

Our Ref: 784-B028221

Date: 2 February 2022

Mr G Beattie

Alpha Design

By email

Dear Glen

**HARRAS ROAD, WHITEHAVEN - PROPOSED RESIDENTIAL DEVELOPMENT (JOHN SWIFT HOMES)
ACCESS APPRAISAL**

As requested, we have undertaken the necessary work to provide advice on access to the parcel of land located to the north of Harras Road, Whitehaven. The proposed development is a small-scale residential development of 23 homes, arranged in 3 cul-de-sacs off Harras Road. The site location is shown in Images 1 and 2 below.



Image 1: Google Maps – Site Location & ATC Locations



Image 2: Google Streetview – Harras Road Looking West from Casa Mia

The site was the subject of a previous planning application (ref 4/18/2347/001) for a development of 9 self-build plots. Tetra Tech (then WYG) undertook work at the time to advise on access (Access Appraisal, Aug 2018, attached). The application was granted Outline consent in March 2019. Plot 1, on the western boundary, has since been granted a reserved matters consent in Aug 2021; this application is for the remainder of the site.

Access arrangements for the approved application consisted of 5 residential accesses from Harras Road in shared and single drive arrangements, a field access was also provided, along with accompanying speed tables/cushions at 4 locations, as detailed in WYG's Access Appraisal dated Aug 2018. This application reduces the access points to 3 accesses in the form of cul-de-sacs with

4.8m carriageways, 1.8m footways and 6m kerb radii in accordance with CDDG. As previously, an agricultural access to serve the field behind is proposed. The proposed development includes the traffic calming features from the previously approved development, in the form of speed tables/cushions, similar to those previously approved.

For the approved development, a 7-day ATC speed survey was carried out in September 2017. This section of Harras Road has a more residential feel to the east (where there are residential frontages) and a more rural feel to the west, where there are no frontages, before it meets York Terrace near the A595. There are also decreasing gradients east-west. For these reasons, two ATC counters were used to detect differing speed profiles, the locations are shown in Image 1 above. A repeat survey for this application was carried out by Traffic Sense Ltd in April 2021. The table below summarises the results.

Table 1: ATC Results

	85th Percentile Speeds	
	2017	2021
ATC 1 (Western Section)	39mph downhill, 39mph uphill	38mph downhill, 41mph uphill
ATC 2 (Eastern Section)	32mph downhill, 33mph uphill	36mph downhill, 33mph uphill

The entirety of Harras Road is subject to a 30mph speed limit. The existing speeds on the western section are well above the legal speed limit (as they were in 2017). For the consented development, traffic calming measures to reduce speeds and improve compliance with the speed limit were included, in the form of speed tables or speed cushions at 4 locations along the relevant section of Harras Road, located at 70m to 80m spacing. The use of speed tables/cushions, along with new residential accesses, promotes a residential feel to Harras Road and will significantly reduce speeds in the vicinity of the site. As stated in the documentation supporting the previously approved application, this is likely to reduce 85th percentile speeds around the western section to less than 35mph; indeed, vehicle speeds at the feature are likely to be substantially less.

Western Section

There is one residential access proposed in this section. Using MfS guidance and an 85th percentile speed of 35mph (after installation of speed reduction measures), taking account of the 9.5% gradient, the visibility requirements are 2.4m x 58.3m to the left (looking uphill) and 2.4m x 45.9m to the right (looking downhill). The calculations are attached. The splays are achievable and in keeping with the forthcoming residential characteristic on Harras Road. These visibility splays are the same as previously approved.

