



Moorhouse Farm,
Moorhouse Lane,
Birkenshaw
Highway Statement
November 2021
Project no. 1919

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Quality Management

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Checked by	LJO	LJO		

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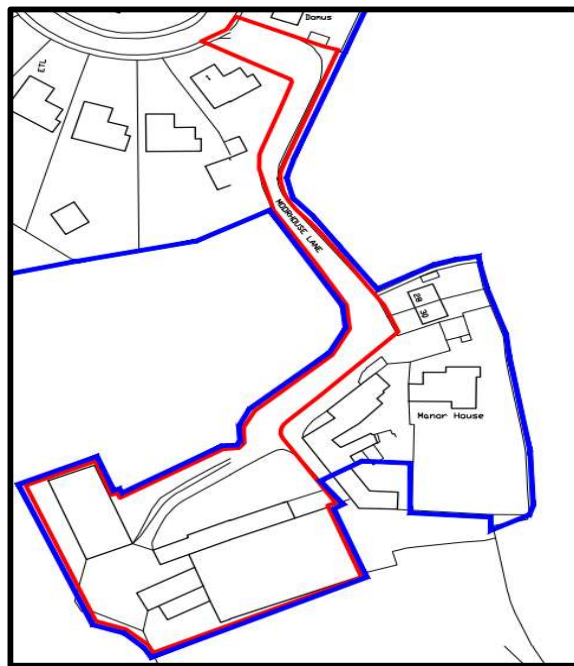
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1.0 Introduction

- 1.1.1 Paragon Highway Consultants have been appointed to prepare this Highway Statement relating to a proposed residential development comprising of six detached dwellings at Moorhouse Farm, Moorhouse Lane, Birkenshaw in the district of Kirklees. Appendix A shows the site location in relation to the local highway network.
- 1.1.2 The proposal is set within substantial farm grounds located within a semi-rural location, bounded by a combination of residential properties and grazing land to the north, north east and north west with further open fields located to the south.
- 1.1.3 The application site is presently made up of a cluster of ancillary outbuildings of varying sizes, previously used in conjunction with the day-to-day farm operations which constituted of livestock herds and dairy farming. See the location plan immediately below the application site identified in red.

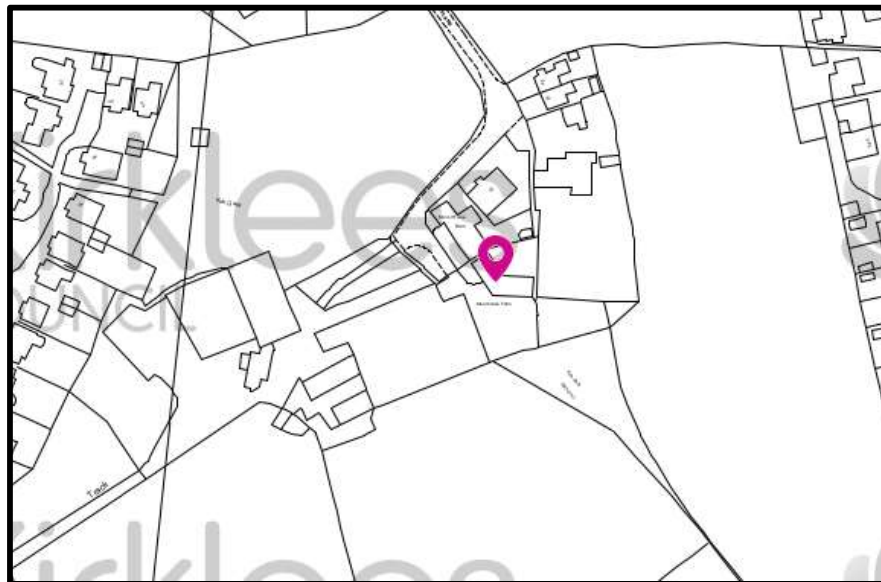


Application Site Boundary

- 1.1.4 The use of these farm units over the years has evolved and are currently utilised for the purpose of providing, secure, covered, all year-round caravan storage facility,

together with elements of equestrian use incorporating stabling facilities for up to thirty four horses.

- 1.1.5 The development area will comprise of a six detached dwelling houses, with each unit benefiting from allocated garaging and parking.
- 1.1.6 The residential development will be accessed directly off Moorhouse Lane by the way of a dedicated, shared driveway leading to off street parking, garaging, turning facility, shared block paved courtyard and amenity area.
- 1.1.7 Improvements and alterations including a turning area are proposed to the existing shared driveway (Moorhouse Lane) as part of the proposal to ensure the lane can adequately accommodate the refuse vehicle utilised by Kirklees Council for their regular household wate collections.
- 1.1.8 The site, which is the subject of this application is located within a semi-rural area with surrounding pockets of both agricultural land and residential properties. The site is unallocated within the Kirklees Local Plan (2019); this is identified on the extract of the Councils map on the following page which highlights Moorhouse Farm (indicated by a pink marker) along with the immediate surrounding area.



Kirklees Local Plan Extract

2.0 Existing Situation

2.1.1 Site Description

2.1.2 The proposed development is located within the grounds of an established, substantial family run business known as Moorhouse Farm, which lies to the very north west edge of the village of Birkenshaw, close to the boundary of the neighbouring settlement of East Brierley. A plan which can be found immediately below, and also on the location plan at Appendix A illustrates the village of Birkenshaw and its surrounding area.



2.1.3 Birkenshaw is placed directly between the large cities of Bradford to the north west and Wakefield to the south east in West Yorkshire, located within close proximity of shops and local amenities placed in and around the surrounding area, together with numerous adjoining settlements as identified on the pedestrian and cycle catchment plan at Appendix B.

