

APPENDIX B

**ORIGINAL COMBINED STAGE 1 AND STAGE 2 ROAD SAFETY AUDIT BY WYG
RAMSAY & CHALMERS DESIGNERS RESPONSE TO RSA
ORIGINAL NON-MOTORISED USER AND ACCESSIBILITY AUDIT BY WYG FOLLOWING RAMSAY &
CHALMERS DESIGNERS RESPONSE**



Knight Property Group

Proposed Residential Development, Deveron Road, Huntly

Combined Stage 1 & Stage 2 Road Safety Audit

Report No. A113162 – RSA2

WYG
The Cube
45 Leith Street,
Edinburgh,
EH1 3AT

Date: 12 April 2019
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REPORT CONTROL

Document: Combined Stage 1 & Stage 2 Road Safety Audit
Project: Deveron Road, Huntly, Residential Development, Aberdeenshire
Client: Knight Property Group
Job Number: A113162
File Origin: \\EDINBURGH23\Data\Transport\Projects\A113162 Deveron Road, Huntly RSA & NMU\Outputs\Deveron Road, Huntly RSA St2 (For Issue).docx

Document Checking:

Primary Author	Richard Pearson	Initialled:	RP
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Contributor	Andrew Combe	Initialled:	AC
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Review By	Andrew Combe	Initialled:	AC
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Issue	Date	Status	Checked for Issue
1	12 April 2019	For Issue	AC



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Appendices

Appendix A – List of drawings/documents provided

Appendix B – Location plan of problems identified



1 Introduction

- 1.1 This report results from a Combined Stage 1 & Stage 2 Road Safety Audit carried out on the proposed 37-unit residential development at Deveron Road, Huntly at the request of Ramsay & Chalmers on behalf of Knight Property Group and Aberdeenshire Council as the Overseeing Organisation. The project comprises of a residential development to the south of Deveron Road in Huntly with vehicular access taken from Deveron Way to the south of the site via a priority junction. Pedestrian access to the site is taken directly from Deveron Road to the north and provides a link through the site to the retail site to the south.
- 1.2 The scope of the Road Safety Audit is to review the access and internal layout of the site.
- 1.3 A road safety audit brief was provided by Ramsay and Chalmers by an instructional email containing detailed design drawings. It is not general practice of Aberdeenshire Council to approve the audit brief and audit team prior to an audit, however the audit is considered acceptable, so long as qualification criteria and process of national standard has been followed.
- 1.4 The proposed development site is currently a greenfield site bounded by the A920 Devron Road to the north, the A96 to the west and the access road to the Tesco Superstore to the south. The access bell mouth is in place and has dropped kerb crossing facilities with tactile paving. There is a lit shared footway/ cycleway connecting Devron Road and the Tesco store with a signalised crossing facility across the access road. On Devron Road there is an uncontrolled crossing with a pedestrian refuge island. Both Devron Road and the access road are subject to a 30-mph speed limit.
- 1.5 An initial investigation of collision history of the location shows no collisions have occurred in the 5 years prior to December 2017 (Latest available data).
- 1.6 The audit was carried out by the following:

Audit Team Leader

Richard Pearson BSc(Hons) CMILT MCIHT MSoRSA
HE Approved Certificate of Competency
Principal Engineer, WYG Edinburgh

Audit Team Member

Andrew Combe MEng
Assistant Engineer, WYG Glasgow



- 1.7 The audit took place during April 2019 and comprised of a desk top study of the plans and reports provided, which are listed in **Appendix A**. A site visit was also carried out by the audit team at 10.30 am on the 5th April 2019. At the time of the site visit it was fine and clear and the road surface was dry.
- 1.8 The terms of reference of the audit are generally as described in DMRB Volume 5 Section 2 GG119 "Road Safety Audit". As this standard is primarily focused on the strategic road network and Aberdeenshire Council does not have its own standard, the Audit Team has followed guidance from the CIHT Guidelines for Road Safety Audit on implementing the standard as appropriate to this scheme. The points not followed in particular are the approval of audit team and brief (See para. 1.3) and the Audit Team deals directly with the Design Team and not the Overseeing Organisation.
- 1.9 The team has examined and reported only on the road safety implications of the scheme and has not examined or verified the compliance of the design to any other criteria. Reference may be made to certain design standards however this report is not intended to provide a design check. The team has examined and reported only on the road safety implications of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or the construction of the scheme.
- 1.10 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise the likelihood of a collision. The location of the site and the locations of any specific problems are referenced on the plans in **Appendix B**.



2 Items Raised at Previous Road Safety Audits

- 2.1 The Audit Team have not been advised of any previous Road Safety Audits on this scheme.

3 Items Raised at this Combined Stage 1 & Stage 2 Road Safety Audit

3.1 GENERAL

3.2 PROBLEM 1

Location: Service vehicle access to northeast of site

Summary: Service vehicles will require to either access the apparatus across the cycleway or park on the verge to the north.

The existing substation and pumping station located to the north east of the site currently have access from the south with an area for engineers to park while working on the equipment. The proposed scheme layout does not indicate an area for maintenance vehicles. This could result in vehicles driving on and obstructing the shared footway cycleway and risking collisions with pedestrians and cyclists.



Figure 1: Service access

RECOMMENDATION

It is recommended that provision is made to allow safe access to the equipment for service vehicles.

3.3 NON-MOTORISED USERS

3.4 PROBLEM 2

Location: Multiple locations throughout the site

Summary: Insufficient provision of dropped kerbs and tactile paving

Dropped kerbs have been indicated on the central pedestrian path, however no tactile paving is proposed. In addition to this, no dropped kerb access is shown to allow users from the development to access the shared footway/ cycleway to the east of the site. A lack of these facilities can lead to an increased risk of accidents for pedestrians and cyclists accessing or crossing at these facilities, particularly those with visual or mobility impairments.

RECOMMENDATION

It is recommended that tactile paving be provided at all crossing points within the site and dropped kerbs be provided to allow access to the shared footway/ cycleway.

3.5 PROBLEM 3

Location: Central footpath (Southern crossing)

Summary: Alignment likely to create difficulties for visually impaired pedestrians

The alignment of the paths between unit 4 and 37 do not align with each other and are staggered. This alignment will make it difficult to provide correctly aligned tactile paving and may create a trip hazard for visually impaired pedestrians (See Problem 2).

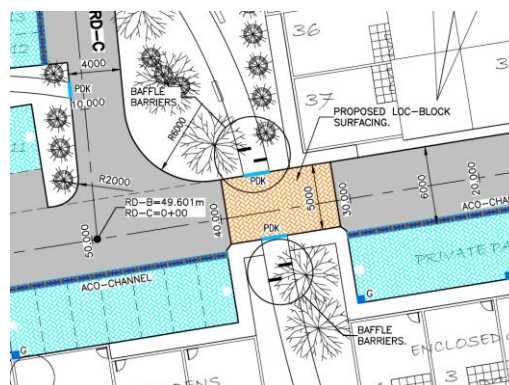


Figure 2: Path alignment

RECOMMENDATION

It is recommended that the paths be aligned to allow provision of tactile paving.