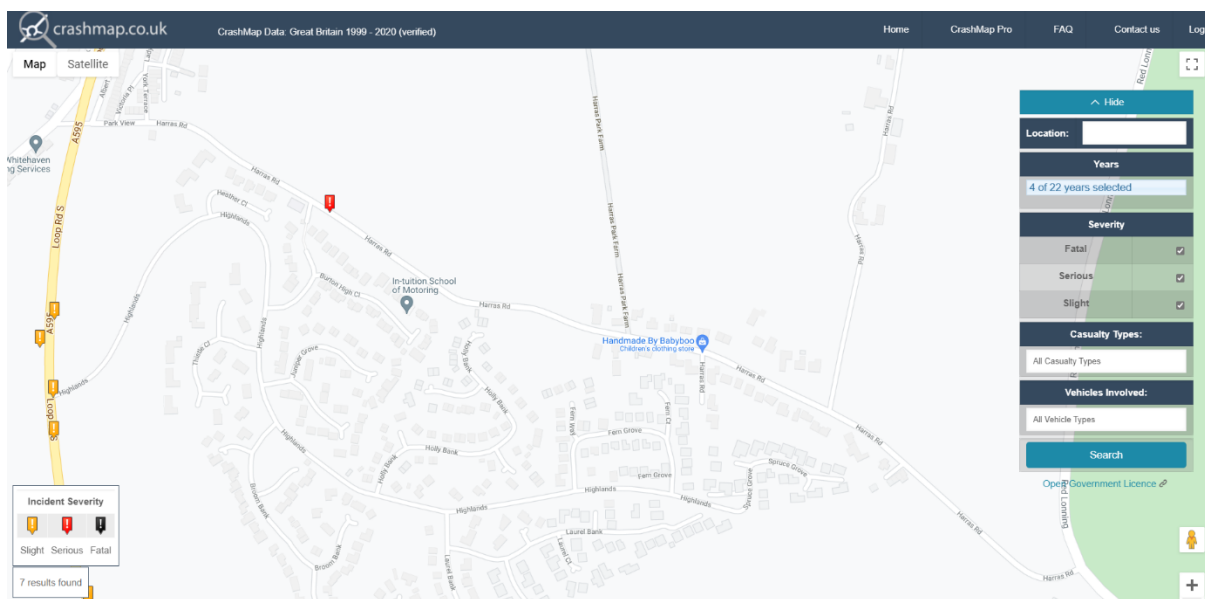
Eastern Section

There are 2 residential accesses plus the field access proposed in this section. The recorded speeds for the eastern section, which are lower but still in excess of the speed limit, would also be reduced by

the addition of the development and the use of speed tables/cushions. The visibility splay to the left, adjusted for gradient of 11% and using 35mph (after speed reduction measures) as the 85th percentile, is 2.4m x 59.9m (looking uphill). Visibility to the right, using 33mph and adjusted for a gradient of 11%, would be 2.4m x 41.5m (looking downhill). The calculations are attached. These splays are achievable for the accesses in the eastern section. The visibility splays are shown on Tetra Tech Drawing 784-B028221-C001-P02, attached. The drawing also shows the locations of the speed tables/cushions.

The proposed layout shows each house has parking for at least 2 cars in line with CDDG. Servicing and refuse collection is adequately provided for as a turning head is supplied in each access. The turning heads have been tracked using a 10.2m Phoenix 2 Duo refuse lorry. Each access will have dropped kerbs crossing points with tactile paving to allow pedestrians to cross Harras Road and use the existing footway on the south side of Harras Road which provides access into Whitehaven. Footway connections will be provided through the grass verge, as shown on the attached drawing.

A review of personal injury accidents was undertaken to assess the safety record of Harras Road local to the site for the 3-year pre-Covid period of March 2017 to March 2020. Detailed records obtained from Cumbria Road Safety Partnership show that there has been one personal injury accident reported in the study period. Extract 3 below from Crashmap shows the location. The incident occurred in July 2017 and resulted in serious injury to one casualty. A car travelling east on Harras Road undertook a cyclist also travelling east which caused the cyclist to collide with the offside of the car and sustain serious injuries. With only one incident occurring in the area in the 3-year period, Harras Road has a good safety record.



Extract 3: Crashmap – Reported Personal Injury Accidents, 2017-2020

In conclusion, the access arrangements are an improvement on the consented layout, there are fewer access points and the speed reduction measures remain. Suitable visibility splays can be provided from the access points. Harras Road has a very good safety record. The development, as per the consented application, is not likely to result in an unacceptable impact in highway safety terms, and the residual cumulative impacts on the road network are not likely to be severe.