2.1.4 Moorhouse Farm is located within a semi-rural area within the settlement of Birkenshaw, however, the majority of the village is primarily made up of residential areas with large pockets of agricultural/open land scattered around its perimeter.

2.1.5 The large proposal area is accessed by the way of a shared driveway served directly off Moorhouse Lane. This presently also allows access to available parking in the form of a hard standing area placed directly to the front of the units – see photograph on subsequent page.



Photograph 1: Proposal Area

- 2.1.6 The substantial site area positioned immediately to the west of the existing detached farmhouse, and residential farm properties currently houses a selection of outbuildings of varying sizes previously utilised for the purpose of holding livestock herds, dairy farming and ancillary farming equipment/machinery.
- 2.1.7 Moorhouse Farm no longer operates as an agricultural concern and the previously used farm units, which are the subject of this application have undergone changes and currently utilised for the purpose of providing secure, covered, all year-round storage for substantial numbers of touring caravans; combined with elements of equestrian use with stabling facilities available for up to thirty four horses, offering a DIY livery service. The businesses have successfully operated from this site for numerous years.
- 2.1.8 Its location offers access to several locally operated stores, small supermarket, post office, cafe, hair and beauty salons, schools and places of worship, with a host of further amenities available within the numerous adjoining suburbs and settlements as identified on the pedestrian and cycle catchment plan at Appendix B.

2.1.9 Local Highway Network

- 2.1.10 The site is accessed via a shared driveway (Moorhouse Lane) served by the way of a simple extended dropped footway crossing directly off Moorhouse Lane - see photograph below.



Photograph 2: Access with Moorhouse Lane

- 2.1.11 The existing shared driveway is surfaced to a good standard and is laid out in the form of cul-de-sac type arrangement with varying carriageway widths along its full length. The shared drive is single width for the majority although it widens to 5.7 metres at its junction with Moorhouse Lane.
- 2.1.12 The carriageway is bounded by a mix of low boundary stone walling, hedgerows of varying heights, fencing and grass verges along its full length. It presently adequately serves the existing residential properties, ancillary buildings and businesses operating from the site, although there are sections with limited forward visibility and no pedestrian facilities.
- 2.1.13 From its junction point with Moorhouse Lane to the north of the site, the shared driveway travels in generally a southerly direction for approximately 180 metres where it terminates at a hard standing area utilised for parking in conjunction with the on-site businesses.

- 2.1.14 Moorhouse Lane is a traditional estate road with a carriageway width of approximately 7 metres, serving numerous residential properties together with the shared driveway (Moorhouse Lane) which forms part of the application site. It commences to the northeast of the site with observed traffic speeds of around 25mph at its junction with the A651 (Bradford Road) – see photograph below. It then travels in a south easterly direction for 150 metres where it changes to Moorhouse Drive; a cul-de-sac arrangement of some 200 meters with a carriageway allowing access to further individually served properties.



Photograph 3: Junction with Bradford Road

- 2.1.15 Both Moorhouse Lane and Moorhouse Drive contain a series of street lighting and collectively offer adequate footway provision of 2 metres to both sides along their full length. Both carriageway and footway are considered suitable in terms of width and construction for their day-to-day use.
- 2.1.16 Bradford Road (A651) is a class one major highway and is a two-way single carriageway that is moderately trafficked with variations in flows at network peak times. It is lit to main road standards and generally runs north to south connecting with the town of Gomersal to the south and the city of Bradford to the north.
- 2.1.17 At the point of access with Bradford Road, the A651 is the subject of a 30mph speed limit which undergoes regular vehicle speed checks, with vehicle speeds monitored and controlled by the way of mobile traffic cameras (see photograph on the following page

of signage in place on Bradford Road). These are operated by the local police authority, ensuring the speed limit is generally adhered to.



Photograph 4: Speed Camera Signage

2.1.18 There are pedestrian refuge islands available along Bradford Road, assisting pedestrians when negotiating through traffic by offering a safe place to stop before finishing crossing the carriageway. See photograph immediately below page which identifies one of the refuge islands available to the south of Moorhouse Lane at its junction with Bradford Road.



Photograph 5: Pedestrian Refuge Island

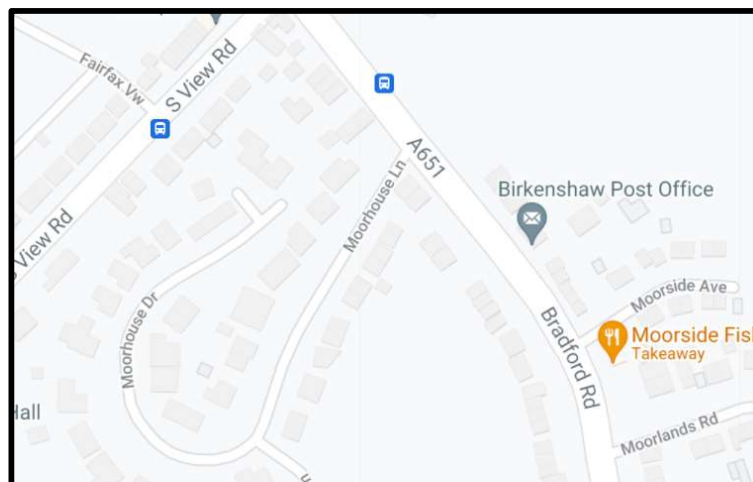
2.1.19 The site is located within close proximity of public transport facilities in the form of bus services, with stops in the immediate vicinity available along the full length of Bradford Road (A651). These stops are located within the recommended walking distances for commuting as identified on the pedestrian and cycle catchment plan placed at Appendix B. The nearest bus stop is situated approximately 140 metres from the entrance to the shared driveway serving the proposal.

