



Road Restraint Risk

Assessment Process (RRRAP)

Waterfold Lane, Heap Bridge

NJL Consulting

May 2026

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Plans

Plan 1	5311-O1 RRRAP Assessment Supplementary Plan
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Appendices

Appendix 1	R-O832-11 Proposed Site Plan
	R-O832-PL26 Landscaping Proposals

Documents

Transport Documents used throughout this assessment:

Provision of Road Restraint Systems on Local Authority Roads – United Kingdom’s Liaison group
CD 377 – Requirements for Road Restraint Systems
GG 119 – Road Safety Audit
Road Restraint Risk Assessment Process (RRRAP) User Guide Issue 5

1 Introduction

1.1 Introduction

1.1.1 Eddisons have been commissioned by NJL Consulting to produce a road restraint risk assessment report (RRRAP) in support of their proposed residential development at Waterfold Lane, Heap Bridge.

1.1.2 The RRRAP has been prepared in direct response to comments received from National Highways (ref. NHPR 25-01) which state:

1.1.3 *“As the proposed development is adjacent to the motorway with hazards within 15m of the highway boundary and high-risk hazards within 100m of the edge of carriageway the developer will need to produce a RRRAP/CD377 assessment to determine the suitability/requirement of road restraint in the area. This will also act as a record that an assessment has been done. The developer will need to check the RRRAP user guide for details in how to fill these hazards in.*

1.1.4 NH would expect the RRRAP will need to include,

- *Proposed/existing trees within the development*
- *Drainage attenuation pond when at full depth*
- *Proposed fencing*
- *Any proposed places of congregation*
- *Proposed public buildings. “*

1.1.5 The section of carriageway to be assessed is the M66 Junction 2 southbound on-slip, which is located to the immediate west of the proposed residential site. The sites exact location is shown in **Section 2** of this report.

1.1.6 Below is a description of the RRRAP assessment, which has been taken from the Road Restraint Risk Assessment Process (RRRAP) User Guide Issue 5, Para 1.2.1.

1.1.7 “RRRAP supports Motorways, All Purpose Roads and Other Classified Roads having a speed limit of 50 mph or greater and AADT of 5,000 or greater in the following situations:

Motorways

- Motorway (D2M, D3M, D4M)– near side (N/S) verge and only where central reserve is wider than 10 m, the off-side (O/S). o Motorway Slips and Link Roads – N/S and O/S verges
- Smart Motorway modules covering D3M-HSR, D4M-HSR, D5M-HSR for hardshoulder running and D4M-ALR, D5M-ALR for all lanes running. The number of lanes refer to the actual number normally in use (so D3M with hard shoulder running is D3M-HSR, but if it is permanently converted to ALR it becomes D4M-ALR).

1.1.8 All Purpose Roads and Expressways (D2AP, D3AP, D2-E, D3-E and single) – N/S verge and O/S but, on dual carriageways, O/S only where central reserve is wider than 10 m.

1.1.9 Other Classified Roads (D2, D3, Single) – N/S verge and O/S but, on dual carriageways, O/S only where central reserve is wider than 10 m.

1.1.10 For single carriageways with two-way flow the RRRAP calculates need for and the length of VRS beyond the hazard as well as that in advance. ”

1.1.11 The M66 has a 70mph speed limit, there is no Annual Average Daily Traffic (AADT) count however it is assumed that it is above 5000 due to the nature of the road and therefore is deemed suitable for a RRRAP assessment to be undertaken.

2 Site Location

2.1 Existing Site

2.1.1 The site is located adjacent to the M66 Junction 2 southbound on-slip, to the west of Heap Bridge, Bury. The areas highlighted below show the indicative location of the site and the section of carriageway to be assessed.



3 Site Layout

3.1 Proposed Site Layout



 Section of carriageway to be assessed under the RRRAP

4 Road Restraint Risk Assessment Process

4.1.1 The purpose of this report is to assess the highway safety risks relative to the proposed residential site to the east of the M66 Junction 2 southbound on-slip. A RRRAP will be completed for the area of road bordered blue in Section 3 above at the request of National Highways, where it will be determined if any new or upgraded vehicle restraint system along the adjoining section of the M66 is required.

4.1.2 Overleaf is the road restraint risk assessment associated with the proposed residential site located to the immediate east of the m66.

IMPORTANT NOTICE
The Road Restraint design is the responsibility of the Designer; the RRRAP tool is an integral part of the design process which assists the Designer in determining at each specific site the need for VRS and its performance requirements.
Users of this program take full responsibility for verifying the data entered into this program and only using

Record Information

Record Name: Waterfold Lane, Heap Bridge (5133)
Project Name: Waterfold Lane, Heap Bridge (5133)
Record Description:

Record Status: Live
Record Last Updated: 28-May-2026 13:09:17
RRRAP Version Number: 3.3
RRRAP Issue Date: 31-Mar-2022

Record Declarations

Declaration	Name (Organisation)	Job Title	Date
Commencement of Design	Jack JCunningham (Eddisons incorporating Croft)		Start Date: 27-May-2026
Read TD19 & Guidance	Jack JCunningham (Eddisons incorporating Croft)		Sign off date: 27-May-2026
Site Visit	Jack JCunningham (Eddisons incorporating Croft)		Visit date: 26-May-2026
Design Checked			Sign off date:
Design Completed			Sign off date:

Common Details

Basic Details

Project Id or Pin	5133
Highway Authority	National Highways/ RBC
Designer Reference	5133
Contract Type	other
Contract Sub Type	N/A
Region	Lancashire
Country	England

