



# QUOBLEIGH BREACH, ONE HORTON HEATH

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN

November 2025

One Horton Heath (on behalf of Eastleigh Borough Council)



**RESIDENTIAL DEVELOPMENT  
QUOBLEIGH BREACH  
ONE HORTON HEATH**

**CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

**CONTROLLED DOCUMENT**

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# RESIDENTIAL DEVELOPMENT QUOBLEIGH BREACH ONE HORTON HEATH

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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## 1. INTRODUCTION

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council to support a reserved matters planning application for the erection of 269 dwellings on the northwestern parcel of One Horton Heath development known as Quobleigh Breach. The site location in the context of One Horton Heath is shown in **Figure 1** with the site layout attached in **Appendix A**.

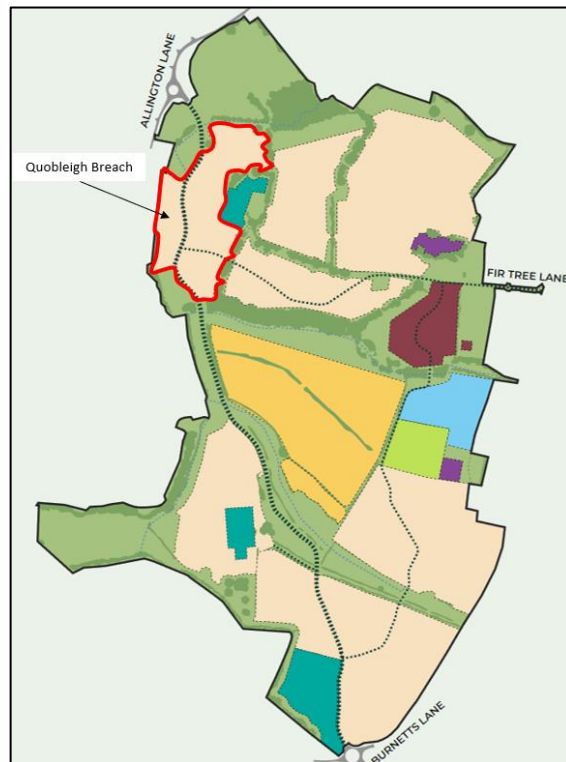


**Figure 1:** Site Location

- 1.2 As seen in **Figure 1**, Quobleigh Breach is located in the northwestern corner of the wider One Horton Heath development and will be served off the new link road between Allington Lane and Burnetts Lane with the link road itself running through the Quobleigh Breach site. One Horton Heath itself is located to the west of the existing village of Horton Heath which sits between the local centres of Hedge End and Fair Oak, within the borough of Eastleigh.

## Site History

- 1.3 The site is part of the One Horton Heath development which has outline planning permission for ‘a phased mixed-use development comprising: up to 2,500 residential units in total; a primary Local Centre (and supporting secondary local centres) comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses, office, commercial and industrial uses; a Primary School; public open space including formal sports facilities and informal provisions; relocation of solar panels; key infrastructure and utilities provision including new roads, footpaths and cycle paths and improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and ecological, landscape, site preparation and demolition works’ (application reference: O/20/89498).
- 1.4 It is important to note that the 269 dwellings subject to this CTMP are part of the wider OPA and therefore would not be in addition to this development. This CTMP has been informed by the wider CTMP approved for the OHH project and previous parcels which have been delivered.

## Development Infrastructure Planning History

- 1.5 The two extant consents (O/16/79354 and O/14/75735) have begun the early delivery of infrastructure through the development. This includes the construction of the access points into the development with the Allington Lane/Link Road Roundabout and the Burnetts Lane/Link Road Roundabout. These permissions have been implemented with the roundabout works complete.
- 1.6 The Avenue (Link Road) (Application Ref: F/21/91185) passes through the Quobleigh Breach parcel and connects Bubb Lane to Allington Lane via the two constructed roundabouts (noted above). The full planning application for the link road was permitted in September 2022, and construction is now complete with the carriageway opened in September 2025.
- 1.7 The Link Road provides access through Quobleigh Breach. The Internal Distributor Road (known as Foxwood Road) connects to the Link Road (The Avenue) via a bellmouth junction (which was agreed as part of the Link Road application) and runs through the eastern side of the Quobleigh Breach parcel. The Internal Distributor Road is being considered under the live application (F/23/96631) for the “Construction of an internal distributor road and associated footways, cycleways, lighting, landscape and SUDS basins, and the diversion of Public Rights of Way footpaths FOHHF701 and 702”.
- 1.8 Therefore, the main infrastructure for the development in terms of the main access points and link road through the development have permission and have been implemented, with secondary infrastructure well progressed through planning.