3.6 PROBLEM 4

Location: Throughout scheme

Summary: Insufficient safe footway access to properties

The site has been designed with path provision from the north to the south of the site with what appears to be a shared use road layout where pedestrians are to walk on the carriageway to access the properties with some narrow paths providing some connections.

The Audit Team are concerned that the layout will be difficult to navigate for visually impaired pedestrians and also that with the surfacing of the carriageway, it will not be clear to them that this is a shared use road.

The swept path drawing for the refuse vehicle also shows the full width of the road is required to access the site leaving no safe space for pedestrians. The lack of pedestrian facilities within the site is likely to increase risk of vehicle collisions with pedestrians and instances of slip, trip and fall type accidents with pedestrians walking on uneven ground.

RECOMMENDATION

It is recommended that either footpaths be extended to provide a fully connected network through the site or a full block-paved surface be provided with contrasting surface colours to indicate safe pedestrian areas and aid with navigation for partially sighted pedestrians.

3.7 SIGNING, ROAD MARKINGS & LIGHTING

3.8 PROBLEM 5

Location: Site Access junction

Summary: Insufficient signing of speed limits or traffic calming measures

No details are shown at this stage as to a proposed change in speed limit at the access junction. As traffic calming is proposed in the form of build outs and also with a shared use road layout, it is expected the design would propose a speed limit of 20 mph. This could create confusion and result in vehicles travelling at excessive speed, putting pedestrians at risk of being struck within the site. It was noted during the site visit that the site to the east was signed as a 20 mph zone and the site to the north also as 20 mph with home zone signing (See Figure 3).



Figure 3: Signing at existing development to the north

RECOMMENDATION

It is recommended that 20 mph zone signing be provided at the site access.



3.9 PROBLEM 6

Location: Site access junction insufficient priority markings at site access junction

Summary: Insufficient junction priority markings

No road markings are proposed at the site access junction. With no priority markings at the junction, there is a risk that drivers will fail to give-way, resulting in collisions.

RECOMMENDATION

It is recommended that give-way markings are provided at the access junction.

3.10 PROBLEM 7

Location: Whole scheme

Summary: Lack of illumination could increase the risk of trips and falls.

It is unclear whether the central path within the site is to be lit. If no lighting is provided, this could be hazardous to pedestrians at night as pedestrians could stray off the path in the dark and trip on uneven surfaces.

RECOMMENDATION

It is recommended that remote paths be fully lit or alternatively be marked with illuminated solar powered studs.



4 Audit Team Statement

4.1.1 We certify that the terms of reference of the audit are generally in accordance with GG119 and additional guidance set out in CIHT guidelines for Road Safety Audit.

Audit Team Leader

Richard Pearson BSc(Hons) CMILT MCIHT MSoRSA
HE Approved Certificate of Competency
Principal Engineer, WYG Edinburgh

Signed:

A handwritten signature in purple ink that reads 'R Pearson'.

Date: 12 April 2019

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Audit Team Member

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Assistant Engineer, WYG Glasgow

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A handwritten signature in purple ink that reads 'A Combe'.

Date: 12 April 2019

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Appendix A – List of drawings/documents provided

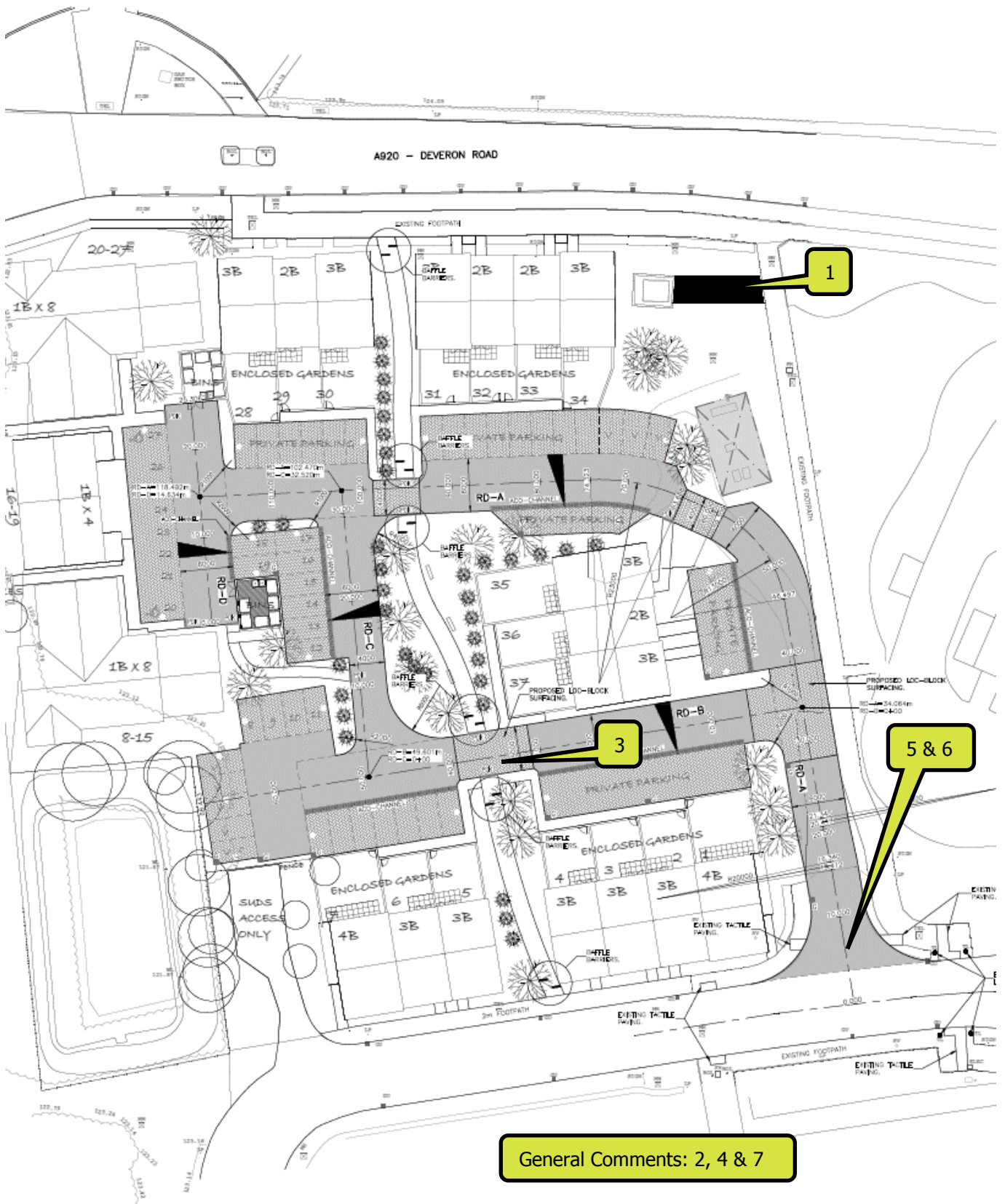


List of Drawings and Documents Provided

Doc. No.	Doc Title
C3577-001	Site Location Plan
C3577-003-B	Preliminary Site Layout Plan
C3577-100-A	Road Layout Plan
C3577-101-A	Road Longitudinal Sections
C3577-102-A	Extent of Adoption
C3577-103-A	Drainage Layout Plan
C3577-104-A	Road Contours
C3577-105-A	Refuse Vehicle Swept Path



