Practice Note

Rural lanes: Street Furniture, Signs and Materials

January 2004

Tunbridge Wells
BOROUGH COUNCIL
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Rural Lanes: Street Furniture, Signs and Materials

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1 Introduction

The Importance of the Borough's Rural Lanes

1.1 The Borough of Tunbridge Wells possesses a rich heritage of ancient lanes, which date back to mediaeval, Saxon and even pre-historic times. It is recognised that this network of historic lanes is a distinctive part of the landscape character of the borough and makes a positive contribution to the visual amenity, recreational and ecological quality of our rural landscape. The importance of our rural lanes is recognised by Structure and Local Plan policies with additional protection afforded by the Hedgerow Regulations (1997).

1.2 The rural lanes are often the preferred or natural choice for recreational travellers and tourists who, in addition to using the car, will experience the rural lanes as pedestrians, equestrians and cyclists. As such, the rural lanes have a significant and increasing role to play in sustainable tourism for the predominantly rural borough.

1.3 Rural lanes are the subject of the Rural Lanes Supplementary Planning Guidance and are also covered in the Borough Landscape Character Area Assessment Supplementary Planning Guidance which highlight detractors such as widening, kerbing, urban signing and roadside furniture and suggest enhancement opportunities. The Tunbridge Wells Borough Transport Strategy recognises that many rural lanes are subject to heavy use well beyond their capacity as short cuts or rat runs around known trouble spots or because they serve a rural business or institution. Highway works have traditionally responded to such pressures by 'improving' rural lanes, resulting in an engineered or suburban appearance.

1.4 More recently the Borough Council and Kent County Council have recognised that this approach fails to address wider issues of rural transport and the environment. The response has been a number of projects and changes in working practices of the Highway Unit which are brought together in this single document to promote wider implementation of best practice across the borough.

'The dense pattern of narrow lanes and Rights of Way in the Weald represents a very visible survival of ancient routes – the droves. Along with prehistoric ridge-top ways, these were one of the most distinctive characteristics of the High Weald in the fourteenth century and remain so.'

The Making of the High Weald – High Weald AONB Unit

Attractive sunken rural lane/drove road

The Objectives for Rural Lanes

1.5 The Tunbridge Wells Borough Local Plan, relevant Supplementary Planning Guidance and the Tunbridge Wells Borough Transport Strategy include a number of objectives for the rural lanes. Compatible with these objectives, recent environmental/highway enhancement projects and ongoing work of the Highway Unit in rural lanes has sought to:

- reduce traffic speeds
- discourage through-traffic
- discourage inappropriate use by HGVs
- make lanes safer, quieter and more accessible for pedestrians, cyclists and equestrians
- protect and enhance the rural and historic character

1.6 An attempt has been made to achieve this through providing sympathetic design solutions in terms of layouts, materials and the rationalisation and coordination of signs and road markings. However such design solutions must be consistent with traffic regulations and safety standards requiring a balance to be struck between environmental sensitivities and highway requirements. In striking this balance there is a need for input from a range of professionals outside the normal scope of highway maintenance works.

This document is not intended to be a definitive design guide or a prescriptive set of rules; rather it offers some basic principles that should, where possible, be adhered to. It also illustrates some possible solutions to commonly encountered problems.

Lorry in rural lane

Equestrians in rural lane

Pedestrians in rural lane

2 General Principles

Safety

2.1 An intended outcome of the work covered by this document is an environment in rural lanes that is safer for all road users as a result of a decrease in motorised traffic speeds and volume. The work also seeks to increase driver awareness and encourage a more careful and considerate approach to driving. Recent experience has shown that often the best way to improve safety is to increase or make use of the perception of danger.

2.2 It is apparent that the slavish application of highways safety standards does not inherently make the roads safer. The diversity of the rural lanes is such that an individual approach is required to each situation taking into account the existing character and the intended use.