Yours sincerely

Eleanor Bunn
Senior Transport Planner
For and on behalf of TetraTech Europe

Enc Tetra Tech Drawing 784-B028221-C001-P02
 2021 ATC Results
 Visibility Splay Calculations
 WYG Access Appraisal, Harras Road, August 2018



LEGEND

PROPOSED



Hardworks

- Main Entrance Drive and Communal Drive Areas
Bitmac upon to 10 in with existing road surface. Exposed aggregate drive surface e.g. SuperColour® Exposed in 'Gravel' or similar to be approved. Reclaimed gritstone sett kerbs, 70mm upstand, joints to be as narrow as possible - no mortar visible.
- Private Driveways and Parking Areas
Proposed Tergula by Tolermore in 'cedar' or 'slate' sett infill with matching tinsbanding, or similar to be approved. Kerbs to match.
- Sett Threshold
Banks of reclaimed gritstone setts, laid flush with adjacent surfacing. Mortar joints to be as narrow as possible.
- Proposed Paths, Patios and Steps
All to be surfaced with buff, natural stone flags and edged with matching natural stone setts where appropriate. Insert panels of square flags (in same material) within patios laid to aid interest. Stepping stones (used in same material).
- Proposed Garden Walls
Brick walls and piers with stone copings. Brick to be specified by the architect. Stone cope 75mm depth to match building side. Piers to be 2 brick courses above wall height. Retaining walls to be 150mm above upper soil level, walls to be finished with hedging or shrub planting where possible.
- Proposed Walls and Piers along Roadside
Red sandstone wall of local vernacular with piers to match, max 2m high, retaining walls to be 150mm above upper soil level.
- High Timber Fence
1.8m high timber fence to form property divides. Vertical feather edge, close boarded with coping rail. Fence to slope with natural ground gradients - no stepping. Fence to be stained very dark brown. Timber gates to match. Fences to steps down to 1.1m high where possible, e.g. when on top of retaining wall and towards the rear of rear gardens.
- Timber Post and Stock Proof Fence
1.1m high round tanalised timber posts with stock proof wire netting.

Softworks

- Proposed Trees
Trees selected for seasonal variety, interest and form and tolerant of local conditions. Trees to be selected from the palette below. Nearby trees have been viewed to assess which species and varieties are most likely to tolerate the hillside location. All trees to be double dated and of local provenance.
AC - Acer campestre 'Elegans', 16-18cm girth, RB
AP - Acer platanoides, 16-18cm girth, RB
AL - Amelanchier lamarckii (multi-stem), 2.5m high, CG
BF - Betula Tascator, 16-18cm girth, RB
BP - Betula pendula, 16-18cm girth, RB
CP - Cotoneaster punctulata, 16-18cm girth, RB
GS - Gordiaa triacanthus 'Sunburst', 16-18cm girth, RB
MF - Malus forficata, 16-18cm girth, RB
PP - Prunus padus, 16-18cm girth, RB
PS - Pinus sylvestris, 2-2.25m high, RB
QP - Quercus petraea, 20-25cm girth, RB
QR - Quercus robur, 16-18cm girth, RB
SE - Sorbus aria, 16-18cm girth, RB
SA - Sorbus aucuparia, 16-18cm girth, RB
- Proposed Hedges
All hedges to be Griselinia littoralis (unless annotated at Native Species Hedge) due to the exposed, coastal location.
1m high, 3 per linear metre planted in a single line. CG
- Proposed Low Hedging
Ilex crenata 'Green Glory', 30-40cm high, planted at a rate of 5 per 1m metre in a single row, clipped after planting to form an instant hedge.
- Proposed Shrub Planting
Range of plants selected for seasonal variety, colour and form. See schedule for typical species, sizes and densities.
- Proposed Lawn
- Proposed Levels
P120.00
E121.00
Existing Levels

