



Proposed Solar Farm
Land off Heath Road, Bagworth

Transport Statement

For
Renewable Connections Development Ltd

Document Control Sheet

Proposed Solar Farm

Land off Heath Road, Bagworth

Renewable Connections Development Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
20/04/2023	1 st Draft	CH	JNR
05/09/2023	2 nd Draft	CH	CA
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25/11/2024	4 th Draft	AN	JNR
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1.0 Introduction

Overview

- 1.1 Motion is retained by Renewable Connections Development Ltd to prepare a transport statement in relation to the development of land off Heath Road, Bagworth (the "Site"). The Site is located within the administrative boundaries of Leicestershire County Council (LCC) and Hinckley and Bosworth Borough Council (HBBC) and is shown on Figure 1.1.
- 1.2 The Site currently comprises a parcel of undeveloped land of approximately 29.18 hectares. This planning application seeks permission for the proposed solar photovoltaic farm and associated infrastructure, including two cable route corridors to the point of connection (the 'Proposed Development').

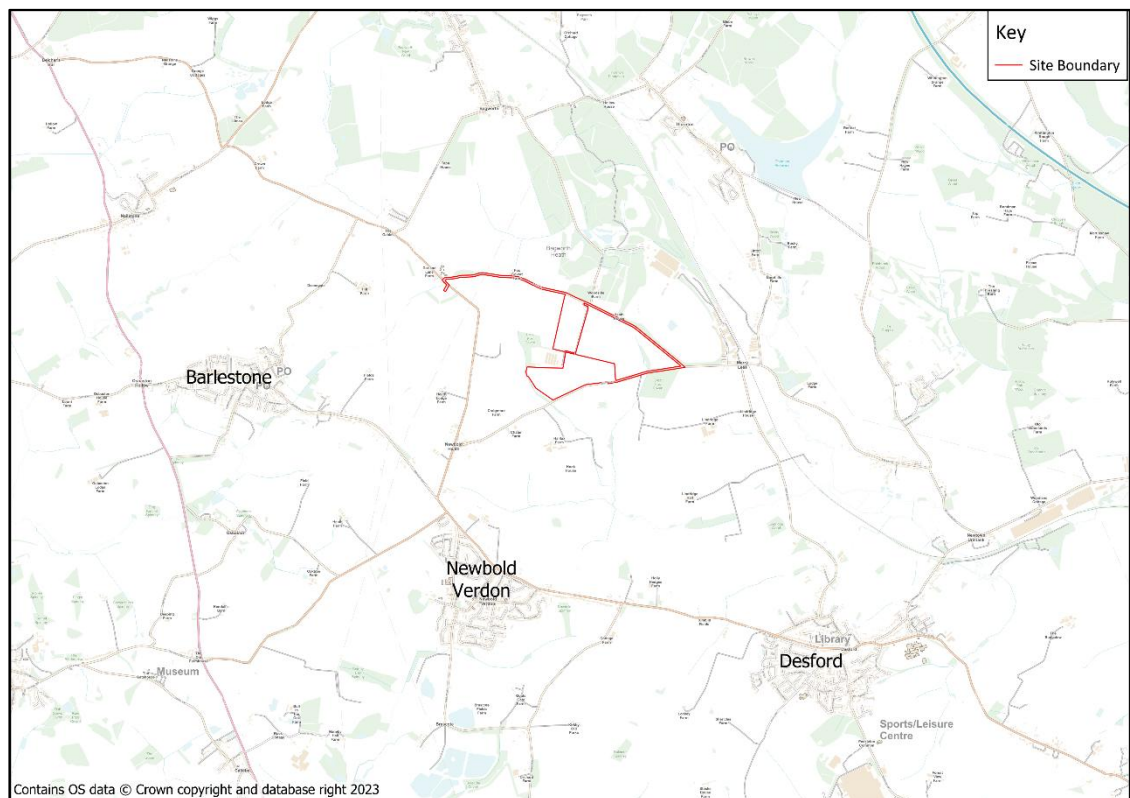


Figure 1.1: Site Location

Transport Planning Policy and Guidance

- 1.3 The requirement to prepare a Transport Statement (TS) is set out in the National Planning Policy Framework, 2024, published by the Department for Communities and Local Government (NPPF). Paragraph 118 of NPPF states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

- 1.4 This Development will not generate a significant number of vehicle movements and therefore a Travel Plan and Transport Statement/Assessment are not required. However, this Transport Statement has been prepared to assess the transport implications associated with the Development.
- 1.5 The criteria against which development should be assessed is set out in NPPF paragraph 115 that states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

Paragraph 116 sets out the highway grounds on which development could be prevented or refused:

"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, following mitigation, would be severe, taking into account all reasonable future scenarios."

- 1.6 Detailed guidance on the scope and content required for Transport Statements is provided in the government's planning practice guidance. This Transport Statement is prepared in accordance with this guidance.

Scope of Report

- 1.7 This TS has been prepared in accordance with current best practice guidelines and demonstrates that:
- ▶ The Development accords with national and local policies relevant to transport;
 - ▶ Safe and suitable access to the Site can be achieved by all modes; and,
 - ▶ The level of traffic associated with the Development will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.
- 1.8 Following this Introduction, this TS is split into 5 sections as follows:
- ▶ Section 2 details the existing highway conditions in relation to the Site;
 - ▶ Section 3 provides an overview of the Development and details of the proposed access arrangements, visibility and vehicle routing and assesses the trip generating potential of the Development;
 - ▶ Section 4 summarises the key findings and conclusions of this report.

2.0 Existing Conditions

Highway Network

- 2.1 The Application Site is currently accessed through the existing Snippery Farm access from Heath Road. This access is located some 60m west of the priority T junction of Heath Road. The location of the highway network surrounding the Site is illustrated in Figure 2.1.