- Safety must be considered in the context of all road users.
- Many characteristic elements of rural lanes such as trees in verges, high banks, ditches or narrow sections act as natural traffic calming features and are elements to build on rather than 'improve' for safety reasons.
- Achieving a safe design is not necessarily incompatible with environmental objectives but it is recognised that a balance has to be struck between the interest of the environment, the requirements for safety and the recognised need to travel.
- Rural lanes are diverse in character requiring an individual approach to the application of highway design standards and regulations.
- Many features of rural lanes are of historical or ecological importance in their own right, worthy of recognition and preservation.

Safety sign


Roadside nature reserve


Important tree retained in road layout


Sunken lane


Uncut verge

Sustainability

2.3 Tunbridge Wells Borough Council is committed to sustainable development and, as part of its commitment to the environment, the use of sustainable materials. Timber posts should be used in preference to metal primarily for reasons of sustainability and appearance. It is acknowledged that the straight forward capital costs for this will be higher but this does not take into account benefits to the local environment and economy. Untreated oak or chestnut will last as long as pressure treated softwood, which at 20 to 25 years compares favourably with the life expectancy of most highway structures. In order not to impose unnecessary burdens on maintenance budgets it is important to limit the number of materials and designs used.

- Using locally grown timber contributes towards sustainability and the rural economy and helps support local rural skills and the landscape character. Where timber is used for highway furniture and signs it should, wherever possible, be locally grown (ideally within or close to the High Weald) and be of untreated oak or chestnut from a managed source.
- Some verges are dedicated roadside nature reserves and are subject to an agreed mowing regime. The cutting of verges takes up a great deal of the maintenance budget. Verges could benefit from less frequent cutting which will improve biodiversity and reduce the maintenance budget.
- The widespread use of timber may result in changes to methods of maintenance, putting an emphasis on refurbishment rather than replacement. Consideration needs to be given to maintenance regimes, contracts and the skills required to deal with new materials and structures.
- Highway works can also involve other local skills such as cast metal work, hedge laying and ditching to help in achieving an appropriate finish for rural lanes.
- The management of verges and boundaries should always be considered with regard to the historical significance and character of the lane and any specific historical features. Advice on sources of historical information is contained in Part 5 section II) Information.

Signs on timber posts


Laid roadside hedge


Recent ditching


Timber structure


Timber bollards


Recent ditching

All users

2.4 Rural lanes offer a pleasant recreational travel experience which attracts walkers, equestrians and cyclists. Walkers and equestrians often use them to provide a link between well-used off-road footpaths and/or bridle ways or where no alternative exists for a particular destination. For cyclists they provide a pleasant alternative to the main highway network and a number of published cycle routes rely upon the rural lanes. These routes include the Parish Pedals and Routes 18 and 21 of the National Cycle Network.

2.5 Reduced traffic volume and speeds will undoubtedly be of benefit to all users. However it is often the case that, where Public Rights of Way connect with the highway network, provision for pedestrians, cyclists and equestrians ends and the dominance of motorised traffic tends to automatically reassert itself and often represents a hazard. Future enhancement schemes and maintenance works should attempt to take on board these issues and tackle them on at least an equal basis with considerations for the car user.

- Equal consideration should be given to the needs of all road users in rural lanes including pedestrians, cyclists, equestrians and motorists.
- Priority should be given to establishing safe links between existing Public Rights of Way. Solutions may involve traffic calming measures or permissive footpaths outside the highway or improvements on private land adjoining the highway.
- Consultation with interest groups and landowners can help resolve difficult issues arising around footpaths and bridleways.