- 1.9 As part of the outline application (O/20/89498) a Framework CTMP was prepared. Within this document it was stated that all individual parcels/construction phases would have their own CTMP, however CTMPs should follow the principles established within this Framework CTMP. Therefore, this CTMP has been written in line with the principles within the Framework CTMP submitted alongside the outline application.
- 1.10 In addition to this CTMP, a Travel Plan (TP) and Reserved Matters Transport Assessment (RMTA) has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways.

### **Remainder of Report**

- 1.11 The purpose of this document is to clarify how potential impacts from construction traffic would be minimised for local residents and businesses and explain how highways safety is to be maintained within the vicinity of the construction site. This CTMP therefore considers the site access, routing of construction vehicles and management of construction traffic. This CTMP is based off the submitted Framework CTMP (ref: 039.0014/FCTMP/2) in support of the outline application (ref: O/20/89498) to establish these key principles which will be developed in more detail when further details associated with the contractor are available.
- 1.12 More specifically, this CTMP will cover the following elements:
- Consented site overview and extent of the CTMP phase of works
  - Construction timetable and anticipated number and size of vehicle movements
  - Any restrictions on working hours as per conditions
  - Construction traffic routing to and from strategic road network
  - Confirmation of delivery, servicing and refuse collection arrangements.
  - Wheel washing Facilities
  - Consideration of any pedestrian routes affected by the works

## 2. SITE CONDITIONS AND ACCESSIBILITY

### Site Location

- 2.1 As aforementioned, the proposed development is located to the northwest of the wider One Horton Heath development scheme, to the south of the local villages of Fair Oak, the west of Horton Heath, and the northwest of Hedge End. All three local settlements provide Quobleigh Breach with a range of local amenities, and both existing and proposed pedestrian and cycle networks will encourage sustainable travel to these local amenities. The wider site location can be found in **Figure 2**.