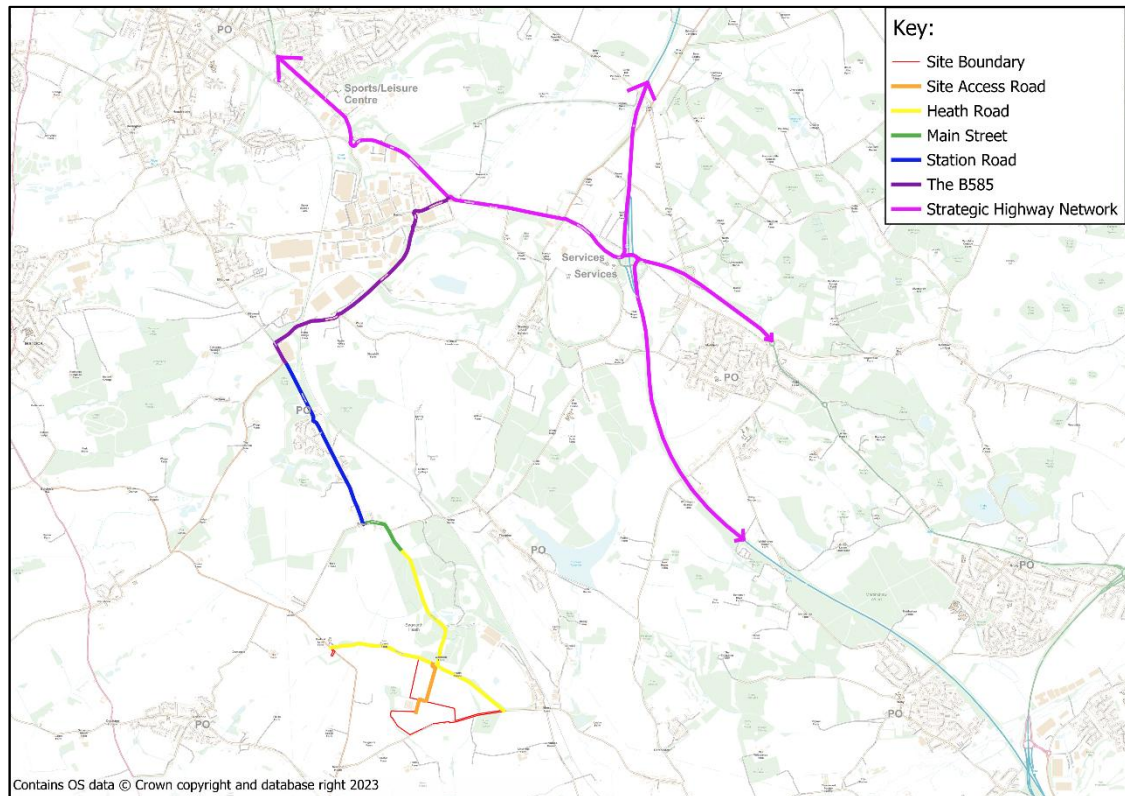


Figure 2.1: Local Highway Network

- 2.2 On a local level, Heath Road connects to the B585 and Merrylees Road to the south of the Site, and Main Street to the north. Heath Road is a single carriageway road with one lane in each direction. In the vicinity of the Site, Heath Road is circa 6m wide and subject to a 60 miles per hour (mph) speed limit. There are no pedestrian footways on the Heath Road, nor is there street lighting.
- 2.3 To the north of the Site, Main Street connects to Station Road, which connects to the A511 via the B585. The A511 itself connects to the A50 and the M1 to the east and the A42 to the west as well as the road network surrounding Burton-on-Trent.
- 2.4 To the west of the Site, the B585 Garland Lane is a single carriageway road with one lane in each direction and subject to a speed limit of 60 mph. In the vicinity of the junction with Heath Road, the B585 is approximately 6.2m wide. The B585 runs some 8km to the north before connecting to the A511 at a roundabout junction located 5.5km north of the Site.

Recorded Personal Injury Collision Data

- 2.5 Personal Injury Collision (PIC) data was obtained from LCC for the time period between 1st January 2019 to 30th September 2024. No PICs have been identified within the Study Area. The output provided by LCC can be viewed at [Appendix A](#).

- 2.6 From this review, no significant patterns or trends have been observed demonstrating that there are no significant safety issues on the local highway network. It is therefore considered that the proposed development will have no adverse impact on highway safety.

Non-Motorised Users

- 2.7 Public Footpath S14 runs along the north-eastern boundary of the southern parcel, through the northern parcel and runs across the access track. Where this footpath intersects the site access road, banksmen will be present to oversee construction vehicle movements related to the Proposed Development to ensure continued accessibility of this Public Right of Way is maintained.
- 2.8 During the construction phase, relevant fencing and signage will be implemented along the Site boundary to prevent PRoW users inadvertently entering the Application Site. This strategy will ensure the ability of PRoW users to fully, and safely, utilise the PRoW.

3.0 Proposed Development

Development Description

- 3.1 The Site currently comprises a plot of land circa 29.18 hectares in area of undeveloped land. The Proposed Development includes the construction, operation and decommissioning of a solar photovoltaic ('PV') farm, including the provision of cable connection, internal access tracks and perimeter fencing.
- 3.2 The solar panels and other site construction materials could be transported to the Site on articulated lorries up to 16.5m in length.