2.1.20 Details of services available from these fare stages are shown in the Transport Sustainability at Section 5 of this report.

2.1.21 Road Traffic Accidents

2.1.22 The information available on the Crashmap website, which is approved by the National Statistics Authority and reported on by the Department for Transport, identifies that there have been no recorded injury accidents over the last five years up to December 2020 within the search area.

2.1.23 The search area illustrated below identifies that there have been no recorded injury accidents at the proposed site access or on the approach to the junction.



Crashmap Search Area

2.1.24 The excellent injury accident record associated with the use of the existing access with Bradford Road does not indicate a road safety problem or any trends of significance which would warrant treatment or be a cause for concern as a result of slight change in peak hour flows as a result of the development proposal.

3.0 Development Proposals

3.1.1 Proposed Development

3.1.2 The proposal is for the construction of a residential development (six dwellings) located within an area of land at Moorhouse Farm, Moorhouse Lane, Birkenshaw.

3.1.3 The application site is presently made up of a cluster of ancillary outbuildings of varying sizes, previously used in conjunction with the day-to-day farm operations, consisting of livestock herds and dairy farming.

3.1.4 The previously used farm units are currently utilised for the purpose of providing secure, covered, all year-round storage for substantial numbers of touring caravans; combined with elements of equestrian use with stabling facilities available for up to thirty four horses, offering a DIY livery service.

3.1.5 As part of the proposals a percentage of these ancillary buildings will require demolition along with the removal of the existing hard standing area currently used for parking purposes.

3.1.6 The development will comprise of six detached dwelling houses with dedicated driveways, garaging, shared courtyard and amenity area with alterations and improvements proposed to the existing shared driveway to accommodate two-way traffic flow along with the provision of a suitable turning facility.

3.1.7 Access

3.1.8 The site will be accessed via an improved, established shared driveway served immediately off Moorhouse Lane.

3.1.9 This driveway will lead directly to the individual detached properties and allow access to garaging, suitable parking provision and amenity area.

3.1.10 The existing driveway arrangement currently contains points of restricted carriageway widths which presently do not allow for two-way traffic flow. As part of the development, improvements and alterations are proposed to allow for the widening of the carriageway to at least 4.8 metres allowing for simultaneous two-way traffic flow

along with a 2 metre footway to one side. The plan placed at Appendix C demonstrates these areas the access and footway improvements.

3.1.11 It is also proposed to improve visibility at the junction with Moorhouse Lane with splays of 2.4 x 33 metre provided on both sides, appropriate for the observed traffic speeds along Moorhouse Lane.

3.1.12 The proposed alterations to the shared driveway will greatly improve highway and pedestrian safety in the area.

3.1.13 The driveway improvements will accommodate a Kirklees Council size refuse vehicle and allow the vehicle to safely enter and exit the shared driveway arrangement in a forward gear, negating the requirement for any lengthy reversing movements. A major improvement to highway safety. Furthermore, the proposals will provide internal turning for a large fire appliance within the courtyard area.

3.1.14 Parking Provision

3.1.15 As part of the proposal, off street parking will be provided in the form of parking bays and dedicated garaging, which will provide adequate parking allocation for the development.

3.1.16 Electric vehicle charging points will be installed within the garage space in accordance with the current guidance to promote sustainable transport by encouraging low carbon and ultra-low emission forms of transport.

3.1.17 Pedestrian and Cycle Provision

3.1.18 Pedestrian access will be made via the proposed new footway.

3.1.19 Secure cycle storage facilities will be provided within the garage space.

3.1.20 PROW

3.1.21 The shared driveway (Moorhouse Lane) also carries the route of two public rights of way (SPE/7/10 & SPE/6/50) which link to further footpaths within the network offering pedestrians, for the majority of the length a traffic free journey to Bradford Road.

3.1.22 Servicing

- 3.1.23 The new dwellings will be serviced as per the existing arrangements for all the other properties served off the shared drive.
- 3.1.24 The development will provides turning facilities to allow for a Kirklees Council size refuse vehicle and fire tender to enter and exit the site in a forward gear.

4.0 Transport Policy

4.1.1 When considering transport policy compliance for planning applications, the main thrust of local, regional and national policy is that new developments should be conveniently accessible by a range of sustainable transport modes, including public transport, walking and cycling. This policy therefore sets out the framework for this Highway Statement and the project’s compliance with the policy objectives. Further details of the relevant policy documents are set out below.

4.2 National Planning Policy Framework

4.2.1 The revised National Planning Policy Framework was first published in March 2012 and was updated most recently in July 2021. The framework sets out the Government’s planning policies for England and how these are expected to be applied. It recommends that new developments 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 would be severe. Within this context, applications for development with regards to Transport should:

Considerations	Proposals
Consider the potential impacts of the development on the highway network	This matter will be dealt with as part of Section 3 – Development Proposals and Section 6 – Traffic Impact
Provide opportunities to promote cycling, walking and public transport use are identified	The layout of the site will allow access for all potential users
Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places	On-site will be provided as part of the development proposals
Allow for the efficient delivery of goods, and access by service and emergency vehicles	The site access and internal circulation area will allow for safe access within the site and suitable access and egress onto the major road
Include within the design for the charging of plug-in and ultra-low emission vehicles in safe and convenient locations	Charging points for plug-in vehicles will be provided as part of the overall scheme

Table 1: Transport Considerations

4.2.2 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location.
- Safe and suitable access to the site can be achieved for all users.
- The design of streets, parking areas and other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code.
- 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.