Reason for Design

New Section of Road	No
Widening existing carriageway	No
Upgrade/improvement to existing carriageway	No
Downgrade existing carriageway	No
Replacement of existing restraint	No
New restraint on existing road	No
Temporary Works	No
Road furniture/ equipment improvement	No
Assess existing parapet	No
Other	

Section Details

Road Classification	Motorway	
Road Number	M66	
Road Name	Junction 2, M66	
Road Sub Type	Slip	
Road Location	Mix	
To Current Geometric Standards	Yes	
From Junction Name		To Junction Name
From Junction No		To Junction No
From Marker Post		To Marker Post
From Section Label		To Section Label
From Chainage of section(m)	0.0	To Chainage of section(m) 280.0
Section/Direction being assessed	Southbound	
Nearside or Offside Verge being assessed?	N/S Verge	
Does road have full-width (i.e. to standard) near side hardshoulder or hardstrip?	Hard strip/shoulder 0.6m to 3m	
Are Environmental considerations likely to influence provision?	No	

Traffic Info

Permanent Speed Limit (mph)	70
Temporary Mandatory Speed Limit (HSR)	N/A
AADT (2-way unless motorway link or slip)	15182
Large Vehicles (%)	11.5
Medium Vehicles (%)	14.6
Model accident frequency (Nearside)	0.092
Model accident frequency (Offside)	

Scheme Duration and Barrier Costs

Start Year	2026
Use Default VRS Lifetime (20 years)?	Yes
Use the default Discount (i.e. inflation) Rate of 7.0% over the VRS lifetime?	Yes
Use default safety barrier and parapet costs?	Yes

300 Fencing

ID	Nature	Start Chainage	Length	Width	Offset from PSb
0300.0001	Wooden fence e.g. post and rail	81.0	141.0	0.1	16.5

End Offset from PSb	Angle	Height / Depth	Aggressiveness	Local Alignment
17.0	0	<1.8m height	0.7	Good alignment

Speed	Sleep	Other Features	Topography Factor	MF for runoff
Mean speed approximately equal to speed limit	A	W	1.0	0.9

Is risk without VRS acceptable	Level of risk with optimum length VRS	Min Length Advance	Min Length Beyond	Barrier Containment
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Yes

VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure required?
			0.0	None

Comment

Hazard Issue(s) [0300.0001]

ID	Nature		Start Chainage	Length	Width	Offset from PSb
0300.0002	Close boarded fence - timber / concrete		88.0	140.0	0.1	16.5
End Offset from PSb	Angle	Height / Depth	Aggressiveness		Local Alignment	
18.1	1	>1.8m height	0.9		Good alignment	
Speed		Sleep	Other Features	Topography Factor		MF for runoff
Mean speed approximately equal to speed limit		A	W	1.0		0.9
Is risk without VRS acceptable		Level of risk with optimum length VRS	Min Length Advance	Min Length Beyond	Barrier Containment	
Yes						
VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure required?		
			0.0	None		
Comment						
Proposed acoustic fence.						
Hazard Issue(s) [0300.0002]						

600 Earthworks

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0001	Nominally at Grade		0.0	1.2	6.7	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
0.0	0.0	Good alignment	Mean speed < speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Long grass / scrub		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	

Comment

Hazard Issue(s) [0600.0001]

Object is located within working width of barrier. The correction to apply may be to move the hazard, change the working width class, barrier working width, set-back of barrier from Psb, or a combination of these. In this calculation run the effect of the barrier will be overestimated. You may need to apply for a Departure from Standard if the hazard is to remain within the working width. Please refer to CD 377.

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0002	Nominally at Grade		20.0	1.2	6.6	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
0.0	0.0	Good alignment	Mean speed < speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Long grass / scrub		Beyond width of slope		60.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	

Comment

Hazard Issue(s) [0600.0002]

Object is located within working width of barrier. The correction to apply may be to move the hazard, change the working width class, barrier working width, set-back of barrier from Psb, or a combination of these. In this calculation run the effect of the barrier will be overestimated. You may need to apply for a Departure from Standard if the hazard is to remain within the working width. Please refer to CD 377.

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0003	Falling at 32.2%		80.0	1.2	9.0	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
-2.9	-32.2	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	

Comment

Hazard Issue(s) [0600.0003]
Object is located within working width of barrier. The correction to apply may be to move the hazard, change the working width class, barrier working width, set-back of barrier from Psb, or a combination of these. In this calculation run the effect of the barrier will be overestimated. You may need to apply for a Departure from Standard if the hazard is to remain within the working width. Please refer to CD 377.

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0004	Falling at 28.3%		100.0	1.2	9.9	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
-2.8	-28.3	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	
Comment						

Hazard Issue(s) [0600.0004]

Object is located within working width of barrier. The correction to apply may be to move the hazard, change the working width class, barrier working width, set-back of barrier from Psb, or a combination of these. In this calculation run the effect of the barrier will be overestimated. You may need to apply for a Departure from Standard if the hazard is to remain within the working width. Please refer to CD 377.

The object has an invalid working width. The working width value is less than that expected for the current working width class. This may be due to the risk calculation updating the working width value to show the maximum working width available as the object is located within the working width of VRS.

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0005	Falling at 31.9%		120.0	1.1	9.1	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
-2.9	-31.9	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	
Comment						

Hazard Issue(s) [0600.0005]

Object is located within working width of barrier. The correction to apply may be to move the hazard, change the working width class, barrier working width, set-back of barrier from Psb, or a combination of these. In this calculation run the effect of the barrier will be overestimated. You may need to apply for a Departure from Standard if the hazard is to remain within the working width. Please refer to CD 377.

The object has an invalid working width. The working width value is less than that expected for the current working width class. This may be due to the risk calculation updating the working width value to show the maximum working width available as the object is located within the working width of VRS.

