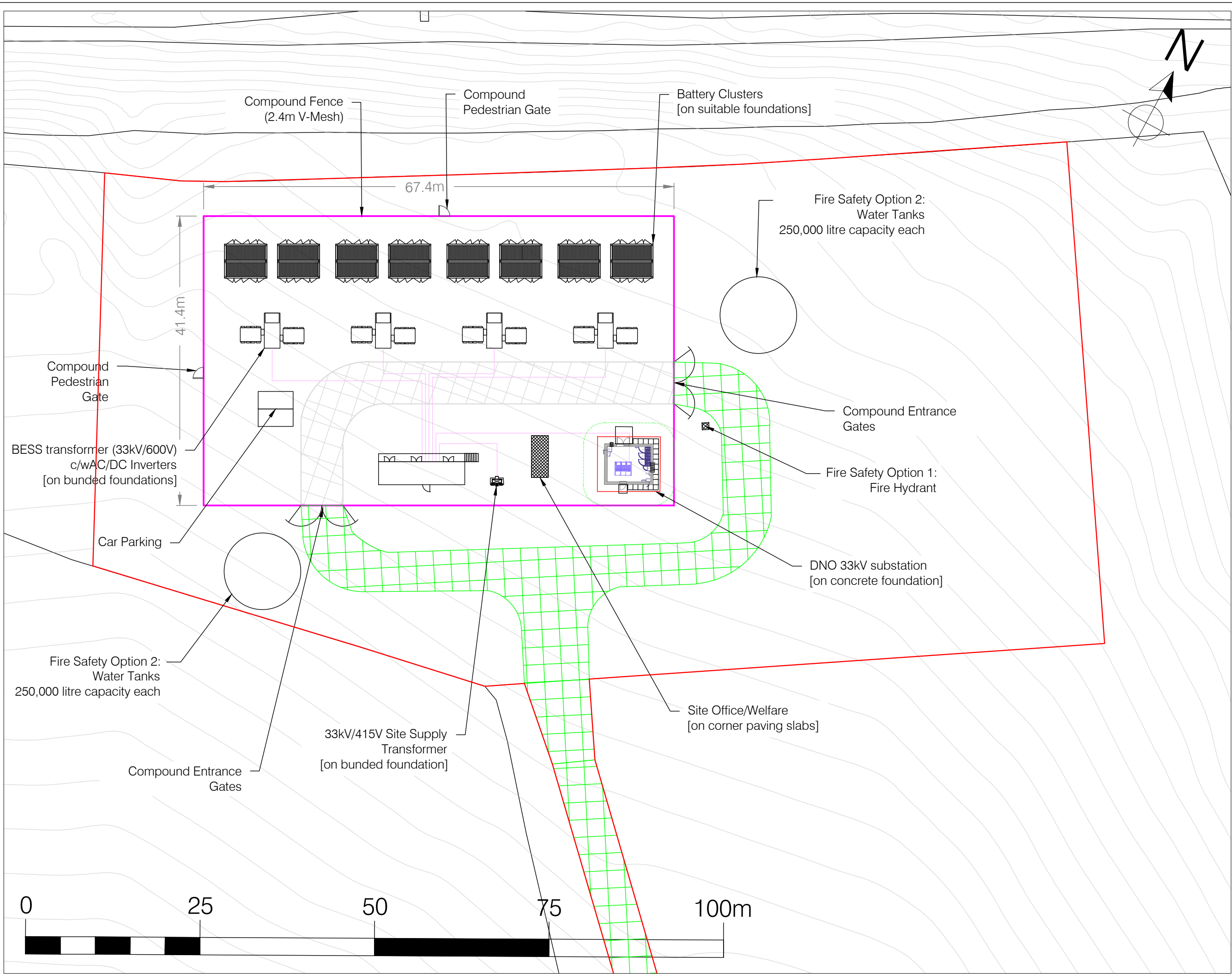
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BENTGATE ST, NEWHEY
ROCHDALE, OL16 4NU