4.2.3 Local Transport Plan

4.2.4 The third West Yorkshire Local Transport Plan 'My Journey' runs from 2011 to 2026 and has three main objectives

- To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region
- To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans
- To enhance the quality of life of people living, working, or visiting in West Yorkshire

4.2.5 The Plan sets out to tackle congestion and a lack of transport investment which are key contributory factors to lower than average economic performance in West Yorkshire. It also aims to prepare for the predicted post-recession growth in employment, population and housing and their impact on the reliability of the transport network. To help ensure it achieves its aims:

-
- Transport assets focusing on the existing components of the transport network such as roads, bus stations, bus stops and traffic lights
 - Travel choices, enabling the public to make the most sustainable choices about when and how they travel
 - Connectivity, ensuring people can make integrated and safe journeys using transport networks on which they can rely
 - Enhancements to improve the overall network to make it more fit for journeys in the future

4.2.6 However, the guidance within PPG 13 is still useful as a reference in relation to access to sustainable transport.

5.0 Transport Sustainability

5.1.1 Walking

5.1.2 The catchment areas for the preferred maximum walking distance of 2km is shown on the plan at Appendix B. This includes the settlements of Tong Street, Toftshaw, East Bierley, Westgate Hill, Birkenshaw and Hunsworth.

5.1.3 All of these small suburbs offer a host of facilities which include places of worship, a convenience store, numerous locally operated businesses, hot and cold food takeaway outlets, café and public house together with a small industrial estate which offers further job opportunities within the immediate vicinity for local residents. There are also primary health care facilities and schools for all age groups.

5.1.4 The shared driveway off Moorhouse Lane is proposed to be widened including a suitable surface and footway. Suitable footways and street lighting are also provided on Moorhouse Lane and Moorhouse Drive.

5.1.5 Cycling

5.1.6 With regard to cycling, the former guidance in PPG13: Transport states that, "Cycling also has the potential to substitute for short car trips, particularly those under 5km and

to form part of a longer journey by public transport.” The plan at Appendix B shows the 5km cycle catchment area from the site. This includes the settlements of Tong, Drighlington, Gildersome, Birstall, Gomersal, Cleckheaton, Scholes, Oakenshaw, Low Moor and Wyke. All these local settlements have their own unique services and amenities, such as employment, retail and leisure opportunities.

5.1.7 Public Transport

- 5.1.8 The site is well located in terms of access to public transport, being within easy reach of bus services available on Bradford Road (A651) with the closest bus stop situated approximately 430 metres to the north of the site.
- 5.1.9 Available flag/pole bus stops along Bradford Road also benefit from timetable cases and offer the welcome addition of passenger shelters.
- 5.1.10 Further fare stages are available from South View Road located to the north of the site and are all conveniently placed with the recommended walking distances as identified on the walking and cycle catchment plan found at Appendix B. Rail services are also available from Low Moor station which lies to the west of the site.

Service No.	Stop Location	Route	Frequency Mon – Sat	Frequency Late evenings & Sundays
256 (First Bradford)	Bradford Road/North View Road (SE bound)	Bradford Interchange, Dudley Hill, East Bierley, Cleckheaton Bus Station, Westgate Hill, Birkenshaw, Cleckheaton, Scholes, Hightown, Clifton, Brighouse Bus Station	1 x service per day at 07.51 N/A	N/A N/A
259	Bradford Road/North View Road (SE bound)	East Bierley, Westgate Hill, Birkenshaw, Hunsworth, Cleckheaton Tesco, Cleckheaton Bus Station, Cleckheaton, Scholes Terminus, Clifton, Brighouse Bus Station	60 mins 60 mins	N/A N/A
263	Bradford Road/North View Road (SE bound) South View Road, opp Fairfax View (SW bound)	Bradford Interchange, East Bierley, Westgate Hill, Birkenshaw, Cleckheaton Bus Station, Hightown, Roberttown, Mirfield, Dewsbury Bus Station	School service only	School service only
283	Bradford Road/North View Road (SE bound) South View Road, opp Fairfax View (SW bound)	Bradford Interchange, East Bierley, Westgate Hill, Birstall, Batley Bus Station, Dewsbury Bus Station	30 mins	Last service at 22.54 60 mins
AL6	Bradford Road/North View Road (SE bound)	Hunsworth Lane, East Bierley, Westgate Hill, Birkenshaw, Birstall, Gomersal, Heckmondwike,	School service only	School survey only

	South View Road, opp Fairfax View (SW bound)	Westborough High School		
256 (Arriva Yorkshire)	South View Road, opp Fairfax View (SW bound)	Brighouse Bus Station, Clifton, Whitcliffe Mount School, Cleckheaton, Scholes, Cleckheaton Bus Station, Hunsworth Lane, East Bierley, Birkenshaw, Westgate Hill, East Bierley, Bradford Interchange	1 x service per day at 15.07 N/A	N/A N/A
425	Bradford Road, South View Road (NW bound)	Wakefield Bus Station, East Ardsley, Tingley, Morley, Bruntcliffe Academy, Gildersome, Drighlington, Westgate Hill, Tong Street, Bradford Interchange	60 mins	Last service at 18.36 N/A
425A	Bradford Road, South View Road (NW Bound)	Wakefield Bus Station, East Ardsley, Tingley, Morley, Gildersome, Drighlington Common, Westgate Hill, Tong Street, Bradford Interchange	5 x services per day at 05.43, 19.30, 20.30, 21.42, 22.42 4 x services per Saturday at 19.30, 20.30, 21.42, 22.42	Last service at 22.42 60 mins
427	Bradford Road, South View Road (NW Bound)	Wakefield Bus Station, East Ardsley, Tingley, Morley, Gildersome, Drighlington Common, Westgate Hill, Tong Street, Bradford Interchange	60 mins or less	Last service at 18.14 N/A