Site Access

- 3.3 The Site is currently accessed from Heath Road via an established access which currently provides access to Snipperry Farm. Access will be shared with the existing operation of Snipperry Farm. With regards to inter-visibility between vehicles emerging from this existing access and traffic on Heath Road, the two key elements to be assessed are the set-back distance ('x' distance) and the distance a driver can see along the major road (A30) when exiting ('y' distance).
- 3.4 Visibility splays have been informed by the 85th percentile speeds along Heath Road obtained from Automatic Traffic Counter (ATC) survey data, as summarised in the following sub-section.
- 3.5 The requisite visibility splays have been calculated using Design Manual for Roads and Bridges (DMRB) principles, resulting in visibility splays of 2.4m by 155m to the east of the access and 2.4m by 155m to the west of the access. The visibility splays are illustrated in Drawing 2302103-01, included as **Appendix B**, demonstrating the splays can be achieved to the east and west of the access within land under the Applicant's control or with the publicly maintainable highway.
- 3.6 Within the Site, an area of hardstanding would be set aside for vehicles to manoeuvre in to enable all vehicles, including articulated lorries, to enter and leave in a forward gear as well as providing an area for wheel washing facilities which would minimise debris being tracking onto the public highway. A swept path analysis of a 16.5m articulated vehicle turning within the Site can be seen at **Appendix C**.
- 3.7 Similarly, an area of hardstanding would be provided for parking within the Site. This would prevent construction traffic from parking on the public highway.
- 3.8 Swept path analysis that shows a 16.5m articulated lorry entering the Application Site and exiting the Application Site in a forward gear is included at **Appendix D**.

Speed Survey Results

- 3.9 Speed surveys were conducted on Heath Road using two ATCs placed approximately 200m either side of the existing site access. These ATCs collected data for seven days, from 27th June to 5th July 2023. Confirmation has been made via the Met Office Digital Library and Archive that the weather in the area of the survey was dry for the length of the survey. The results of this speed survey are included at **Appendix E**. The 85th percentile speeds and associated Stopping Sight Distances (SSD) are summarised in Table 3.1.

Site	Direction	Weekday Average Flows	85th Percentile Speed (mph)	DMRB SSD (m)
Site 1 (west of site access)	Westbound	598	51	153.92
	Eastbound	715	51.2	154.93
Site 2 (east of site access)	Westbound	1031	50	148.91
	Eastbound	1254	42.1	112.22

Table 3.1: Speed Survey Results

- 3.10 Visibility splays have been informed by the observed road speeds and their associated stopping sight distances (SSD) as determined by the Design Manual for Roads and Bridges (DMRB) and Leicestershire Highway Design Guide. The required visibility splays of 2.4m by 155m to the east and 2.4m by 155m to the west are achievable within land under the control of the applicant or the publicly maintained highway. Drawing 2307067-01, included at **Appendix B**, demonstrates that the requisite visibility splays are achievable.

Proposed Access Route

- 3.11 There are two possible access routes to / from the Site and the Strategic Road Network (SRN). Option A (as illustrated in Figure 3.1) routes development traffic via the shortest possible route to the SRN. This takes vehicles north on Heath Road from the Site, through the village of Bagworth to the B585 and on to the A511.
- 3.12 It is recognised that although this may be the shortest route, this may not be the most appropriate route particularly for HGV traffic given that the route goes via the villages of Bagworth and Stanton under Bardon. Therefore, an alternative route is proposed, Option B (as illustrated in Figure 3.2) which avoids these local villages.
- 3.13 The route to the SRN is longer in terms of distance but directs development traffic along more appropriate roads. This route will direct traffic to the B585 to the west of the Site and vehicles will then continue along the B585 to the A511. This route avoids local villages causing minimal disruption to local residents.
- 3.14 On the basis of the rationale presented above, it is proposed that all development-related traffic will travel to and from the site via the route identified as Option B. This route is deemed to be acceptable as it routes construction vehicles away from the settlement of Bagworth and Stanton under Bardon, while using roads suitable for HGVs.