KEY

- MfS Visibility Splays
- Proposed Traffic Calming
- Proposed Drop Kerbs
- Proposed Footway Connections

Rev	Description	Date	By	Check	Appr
P02	UPDATED FOLLOWING LAYOUT AMENDMENT	02.02.2022	EB	NB	NB
P01	FIRST ISSUE	10.01.2021	EB	NB	NB

Issuing Office
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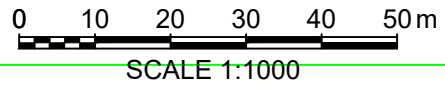
Client
JOHN SWIFT HOMES

Project Name
LAND ADJ CASA MIA, HARRAS ROAD, WHITEHAVEN

Sheet Title
VISIBILITY SPLAYS & PROPOSED TRAFFIC CALMING MEASURES

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A3	Subsidiary
784-B028221	EB	Jan '22	NB	Jan '22	NB	Jan '22	As Shown	S0
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
- TTE	- 00	- XX	- DR	- O	- C001	P02		

Drawing based on Barnes Walker Drawing
M3450-SD-V05 Landscape Layout Drawing (dwg)



Manual For Streets SSD Calculator

Speed

35

 mph Put speed in red box

Speed 15.55556 m/s

t 1.5 s MfS 75.7 & MfS2 Table 10 for Light Veh
d 4.41 m/ss MfS 75.7 & MfS2 Table 10 for Light Veh
a

9.5

 % Put gradient in the Yellow Box + for uphill and - for downhill

SSD = vt + v2/ 2(d+0.1a)
= 23.33333 241.9753 10.72

SSD = 45.90566 m

Manual For Streets SSD Calculator

Speed

35

 mph Put speed in red box

Speed 15.55556 m/s

t 1.5 s MfS 75.7 & MfS2 Table 10 for Light Veh
d 4.41 m/ss MfS 75.7 & MfS2 Table 10 for Light Veh
a

-9.5

 % Put gradient in the Yellow Box + for uphill and - for downhill

SSD = vt + v2/ 2(d+0.1a)
= 23.33333 241.9753 6.92

SSD = 58.30086 m

Manual For Streets SSD Calculator

Speed

35

 mph Put speed in red box

Speed 15.55556 m/s

t 1.5 s MfS 75.7 & MfS2 Table 10 for Light Veh
d 4.41 m/ss MfS 75.7 & MfS2 Table 10 for Light Veh
a

-11

 % Put gradient in the Yellow Box + for uphill and - for downhill

SSD = vt + v2/ 2(d+0.1a)
= 23.33333 241.9753 6.62

SSD = 59.88549 m

Manual For Streets SSD Calculator

Speed

33

 mph Put speed in red box

Speed 14.66667 m/s

t 1.5 s MfS 75.7 & MfS2 Table 10 for Light Veh
d 4.41 m/ss MfS 75.7 & MfS2 Table 10 for Light Veh
a

11

 % Put gradient in the Yellow Box + for uphill and - for downhill

SSD = vt + v2/ 2(d+0.1a)
= 22 215.1111 11.02

SSD = 41.52006 m

Ref: A105041-7

Date: 9th August 2018

Mr S. Macaulay

Manning Elliot

Manelli House

4 Cowper Road

Penrith

CA11 9BN

Dear Stephen,

LAND AT HARRAS ROAD, WHITEHAVEN – ACCESS ADVICE

As requested, we have considered the potential access to land off Harras Road, Whitehaven for a residential development of some 9 homes. The proposed site has 7 private driveway accesses and 1 shared private driveway access. An illustrative layout is shown on Manning Elliot Drawing 1635-PL003, attached.

There is a reserved area for field access incorporated into the layout. It has a suggested carriageway width of 4.8m with 6m kerb radii and space for a footway on each side - a secondary street standard. The 2018 Cumbria Development Design Guide identifies that a single access secondary street (with no emergency vehicle access) can serve up to 50 homes. If a greater number of dwellings is sought, a separate pedestrian/cycle link, to serve as a contingent emergency access, is recommended, and/ or a secondary vehicular access.