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0006	Falling at 30%		140.0	1.6	10.0	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
-3.0	-30.0	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	
Comment						

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0007	Falling at 30.8%		160.0	1.4	10.4	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
-3.2	-30.8	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	
Comment						

Hazard Issue(s) [0600.0007]

Object is located within working width of barrier. The correction to apply may be to move the hazard, change the working width class, barrier working width, set-back of barrier from Psb, or a combination of these. In this calculation run the effect of the barrier will be overestimated. You may need to apply for a Departure from Standard if the hazard is to remain within the working width. Please refer to CD 377.

Hazard Issue(s) [0600.0007]

Object is located within working width of barrier. The correction to apply may be to move the hazard, change the working width class, barrier working width, set-back of barrier from Psb, or a combination of these. In this calculation run the effect of the barrier will be overestimated. You may need to apply for a Departure from Standard if the hazard is to remain within the working width. Please refer to CD 377.

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0008	Falling at 34.6%		180.0	1.8	10.7	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
-3.7	-34.6	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	
Comment						

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0009	Falling at 25.9%		200.0	1.5	11.6	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
-3.0	-25.9	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	
Comment						

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0010	Falling at 32%		220.0	1.6	12.5	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
-4.0	-32.0	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	
Comment						

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0011	Falling at 28.6%		240.0	2.0	14.0	
Overall Height	Ave slope gradient	Local Alignment	Speed	Sleep	Other Features	
-4.0	-28.6	Good alignment	Mean speed approximately equal to speed limit	A	W	
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS	Min Length Advance	Min Length Beyond	
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	
Comment						

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0012	Falling at 29.8%		260.0	1.8	16.8	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
-5.0	-29.8	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Small bushes / trees		Beyond width of slope		20.0	0.25	
Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
1.0	0.9	Yes				
Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
				0.0	None	
Comment						

ID	Earthworks Profile		Start Chainage	Offset from PSb	Overall Width	
0600.0013	Nominally at Grade		280.0	1.0	1.0	
Overall Height	Ave slope gradient	Local Alignment	Speed		Sleep	Other Features
0.0	0.0	Good alignment	Mean speed approximately equal to speed limit		A	W
Typical surface of		Typical location of Highway		Length	Aggressiveness	
Hardened		At back of verge		End Earthwork for Section.	0.25	

1100 Kerbs and Edge of Pavement Details

ID	Nature	Start Chainage
1100.0001	No kerb or channel	0.0
Comment		

ID	Nature	Start Chainage
1100.0002	No kerb or channel	20.0
Comment		

ID	Nature	Start Chainage
1100.0003	No kerb or channel	40.0
Comment		

ID	Nature	Start Chainage
1100.0004	Kerb 100mm high or less	40.0
Comment		

ID	Nature	Start Chainage
1100.0005	Kerb 100mm high or less	60.0
Comment		

ID	Nature	Start Chainage
1100.0006	Kerb 100mm high or less	80.0
Comment		

ID	Nature	Start Chainage
1100.0007	No kerb or channel	100.0
Comment		

ID	Nature	Start Chainage
1100.0008	No kerb or channel	120.0
Comment		

ID	Nature	Start Chainage
1100.0009	No kerb or channel	140.0
Comment		

ID	Nature	Start Chainage
1100.0011	No kerb or channel	160.0
Comment		

ID	Nature	Start Chainage
1100.0012	No kerb or channel	180.0
Comment		

ID	Nature	Start Chainage
1100.0013	No kerb or channel	200.0
Comment		

ID	Nature	Start Chainage
1100.0015	No kerb or channel	220.0
Comment		

ID	Nature	Start Chainage
1100.0016	No kerb or channel	240.0
Comment		

ID	Nature	Start Chainage
1100.0017	No kerb or channel	260.0
Comment		

ID	Nature	Start Chainage
1100.0018	No kerb or channel	280.0
Comment		

Trees

ID	Nature	Start Chainage	Length	Width	Offset from PSb
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8700.0001	Tree >= 250 mm girth expected in lifetime	91.0	123.0	0.15	18.9
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Cluster of Hazards	Aggressiveness	Local Alignment	Speed	Sleep
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Cluster of hazards	2.0	Good alignment	Mean speed < speed limit	A
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Other Features	Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS	Min Length Advance	Min Length Beyond
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W	1.0	0.9	Yes			
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Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure required?
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				0.0	None
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Comment

Tree	Maximum Height
Prunus Padus	15.0m
Pyrus Calleryana Chanticleer	12.0m
Pyrus Communis 'Beth'	12.0m
Betula Utilitis Var. Jacquemontii	18.0m

Water

ID	Nature			Start Chainage	Length	Width	Offset from PSb
8800.0001	Water > 1m depth			120.0	8.0	8.0	63.2
End Offset from PSb		Angle	Aggressiveness	Local Alignment	Speed		Sleep
63.2		0	1.5	Good alignment	Mean speed approximately equal to speed limit		A
Other Features	Topography Factor	MF for runoff rate	Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance	Min Length Beyond
W	1.0	0.9	Yes				
Barrier Containment		VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure	
					0.0	None	
Comment							
Attenuation pond is located behind proposed residential buildings.							
Hazard Issue(s) [8800.0001]							

Hardshoulder / hardstrip width & Verge width details

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
0.0	1.1	0.0	0.0	0.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
20.0	1.2	0.0	0.0	0.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
40.0	1.0	0.0	0.0	0.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
60.0	1.1	0.0	0.0	0.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
80.0	1.2	0.0	0.0	0.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
100.0	1.2	1.0	0.0	1.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
120.0	1.1	1.0	0.0	1.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
140.0	1.6	1.0	0.0	1.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
160.0	1.4	1.0	0.0	1.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
180.0	1.8	1.0	0.0	1.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
200.0	1.5	1.0	0.0	1.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
220.0	1.6	1.0	0.0	1.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
240.0	2.0	1.0	0.0	1.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
260.0	1.8	1.0	0.0	1.0	
Comment					