Appendix B – Location plan of problems identified



**C3577 – PROPOSED RESIDENTIAL DEVELOPMENT
 AT DEVERON ROAD, HUNTLY, ABERDEENSHIRE
 FOR KNIGHT PROPERTY GROUP**

**RESPONSE TO STAGE 1/2 ROAD SAFETY AUDIT
 22/04/19**

PROBLEM 1

A service bay has been incorporated into the layout to accommodate maintenance vehicles without obstructing vehicles on the proposed access road.

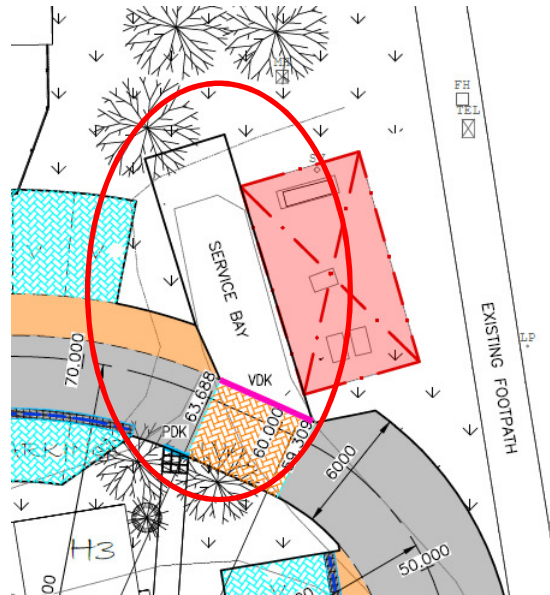


Figure 1 – Service Bay

PROBLEM 2

Tactile paving has been incorporated into the layout. A proposed crossing point has been incorporated from the existing shared footway / cycleway to the shared surface road.

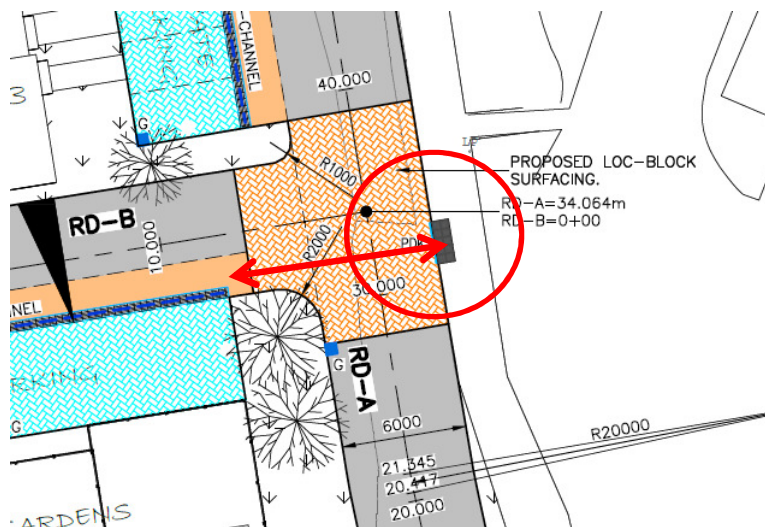


Figure 2 – Proposed Crossing Point

PROBLEM 3

The central footpath have been realigned to be opposite one another.

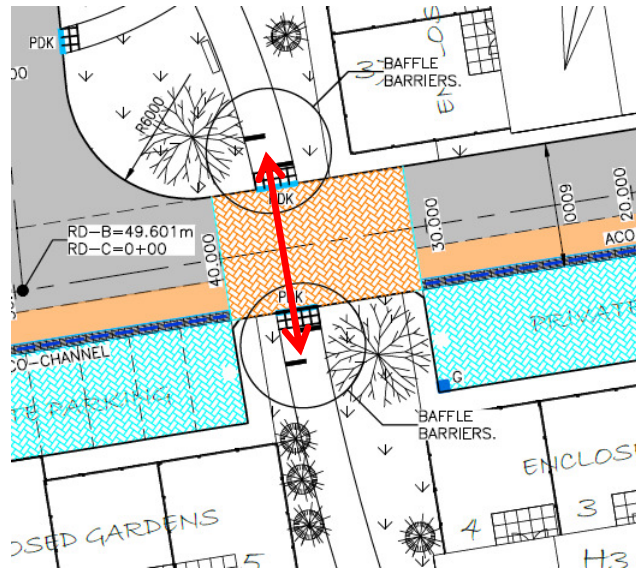


Figure 3 – Central Footpath Realignment

PROBLEM 4

The shared surface areas will have HRA with red coated chippings to aid with navigation for partially sighted pedestrians.