The site is located on agricultural land to the north of Harras Road, some 400m east of the A595. Harras Road runs in a general east-west alignment from Red Lonning to Park View and slopes down from east to west. The site has a 240m frontage onto Harras Road.

In the vicinity of the site, Harras Road is some 5m wide with a 1.2m footway on the south side, set behind a 2m verge. The road is lit and subject to a 30mph speed limit.

To determine the visibility splays for the accesses, two speed surveys were carried out by Northern Link Traffic Data Consultancy (NLTDC) from 11th September 2017 to 17th September 2017, one at the eastern

end of the site, and one at the western. The survey data is attached. The speed survey recorded average weekday 85th percentile speeds.

From the speed survey, this portion of Harras Road has 2 distinct speed profiles: the western section and the eastern section, addressed separately below.

Eastern Section

The eastern section has speeds of 32.4mph westbound and 32.8mph eastbound, with an uphill gradient of 11% to the east. There is one private driveway access and two shared private driveway accesses proposed in this section.

As the 85th percentile speeds here are below 37mph, MfS has been used to calculate the required visibility splays. The MfS calculations are attached. All accesses in the eastern section require MfS visibility splays of 2.4m x 54.0m uphill and 2.4m x 40.4m downhill. These visibility splays are shown on WYG Drawing A105041-7/C003 and can be delivered for all.

Western Section

The western section has 85th percentile speeds of 38.6mph westbound and 39.0mph eastbound, with an uphill gradient of 9.5% to the east. There are 2 proposed shared private driveway accesses in this section. The access arrangements are shown on WYG Drawing A105041-7/C003, attached.

Because this section of Harras Road is within a 30mph speed limit and the 85th percentile speeds are greater than 37mph, DMRB provides the appropriate guidance for visibility. For these speeds a splay of 120m would be required. This will significantly intrude on the housing scheme, especially to the east.

The existing speeds on the western section are well above the legal speed limit and traffic calming measures could be used to reduce speeds and improve compliance with the speed limit. Appropriate speed reducing features would be speed tables or speed cushions along the relevant section of Harras Road and they could be located at 70m to 80m spacing as shown illustratively at WYG Drawing A105041-7/C003. The speed tables/cushions would encourage a residential feel to Harras Road and significantly reduce speeds in the vicinity of the whole site. This is likely to reduce 85th percentile vehicle speeds around the western section to less than 35mph. Assuming an 85th percentile speed of 35mph then the MfS guidance would be appropriate

and the visibility requirements are 2.4m x 58.3m uphill and 2.4m x 45.9m downhill for both accesses in the western section. These splays are achievable and are more in keeping with the residential characteristic on Harras Road.

Due to the small size of the proposed development, the traffic impacts are considered negligible and it is expected that the development will have no negative impact on road safety. The traffic survey shows an average of 219 vehicles movements in the AM peak hour and 247 in the PM peak hour. The site is expected to generate 5 vehicle movements in both the AM peak hour and the PM peak hour, 1 vehicle every 12 mins. The local road network is easily capable of accommodating this negligible increase.

In conclusion, satisfactory access with appropriate visibility splays can be achieved, in conjunction with speed reducing measures, for the proposed development at Harras Road, Whitehaven. Further discussions with Cumbria CC are recommended.