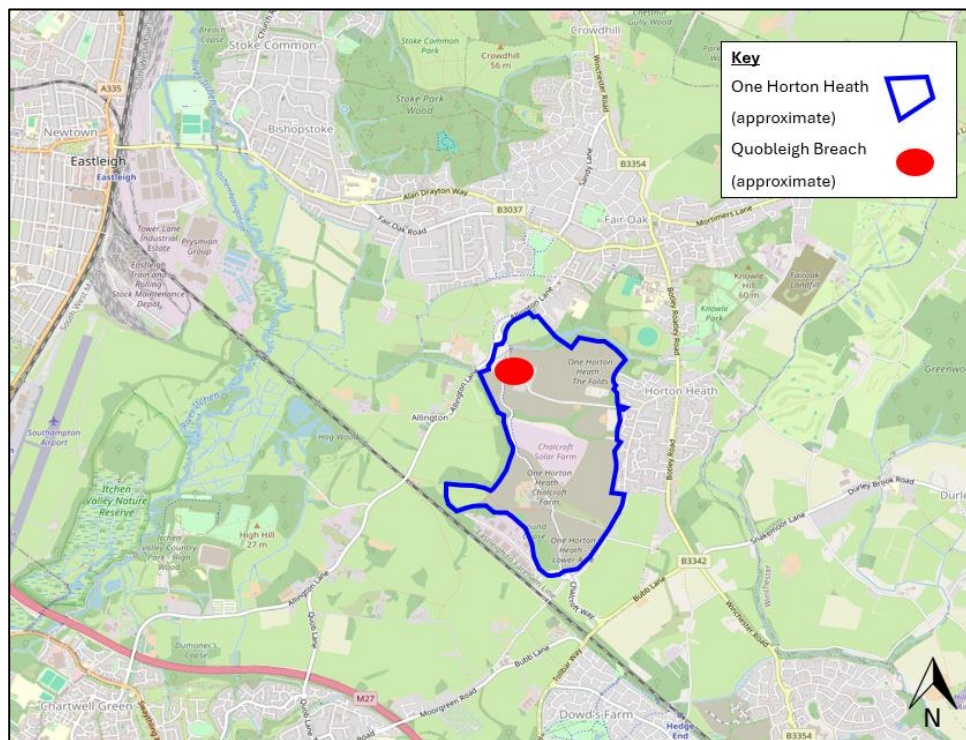


**Figure 2:** Wider site location

### Access Arrangements

- 2.2 The Allington Lane/Link Road roundabout is located to the north of Quobleigh Breach with the link road 'The Avenue' running through the development parcel, connecting to the Burnetts Lane/Link Road Roundabout to the south.
- 2.3 The link road 'The Avenue' itself runs through the wider One Horton Heath area and connects to the Burnett Lane/Chalcroft Way roundabout to the south and provides access to the Quobleigh Breach parcel. The Avenue has a minimum width of 6.5m with a continuous 2m footway flanking the western side of the link road and a 3m wide footway/cycleway flanking the eastern side of the link road.
- 2.4 The Quobleigh Breach development will have two points of access on the western side of the link road and two on the eastern side of the link road. One of the connections on the eastern side will be via the

Foxwood Road (internal distributor road). All access points are bellmouth junctions which were approved as part of the link road application.

- 2.5 The site is currently bisected by Fir Tree Lane which travels east/west. This will be converted to a bridleway in the vicinity of the site, with the section of the lane crossing the site already closed to motor vehicles.
- 2.6 Full information about the existing and proposed road network and detailed access arrangements can be seen in the accompanying RMTA.

### **Local Road Network**

#### South of the Site

- 2.7 Bubb Lane is accessed from the Chalcroft Way/ Bubb Lane roundabout from One Horton Heath. Bubb Lane runs northeast to southwest and connects with infrastructure which leads into West End in the southwest, Hedge End in the south and Horton Heath to the north. In proximity to the Chalcroft Way/ Bubb Lane roundabout the speed limit is 40mph.
- 2.8 At the Bubb Lane/Bubb Lane/Tollbar Way Priority Junction, Bubb Lane continues west past Wessex Vale Crematorium and ends at the Burnetts Lane/Bubb Lane/Moorgreen Road Priority Junction. This section of Bubb Lane is more rural in nature with no footways present and instead the carriageway is flanked by vegetation. National speed limit restrictions are in place for this section of Bubb Lane and the carriageway reduces in width to some 5.8m.
- 2.9 Between the Burnetts Lane/Bubb Lane/Moorgreen Road Priority Junction and the site, Burnett's Lane is a single lane carriageway subject to a 40mph speed limit. The carriageway measures approximately 5.2m in width and provides access to Chalcroft Business Park, situated to the south of the proposed development.
- 2.10 Tollbar Way has an approximate north-south alignment and extends between the Charles Watts Way/Tollbar Way/Turnpike Way Roundabout and the Bubb Lane /Bubb Lane/Tollbar Way Priority Junction via Hedge End Retail Park.

- 2.11 Between the Bubb Lane/Bubb Lane/Tollbar Way Priority Junction and Botley Road/Tollbar Way/Bradbeers Roundabout, Tollbar Way is single lane with large carriageway widths and a footway/cycleway on the eastern side of the carriageway. To the south of the Bradbeers Roundabout Tollbar Way has two lanes in both directions to accommodate the flow of traffic and therefore becomes more strategic in nature. Tollbar Way is subject to a 40mph speed limit for its entirety and ultimately links with the M27 Junction 7.