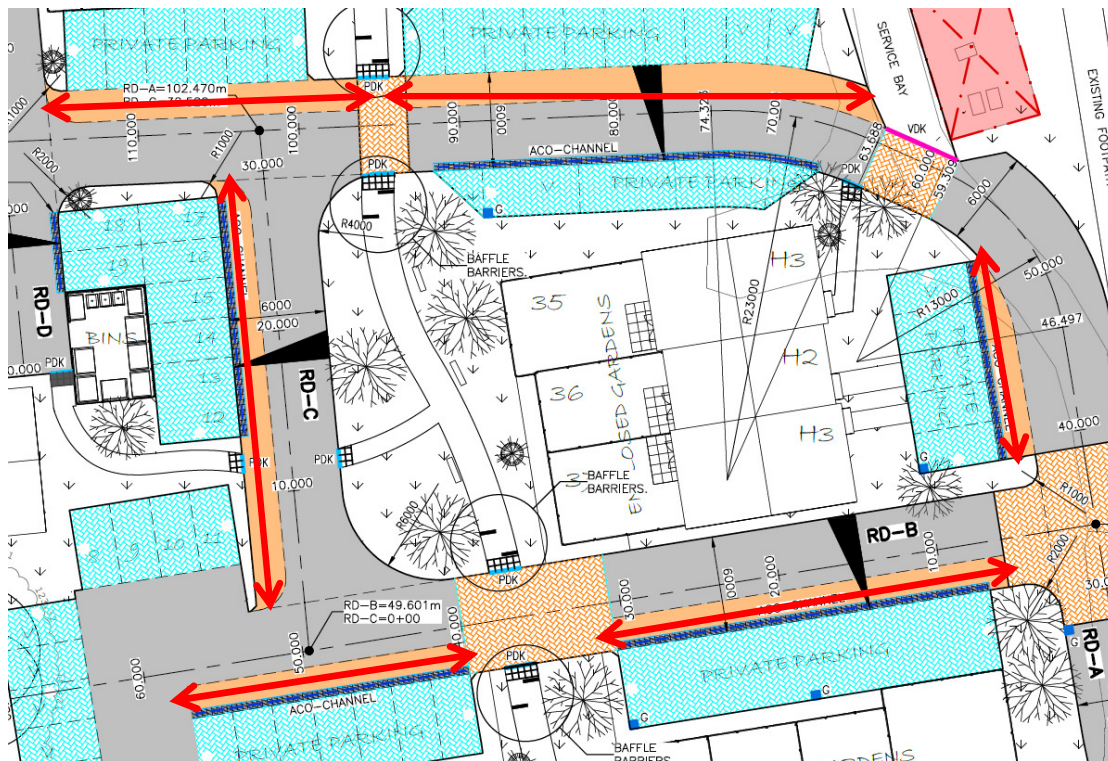


Figure 4 – Shared Surface Zones With Contrasting Surface Finish

PROBLEM 4 (CONT)



Figure 5 – HRA with red coated chippings

PROBLEM 5

Signs to Diagram 674 and 675 have been incorporated into the layout.

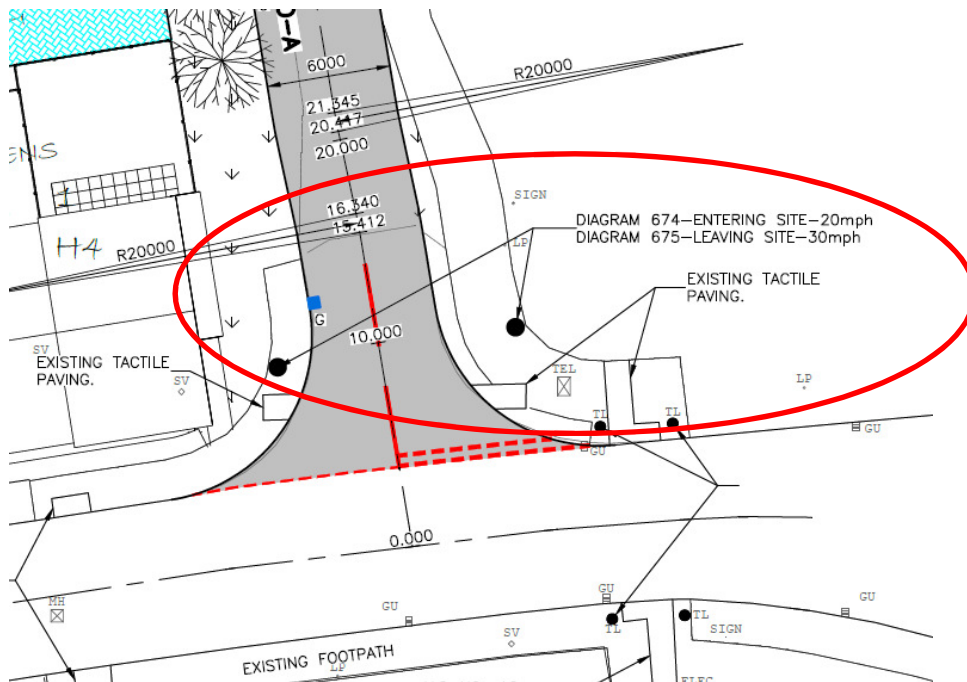


Figure 6 – Location Of Diagram 674 and 675

PROBLEM 6

Give way markings have been incorporated into the layout.

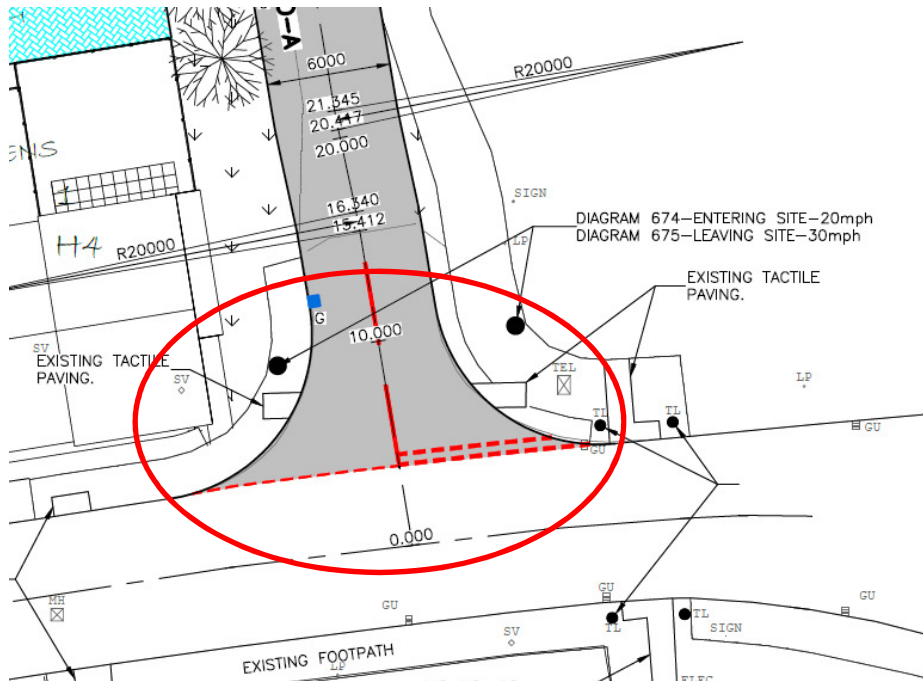


Figure 7 – Location Of Give Way Markings

PROBLEM 7

The development will be fully lit. The adoptable roads will be lit to Aberdeenshire Council's standard specification for lighting.