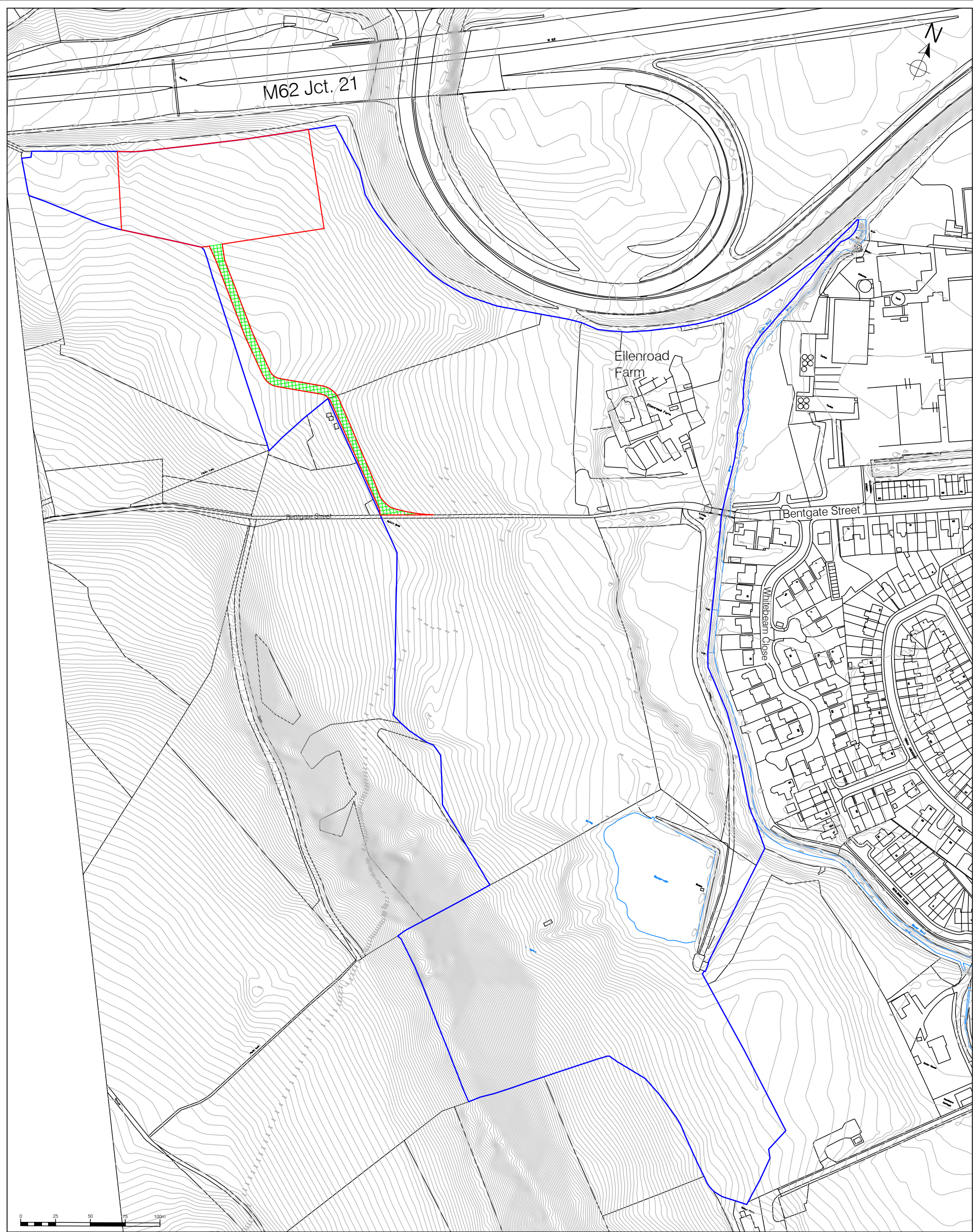
TITLE
30MW BESS
SITE LAYOUT
PLAN

DWG. No. ELLEN-BESS-001.5	REV A
------------------------------	----------

SCALE 1:500 @ A3	DATE 27/08/24
DRAWN KN	STATUS PLANNING

ROOT
POWER





LEGEND

-  Land Ownership Boundary
-  Planning Boundary (area = 11,292m²)
-  Site access from Farm Track off Bentgate Street (length ~232m)

Rev. Suffix Date Details

SITE
ELLEN ROAD FARM
BENTGATE ST, NEWHEY
ROCHDALE, OL16 4NU

TITLE
30MW BESS
SITE LOCATION
PLAN

DWG. No. ELLEN-BESS-001.4	REV A
SCALE 1:2,500 @ A3	DATE 04/09/24
DRAWN KN	STATUS PLANNING

ROOT 
POWER