Chainage	Width of Verge	Width of adjacent Hardstrip A	Carriageway width from Psb	Total nearside runoff distance	Total offside runoff distance
280.0	1.0	1.0	0.0	1.0	
Comment					

Road

ID	Nature	Start Chainage	Length	Width	Offset from PSb
----	--------	----------------	--------	-------	-----------------

8200.0001	Adjacent Road Motorway Slip	94.0	105.0	5.5	16.4
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Offset End from PSb	Angle	Local Alignment	Speed	Sleep
---------------------	-------	-----------------	-------	-------

20.1	0	Good alignment	Mean speed approximately equal to speed limit	A
------	---	----------------	---	---

Other Features	MF for runoff rate	Relative position of other road?	Likelihood of reaching other hazard	Topography Factor
----------------	--------------------	----------------------------------	-------------------------------------	-------------------

W	0.9	Other road is below this one	Fairly unlikely	0.25
---	-----	------------------------------	-----------------	------

Actual Speed of Traffic	Other features (F13)	Traffic Flow (F14)	Other Consequences Multiplicative	Is risk without VRS	Level of risk with optimum length VRS
-------------------------	----------------------	--------------------	-----------------------------------	---------------------	---------------------------------------

< 30 mph	9	<20,000	0.677	Yes	
----------	---	---------	-------	-----	--

Min Length Advance	Min Length Beyond	Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure required?
--------------------	-------------------	---------------------	-----------	--------	-------------	-------------	----------------------------------

						0.0	None
--	--	--	--	--	--	-----	------

Comment

Fairly unlikely to reach residential road due to existing trees located between the M66 and residential road.

Hazard Issue(s) [8200.0001]

Public building or place where people congregate

ID	Nature		Start Chainage	Length	Width	Offset from PSb
8300.0001	Place of congregating		104.0	80.5	22.0	39.2
Description of vulnerable wall	Aggressiveness	Local Alignment	Speed	Sleep	Other Features	MF for runoff rate
	Building Wall	1.3	Good alignment	Mean speed approximately equal to speed limit	A	W
Likelihood of reaching other hazard			Topography Factor	Avg No. of People exposed to risk	Avg time each person is exposed to risk	
Fairly unlikely			0.25	2	8736	
Total Number of people at risk	Other Consequences Multiplicative factor		Is risk without VRS acceptable	Level of risk with optimum length VRS		Min Length Advance
1.99	1		Yes			
Min Length Beyond	Barrier Containment	VRS Class	VRS WW	Setback VRS	Cost Option	Relaxation / Departure required?
					0.0	None

Comment

Average Time Each Person is Exposed to Risk = 14 (Assumed out of house from the hours of 8am-6pm = 10) x 7 (days of the week) x 52 (weeks of the year) = 5096

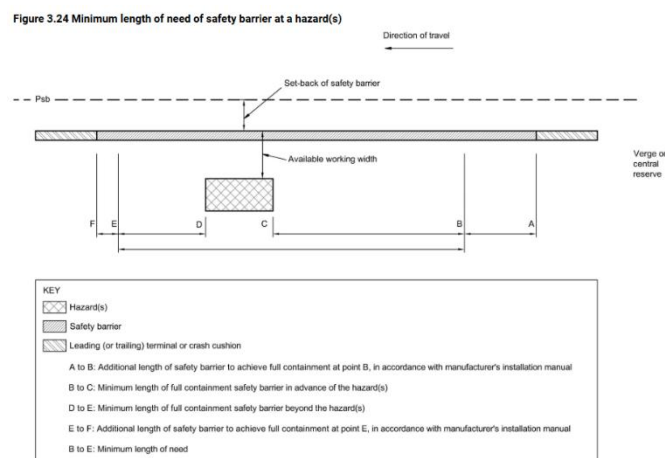
Fairly unlikely to reach residential road due to existing trees being located between the M66 and residential road.

End

5 Conclusion

5.1.1 The methodology for defining the length of need of barrier is within DMRB document CD 377 (paragraphs 3.13 and 3.14). It describes the extent of full-containment safety barrier needed in advance of the hazard to mitigate risks to errant vehicle occupants and other affected parties. This length is determined to reduce risk to occupants to an acceptable risk level, as identified by the RRRAP.