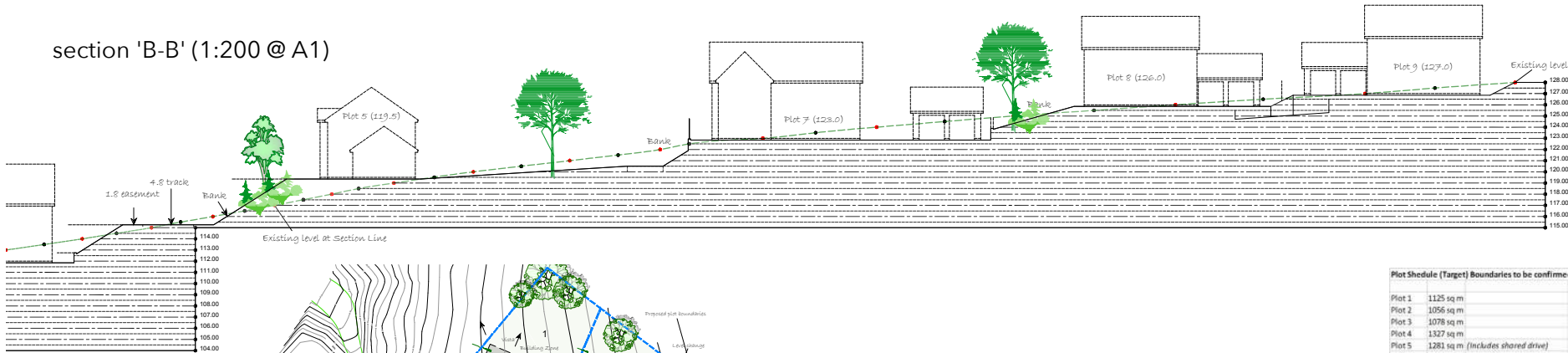
Yours sincerely

Eleanor Bunn
Transport Planner
For and on behalf of WYG

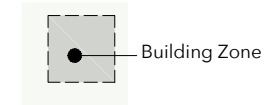
Enc Manning Elliot Drawing 1635-PL003
Speed Surveys
MfS Visibility Calculations
WYG Drawing A105041-7/C003

REVISION	
Revision	X

section 'B-B' (1:200 @ A1)



Plot Schedule (Target) Boundaries to be confirmed	
Plot 1 1125 sq m	4 no Bed Detached House, up to 2.5 storey
Plot 2 1056 sq m	Bungalow with integral garage
Plot 3 1078 sq m	4 no Bed Detached House with integral garage
Plot 4 1327 sq m	4 no Bed Detached House with attached garage
Plot 5 1281 sq m (includes shared drive)	4 no Bed Detached House with attached garage
Plot 6 875 sq m	4 no Bed Detached House with attached garage
Plot 7 1413 sq m (Mine issue in garden)	4 no Bed Detached House with attached garage
Plot 8 1065 sq m	4 no Bed Detached House with attached garage
Plot 9 920 sq m	4 no Bed Detached House with attached garage



Plot Boundary (to be confirmed)

Units and drives are indicative

* (Mean formation level) Preliminary

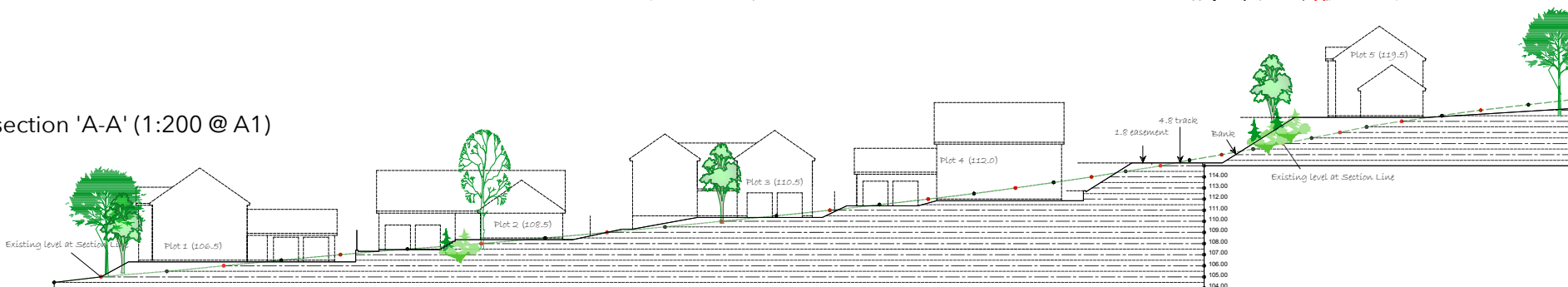
site plan (1:500 @ A1)