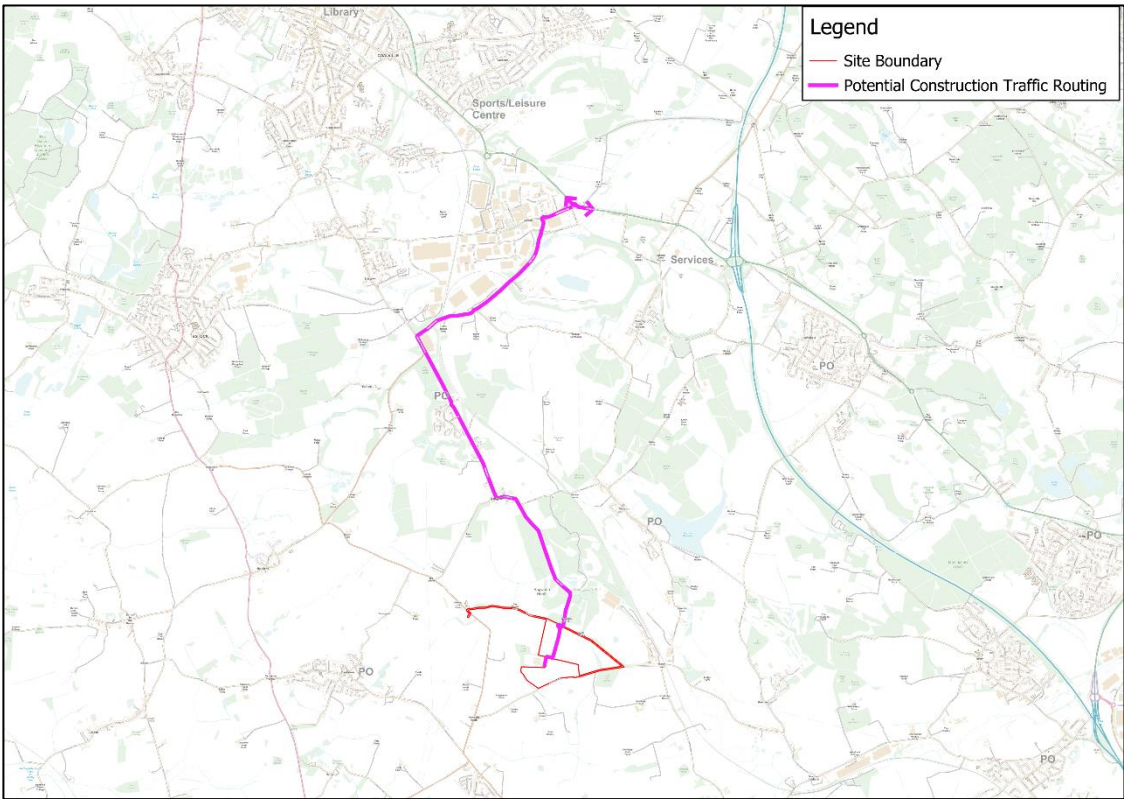


Figure 3.1: Option A – Potential Construction Access Route

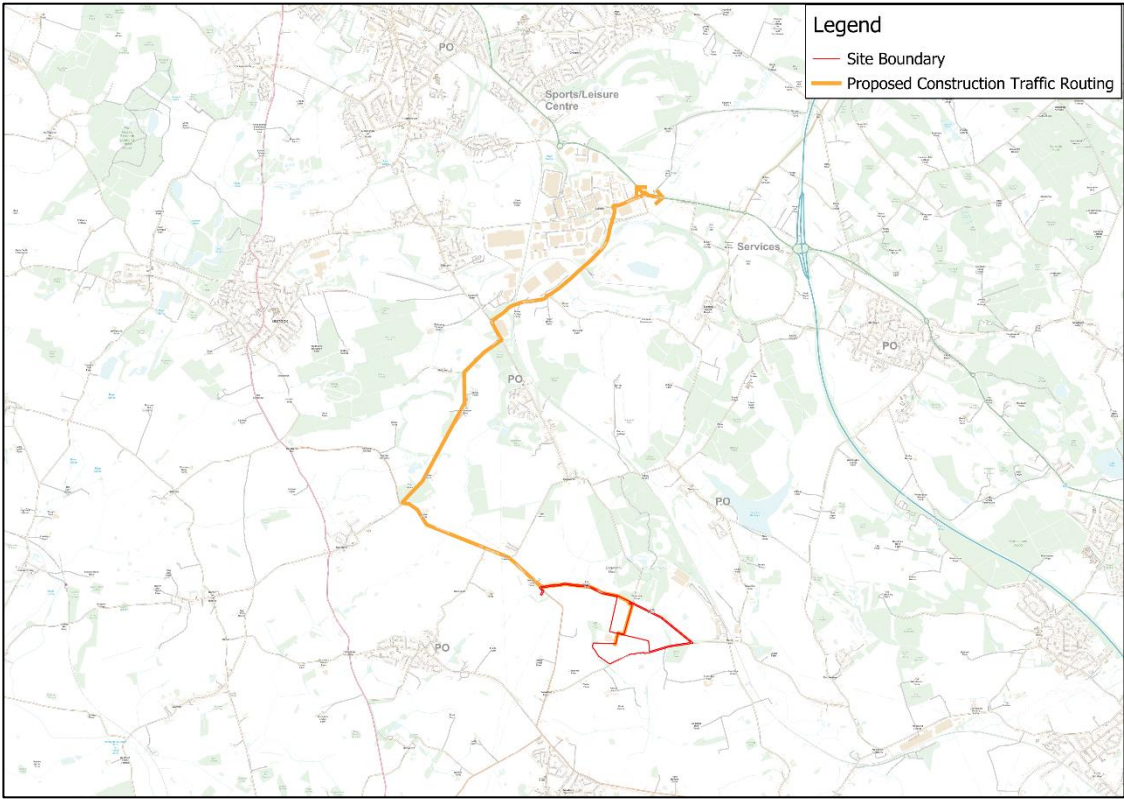


Figure 3.2: Option B – Proposed Construction Access Route

Proposed Development-Related Trip Generation

- 3.15 The Proposed Development comprises two phases: construction and operation. Forecast average daily two-way traffic movements associated with both phases is presented in Table 3.2.

Phase	Duration	Average two-way daily traffic movements		
		Cars / vans (<3.5t)	Heavy vehicles (>3.5t)	Total Traffic
Construction	Up to 24 weeks	50	8	58
Operation	Permanent	4 two-way movements per month.		

Table 3.2: Forecast Development Average Daily Two-way Traffic Movements

- 3.16 Table 3.2 shows that the proposed development could generated an average of approximately 58 two-way vehicle movements during the construction period. This would be comprised of 50 car / van movements (i.e. 25 light vehicles arriving and 25 leaving the site), and 8 HGVs (i.e. 4 lorries arriving and 4 leaving the site). Car / van movements include staff / contractors arriving at Site and small deliveries.
- 3.17 Based on average weekday traffic volumes on Heath Road shown in Table 3.1, the proposed construction vehicle trips are equivalent to only a 4.7% increase of the existing daily two-way traffic on Heath Road to the west of the Application Site. To the east of the Application Site, this increase is equivalent to just 2.7%. This change in vehicle volume is considered to be minimal and would be an imperceptible impact on the operation of the highway network.
- 3.18 During the operational phase, traffic movements are expected to be minimal. Operational traffic would comprise 1 van accessing the Site twice per month (i.e. 4 two-way vehicle movements per month) unless onsite infrastructure is required to be replaced. in this scenario an HGV might be required.
- 3.19 There are no abnormal loads proposed in relation to either phase of the Proposed Development.