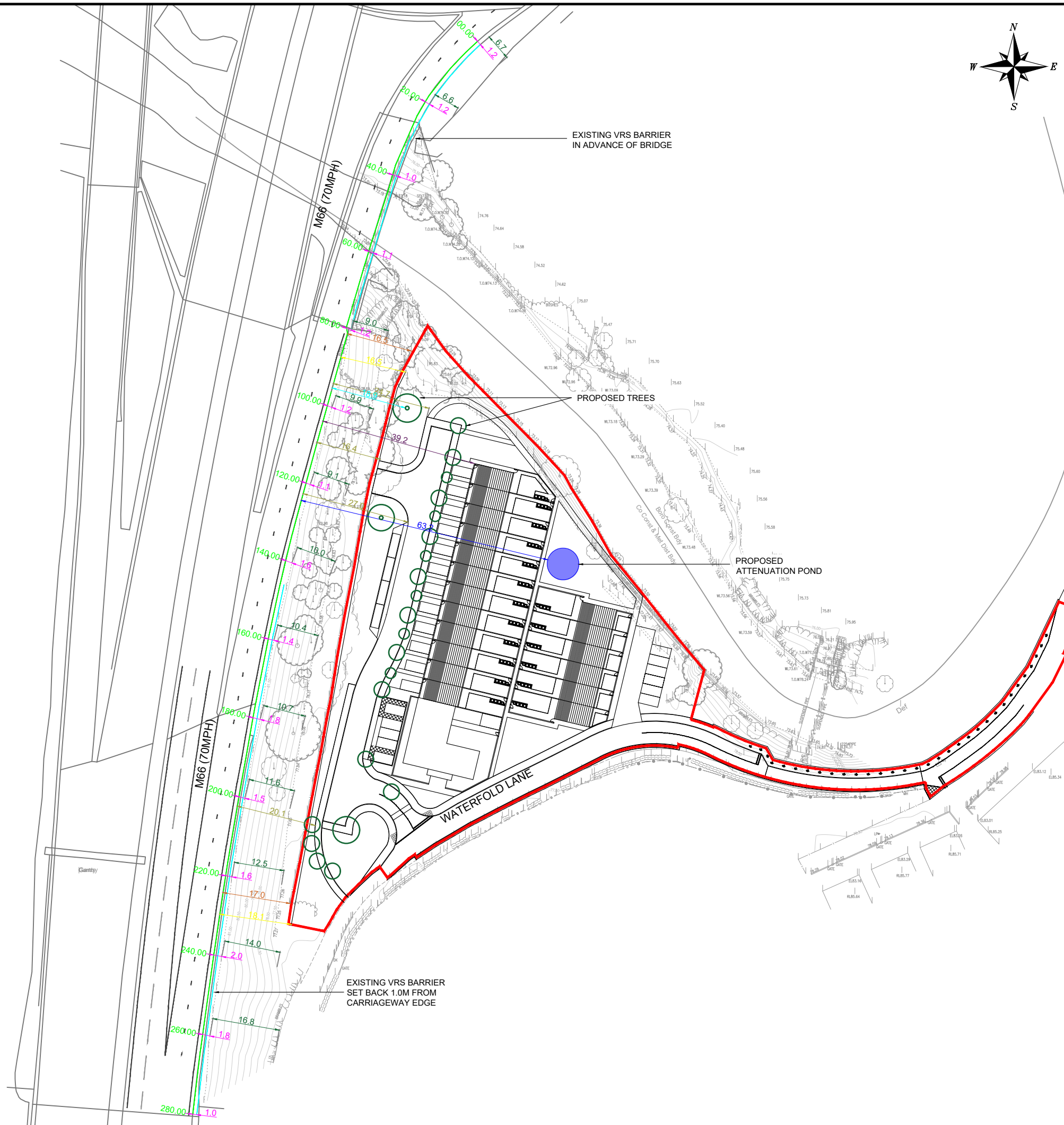
5.1.2 The total length of safety barrier as described in CD 377 is the length of need plus any additional lengths declared by the manufacturer in advance of, and after the length of need, to ensure that the safety barrier attains full containment at the points required. The total length of the VRS barrier should therefore not be less than the manufacturer's minimum installation length.



Above: Figure 3.24 Set-back, working width, and length of need of safety barrier at a hazard, Page 21, CD 377

5.1.3 This RRRAP Assessment illustrates the risk without VRS is acceptable and the proposed new trees, attenuation pond, buildings and presence of people do not represent a 'hazard' if an errant vehicle left the M66 southbound on-slip. Therefore, the installation of a VRS barrier is not a mandatory requirement along this length.

PLANS



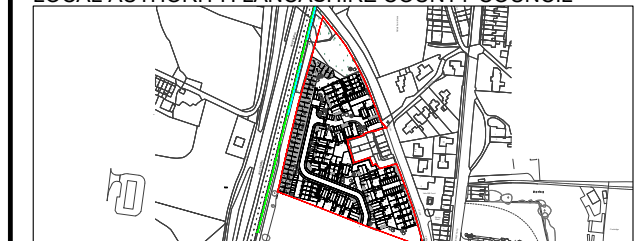
NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- CHAINAGE/ BACK OF HARD STRIP
- EXISTING VRS BARRIER
- VERGE WIDTH
- EARTHWORKS WIDTH
- DISTANCE TO ATTENUATION POND
- DISTANCE TO BUILDING
- DISTANCE TO ROAD
- DISTANCE TO ACOUSTIC FENCE
- DISTANCE TO EXISTING POST & RAIL FENCE
- DISTANCE TO PROPOSED TREES

TOTAL AREA OF SITE: 1.8Ha

LOCAL AUTHORITY: LANCASHIRE COUNTY COUNCIL



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

NJL CONSULTING

PROJECT:

**WATERFOLD LANE,
HEAP BRIDGE**

DRAWING TITLE:

**RRRAP ASSESSMENT
SUPPLEMENTARY PLAN**

SCALES:

1:1000 @ A3

DRAWN:

LB

CHECKED:

JC

DATE:

MAY 26

BTG Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@eddisons.com
Tel: 0161 837 7380

Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:

5311-01

REVISION:

-



APPENDICES

SPECIFICATION

GROUND PREPARATION - GENERAL

Preparing for topsoiling
Grading and cultivation shall be in accordance with BS:4428;1989 section 4.
Subsoil that is to receive topsoil shall, whether obviously over compacted or not, be thoroughly broken up by hand, by heavy elevator, by subsoiler or lined equipment with adequate passes made to thoroughly break up the surface to a depth of 150mm, cleared of all large stones, bricks, perennial weeds, tree roots (excluding living tree roots), coarse vegetation and other extraneous matter.