Pedestrians

Cyclists

Equestrians

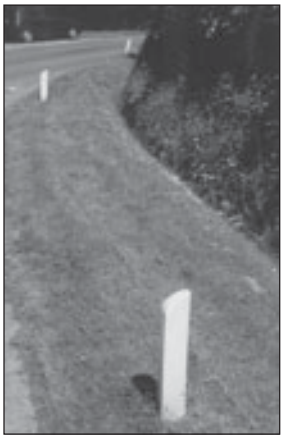
Footpath next to road

3 Features and Structures

Boundaries and edges

3.1 Along rural lanes the typical arrangement is verge backed by hedgerow or fence and in these cases maintaining the hedgerow structure and the appropriate type of fencing is critical. In some sunken lanes, steep embankments with exposed sandstone topped by the stranded roots of old trees occur, with rock fall and soil washing onto the carriageway. It is generally not appropriate to try and prevent the erosion in these cases but rather to control it and reduce the problems caused to the highway.

- Concrete kerbs should only be used where absolutely necessary and then they should be low profile or splayed units.
- Kerbs may not be necessary where earth embankments can be created. The earth can be reinforced with geotextiles and may require regular 'repairing' but these are not expensive or time-consuming works.
- Using timber instead of concrete kerbs is a solution with a more natural appearance that is suitable for some situations.
- Timber bollards or marker posts should be used as they are more in keeping with the rural scene than the range of plastic bollards available, do not need painting or become dirty in appearance and are not easily damaged. They do require the addition of reflectors and need maintenance but no more so than plastic posts. Generally a plain post with a chamfered top is all that is required.
- In some areas there may be existing posts or fences, the pattern of which it would be appropriate to copy as part of the local character. Traditional forms of timber fencing or simple agricultural post and wire fences are usually in keeping and choice will depend on the locality.
- Small white plastic verge markers are widely used for marking residential entrances and have a countryside 'estate feel' which, in places, is in keeping with the rural character.
- Informal verge markers such as logs and painted concrete used by residents within the highway are unlawful. Such obstructions to the highway can represent a safety hazard and are often unsightly. The authority for placement of verge markers within the highway lies with the Highway Unit and no markers, whether consistent with this Practice Note or not, should be placed within the highway by any other party.
- Various types of retaining walls or fences, or informal verge markers used by residents such as painted concrete, can be very intrusive and have a suburbanising effect on the rural lane. They should therefore be avoided where possible. Where they are needed, local materials such as chestnut spiling or sandstone blocks would be more appropriate.
- Ornamental planting on boundaries or verges such as conifers can also look very suburban and is not amenable to traditional methods of management or able to support our native flora and fauna to the same extent that native hedges do.



White plastic verge markers

Timber bollards with timberpost and rail fence

Timber sleeper kerbing

Existing fence

Cleared ditch with bund from arisings, now covered with vegetation

Tree close to edge of road

Log kerbing

Detracting features in rural lanes

Painted concrete markers

Close boarded fences have suburbanising effect on rural lanes

Concrete kerbs and plastic bollards

Road width and geometry

3.2 Some of the rural lanes are sufficiently wide to allow two medium sized vehicles to pass comfortably, but many are much narrower with a number restricted to a single carriageway. This narrowness, coupled with a rudimentary arrangement of junctions and alignment, makes a significant contribution to the visual attractiveness of the lanes. Incrementally widening rural lanes, with the subsequent loss of verge and more sweeping geometry, has an adverse impact on the rural and historic character. This is particularly noticeable at junctions especially those that connect with the main road network where modern standards of road geometry have increasingly been applied, resulting in large radii 'bell mouths' and a broad expanse of tarmac. This sends out false signals about the standard and suitability of the rural lane to traffic on the main road network. Those entering the rural lane network from such junctions will have little incentive to slow down to an appropriate speed until forced to do so by road conditions or traffic.

- Highway improvements should respect the traditional geometry and narrowness of the rural lanes. It is, therefore, not always sufficient to retain existing layouts but where appropriate reduce widths and tighten curves to restore rural character and discourage inappropriate use. Where such changes are proposed they should, wherever possible, be based on historical evidence.
- Junctions should not encourage inappropriate use or promote access. Where rural lanes join A or B roads the entrance to the rural lane should be as narrow as possible with the hierarchy reinforced by appropriate materials and design.
- Remnant greens, even where under threat of erosion should be maintained in preference to tarmac.
- Making use of the existing form of the rural lane to create planned but informal passing places can help control verge erosion.