Table 1: Bus Services

-
- 5.1.11 As can be seen from the table on the previous page, there are in excess of seven services operating on an hourly basis from the nearest bus stops, providing at least six services an hour to numerous local settlements in and around East Bierley, as well as the bus stations at Bradford, Cleckheaton, Brighouse, Dewsbury, Batley and Wakefield. This provides the opportunity to travel further afield and by multi-modal means. Additionally, there are direct services to a large supermarket in Cleckheaton, Westborough High School, St John Fisher Academy, Whitcliffe Mount School and Bruntcliffe Academy.
- 5.1.12 Rail services are readily available at Low Moor station located approximately 3km to the southwest of the development site. Low Moor operates on the Chester to Leeds line, providing hourly services to destinations such as Leeds, Bramley, New Pudsey, Bradford Interchange, Halifax, Sowerby Bridge, Mytholmroyd, Hebden Bridge, Todmorden, Rochdale, Manchester, Eccles, Newton-le-Willows, Earlestown, Warrington, Runcorn, Frodsham, Helsby and Chester.
- 5.1.13 The site is considered to be in a very sustainable location being within walking distance of bus services, local amenities, neighbouring settlements and numerous employment opportunities located within the immediate vicinity, combined with the added benefit of access to rail links. Therefore, the site generally conforms to current directives for ensuring developments are located in sustainable locations.

6.0 Traffic Impact

6.1.1 Existing Traffic

6.1.2 The proposed development area will comprise of a residential development made up of six detached dwelling houses accessed directly off Moorhouse Lane by the way of a dedicated, shared driveway leading to off street parking, shared courtyard garaging, turning facility and amenity area.

6.1.3 The site currently operates seven days a week, as a DIY livery business with stabling facilities accommodating up to thirty-four horses, combined with a substantial caravan storage facility, offering a service for all year round secure storing of touring caravans, as a result of these operational businesses, the site creates significant, and regular vehicle movements on a daily basis.

6.1.4 On average, the current livery operation has the potential to create up to four trips per day, per stable by the owners' vehicles, often at peak times. Should all horses have different owners the site has the potential to generate 136 trips per day with up to 68 trips during the network peak hours.

6.1.5 In addition, there are regular trips to horse shows with the requirement for horse boxes, along with frequent visits from vets, farriers, horse trainers plus foodstuff supplies which are a minimum of four times per week. Furthermore, the caravan storage substantially increases the site usage with visits from owners fluctuating between a possible four trips per week to four trips per year.

6.1.6 As can be seen by the information in aforementioned paragraphs, the site attracts considerable activity with its consistent use by either one or both operational businesses.

6.1.7 Proposed Traffic

6.1.8 The development will consist of six residential dwellings with off street parking spaces compatible with the Council's current SPG7.

6.1.9 Findings from the national TRICs database show the proposed development has the potential to generate between four and five trips during network peak hours. The proposal has the potential to generate between 36 and 48 trips per day – see table

below. Therefore, the development will provide a possible net decrease of 63 trips during network peak hours.

	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.16	0.64	0.8	0.64	0.16	0.80
Generation	1.0	3.8	4.8	3.8	1.0	4.8