Subsoil grading
Subsoil shall only be graded after loosening as above, and this shall be undertaken by the use of a tractor and blade grader on large areas and by a small mechanical grader or by hand on small areas. Ground shall at no time be traversed by heavy machinery, for grading or any other purpose after sub soiling and/or top soiling has taken place.

Making up levels
When subsoil is deposited in low lying areas to raise formation levels, it shall be lightly consolidated and left broken up ready to receive topsoil. Imported fill material shall be natural subsoil free from metal, concrete or organic material with any one dimension greater than 100mm. All imported fill material shall be approved by the Landscape Architect prior to spreading on site.

Supply of topsoil
Topsoil to be supplied shall be approved by the Landscape Architect and details of the source of supply shall be provided in order that inspection may be made before delivery commences. Topsoil shall conform to BS 3882:2007. Recommendations and classification for topsoil, clause 4.1a. The soil shall be free of weeds, roots or perennial weeds, pests, diseases, debris, tree roots, sticks, subsoil and foreign matter and shall be capable of being broken down to a fine tilth.

Temporary topsoil heaps
The depositing of temporary heaps of topsoil shall be so arranged that possible damage to existing grass, plants, tarmac/adam, paving etc, is avoided. Unless otherwise agreed by the Landscape Architect, temporary spoil heaps shall be on protected ground. Such protection shall take the form of tarpaulins, plastic sheets, boards or similar covering. If damage does occur, it shall be made good at the contractor's own expense. Areas excavated to receive topsoil but have not had the base loosened shall not be used as temporary off loading areas. If the bottom of the excavation has been loosened off, loading on these areas is permissible.

Spreading topsoil
Prior to topsoil replacement the formation level shall be cleared of all stones, rubbish, debris with any one dimension greater than 75mm. Areas to be seeded or turfed shall be covered by topsoil 100mm thick and areas to be planted shall be covered by topsoil 400mm thick .Topsoil shall be spread in an evenly consolidated layer and shall be left cleared of all roots, stones and debris with any one dimension greater than 50mm throughout its depth. Unless otherwise stated the finished level shall be 25mm above adjacent hard areas. No topsoil shall be spread until the subsoil grade has been inspected by a Landscape Architect.

PLANTING

Mulching
A 75mm compacted layer of medium grade pulverised bark, with a particle size of not more than 100mm and containing no more than 10% fines, shall be spread to form a continuous layer covering the whole of the bed, or in the case of standard trees shall be in the form of a circle of 600mm diameter around the base of the tree. Whips and transplants shall be mulched in the form of a 300mm diameter circle around the base of the tree. This is to be maintained up until the sale of the house.

Rejection of plants
Any plant material, which in the opinion of the Landscape Architect, does not meet the requirements of the Specification, or is unsuitable, or defective in any other way, will be rejected. The minimum specified sizes in the plant schedule will be strictly enforced. The contractor shall replace all plants rejected at his own cost.

Planting
All plant material shall generally be planted between November and March in open cool weather. Planting shall not take place in frosty, snowy or waterlogged conditions. Where approved, pot or container grown plants may be planted outside the described season, but adequate watering shall be supplied. Torn or damaged roots and branches shall be cleanly pruned prior to planting.

Planting of whips, transplants and shrubs
The nature of the material to be planted is variable and the contractor shall allow for plantings to be properly carried out in all cases as described in BS 4428: 1989 5.8 Woodland, 5.9 Shrubs. All plants shall be planted at same depth, or very slightly deeper, as they were grown. Roots shall not be bent, broken or forced into inadequate pits or notches. Plants shall be upright, firmed in and wind resistant, with no air pockets around roots. All pots and root wrappings shall be carefully removed prior to planting. All pots and wrappings arising shall immediately be picked up and stored ready for removal to tip. Plants shall be planted at specified centres. On steep slopes this shall be in the horizontal measure.

Planting of trees
The tree shall be set upright and at the same depth as grown in the nursery. Ideally the planting hole should be at least 1.5 times the diameter of the root ball and no deeper than the root ball, to give the plant a perfect start in the new and final location. The roots shall be spread out and the topsoil, or compost/topsoil mixture, backfilled. Backfilling should be done to ensure close contact between roots and by firming in layers. The soil shall be left level and tidy, any subsoil clods, bricks or stones over 50mm arising, collected and carted off site.

Tree planting
Trees shall conform to BS 3936 and be planted in tree pits of the following sizes unless directed otherwise:
Feathered trees 900 x 900 x 450 up to 3 metres high (0.36m)
Selected standards 1000 x 1000 x 600 up to 4.25 metres high (0.60m)
Extra heavy standards 1200 x 1200 x 600
Excavated subsoil or stone shall be carted off site to tip. The bottom 250mm of the pit shall be dug and broken up. Backfill shall be imported topsoil as specified unless directed otherwise.

Compost for planting pits
Compost shall be a proprietary product, bark based incorporating fertilisers and improving additives. The type of compost shall be approved before its delivery on site, and the details of the product shall be supplied. Cambark planting compost is approved. Where directed compost shall be added to and mixed with topsoil backfill at the following rates:
Feathered trees - 1 bag: 80 litres
Selected standards - 1.5 bags: 120 litres
Extra heavy standards - 2 bags: 160 litres

Stakes for trees
Stakes shall be peeled round pressure treated softwood, pointed or minimum diameter 75mm. The stakes shall be driven into the base of the tree pit prior to placing the tree and backfilling.
Stakes shall in general have a clear height above the finished ground level as follows unless directed otherwise:
Feathered trees - 750mm (one tie)
Selected standards - 900mm (2 stakes, one tie each)
Heavy standard/Extra heavy standards - 1200mm (2 stakes, one tie each)
The stake shall be long enough to drive until they hold the tree firmly without rocking.
Alternatively, for the larger root balled trees, weighted underground guying or ties shall be used.
All ties must be loosened or removed as the tree grows.