#### North of the Site

- 2.12 As aforementioned, the OPA also extends to an access onto Allington Lane in the north-western corner of the site. Allington Lane runs north to south from the Allington Lane/B3037/Fair Oak Road Priority Junction in the north to the Allington Lane/Swaythling Road (A27)/Townhill Way Roundabout in the south.
- 2.13 Allington Lane is subject to a 40mph speed limit for the majority (except the northern 450m section which is subject to a 30mph speed limit upon approach to the urban/residential area) as well as a 6' - 6'' width restriction (except for access).
- 2.14 At the Allington Lane/ Fair Oak Road priority junction, Fair Oak Road continues eastbound (as Eastleigh Road/B3037) to the B3354 Botley Road. This road connects Botley in the south to Colden Common and Twyford to the north.
- 2.15 For westbound vehicle movements at the Allington Lane/Fair Oak Road junction, the road continues for approximately 3.5km where it ultimately terminates at the Bishopstoke Road/Station Hill/Romsey Road/Twyford Road/Coles Road roundabout. From this roundabout, access to the M3 is achievable via the A335.
- 2.16 To the south of Allington Lane, the A27 connection at Townhill Way Roundabout provides access onto the M27 as well as Portsmouth Chichester and Brighton.

#### **Strategic Road Network**

- 2.17 The proposed development is well located to access the Strategic Road Network with the M27 motorway located to the south of the development and the M3 motorway located to the northwest. The M27 runs between Cadnam in the west and Portsmouth in the east with primary destinations along the route including Southampton, Fareham, Whiteley and Portsmouth. From the proposed development site, the M27 can be accessed via Junction 7.

2.18 The M3 motorway runs northeast to southwest from Sunbury-on-Thames in Surrey to Eastleigh in Hampshire with key destinations along the route including Basingstoke, Winchester and Aldershot. From the site, the M3 can be accessed via Junction 13 at Eastleigh or via Junction 11 in Twyford at the Hockley Link.

### 3. SITE ACCESS, COMPOUND AND LAYOUT

- 3.1 Several compounds are likely to be provided across the site for each construction stage, all of which would be primarily accessed from the link road. 'The Avenue' link road has a minimum width of 6.5m, and the construction access would be of sufficient width to allow for two-way vehicle movements in and out of the site.
- 3.2 The compound areas would provide ample space for large articulated vehicles to turn on-site; material storage and a material drop off zone. Wheel washing facilities would be provided at the exit of the site to avoid mud being deposited onto the highway and toilet facilities would also be provided within the compounds.
- 3.3 The exact locations of the compounds are yet to be determined; however, the position will be sensitively placed to minimise impact and disturbance to local residents and businesses and thus will be placed away from existing residents.
- 3.4 As this is a live document, once the site setup plan and compound locations are confirmed, the details will be updated accordingly, and construction vehicle tracking will be carried out to ensure adequate space is available.

#### **Parking**

- 3.5 The compound areas would also be large enough to accommodate vehicle parking associated with contractors. If any of the workforce are unable to park on-site (although this is unlikely), they will be encouraged to travel to the site using sustainable modes such as car sharing or making use of the bus services that are available along Fair Oak Road.
- 3.6 Should any unlawful parking occur, the site manager will retain a log of inconsiderate parking and take appropriate action.
- 3.7 Parking provision will be reviewed and updated once the compound location and site setup plan are known.

#### 4. CONSTRUCTION TRAFFIC ROUTING

- 4.1 The local highway network has been assessed in terms of its suitability for the movement of HGV vehicles to and from the site, associated with the recycling/disposing of waste and for the delivery of materials associated with construction work.

##### Route from Strategic Road Network

- 4.2 Having reviewed the available routes and in line with the Framework CTMP submitted to support the outline planning application (reference: O/20/89498)) it is proposed that the majority of construction traffic would access the site from the south via the M27. The only occasion in which vehicles may route via Eastleigh and subsequently the B3037 and Allington Lane is if goods are arriving by train.
- 4.3 **Figure 3** displays the proposed HGV routes from the Strategic Road Network (SRN) to the proposed development site. The route demonstrates the main construction route to the site access and follows the M27 at Junction 7, Charles Watts Way, Tollbar Way, Bubb Lane, Chalcroft Way to access the link road at the Burnetts Lane roundabout and subsequently access the Quobleigh Breach parcel. This route is considered to be the most suitable, avoiding constrained roads where possible.