4.0 Traffic Impact and Mitigation

Highway Safety

Traffic Volumes

- 4.1 It is predicted that the construction period could generate 8 daily HGV trips and 50 cars / light vans, equivalent to a 2.7 - 4.7% increase to existing traffic flow on Heath Road. Although this volume of vehicles considered to be minimal and will be temporary, to minimise any adverse impact to the operation and safety of the local highway network, a Construction Traffic Management Plan (CTMP) will be supplied alongside this application. The CTMP will set a range of measures to manage and monitor construction vehicle activity throughout the construction period.

Visibility

- 4.2 The proposed site access is an established existing access onto Heath Road. Visibility splays in accordance with surveyed vehicle speeds (i.e. 2.4m x 149 / 2.4m x 155m) can be achieved to the east and west of the access.

Construction Traffic Management Plan (CTMP)

- 4.3 In order to minimise the impact of construction vehicles on the local highway network, specifically HGVs, a CTMP has been prepared which accompanies this planning application. The CTMP outlines the strategy for the safe and efficient movement of construction traffic associated with the construction activity. Although it has been demonstrated that the proposed development will have a de minimis impact in vehicle numbers and subsequent highway capacity, it is acknowledged that a small change in HGV traffic could result in temporary disturbance to users / residents on local roads. To manage and minimise such disturbance the CTMP includes a routing strategy for larger vehicles whereby vehicles will be directed via the route that minimises the impact on sensitive areas such as Bagworth and Stanton under Bardon.

Residual Impacts

- 4.4 On completion of the 24-week construction period, construction traffic would cease. There would therefore be no residual traffic related impacts arising from the temporary construction phase of the Proposed Development.
- 4.5 During the operational phase, traffic movements are expected to amount to 4 vehicle movements per month. Traffic volumes of this magnitude would be imperceptible on a daily basis. No residual traffic related impacts arising from the permanent operational phase of the Proposed Development.

5.0 Summary and Conclusion

- 5.1 Motion is retained by Renewable Connections Developments Ltd to prepare a transport statement in relation to the development of land off Heath Road, Bagworth (the "Site"). The Site is located within the administrative boundaries of Leicestershire County Council (LCC) and Hinckley and Bosworth Borough Council (HBBC).
- 5.2 The Site currently comprises a parcel of undeveloped land of approximately 29.18 hectares. This planning application seeks permission for the proposed solar photovoltaic farm and associated infrastructure, including two cable route corridors to the point of connection (the 'Proposed Development'). A summary of the findings in this report are as follows:
- ▶ The Site is currently accessed from Heath Road via an established access which currently provides access to Snippery Farm. Access will be shared with the existing operation of Snippery Farm.
 - ▶ Visibility splays have been informed by the 85th percentile speeds and associated stopping sight distances (SSD) as determined by the Design Manual for Roads and Bridges (DMRB). It has been demonstrated the required visibility splays are achievable within land under the control of the applicant or the publicly maintained highway.
 - ▶ Analysis of the most recently available PIC data identifies no significant patterns or trends have been observed demonstrating that there are no significant safety issues on the local highway network. It is therefore considered that the proposed development will have no adverse impact on highway safety.
 - ▶ It is proposed that all HGV construction traffic will route to the Site from the A511 via the B585 and Heath Road. This approach routes development traffic to the Site via the most appropriate route to and from the Strategic Road Network, avoiding local villages. The route uses the B585 to access the A511.
 - ▶ During the operational phase of the development, there would be a minimal increase in traffic volumes with operational traffic (one van) expected to access the Site on two occasions per month at the most.
 - ▶ The construction phase of the Proposed Development would lead to a temporary increase in traffic on the road network surrounding the Site. This would be for a temporary 24-week period. On average it is expected that the Proposed Development would lead to an increase in traffic movements of 58 two-way vehicle movements per day. Based on average weekday traffic volumes on Heath Road, this anticipated increase is equivalent to 4.7% of the existing daily two-way traffic on Heath Road to the west of the Application Site. To the east of the Application Site, this increase is equivalent to just 2.7%. Changes of this magnitude would have a de minimis impact on highway capacity.
 - ▶ The volume of vehicle trips generated by the construction and operational phases of the Proposed Development are considered to be negligible and would have an imperceptible impact on the operation of the local highway network. As such, there are no residual traffic impacts identified.
 - ▶ A Construction Traffic Management Plan (CTMP) has been prepared alongside this application to ensure the construction traffic does not cause any severe negative impacts on the local highway network.
- 5.3 In conclusion, the Proposed Development provides an opportunity to provide new, non-carbon energy generating facilities at a location which can be safely accessed by construction and operational vehicles and at which the temporary traffic impacts during construction would be de minimis. Traffic management measures can be put in place to reduce or avoid potential residual impacts arising from road traffic during the temporary 24 week construction period. In short:
- ▶ The proposals accord with national and local policies relevant to transport;

- ▶ Safe and suitable access to the Site can be achieved by all modes; and,
- ▶ The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.

5.4 In accordance with paragraph 116 of NPPF, there are therefore no transport or highway reasons why planning permission should be prevented or refused.