Knight Property Group

Proposed Residential Development, Deveron Road, Huntly

Non-Motorised User and Accessibility Audit

Report No. A113162 – NMU

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45 Leith Street,
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Date: 24 April 2019
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REPORT CONTROL

Document: Non-Motorised User and Accessibility Audit

Project: Deveron Road, Huntly, Residential Development, Aberdeenshire

Client: Knight Property Group

Job Number: A113162

File Origin: \\EDINBURGH23\Data\Transport\Projects\A113162 Deveron Road, Huntly RSA & NMU\Outputs\Deveron Road, Huntly NMU Accessibility Audit (Final).docx

Document Checking:

Primary Author	Richard Pearson	Initialled:	RP
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Contributor	Initialled:
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Review By	Andrew Combe	Initialled:	AC
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Issue	Date	Status	Checked for Issue
1	24 April 2019	Final Report	AC



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Appendices

- Appendix A – List of drawings/documents provided
- Appendix B – Location plan of problems identified
- Appendix C – Updated Road Layout Plan



1 Introduction

- 1.1 This report results from an informal assessment of issues relating to accessibility for non-motorised users to the proposed 37-unit residential development at Deveron Road, Huntly, Aberdeenshire. The audit has been carried out at the request of Ramsay & Chalmers on behalf of Knight Property Group.
- 1.2 The Terms of Reference of this Audit are based on the principles set out in HD42, Designing Streets and the National Roads Development Guide and tailored to the fit with the site proposals.
- 1.3 The audit consisted of:
- An assessment of designs against the needs of NMUs; and
 - A site visit by the Audit Leader (An experienced cyclist).
- 1.4 No meetings with Aberdeenshire Council or other stakeholders were considered to be required at this stage.
- 1.5 The residential area that the proposed development will tie in to is a traffic calmed residential area with street lighting and "Home Zone" design features. The speed limit of the streets is 20 mph.
- 1.6 The audit was carried out by the following:
- Audit Leader** - Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA
Design/ Client Manager - Mark Bisset (Ramsay & Chalmers)
- 1.7 The audit took place during April 2019 and comprised of a desk top study of the plans and reports provided, which are listed in **Appendix A**. A site visit was also carried out by the audit team at 10.30 am on the 5th April 2019. At the time of the site visit it was fine and clear and the road surface was dry.
- 1.8 Comments and recommendations, where referring to a specific location, are referenced to the design drawings and the locations have been indicated on the A4 plan located in **Appendix B**.

2 Scheme Background

2.1 SCHEME DESCRIPTION

2.2 The proposed development is a 37-unit residential development sited between the A920 Devron Road and Devron Way (Tesco Superstore Access Road). There is an existing shared footway cycleway connection immediately to the east of the site connecting the residential land uses to the north and that of the Superstore to the south. The proposed development features a shared use road layout, however, features an additional footway connection through the site from north to south.

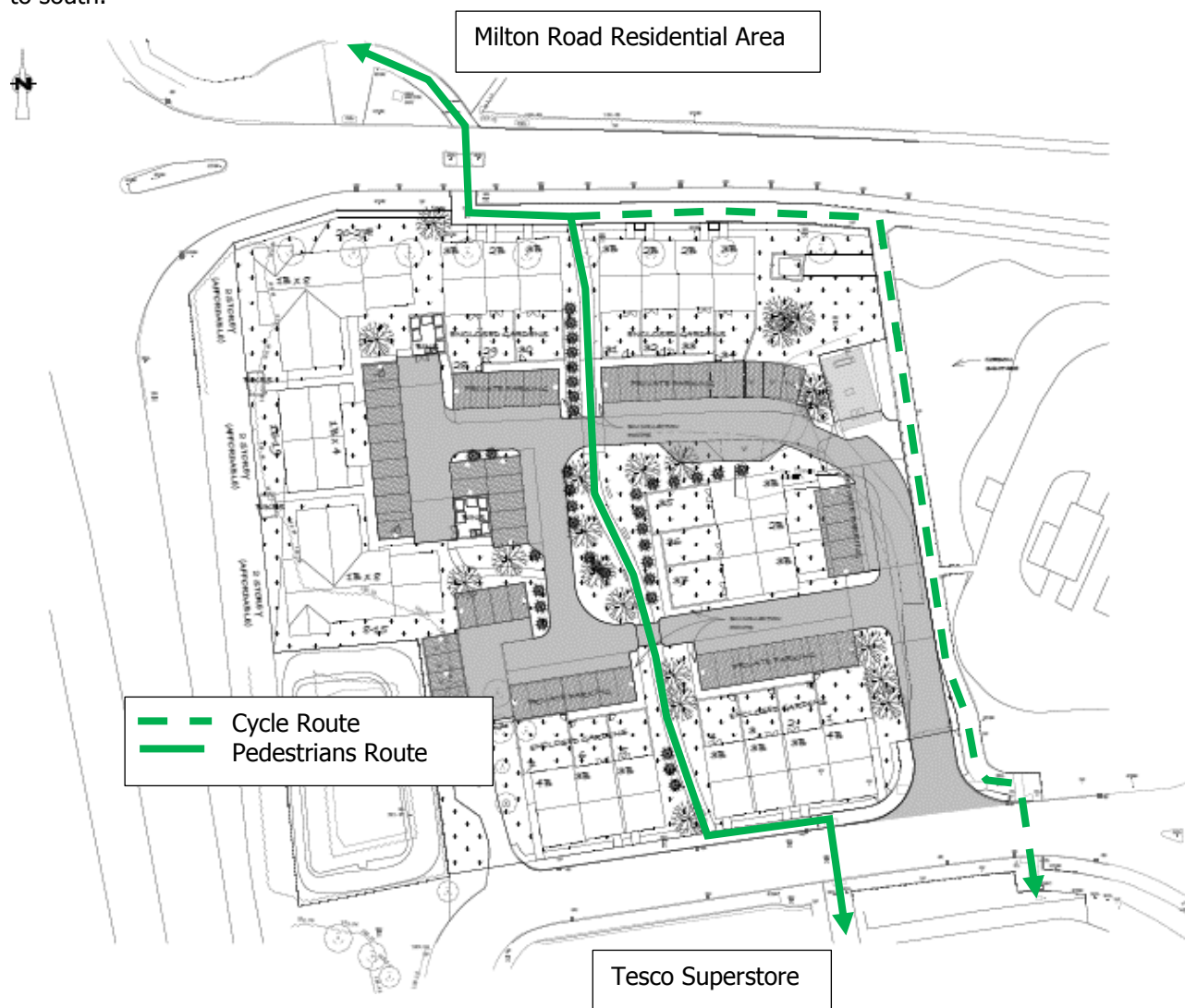


Figure 1: NMU connectivity



2.3 COLLISION DATA

2.4 No collisions have occurred within the vicinity of the site in the last 5 years to December 2017 (Latest Data available).

2.5 PEDESTRIAN/ CYCLE DATA

2.6 No pedestrian or cycle information was provided at this stage, however it is understood that current usage is low.

3 Items Raised in this NMU/ Accessibility Audit

3.1 Issue 1

Location: Throughout the site

Summary: Insufficient pedestrian connections through the site

Description: While good connections are proposed through the site from north to south both through the site and to the east of the site, there are limited connections provided for users to travel west to east through the site. This would have an impact on those on the properties to the west if they want to join the footway to the east. The lack of formal facilities can result in pedestrians walking on unsuitable ground and can make navigation for visually impaired pedestrians difficult.