Awkward junction in narrow lane

Open junction to rural lane

Restored narrowed junction

Remnant green under threat

Informal passing place

Surfaces and markings

3.3 The absence or limited amount of road markings is a consistent feature of rural lanes. Centre lines particularly seem unnecessary in many rural lanes, give a false sense of width and may even result in increased verge erosion. Edge lining has been used in some cases where verge erosion is a problem to give the appearance of a narrower lane. This can, however, increase driver confidence and lead to higher speeds.

3.4 Technology in applied aggregates has improved over recent years enabling a wide range of treatments and finishes. The essential material for rural areas is a naturally coloured aggregate in keeping with the local sandstone geology. This can be an expensive product, which if overused will have a reduced or even adverse effect and so it should be used with restraint where it has the greatest effect.

3.5 Whilst it might be desirable to maintain narrow road widths and a restrictive geometry to junctions, it must be recognised that on occasions provision does have to be made for larger vehicles resulting in larger radius bends. In such cases it might be possible to maintain a restricted road width by providing overrun areas for the larger vehicles.

- Where possible road markings should be resisted or in some cases removed.
- Edge lining should be used with care and only where other solutions to verge erosion are impractical.
- Anti-skid applied aggregates can be used at junctions in rural lanes to reinforce the road hierarchy and improve road safety. Aggregates should be used at the entrance to rural lanes from classified ‘A’ or ‘B’ roads as a gateway feature.
- Strips of applied aggregates could be used to create rough ‘verges’, as in the quiet lanes project, and/or centre strips as in a grass-lined track to reduce overrunning and reduce vehicle speeds.
- Applied aggregates can be used more economically as a footpath dressing where hard footways or bridleways need to be constructed next to the highway in sensitive areas.
- Depending upon the level and intensity of use overrun areas can be achieved by reinforced grass verges incorporating sub base aggregates with geotextiles or, where appropriate, using more durable materials such as granite setts.

Applied aggregate to bend

White lining

Applied aggregate footway

Applied aggregate to junction

Granite sett overrun

Signs 1

3.6 The Highway Unit has, over recent years, embarked on a sign culling exercise removing unnecessary or redundant signs and rationalising others. The nature and number of contractors, utilities and engineers involved in highway design and maintenance mean that there is a need for constant vigilance on the number, location and size of signs with a constant process of review and consideration. This process raises issues about what signs should be provided and what information should be included on the signs that are retained, such as settlement destinations, tourist attractions, golf courses and some businesses. Signing only the next settlement discourages drivers not familiar with the area from using rural lanes as a through route.

- Remove unnecessary or redundant signs.
- Signs for business and visitor attractions must be fully justified and should be consistent with other travel information available to delivery companies or visitors.
- Through signing should be avoided with signs directing traffic into and along rural lanes only indicating the next village or hamlet.
- Signs should be no bigger than necessary with departures from guidance being sought wherever appropriate.
- Amalgamate and cluster signs and other street furniture where appropriate to reduce clutter and number of posts.
- Care must be taken so that what are individually unobtrusive elements are not put together so as to create an eyesore.
- In the case of village signs and 30mph signs, this may result in a gateway feature which can assist in meeting other objectives.
- Reinforced grass verges can also help reduce damage to verges where used by horses or to provide improved conditions for pedestrians avoiding the need for concrete kerbs and macadam paths.

Modern sign placed in front of historical sign

Example of small signs on short posts

Cluttered island

Poor arrangement of tourist sign and finger post

Combined village/30mph sign

Signs 2

3.7 The choice of materials and style used for signs and their siting can both make a significant impact on the character of a rural lane. The materials and style should be dictated by the existing environment. In many locations there are distinct types of finger posts, many of which are historical features in their own right. These distinctive posts should always be retained or refurbished wherever possible and should provide a pattern for new posts in the vicinity. This is particularly important where works affect, or are adjacent to, scheduled ancient monuments, listed buildings, historic parks and gardens, conservation areas or other features of recognised historical interest, where specialist advice should be sought.