Appendix A

Personal Injury Collision Output



crashmap.co.uk

Validated Data

Crash Date: Monday, November 26, 2018 **Time of Crash:** 5:41:00 PM **Crash Reference:** 2018331801266

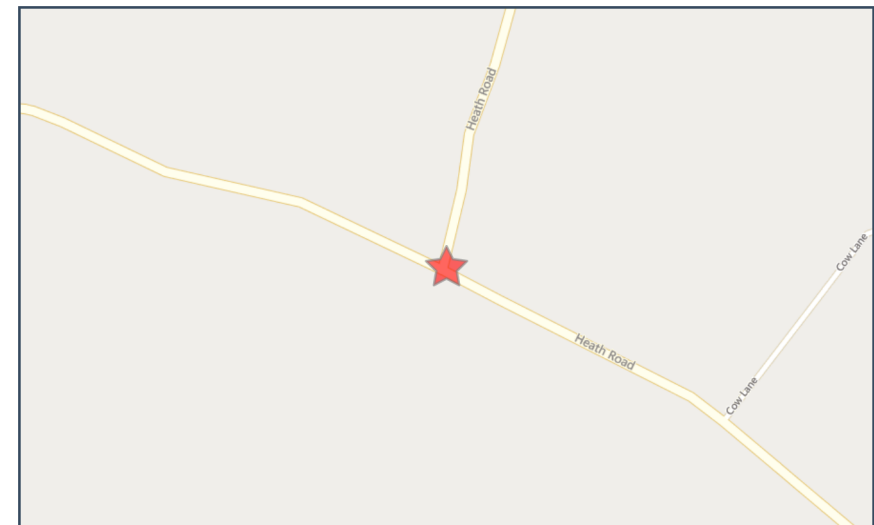
Highest Injury Severity: Serious
Highway Authority: Leicestershire
Local Authority: Hinckley & Bosworth Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 60
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 445632 306317



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	46 - 55	Vehicle is moving off	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	10	Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Tuesday, January 25, 2022 **Time of Crash:** 6:35:00 AM **Crash Reference:** 2022332200074

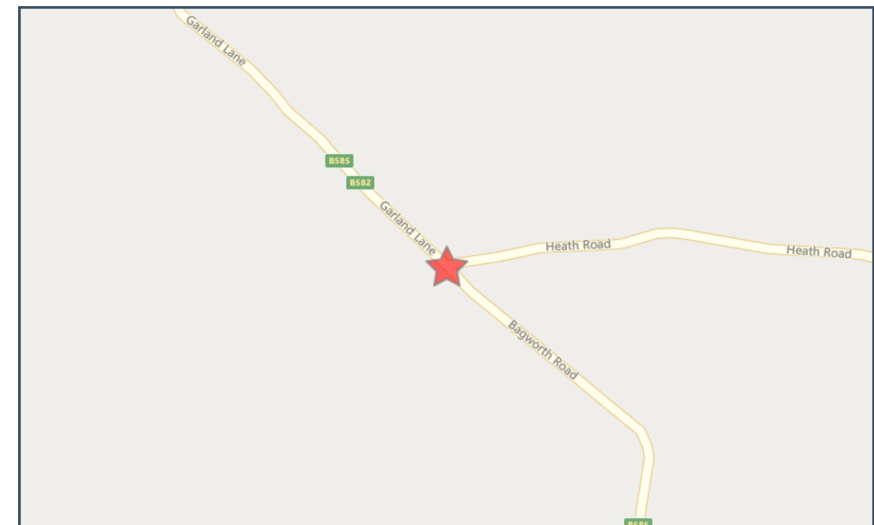
Highest Injury Severity: Serious
Highway Authority: Leicestershire
Local Authority: Hinckley & Bosworth Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 60
Light Conditions: Darkness: no street lighting
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B585

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 444355 306530



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Motorcycle over 50cc and up to 125cc	4	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix B