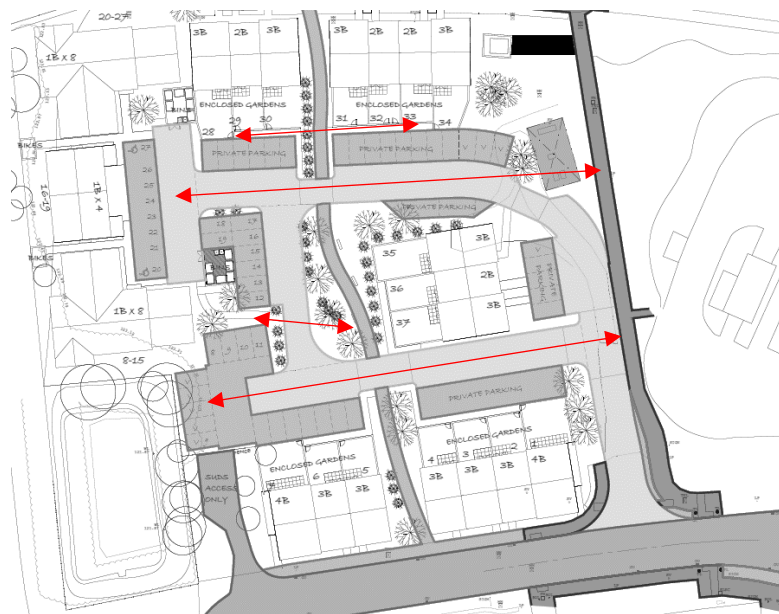


Figure 2: Missing pedestrian connections

Action Recommended: It is recommended that either connecting east/ west footways are provided or a contrasting surface be used on the shared use road surface to aid pedestrian navigation.

Design Team Action Taken: The shared surface areas will have HRA with red coated chippings to aid with navigation for partially sighted pedestrians.

3.2 Issue 2

Location: Central footpath

Summary: Baffle Barrier spacing could cause an obstruction for mobility scooters

Description: The spacing indicated for the baffle barriers at each end of the footpath could cause an obstruction for users with mobility scooters.

Action Recommended: It is recommended that either the spacing between baffle barriers is increased or the barriers removed.

Design Team Action Taken: The baffle barrier spacing has been increased to 1.5m to assist users with mobility scooters. This is in accordance with Aberdeenshire Council’s guidelines.

3.3 Issue 3

Location: Grass area between properties 27 & 28

Summary: Potential pedestrian desire line

Description: There is a potential route from Devron Road to the properties to the west of the site that will likely be used by pedestrians as the more direct route.

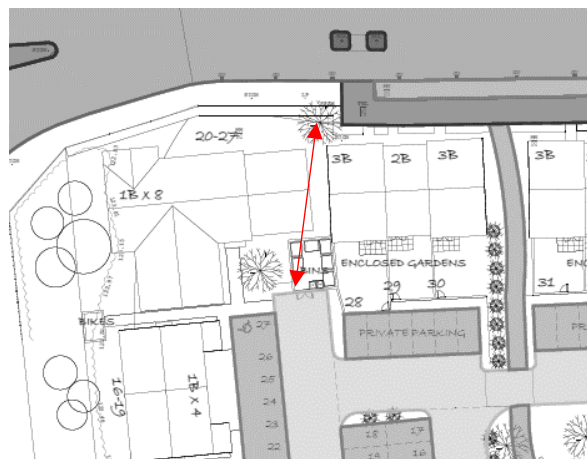


Figure 4: Pedestrian desire line

Action Recommended: Provide a footway between properties 27 and 28.

Design Team Action Taken: There will be a hedge incorporated into the layout at the back of the footpath to assist with deterring pedestrians using the route between the flats and Plot 28.

The footway between Plots 30 and 31 provides adequate access to the existing A920 – Deveron Road footway.

3.4 Issue 4

Location: Deveron Way

Summary: Lamp Column likely to obstruct footway

Description: There is a lamp column adjacent to property No. 7 that will be located in the centre of the footway and is likely to cause an obstruction to pedestrians, particularly those in wheelchairs or parents with buggies.

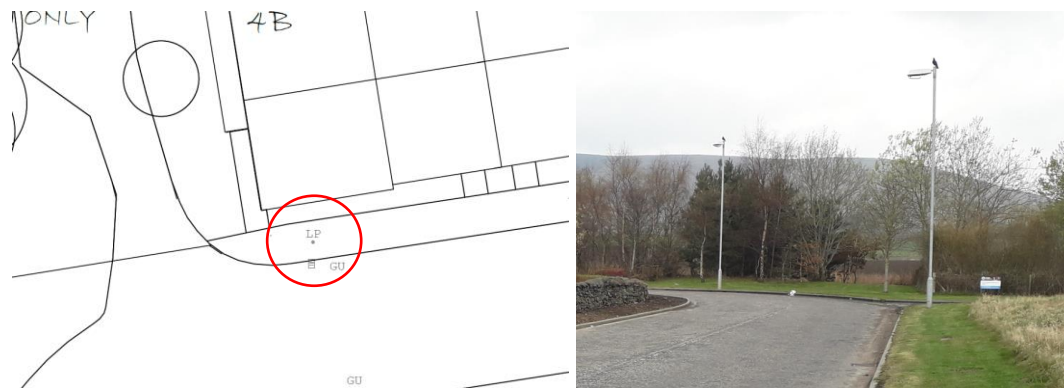


Figure 5: Lamp Column

Action Recommended: Relocate lighting column to the rear of the footway.

Design Team Action Taken: The existing lighting column will be relocated to the rear of the footway. This will be incorporated into the street lighting design which will be carried out at detailed design stage.

3.5 Issue 5

Location: Central footpath

Summary: Tree proximity likely to cause issues with footpath

Description: A number of trees are indicated in close proximity to the central footpath. Having trees in close proximity can lead to issues with leaf shedding in autumn months and potential long-term damage of the surfacing with the spreading of tree roots.



Figure 6: Tree locations

Action Recommended: Ensure trees are sufficiently set back from the footway or are of a type that will not impact the footway.

Design Team Action Taken: The trees have been set back from the footway further to reduce the potential for long term damage to the footpath surface.



3.6 Issue 6

Location: Shared use areas and cycleway

Summary: Insufficient dropped kerb access points

Description: There is no dropped kerb access point indicated for pedestrians to access the shared footway/ cycleway to the east of the site. In addition to this, there are no dropped kerbs shown for access to the paths to the south of 28-34, south of 35-37 and north of 1 to 7.

Action Recommended: Provide dropped kerbs at the above paths.

Design Team Action Taken: The footpaths for Plots 1-7 and 28-34 have been altered to connect into the proposed footway through the development. A drop kerb has been incorporated into the layout for Plots 35-37.

3.7 Issue 7

Location: Whole Scheme

Summary: Lighting

Description: No details are shown at this stage with regards to lighting. With the remote footpaths and potential cut through routes that are likely to be used by pedestrians, there could be a potential risk to personal security if no lighting is provided

Action Recommended: Ensure the full scheme is lit, including the remote footpaths.

Design Team Action Taken: The development will be fully lit. The adoptable roads will be lit to Aberdeenshire Council's standard specification for lighting.