Tree ties
Ties shall be approved nail-on type with cushioned spacer such as Toms, or other equal and approved. Nails shall be flat headed galvanised and shall hold the ties securely into the stake. Ties shall not be over tight on the tree stems. Ties available from J Toms Limited, Wheeler Street, Headcorn, Ashford, Kent, TN27 9SH.
Feathered Type 04
Select standards Type L1
Extra heavy standards Type L3

TURFING
Soil preparation and Cultivation
All areas to be turfed shall be cultivated to a depth of at least 100mm, all weeds, stones and refuse larger than 50mm shall be removed to Contractor's tip, and shall be brought to a fine tilth. Allow for hand cultivation where machine work is not possible.

Turf
Turf shall be extra quality meadow turf and shall comply to BS4428 section 6, Turfing.
The Contractor shall supply a sample of the turf he proposes to use for approval of the Landscape Architect and shall ensure that all turves are similar to the approved sample. The Contractor shall inform the Landscape Architect of the location of the supply, so that turf can be inspected prior to lifting.

Season
Turf shall be laid when weather and soil conditions are suitable and, where possible, preference should be given to autumn and early winter operations. No turf shall be laid in exceptionally dry or frosty weather or in other unsuitable weather conditions.

Delivery and Stacking
For large areas, turf shall be delivered at appropriate intervals throughout the work so as to avoid stacking for long periods.

Laying
No turf shall be laid until the soil preparation has been satisfactorily completed by being brought to the even tilth and firmness. Turves from the stack shall be wheeled to turf layers on plants laid closely side by side. Adequate timber planks shall be used to support operatives and barrows, and provide access. The turves shall be laid in consecutive rows with broken joints (stretcher bond), closely butted and to the correct levels. The turf shall be laid off planks working over turves previously laid. Where necessary, the turves shall be lightly and evenly firmed with wooden beaters being frequently scraped clean of accumulated soil or mud. A dressing of finely sifted top soil shall be applied and well brushed into the joints. Any inequalities in finished levels owing to variation in turf thickness or uneven consolidation of soil shall be adjusted by ranking and/or packing fine soil under the turf. A roller shall not be used. The finished levels of the turf shall conform to the levels indicated, allowing for final settlement. Turf edges and margins shall be laid with whole turves. Turves adjoining buildings, walls or fences shall be taken to the face of the structure, giving complete soil cover.

Laying around trees
Turf shall not be laid to within 300mm of any tree trunk.

Watering
The Contractor shall be responsible for the replacement of any scorched turf. All necessary watering shall be carried out with sprinklers or oscillating sprays so as not to wash soil out if joints. If shrinkage occurs and the joints open, fine top soil shall be brushed in and well watered.

MAINTENANCE
All maintenance to be carried out up to handover to the adopting authority/householder from the date of planting and turfing to ensure successful establishment. All dead, diseased, damaged plants must be replaced during this time unless the Local Planning Authority states, in writing, any variation to this.

Weeding
All beds to be kept weed free by cultivating and by using approved herbicides. Beds to be forked over as necessary to keep soil loose to approved cambers with no hollows.

Pruning
At appropriate time, prune plants to remove dead, dying or diseased wood and suckers to promote healthy growth and natural shape.

Grass Cutting
The initial cut shall be carried out when first growth is apparent, blades set 20mm above ground. The Contractor shall continue cutting at appropriate intervals during the growing season and maintain 40mm high sward until grass areas are handed over. Watering, weeding, cutting, repair of all erosion and settlement and re-seeding as necessary to establish a uniform and healthy stand of grass shall continue until handover to the householder.

PROTECTION TO EXISTING TREES
The recommendations in BS 5837 (2012), Trees in Relation to Design, Demolition & Construction must be complied with at all times. No pruning, lopping, felling or severance of roots is to take place without prior consent of the local authority. Any work to the existing trees is to be carried out by a qualified tree surgeon. The position and construction of protective fencing shall be agreed with the local authority prior to any site works commencing. Under no circumstances must any materials be stored under the canopy of the existing trees, and no cement, diesel, or oil stored near them. No vehicles should be lit in close proximity to existing trees. Under no circumstances should the levels around existing trees. No fires should be lit in close proximity to existing trees. No ropes, cables, services or notice boards shall be fixed to existing trees. No ropes, cables, services or notice boards shall be fixed to existing trees. Under no circumstances should the levels around existing trees be either raised or reduced. Scaffolding may only be erected within protected areas if it is done so in accordance with BS 5837. Any excavation under existing tree canopy spreads shall be done by hand.



TREES				
	Botanical Name	Common Name	Form	Root
A	Ilex Aquifolium	Bird Cherry	Extra Heavy Standards	14 - 16cm B
B	Betula Pendula	Silver Birch	Heavy Standards	12 - 14cm RB
C	Crataegus Monogyna	Hawthorn	Extra Heavy Standards	14 - 16cm B
D	Malus Domestica	Apple	Extra Heavy Standards	14 - 16cm B
E	Prunus Avium	Wild Cherry	Extra Heavy Standards	14 - 16cm B
F	Prunus Cisterna Chanticleer	Pear	Extra Heavy Standards	14 - 16cm RB
G	Sorbus Aucuparia	Rowan	Extra Heavy Standards	14 - 16cm B
H	Fagus Sylvatica	Common Beech	Extra Heavy Standards	14 - 16cm B
I	Prunus communis 'Bath'	Bath	Select Standards	10 - 12cm B
J	Betula utilis var. jacquemontii	Himalayan Birch	Standard	8 - 10cm B
K	Carpinus betulus 'Fastigiata'	Hornbeam	Extra Heavy Standards	14 - 16cm B