- Where practical, preserve and restore existing distinctive and historical finger posts. Where this is not possible replace with similar materials and design details.
- Use sympathetic designs and materials for new finger posts.
- Use existing structures for signs where practical.
- Maintain and support the use by Kent County Council of sawn oak for footpath waymarkers.
- In villages and hamlets black metal posts will generally be the most appropriate. In entirely rural situations timber is likely to be preferred. Short posts will obviously have less of a visual impact and so they should be used wherever possible.
- For street names black recycled plastic posts are acceptable for most situations but where street names occur adjacent to other timber structures then timber supports will be more appropriate.

Example of timber post

Historical timber finger post

New painted timber finger post

Name plate on timber

Name plate on black recycled plastic

Oak PROW waymarker

Historical metal finger post

4 Way Forward

4.1 Highway maintenance and enhancements can fulfil a number of objectives including restoring landscape character, discouraging unnecessary vehicle access, slowing vehicle speed and increasing safety. This may be combined with improved facilities for pedestrians, cyclists and/or equestrians and thereby satisfy other transport and access objectives.

4.2 The broad approach is to minimise the number of signs and structures. However, where it is necessary, the street furniture, signs and materials used should be carefully designed.

4.3 Traditional 'urban' engineering designs are unlikely to be acceptable in most locations and recent experience can be built on to ensure that solutions are successfully designed and carefully implemented. This new approach requires highway engineers to work closely with other professionals (such as landscape architects and architects) and to consult local interest groups.

4.4 Regular public consultation helps to sustain public awareness, encourage partnership working, provide opportunities for public participation and improve public relations thereby meeting a number of corporate objectives.

Information

Publications

Kent Design – March 2000 KCC (Due to be updated November 2003)

Highway Management Reference Book – Version 3 September 2002 KCC (available on CD to those in the Kent Highways Partnership)

Rural Lanes Supplementary Planning Guidance January 1998 TWBC

Borough Landscape Character Areas Assessment August 2002 TWBC

Rural Routes and Networks 2002 Countryside Agency/Institute of Civil Engineers

Quiet Lanes Around the Greensand Ridge 2002 KCC West Kent Rural Transport Initiative

Tourism without Transport 2001 Transport 2000 Trust

Streets For All – *A guide to the management of London's Streets 2000* English Heritage (Note: regional guidance is under preparation)

Traffic Calming in Practice 1994 County Surveyors Society

Highway Regulations and Acts and Guidance

The Highways Act 1980

The Traffic Signs Regulations and General Directions 2002

Guidance on the use of Tactile Paving Surfaces – DETR Publication 1998

Inclusive Mobility – Department for Transport Publication

Traffic Signs Manual – Chapter 3 – Regulatory Signs 1986

Traffic Signs Manual – Chapter 4 – Warning Signs 1986

Traffic Signs Manual – Chapter 5 – Road Markings 1985

Design Manual For Roads And Bridges – HMSO

Traffic Calming A Code of Practise – Kent County Council Publication, Third Edition 1994

Contacts

Tunbridge Wells Borough Council:

Highways and Transportation Service – Service Manager: Chris Briggs, 01892 554036

Highway Unit (Kent Highways) – Highway Manager: James Whitehorn, 01892 554037

Strategy and Development Service – (Transport Strategy) Senior Transport Planner: Adrian Neve, 01892 554061

Borough Council Tree Officer – Dan Docker, 01892 554016

Borough Council Landscape Officer – David Scully, 01892 554072

Principal Design and Heritage Officer – Alan Legg, 01892 554069

Kent County Council:

KCC Highways
West Kent Area Office
Doubleday House
St Michael's Close
AYLESFORD
Kent ME20 7BU