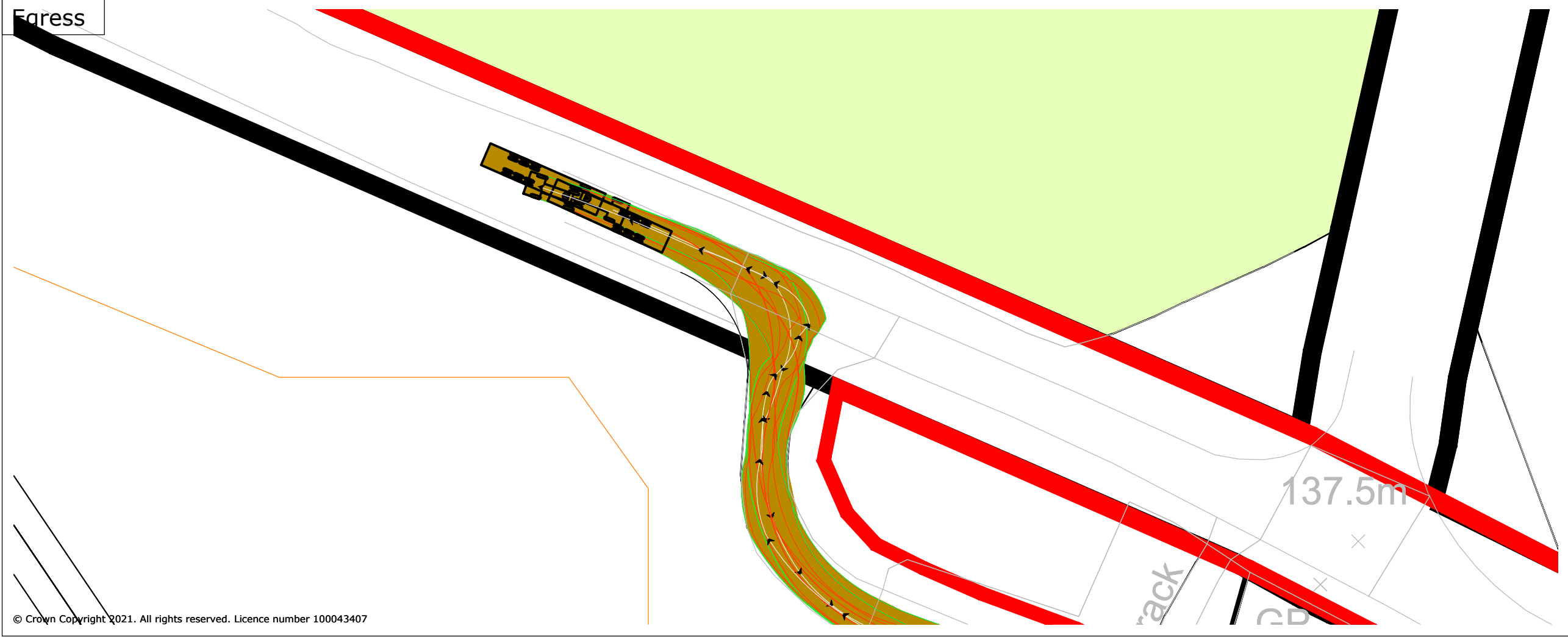
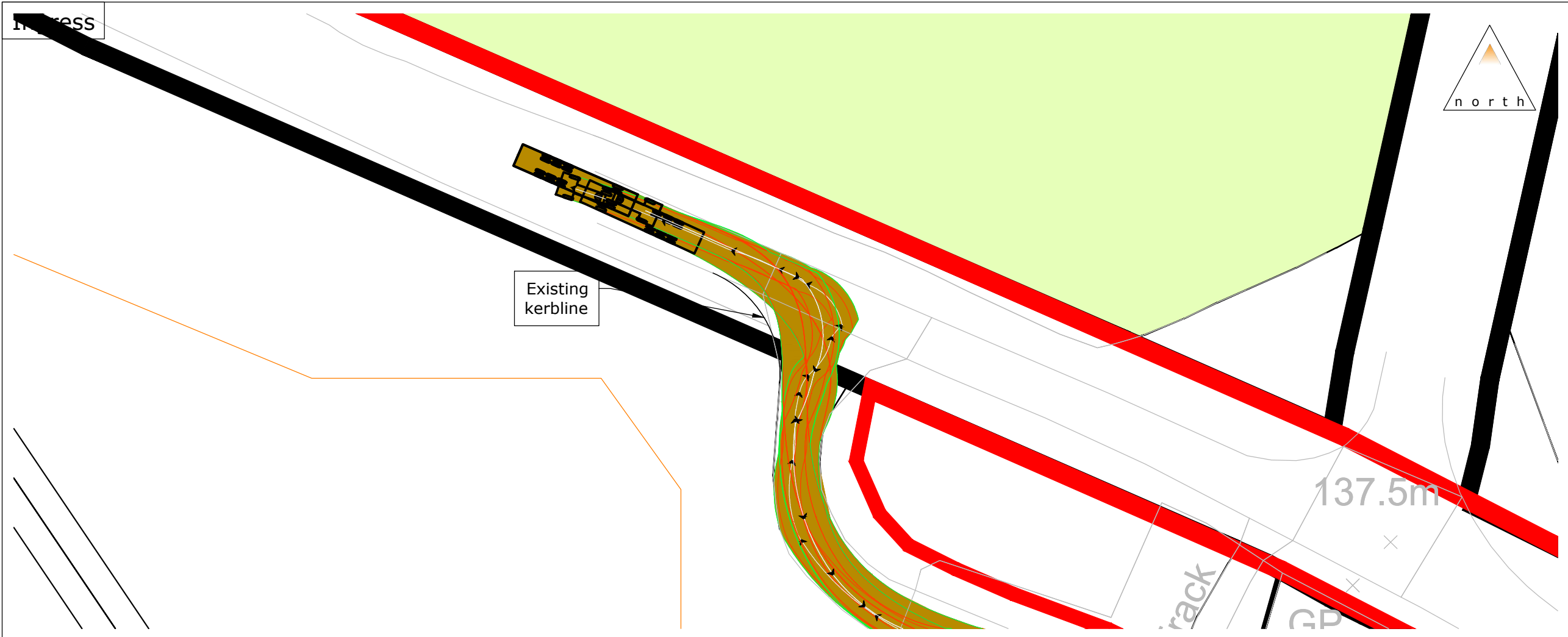
Visibility Splays

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Rev:	Description:	Date:	Rev By:	Chk'd:
 Quadrant House, Broad Street Mall, Reading RG1 7QE T: 0118 467 4498 Guildford - London - Reading www.motion.co.uk Project: Land Off Heath Road, Bagworth Title: Visibility Splays Client: Renewable Connections Drawing Status: Scale: 1:2000 (@ A3) Date:05/09/2023 Drawn: CH Checked: CA Approved: CA Drawing: Revision: 2302103-01				

Appendix C

Swept Path Analysis – Application Site Access



Rev:	Description:	Date:	Rev By:	Chk'd:
				
Artic				
Tractor Width	2.25	Lock to Lock Time	14.0	
Tractor Width	2.25	Steering Angle	- 63.0	
Tractor Track	2.25	Articulating Angle	170.0	
Tractor Track	2.25			