4 Audit Statement

4.1.1 We certify that we have examined the scheme details with specific purpose of identifying any issues that could improve conditions for NMUs together with associated actions recommended.

Lead Assessor

Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA

HE Approved Certificate of Competency

Principal Engineer, WYG Edinburgh

Signed:

A handwritten signature in black ink, appearing to read 'R Pearson'.

Date: 24th April 2019

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Tel: +44(0) 131 247 5766

Design Team Leader

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Ramsay and Chalmers

Chattan Mews Offices

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AB10 6RD

Signed:

A handwritten signature in blue ink, appearing to read 'Mark Bisset'.

Date: 24th April 2019



Appendix A – List of drawings/documents provided



List of Drawings and Documents Provided

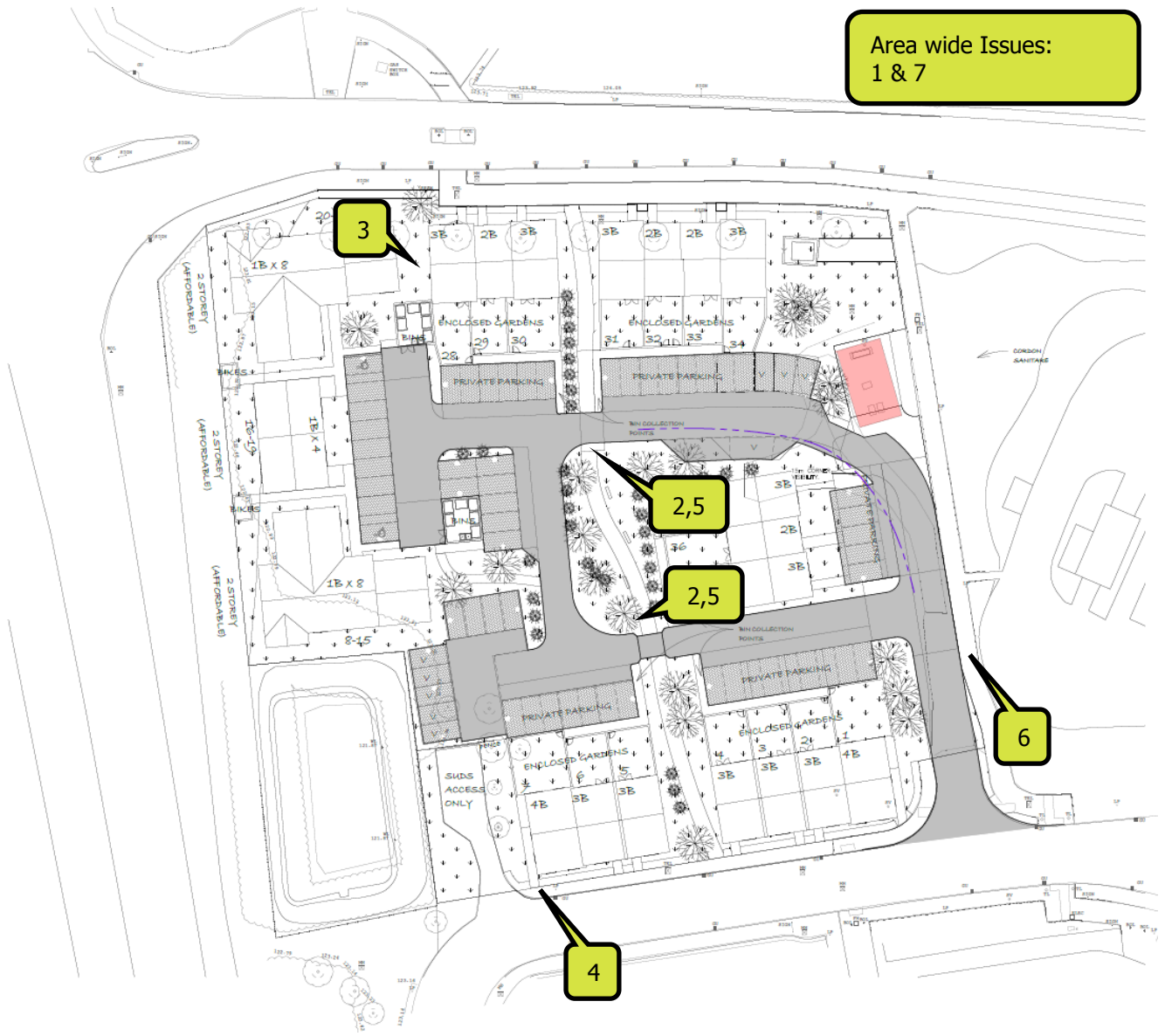
Doc. No.	Doc Title
C3577-001	Site Location Plan
C3577-003-B	Preliminary Site Layout Plan
C3577-100-A	Road Layout Plan
C3577-101-A	Road Longitudinal Sections
C3577-102-A	Extent of Adoption
C3577-103-A	Drainage Layout Plan
C3577-104-A	Road Contours
C3577-105-A	Refuse Vehicle Swept Path
	Updated Plan addressing comments
C3577-100-B	Road Layout Plan (Included in Appendix C)



Appendix B – Location plan of problems identified

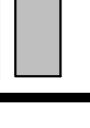
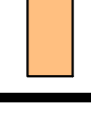




Area wide Issues:
1 & 7



Appendix C – Updated Road Layout Plan

LEGEND:-

	DENOTES THE EXTENT OF HRA ROAD MAKEUP TO ABERDEENSHIRE COUNCIL SPECIFICATION.
	DENOTES EXTENT OF HRA ROAD MAKEUP WITH RED COATED CHIPPINGS INCORPORATED INTO SURFACE COURSE TO ABERDEENSHIRE COUNCIL SPECIFICATION.
	DENOTES EXTENT OF LOC-BLOCK PAVING.
	DENOTES EXTENT OF POROUS PAVED CAR PARKING BAYS.

NOT FOR CONSTRUCTION

GENERAL NOTES:-
 THE CONTRACTOR MUST CONSULT THE CIVIL/STRUCTURAL DESIGN ENGINEER IMMEDIATELY IF CONDITIONS VARY ON SITE.
 1) EXISTING BUILDINGS VARY ON SITE.
 2) DIMENSIONS OR LEVELS SHOWN ARE CHANGED BY ANYONE ON SITE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE CONSTRUCTION WORKS OR AFFECTED BY TEMPORARY WORKS.
 3) DO NOT SCALE - IF IN DOUBT, ASK.
 4) LARGE SCALE DETAILS TAKE PRECEDENCE OVER SMALL SCALE DETAILS.
 5) ALL MATERIALS ARE TO BE USED STRICTLY IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS.
 6) THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL COSTS INVOLVED IN CHANGES OR MODIFICATIONS REQUESTED AND APPROVED, TO SUIT HIS PREFERRED WORK METHOD.
 7) ALL NECESSARY METHOD STATEMENTS MUST BE PROVIDED PRIOR TO COMMENCEMENT.
 8) THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION PURPOSES ONLY WHEN THE ISSUE STATUS IS "FOR CONSTRUCTION".
 9) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
 10) ALL LEVELS ARE IN METERS UNLESS OTHERWISE STATED.