Metres
0 5 10 20 30 40 50



section 'A-A' (1:200 @ A1)



MANNINGELLIOTT
PARTNERSHIP

Chartered Architects &
Designers

Mannell House, Suite 1
Copper Road, Porth
Cornwall PL31 1BN
t: 01752 888 888
e: paul@manningelliott.co.uk
or manningelliott.co.uk

project title:
Proposed Residential Development
Harras Moor
Whitehaven

drawing title:
Site Plan & Sections

issue stage:
PLANNING ISSUE

date: AUG 18 draw: SM scale @ A1/A3:
AS SHOWN

drawing number:
1635 PL003 revision:
-



Survey Dates 12 to 18 September 2017

Report Type 14 Bin Speed + Summary

Notes:

 NORTHERN LINK
TRAFFIC DATA CONSULTANCY LTD

Unit D Baron Way
Kingmoor Business Park
Carlisle
CA6 4SJ

A.T.C. Site Visit & Check Schedule

Road Name/No	West Approach Harras Rd Harras Moor
Site ID	14517003
Nat. Grid Ref.	NX 98236 18557
Counter Type	EV8
Counter No.	1205-B0996
Tubes Installed	11 Sept 2017
Date Removed	19 Sept 2017

VISITS

Date	Data Removed	Battery Changed	Check Count	Tube Failed	Tube Replaced	Remarks
11/9/17			Yes			Tubes Installed
19/9/17	003:0156					Tubes Removed

Channel #1 = West Speed Limit 30
Channel #2 = East

The site has been assessed as per the method statement and is deemed safe for installation.
Technicians Name: P Cocker

Northern Link Traffic Data Consultancy Revision 1.2 March 2017

 NORTHERN LINK
TRAFFIC DATA CONSULTANCY LTD

Unit D Baron Way
Kingmoor Business Park
Carlisle
CA6 4SJ

A.T.C. Site Visit & Check Schedule

Road Name/No	East Approach Harras Rd Harras Moor
Site ID	14517001
Nat. Grid Ref.	NX 98400 18483
Counter Type	EV8
Counter No.	1205-B7444
Tubes Installed	11 Sept 2017
Date Removed	19 Sept 2017

VISITS

Date	Data Removed	Battery Changed	Check Count	Tube Failed	Tube Replaced	Remarks
11/9/17			Yes			Tubes Installed
19/9/17	003:0156					Tubes Removed

Channel #1 = West Speed Limit 30
Channel #2 = East

The site has been assessed as per the method statement and is deemed safe for installation.
Technicians Name: P Cocker

Northern Link Traffic Data Consultancy Revision 1.2 March 2017



Report Type 14 Bin Speed + Summary

Notes:


**NORTHERN LINK
TRAFFIC DATA CONSULTANCY LTD**

Unit D Barron Way
Englewood Business Park
Cardale
CA6 4J7

A.T.C. Site Visit & Check Schedule

Road Name/ No	
Site Description	West Approach Harnas Rd Harnas Moor
Site ID	14517002
Nat. Grid Ref.	SK 98236 18557
Counter Type	IVR
Counter No	1202-80996
Date Installed	11 Sept 2017
Date Removed	19 Sept 2017

VISITS

Date	Data Removed	Battery Changed	Check Count	Tube Failed	Tube Replaced	Remarks
11/9/17			Yes			Tubes Installed
19/9/17	002c0356					Tubes Removed

Channel #1 = West

Channel #2 = East

Speed Limit 30

The site has been assessed as per the method statement and is deemed safe for installation.