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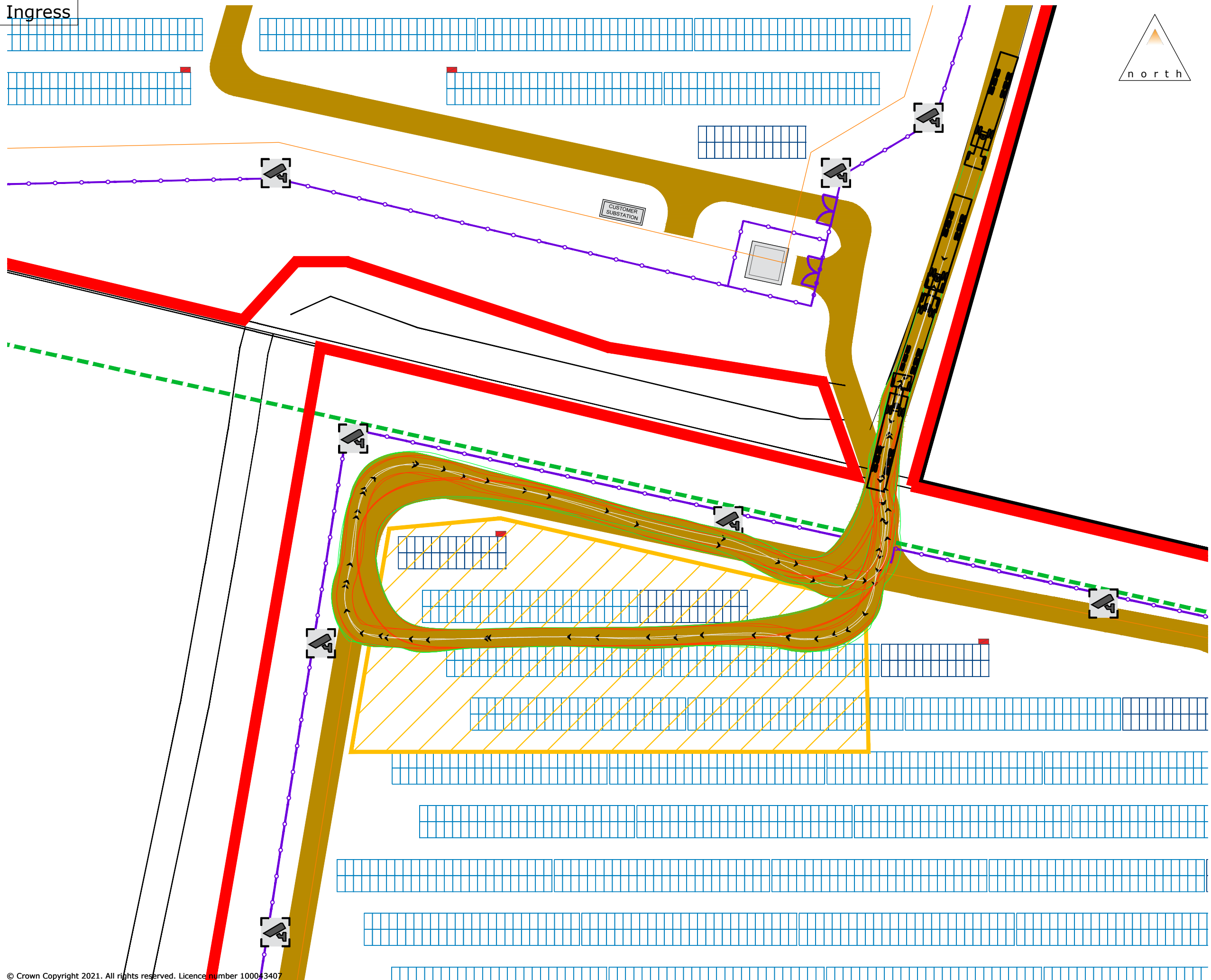
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Land Off Heath Road, Bagworth	
Title:	
Swept Path Analysis Application Site Access	
Client:	
Renewable Connections	
Drawing Status:	
Scale: 1:500 (@ A3)	Date: 30/05/2025
Drawn: AN	Checked: CA
Approved: CA	
Drawing:	Revision:
2302103-TK01	D

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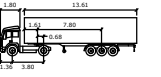
Appendix D

Swept Path Analysis – Turning Manoeuvre

Ingress



Rev: Description: Date: Rev By: Chk'd:



Artic		meters
Traction Width	: 2.55	Lock to Lock Time : 6.0
Trailer Width	: 2.55	Steering Angle : 42.7
Traction Track	: 2.55	Articulating Angle : 70.0
Trailer Track	: 2.55	



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Project:
Land Off Heath Road, Bagworth

Title:
Swept Path Analysis
Turning Area

Client:
Renewable Connections

Drawing Status:

Scale: 1:500 (@ A3) Date: 30/05/2025

Drawn: AN Checked: CA Approved: CA

Drawing:	Revision:
2302103-TK02	D

Appendix E

Speed Survey Results Summary

Site 1 (West of the Access) Eastbound

Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45
--	3720	74	2718	647	91	168	22		--	9	21	14	83	96	285	695	993

Site 1 (West of the Access) Westbound

Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45
--	4278	90	3362	538	97	165	26		--	1	1	24	25	38	236	760	1322

Site 2 (East of the Access) Eastbound

Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45
--	7646	156	6384	874	142	62	28		--	0	7	51	38	277	1795	3435	1551

Site 2 (East of the Access) Westbound

Total

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Fix1	Time [--	Vbin 0 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45
--	6463	133	5104	997	138	65	26		--	5	22	30	14	101	372	1357	2143

Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 60	JPSL% 60	JS1 68 ACPO	JS1% 68 ACPO	JS2 75 DFT	JS2% 75 DFT
825	604	80	13	2	0	43.2	51.2	95	2.554	21	0.565	4	0.108

Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 60	JPSL% 60	JS1 68 ACPO	JS1% 68 ACPO	JS2 75 DFT	JS2% 75 DFT
1091	706	66	8	0	0	44.2	51	74	1.73	10	0.234	2	0.047

Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 60	JPSL% 60	JS1 68 ACPO	JS1% 68 ACPO	JS2 75 DFT	JS2% 75 DFT
333	131	21	6	1	0	37.6	42.1	28	0.366	11	0.144	2	0.026

Vbin 45 50	Vbin 50 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	JPSL 60	JPSL% 60	JS1 68 ACPO	JS1% 68 ACPO	JS2 75 DFT	JS2% 75 DFT
1446	838	117	14	4	0	43.4	50	135	2.089	27	0.418	12	0.186