01622 671411

Where works including new signs will affect areas of archaeological orhistorical significance, then advice should be sought from the County archaeological team:

Dr John Williams
Heritage Conservation Group
Invicta House
County Hall
MAIDSTONE
Kent
ME14 1XX

Public Rights of Way
Neil Barnes
Area PROW Officer
West Kent Public Rights of Way
8 Abbey Wood Road
Kingshill
Kent ME19 4YT

01732 872829
www.kent.gov.uk/countrysideaccess

Other Organisations

Kent High Weald Project
Council Offices
High Street
CRANBROOK
Kent TN17 3EN
01580 715918

Kenthighweald@kent.gov.uk
www.kenthighwealdproject.org

Kent Wildlife Trust
Tyland Barn
Sandling
MAIDSTONE
Kent ME14 3BD

01622 662012
Kentwildlife@cix.compulink.co.uk
www.kentwildlife.org.uk

High Weald AONB Unit
High Weald Unit Corner Farm
Hastings Road
FLIMWELL
East Sussex TN5 7PR

01580 879500

Consultation

Introduction

This Practice Note was prepared by Council Officers building on the work carried out under the Kent High Weald Transport Project (KHWTP) 2000 to 2003. The KHWTP was a partnership between Kent County Council, Tunbridge Wells Borough Council, The Countryside Agency, the National Trust, Cranbrook, Hawkhurst, Benenden and Sandhurst Parish Councils.

Consultation

The document was subject to a six-week consultation period that finished on 2 December 2003. At the commencement of this period the approved draft was sent direct to: all Councillors, all Parish Councils, senior Officers at Tunbridge Wells Borough Council, Kent County Council, Kent High Weald Project, the High Weald AONB Unit, Forestry Commission, Council for the Protection of Rural England, Weald of Kent Preservation Society and Village Amenity Societies.

Response to Consultation

The response to the public consultation was reported to Councillors at the meeting of the Cabinet on 8 January 2004 (040108/CAB200). The reports set out the comments from those consulted in summary form and outlined the officers' response to these together with recommendations for change to the document where appropriate. The report is available from the Council or can be viewed on the Council's website at www.tunbridgewells.gov.uk/committee/index.htm. At the meeting held on 8 January 2004, Councillors approved the proposed amendments to the Practice Note – Rural Lanes: Street Furniture, Signs and Materials and its publication for use as the basis for future highway and other works and projects which affect the borough's rural lanes.

Construction Drawings and Technical Information:

01 Traditional white finger post

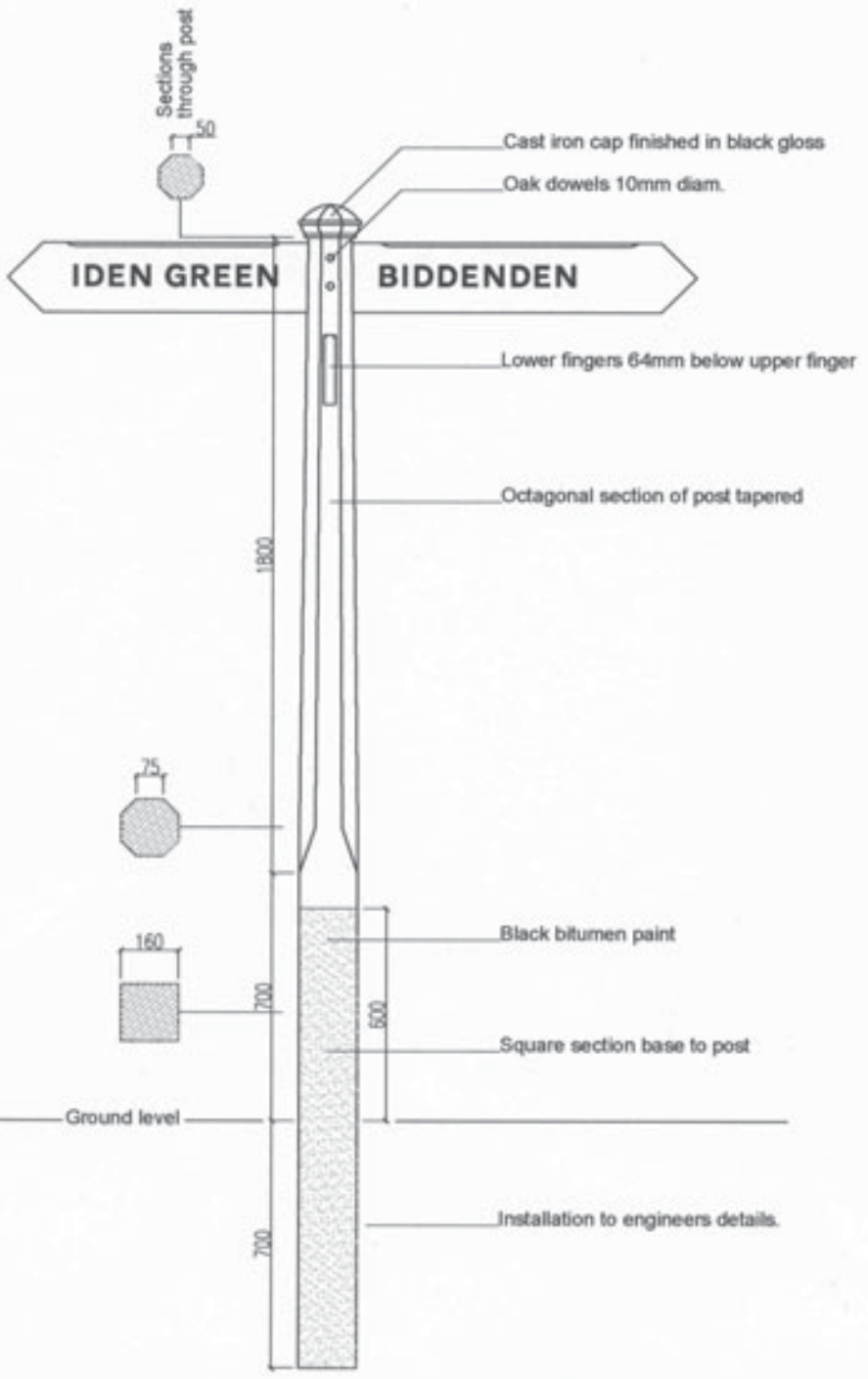
02 New rural white finger posts

03 PROW oak finger post

04 Timber Bollards

05 Street name signs and supports

RURAL LANES PRACTICE NOTE 2004



Notes:

All timber to be sourced locally (within the High Weald or close by) certified by the FSC or other scheme approved by this Council. All timber to be construction grade green heart oak free from sap wood and large knots.

Finger boards to be made of single pieces of 32mm thick seasoned timber sawn and sanded.
Lettering to be metal cast 3mm thick with chamfered edges and stainless steel screws all painted black with hammerite smooth black gloss paint. Font '*Tansport Heavy*' 64mm high.
A minimum of 15mm between words placed above or below each other and between edge of finger board. Finger boards to be fixed singularly or as opposing pairs held in place by two 10mm oak dowels.

Posts to be single pieces of part kiln dried (prior to shaping) sawn timber cut to shape and sanded.
Painting to be carried out using two coats aluminium primer, two coats undercoat and two coats white exterior gloss. Paint to be supplied by an approved manufacturer.