Table 2: Predicated Traffic Flows

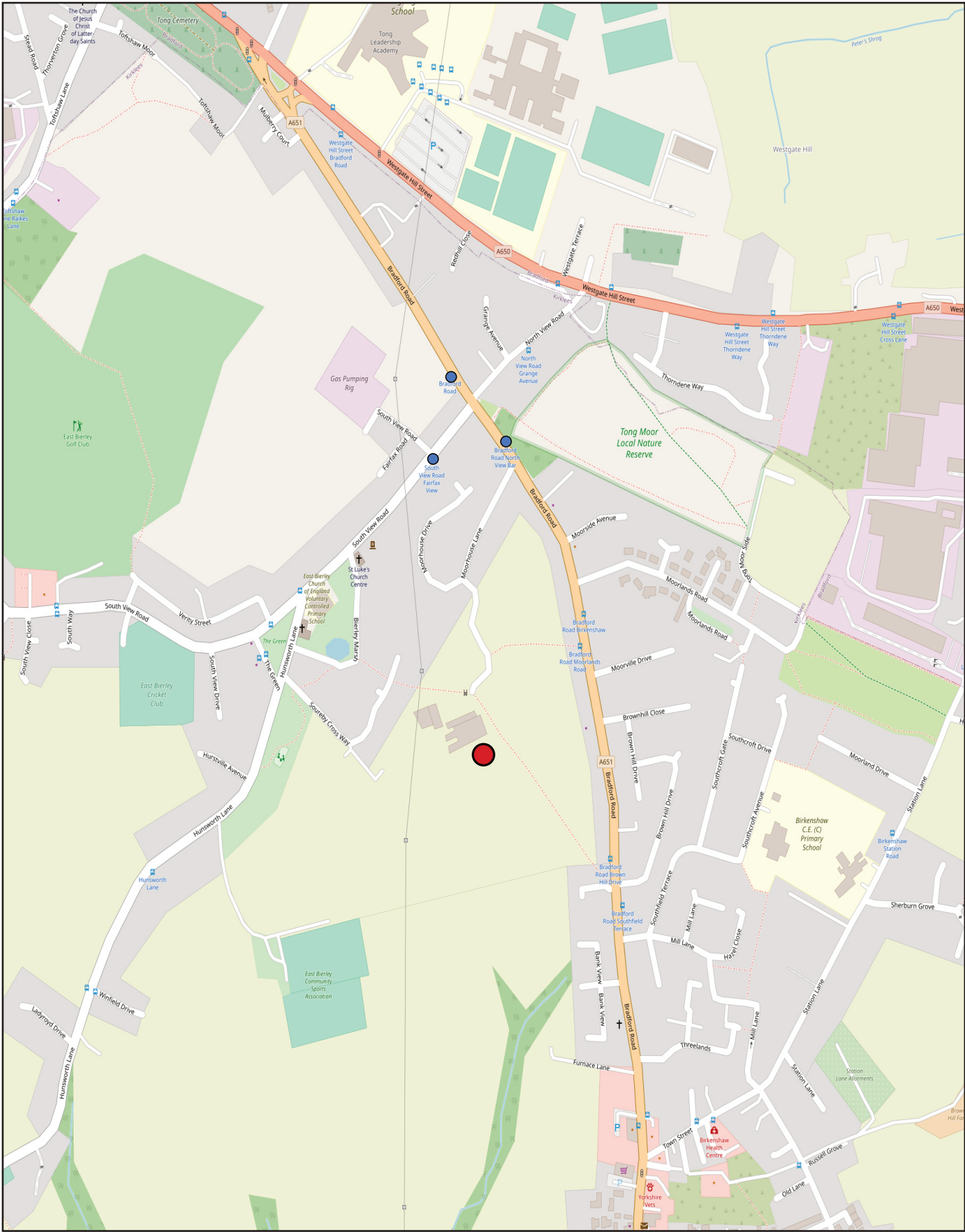
- 6.1.10 It is considered that the anticipated level of traffic generated by the proposed development would not be discernible from the daily fluctuations in flows that could already be expected on the highway network. Therefore, the level of traffic generated by the proposals can be easily accommodated and will have no material impact on the impact on the safe operation of the local highway and will not significantly add to any congestion at the peak times on the local network.
- 6.1.11 The development proposal also includes the provision of a turning facility on the shared driveway, road widening, and footway provision as shown on the drawing at Appendix C.
- 6.1.12 The proposed turning facility will allow for a Kirklees Council size refuse vehicle to enter and exit the site in a forward gear. This turning provision available to all users will greatly improve highway safety in the area and prevent any vehicles, including the Councils refuse vehicle from having to undertake any lengthy reversing movements along the shared drive.

7.0 Conclusion

- 7.1.1 This Highway Statement presents the existing characteristics and infrastructure in the surrounding area of the proposed development. The development proposals are then presented. The traffic impact of the development of six dwellings is assessed together with highway safety and access proposals within the existing situation.
- 7.1.2 The site is considered to be in a very sustainable location being located within walking distance of a wide selection of local amenities along with neighbouring settlements offering further shops, services and employment opportunities. The proposal has good access to public transport facilities in the form of both bus and rail services, combined with cycle links placed well within the recommended cycling distance. Therefore, the site generally conforms to current Government directives for ensuring developments are within suitable locations.
- 7.1.3 The proposed development will improve the existing access arrangements by providing a dedicated turning facility available to all uses of the shared driveway, together with localised widening to allow for simultaneous two-way traffic flow and a footway which will improve highway safety and efficiency together with adequate parking allocation. The proposal will also see a significant reduction in vehicle trips to and from the site.
- 7.1.4 It is considered that the level of traffic generation by the proposals can easily be accommodated. Therefore, it is concluded that the development is considered acceptable and that there are no highway safety or efficiency reasons why planning consent for the proposed development should not be granted.

Appendix A

Location Plan



Legend:

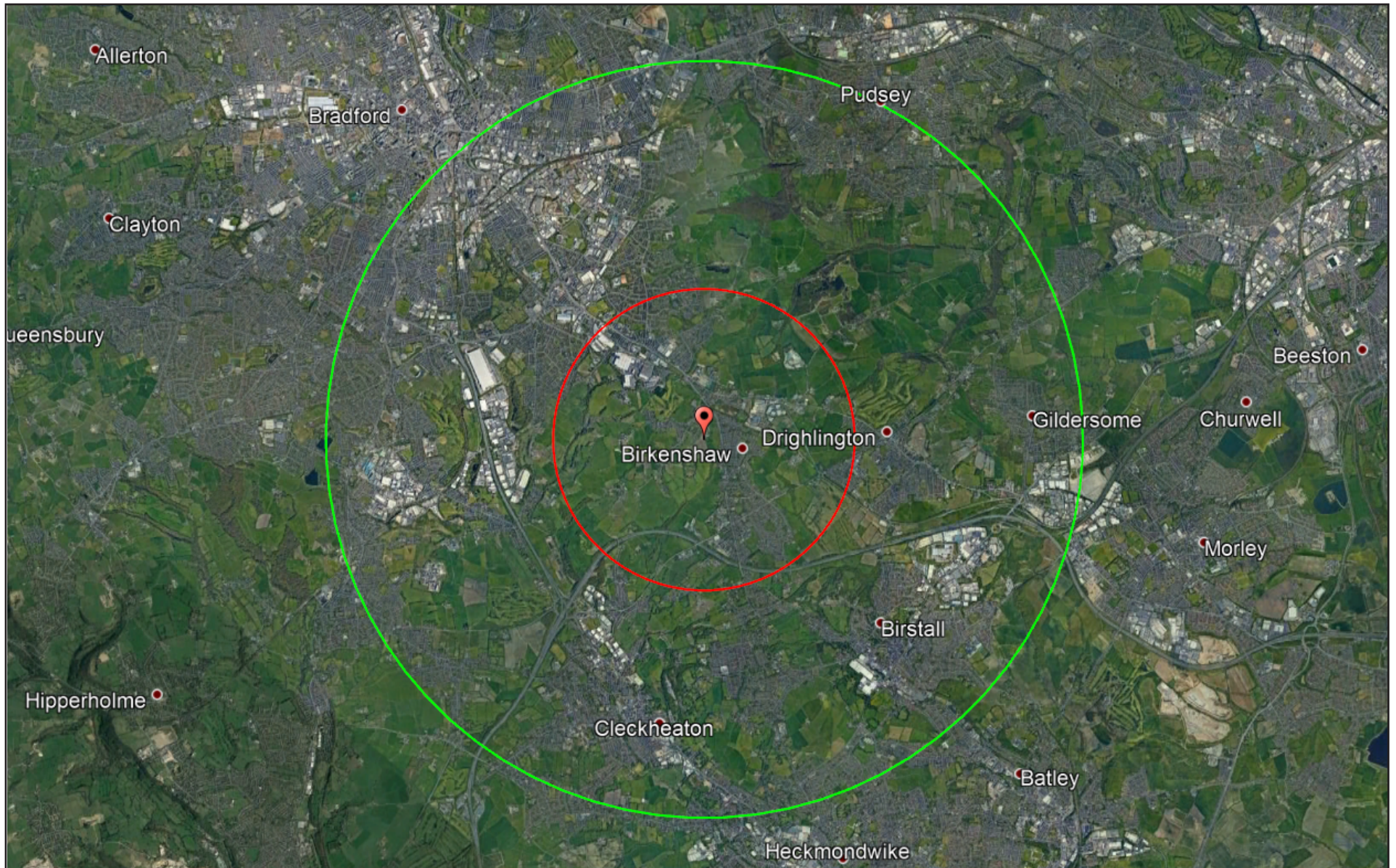
- Site Location
- Closest Unique Bus Stops





Offices 20/21
 The Rear Walled Garden
 Nostell Estate, Wakefield WF4 1AB

Appendix B

Pedestrian and Cycle Catchment Plan



Legend:

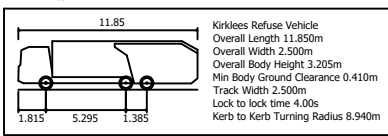
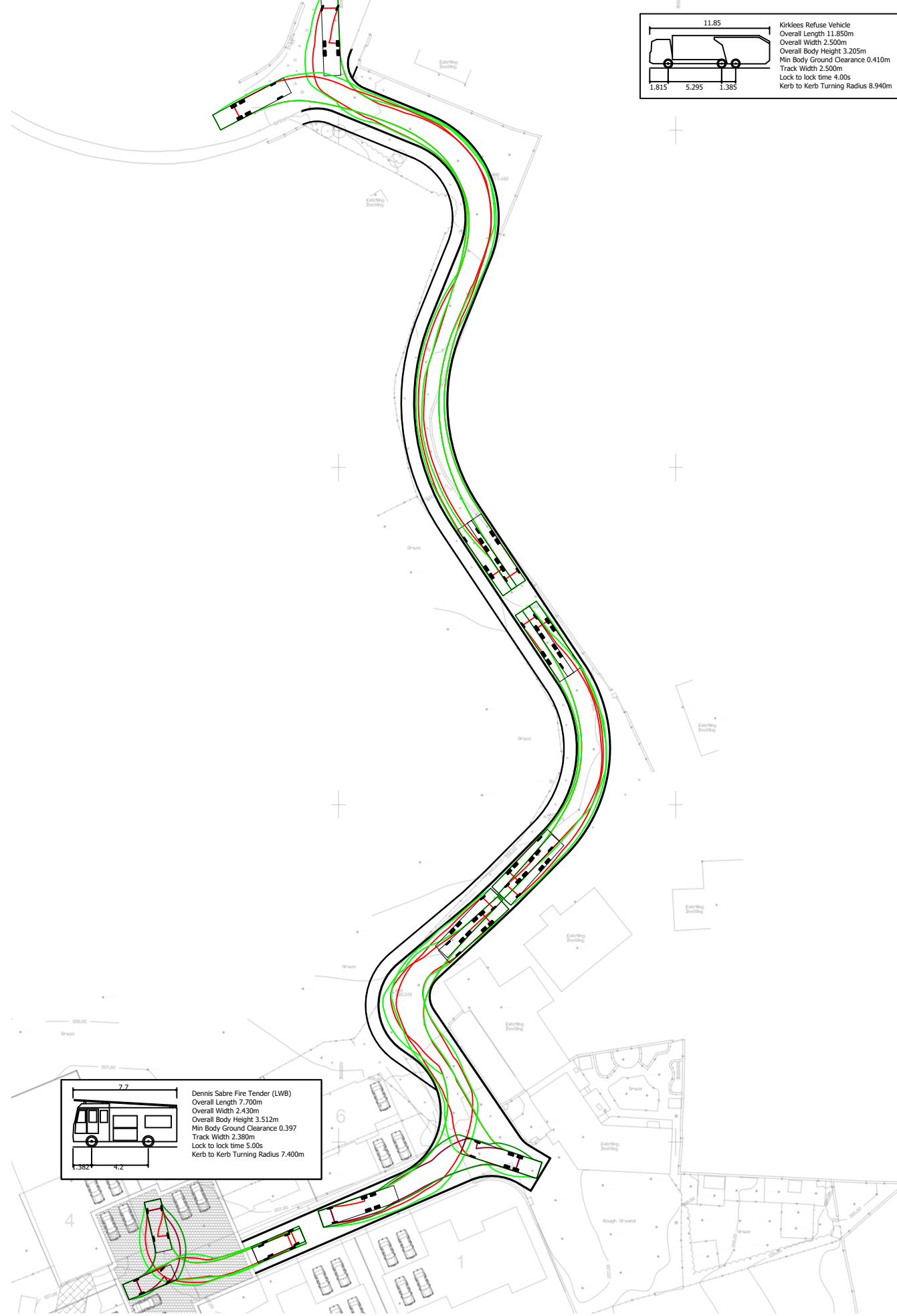
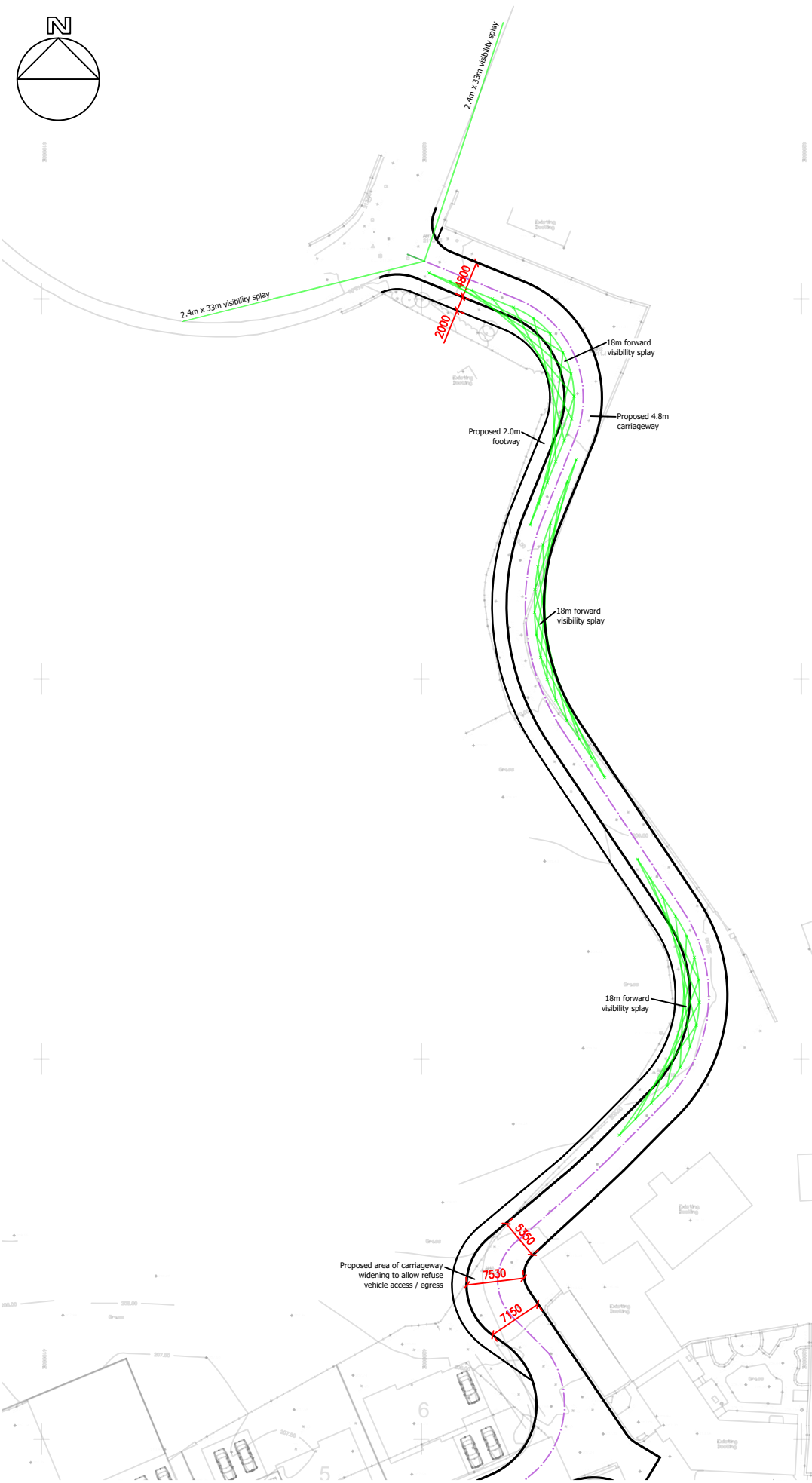
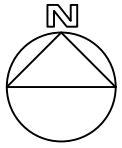
-  5km Cycle Catchment
-  2km Walking Catchment
-  Site Location



Offices 20/21
The Rear Walled Garden
Nostell Estate, Wakefield WF4 1AB

Appendix C

Proposed Access Arrangement



GENERAL NOTES
 This drawing shows the provisional design only and is subject to Local Authority approval. This drawing should not be scaled for setting out purposes unless specified.

This drawing is based on a topographical/ordnance survey provided by others.

REV	DATE	DESCRIPTION
A	30.11.2021	Additional tracking and visibility splays added
PROJECT		
MOORHOUSE FARM, BIRKENSHAW		
TITLE		
PROVISIONAL ACCESS DESIGN		
SCALE		
1:750 @ A3		
DRAWING		
1919-101 rev A		
DATE		
30.11.2021		