SHRUBS				
	Botanical Name	Common Name	Min Height	Root condition/Pot Size
a	Ilex Aquifolium	Holly	60 - 80cm	10l
b	Ribes Speciosum	Currant	60 - 80cm	B
c	Crataegus Monogyna	Hawthorn	60 - 80cm	B
d	Cornus Sanguinea	Dogwood	60 - 80cm	B
e	Corylus Avellana	Hazel	60 - 80cm	B
f	Mahonia Aquifolium	Oregon Grape	60 - 80cm	B
g	Potentilla Fruticosa	Abbotswood	60 - 80cm	B
h	Cytisus scoparius	Common Broom	30 - 40cm	B
i	Euonymus europaeus	Spindle	30 - 40cm	B
j	Hedera helix 'Caecilia'	IVY	30 - 40cm	B
k	Senecio cineraria 'Cirrus'	Silver Ragwort	30 - 40cm	B
l	Viburnum opulus	Guelder Rose	30 - 40cm	B
m	Lavandula angustifolia 'Hidcote'	English Lavender	30 - 40cm	B
n	Hebe Rakaiensis	Rakai hebe	30 - 40cm	B
o	Hypericum 'Hidcote'	Saint John's Wort	30 - 40cm	B
p	Viburnum tinus 'Eve Price'	laurostinus	30 - 40cm	B

HEDGING Planted in double staggered row at 300mm centres (7 plants/m)				
H-H	Mix of	Common Name	Min Height	Root condition/Pot Size
	Crataegus Monogyna	35% Hawthorn	60 - 80cm	B
	Prunus Spinosa	25% Blackthorn	60 - 80cm	B
	Ligustrum Vulgare	10% Wild Privet	60 - 80cm	3l
	Cory Avellana	20% Hazel	60 - 80cm	B
	Ilex Aquifolium	10% Holly	60 - 80cm	3l
J-J	Fagus Sylvatica	Beech	60 - 80cm	B

BULBS		Common Name
B1	Ajonis annua	Pheasant's Eye
B2	Crocus longiflorus	Long Flowered Crocus
B3	Galanthus nivalis f. pleniflorus	Double Snowdrop
B4	Trifolium pratense	Clover
B5	Trillium erectum	Birchroot
B6	Narcissus	Daffodil
B7	Allium caeruleum AGM	Blue Flowered Garlic

Specification		Tree Girth
Light Standard (LS)		6-8cm
Standard (S)		8-10cm
Select Standard (SS)		10-12cm
Heavy Standard (HS)		12-14cm
Extra Heavy Standard (EHS)		14-16cm
Advanced Heavy Standard (AHS)		16-18cm
Semi mature		

WILDFLOWER MEADOW to comprise equal mix of the following:
Oxeye Daisy
Common Knapweed
Meadow Saffron
Birds Foot Trefoil
Meadow Buttercup
Colokoolflower
Fritillary

Girth (cm)	Height (metres)
8-10	2.0-3.0m
10-12	2.5-3.5m
12-14	3.00-4.0m
16-18	4.0-4.5m
18-20	4.0-5.0m
20-25	4.5-5.5m
25-30	5.0-6.0m
30-35	5.5-6.5m
35-40	6.0-7.0m
40-45	6.5-7.5m
45-50	7.0-8.0m

- adoptable 5.5mroad/2.0m wide pavement
- block paving to private areas colour: buff
- conc paving to garden areas colour : stone
- amenity grassland grassed/soft landscaped areas
- brick faced planters/barriers, 450x 450mmx3500mm
- 300mm high timber acoustic fence (highly absorbing barrier)
- 1800mm high solid timber fence
- 750mm high brick wall with solid timber fence over



legend to inset plan

- scrub land
- wildflower meadow
- native hedgerow
- species rich hedgerow
- new tree planting: small/medium

rev A 7no small trees added to scheme in accordance with Ecologists recommendations May 2026

Franstep
PROJECT
Proposed residential development at Waterfold Lane, Heap Bridge, heywood
DRAWING

Landscaping Proposals

SCALE	DATE	DRAWN	CHECKED
1:250 at A1	May 2026		
DRAWING NO	CAD REFERENCE NO	REVISION	
R 0832	PL 26	A	





NOTES

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Do not scale from this drawing.

All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

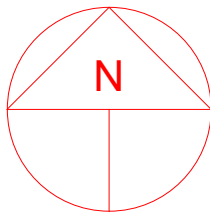
Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

This drawing is to be read in conjunction with all relevant Architectural, Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialists drawings and specifications.

As with all construction projects the CDM 2015 regulations apply and the work on this project may require both the issue of a notification to the HSE (because of the durationof the works on site) and the client may also need to appoint a Principal Designer because there may be more than one contractor working on site.
The Principal Designer will be able to coorinate the pre-construction information and also ensure that all duty holders under CDM comply with their relevant duties.

The building owner is to serve a Party Wall Act Notice as applicable to adjoining property owners as outlined in TheParty Wall Act 1996
The Building Contactor is to verify the thickness of the party walls prior to commencement of the proposed works.



REV	DESCRIPTION	CHECK	DATE
-----	-------------	-------	------

CLIENT

FRANSTEP LIMITED

PROJECT

Proposed Residential Development
Waterfold Lane, Heywood, BURY, BL9 7JY

DRAWING

Proposed Site Plan
Option 6

SCALE	DATE	DRAWN	CHECKED
1:200 @ A1	April 2026	PMAB	
DRAWING NO	CAD REFERENCE NO	REVISION	
R-0832-11			





Find out more at www.eddisons.com

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