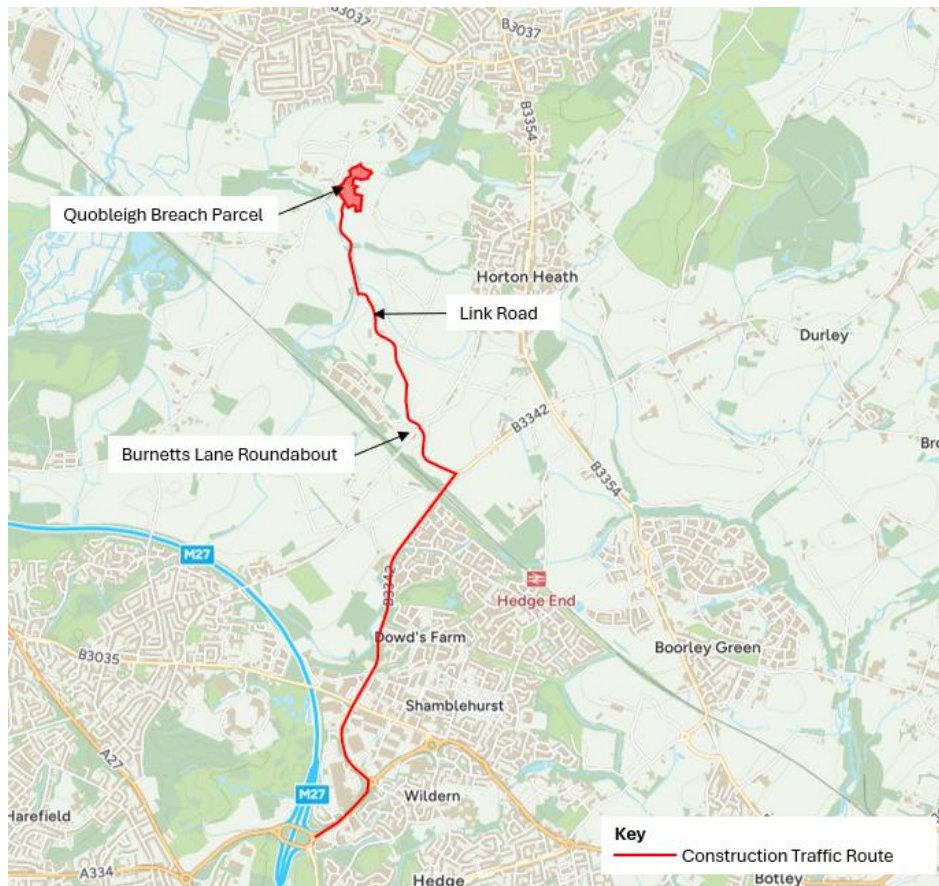


**Figure 3:** Proposed Construction Traffic Route

- 4.4 To access the site from the north (if required and primarily associated with materials arriving by rail) vehicles would use Tower Lane, Chickenhall Lane, Bishopstoke Road, B3037 and Allington Lane before continuing into the site via the new link road. All routes avoid the use of the Burnetts Lane and Fir Tree Lane.
- 4.5 Construction traffic will be asked to follow the route outlined within this CTMP, with details sent with any orders and directional signage installed to assist drivers. Construction vehicles are not anticipated to have an adverse effect on the operation of the local highway network, and it is not anticipated that any road closures or diversions would be required for the construction process, however this would be discussed at a later stage.
- 4.6 It is confirmed through this CTMP that the proposed construction route does not include Blind Lane nor Burnetts Lane. All delivery/construction vehicles associated with the development would be routed away from these two routes.

#### **Internal Route through the Site**

- 4.7 With all construction movements the new Allington Lane roundabout or Burnetts Lane roundabout and onto the link road, internal distribution of construction traffic will be contained and coordinated effectively. The phasing of the site will ensure that construction compounds and vehicle movements will either be directly from the Burnetts Lane or Allington Lane roundabout or through another phase of the development. The proposed phasing plan for the wider site is demonstrated in **Figure 4**.