Technician Name: P Cocker

Horizon Link Traffic Data Consultancy
Revision 1.2 March 2017


**NORTHERN LINK
TRAFFIC DATA CONSULTANCY LTD**

Unit D Barron Way
Kingmoor Business Park
Culfele
CA6 4JF

A.T.C. Site Visit & Check Schedule

Road Name/ No.	
Site Description	East Approach Harras Rd Harras Moor
Site ID	14517001
Nat. Grid Ref.	NX 98400 18483
Counter Type	RVF
Counter No.	1506-97444
Date Installed	11 Sept 2017
Date Removed	19 Sept 2017

VISITS

Date	Data Removed	Battery Changed	Check Count	Tube Failed	Tube Replaced	Remarks
11/9/17			Yes			Tubes Installed
19/9/17	003:03:56					Tubes Removed

Channel #1 = West
Speed Limit 30

Channel #2 = East

The site has been assessed as per the method statement and is deemed safe for installation.

Technicians Name: P Cocker

Northern Link Traffic Data Consultancy
Revision 1.2 March 2013

Manual For Streets SSD Calculator

Speed 32.8 mph **Put speed in red box**

Speed 14.57778 m/s

t 1.5 s MfS 75.7 & MfS2 Table 10 for Light Veh

d 4.41 m/ss MfS 75.7 & MfS2 Table 10 for Light Veh

a -11 % **Put gradient in the Yellow Box + for uphill and - for downhill**

$$\begin{aligned} \text{SSD} &= vt + \frac{v^2}{2(d+0.1a)} \\ &= 21.86667 + \frac{212.5116}{6.62} \end{aligned}$$

$$\text{SSD} = 53.96812 \text{ m}$$

Manual For Streets SSD Calculator

Speed 32.4 mph **Put speed in red box**

Speed 14.4 m/s

t 1.5 s MfS 75.7 & MfS2 Table 10 for Light Veh

d 4.41 m/ss MfS 75.7 & MfS2 Table 10 for Light Veh

a 11 % **Put gradient in the Yellow Box + for uphill and - for downhill**

$$\begin{aligned} \text{SSD} &= vt + \frac{v^2}{2(d+0.1a)} \\ &= 21.6 + 207.36 / 11.02 \end{aligned}$$

$$\text{SSD} = 40.4167 \text{ m}$$

Manual For Streets SSD Calculator

Speed 35 mph **Put speed in red box**

Speed 15.55556 m/s

t 1.5 s MfS 75.7 & MfS2 Table 10 for Light Veh

d 4.41 m/ss MfS 75.7 & MfS2 Table 10 for Light Veh

a -9.5 % **Put gradient in the Yellow Box + for uphill and - for downhill**

$$\begin{aligned} \text{SSD} &= vt + \frac{v^2}{2a} \\ &= 23.33333 + \frac{241.9753}{6.92} \end{aligned}$$

$$\text{SSD} = 58.30086 \text{ m}$$

Manual For Streets SSD Calculator

Speed 35 mph **Put speed in red box**

Speed 15.55556 m/s

t 1.5 s MfS 75.7 & MfS2 Table 10 for Light Veh

d 4.41 m/ss MfS 75.7 & MfS2 Table 10 for Light Veh

a 9.5 % **Put gradient in the Yellow Box + for uphill and - for downhill**

$$\begin{aligned} \text{SSD} &= vt + \frac{v^2}{2(d+0.1a)} \\ &= 23.33333 + 241.9753 + 10.72 \end{aligned}$$

$$\text{SSD} = 45.90566 \text{ m}$$



REV	DESCRIPTION	BY	CHK	APP	DATE
Client: TERATUS LTD					
2 ST. JAMES GATE NEWCASTLE UPON TYNE TYNE & WEAR NE1 4AD					
TEL: +44 (0)191 255 7300 FAX: +44 (0)191 255 7301 e-mail: newcastle@wyg.com					
Project: LAND AT HARRAS ROAD					
Drawing Title: ACCESS ARRANGEMENTS AND VISIBILITY SPLAYS					
Scale @ NTS	A1	Drawn EB	Date 29.06.18	Checked NB	Date 29.06.18
Project No. A105041-7	Office 91	Type 18	Drawing No. C003	Approved AA	Date 29.06.18
Revision -					