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Rev	By	Appr	Description	Date
1	MSB		ISSUED FOR SUIT ADJUST COMMENTS.	27/05/19
2	MSB		ISSUED FOR SUIT ADJUST COMMENTS.	02/06/19

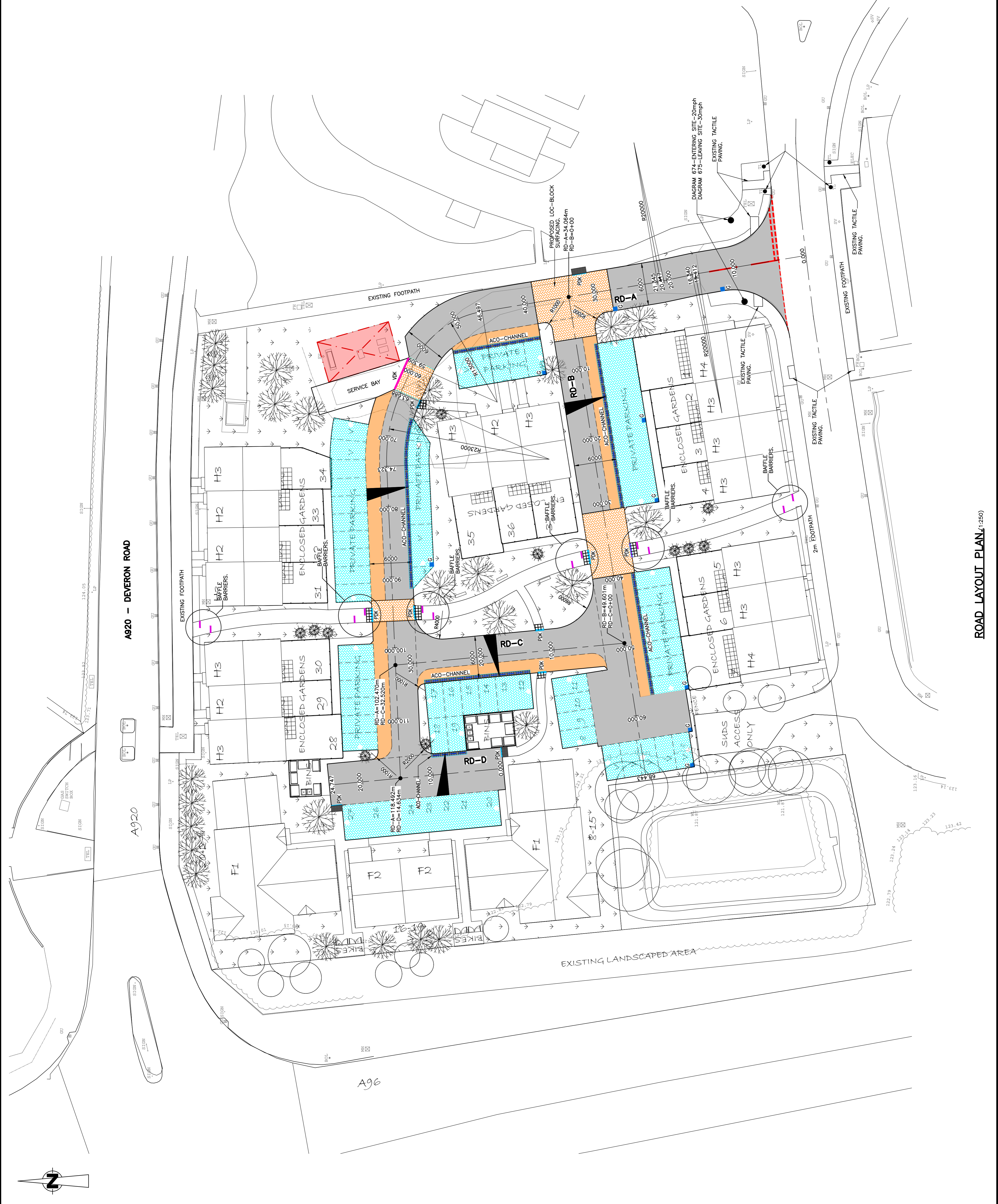
PROPOSED RESIDENTIAL DEVELOPMENT AT DEVERON ROAD, HUNTLY, ABERDEENSHIRE.

Drawing Title
ROAD LAYOUT PLAN.

Architect
NORR.

Job No. Drawing No. Revision/Scale Issue Status
C.3577 100 B 1:250-A1 1:500-A3 -

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 Tel. (01224) 560 700
 Fax. (01224) 560 701



APPENDIX C

DRUMMOND BLACK EMAIL RESPONSE TO LATEST DRAWING SET

Marshall Dean

From: Marshall Dean
Sent: 03 August 2022 08:11
To: 'Richard Pearson'
Subject: RE: C3577 - Proposed Residential Development At Deveron Road, Huntly, Aberdeenshire [Filed 03 Aug 2022 08:11]

Categories: Filed by Mail Manager

Morning Richard,

Thank you for reviewing the latest drawings and providing your feedback.

In regards to the outstanding point, we will review this and make the necessary amendment is made to ensure that the tactile paving aligns when crossing road RD-B.

Regards,

Marshall Dean I.Eng. M.I.C.E.
Associate
DD: 01224 560711
Mobile: 07773807771

Ramsay & Chalmers
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From: Richard Pearson <Richard.Pearson@drummondblack.co.uk>
Sent: 02 August 2022 19:13
To: Marshall Dean <mdean@ramsaychalmers.co.uk>
Subject: RE: C3577 - Proposed Residential Development At Deveron Road, Huntly, Aberdeenshire

Hi Marshall,

I have had a look through the drawings and the changes to the layout would not raise any additional safety problems.

A point raised in the audit (3) looks like it could still be an issue though as the paths cross Road B at an angle. This may make the alignment of the tactile paving difficult for the contractor. If the paths could meet the road at a right angle, this would simplify this.

I hope this helps with the revise submission.

If you need anything else, let me know.

Regards,

Richard.

From: Marshall Dean <mdean@ramsaychalmers.co.uk>

Sent: 02 August 2022 17:22

To: Richard Pearson <Richard.Pearson@drummondblack.co.uk>

Subject: RE: C3577 - Proposed Residential Development At Deveron Road, Huntly, Aberdeenshire

Afternoon Richard,

As discussed on the phone yesterday, please find attached our latest drawing set for the above development.

The areas within the red clouds have been amended. I can send a previous revision for your understanding on what you reviewed previously if required.

I am sorry to ask this, but would you be able to provide your feedback by tomorrow morning? I am away from midday tomorrow on leave.

Please don't hesitate to call me if you would like to discuss? Thank you.

Regards,

Marshall Dean I.Eng. M.I.C.E.

Associate

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