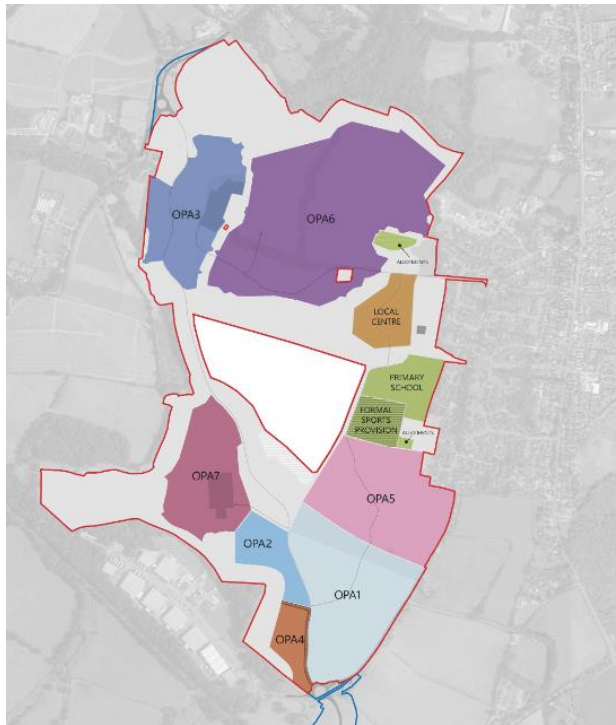


**Figure 4:** Proposed Phasing Plan

#### **Footway/Cycleway Route Mitigation**

- 4.8 There is a shared footway/cycleway which provides a connection from the north-western corner of the site (from the Allington Lane/Link Road roundabout to the Burnetts Lane roundabout). This provides a pedestrian and cycle connection along the eastern side of the link road for its entirety.
- 4.9 In addition, Fir Tree Lane Bridleway runs in an east/west across the Quobleigh Breach parcel with a crossing provided across the link road.
- 4.10 To reduce the risk of conflict between the construction traffic and the route, a risk assessment has been undertaken and is shown in **Table 1**.

| Nature of Hazard & Population Affected                                                                   | Nature of Hazard & Impact on PRow Users - Detail                                                                                                                      | Initial Risk Rating | Severity Rating   | Hazard Elimination and Reduction Measures Used / Mitigating Circumstances                                                                                                                                      | Residual Risk Ratings |
|----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| Collision/conflict between vehicles and pedestrians along construction traffic route along the link road | A large extent of the Link Road used for construction traffic routing is shared with the footway/cycleway and there is the crossing point for Fir Tree Lane Bridleway | Moderate Risk       | High Severity     | Appropriate signage will be erected to warn users of both routes and existing crossing points will be kept clear for pedestrians to utilise.                                                                   | Low Risk              |
| The impact of dust on PRow users                                                                         | Construction dust can cause a wide range of health problems including respiratory illness.                                                                            | Moderate Risk       | Moderate Severity | To ensure that dust does not impact users, wheel washing facilities will be provided on site prior to vehicles egressing the compound. Sheeted loads will also be used where required.                         | Low Risk              |
| The impact of mud on PRow users                                                                          | Mud spilling onto a footway/cycleway can create slippery surfaces, obstruct the path and impact on the path's drainage.                                               | Moderate Risk       | Low Severity      | To reduce the risk of this occurring, wheel washing facilities will be provided within the compound prior to egressing. A marshal will be used to inspect the wheels of all vehicles prior to leaving the site | Low Risk              |
| Collision/conflict between vehicles and pedestrians during low-light hours                               | Throughout the route, there is risk of conflict between pedestrians/cyclists and construction vehicles with the risk increased during low light hours.                | Moderate Risk       | High Severity     | It is anticipated that the majority of the work is to be done in daylight hours. If any work is to be completed during low light hours, temporary lighting will be supplied along the route.                   | Low Risk              |

**Table 1:** Pedestrian Risk Assessment

4.11 As outlined within **Table 1**, a range of mitigation measures have been identified to reduce the potential for conflict between construction traffic and pedestrians/cyclists.

4.12 Throughout the construction area, temporary signage will be erected to warn both pedestrians/construction traffic of potential crossing points. Measures will also be taken to minimise environmental impacts, including the provision of wheel washing facilities to reduce the transfer of mud and dust onto the route, and the use of temporary lighting during low-light hours where necessary. Should periods of intense activity arise, banksmen will be deployed to oversee pedestrian crossings. Collectively, these measures ensure that residual risks to pedestrians/cyclists are reduced to a low level.

## 5. CONSTRUCTION TRAFFIC MANAGEMENT AND MITIGATION

### Working Practice On-Site

- 5.1 All materials for removal would be contained in designated areas within the site (no demolition works required, so this would be earthworks/inert material) and during the construction phase, all materials would be stored within the construction compound. All materials would be loaded and unloaded safely by trained personnel. Hard hats would be compulsory on-site, with signage provided within the compound to this regard. In addition, all site visitors would be required to sign in at the site office to ensure adequate safety measures are met.

### Working / Delivery Hours

- 5.2 Whilst the exact construction timescales are not yet known, Eastleigh Borough Council are likely to include a Planning Condition relating to working hours which states that the construction or demolition work shall not take place outside of the following working hours (aligned with the CTMP for Lower Acre, another residential phase of One Horton Heath):

- 0800-1800 Monday to Fridays
- 0800-1300 on Saturdays
- No work shall be carried out on Sundays or Bank Holidays (unless otherwise agreed in writing with the Local Planning Authority).

- 5.3 In addition, and wherever possible, deliveries would be carried out during the week, outside of peak periods (8am-9am and 5pm-6pm), in the construction phase, but in some cases, it may be necessary to work outside these prescribed working hours.

### Vehicle Movements

- 5.4 Any vehicles arriving to transport waste materials away from the site would be provided with an allocated timeslot to ensure no vehicles wait on the local road network. Vehicles wanting to deliver materials to the site during the construction phase would also be provided with an allocated timeslot to the same effect. Further detail on the exact number of daily trips and the types of vehicles anticipated to be used for the groundwork and construction works will be confirmed upon appointment of a contractor.
- 5.5 Any defects caused to the highway or associated grass verges as a result of the construction traffic and associated works shall be made good once the construction phase is completed.

- 5.6 If necessary, a condition survey prior to commencement will be undertaken by the developer and provided to HCC to be agreed. This can then be reassessed once construction works are complete and any damages resulting from the construction traffic movements will be repaired.
- 5.7 Once specific details on vehicles expected to visit the site and the frequency are available, these will be confirmed before works commence.

#### **Wheel Wash Facilities**

- 5.8 To ensure that mud and debris are not carried onto the surrounding highway network, wheel washing facilities would be provided on site. The wheel washing station would be located at the site egress point to reduce the spread of dust and dirt. A vehicle marshal would be used to inspect the wheels of all vehicles prior to leaving the site, and hose off mud, dust or silt contaminated prior to the vehicle leaving the site. A standard hose will be used as it is more controllable than other methods and uses less water. Water arising from wheel cleaning would be filtered within the site prior to being positively drained. No water arising from wheel cleaning should discharge onto the public highway.
- 5.9 In the event that either the nature of the works or weather conditions mean that there is a likelihood of wheel washing not being sufficient, or if formal complaints from Eastleigh Borough Council (EBC) are received, then a road sweeper will be employed.

#### **Mitigation of Dust**

- 5.10 A water truck would be driven on-site as required spraying water over affected areas in order to prevent dust becoming airborne (if works are to be completed during dry/dusty months). The developer would ensure that there is no discharge of surface run-off arising from the water spray onto the public highway. Again, should formal complaints be received, a road sweeper will be employed.

#### **Use of Banksman**

- 5.11 Banksman are operatives trained to direct vehicle movements on or around the site. Large construction vehicles would require some assistance whilst manoeuvring within the site compound. Banksman would be used to ensure these, and other manoeuvres are conducted in a safe manner if required.
- Consultation with Local Residents

5.12 The client recognises it is important to ensure residents are aware of the construction traffic and residents' comments regarding the construction are addressed. Local residents and stakeholders will therefore be informed of the works programme via a letter which will include further information on:

- A summary of the works being carried out;
- When construction work will commence, as well as the expected duration; and
- A contact number for queries and complaints.

5.13 At this stage the programme of construction is unknown. Once details on the programme of construction are available, this information will be presented.

## 6. SUMMARY AND CONCLUSIONS

- 6.1 This Construction Traffic Management Plan (CTMP) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council to support a reserved matters planning application for the erection of 269 dwellings on the northwestern parcel of the One Horton Heath development known as Quobleigh Breach.
- 6.2 The site compound would be accessed via the link road, with the Allington Lane roundabout located to the north-west. The compounds would be large enough to accommodate large vehicles turning on site, material storage and drop off, toilets and an area for contractor vehicle parking which is anticipated to accommodate all vehicles associated with development. Further details to be confirmed and the CTMP updated accordingly.
- 6.3 The proposed HGV route to the site primarily follows the M27 at Junction 7, Charles Watts Way, Tollbar Way, Bubb Lane, Chalcroft Way to access 'The Avenue' link road at the Burnetts Lane roundabout and subsequently access the Quobleigh Breach parcel. This route is considered to be the most suitable, avoiding constrained roads where possible. Where materials arrive by rail, vehicles may access the site from Bishopstoke Road, B3037, Allington Lane and the new link road. To confirm the route does not include Blind Lane or Burnetts Lane and delivery/construction vehicles associated with the development will be routed away from these less appropriate routes.
- 6.4 A shared footway/cycleway runs along the eastern side of the link road between the Allington Lane/Link Road and Burnetts Lane roundabouts, with the Fir Tree Lane Bridleway crossing the route east-west. To manage potential risks during construction, measures such as signage, wheel washing, dust suppression, temporary lighting, and the use of banksmen during busy periods will be implemented, reducing risks to pedestrians and cyclists to a low level.
- 6.5 Once details of the site compound and layout are available this information will be shared.
- 6.6 A number of other measures would be implemented to ensure safety and reduce disturbance from demolition and construction traffic. These include:
- Restricting working hours to 08:00-18:00 Monday-Friday and 08:00-13:00 on Saturday;
  - Wheel wash facilities and use of banksmen for movements internally;
  - Management of deliveries using allocated timeslots;
  - Regular inspections of safety hoarding and signs; and
  - Consultation with local residents.

- 6.7 Once specific details on vehicles expected to visit the site and the frequency are available, these will be confirmed before works commence.
- 6.8 Once details on the programme of construction are available, this information will be presented.
- 6.9 Whilst some disruption is inevitable, it is considered that the above measures would provide significant steps to ensure the effects of construction traffic on the local road network are minimised.

## Appendix A



NOTES:

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

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| Rev | Date | Description |
|-----|------|-------------|
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Project Title

Eastleigh Borough Council  
Proposed Residential Development  
One Horton Heath  
Quobleigh Breach

Drawing Description

Proposed Site Layout Plan

|              |            |
|--------------|------------|
| Scale        | Drawn by   |
| 1:1000 at A1 | HP         |
| Date         | Checked by |
| June 2025    | SW         |

CLAGUE ARCHITECTS

|                                                                     |               |
|---------------------------------------------------------------------|---------------|
| 62 Burgate, Canterbury<br>Kent CT1 2BH                              | 01227 762060  |
| 2 Kinsbourne Court, Luton Road,<br>Harpenden, Hertfordshire AL5 3BL | 01582 765102  |
| 8, Disney Street<br>London SE1 1JF                                  | 0203 597 6112 |
| CANTERBURY                                                          | LONDON        |
|                                                                     | HARPENDEN     |

|                                                                                   |
|-----------------------------------------------------------------------------------|
| Project - Originator - Function - Spatial - Form - Discipline - Number - Revision |
| 30071D - CLA - PRSL - 00 - PD - A - 0001 - P4                                     |