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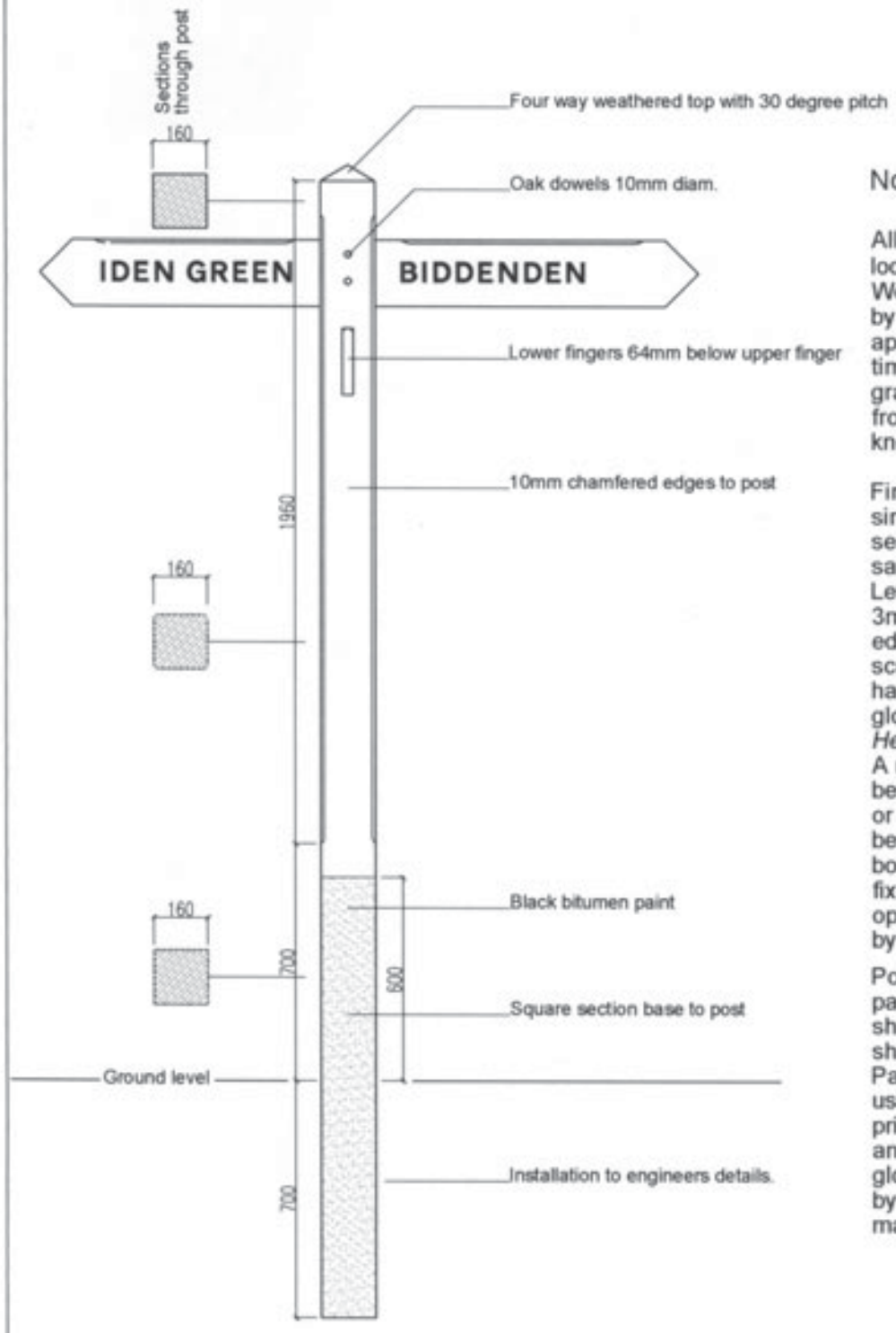
Traditional Timber Finger Post
Drawing 01

Only figured dimensions are to be used for construction purposes. This drawing must be read in conjunction with all relevant details for the project

Date	Scale	Drawing Reference	Revision	Drawn
October 2003	1:20	4340_26_01	Rev A Jan 04	DS

RURAL LANES PRACTICE NOTE 2004



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New Rural Timber Finger Post
Drawing 02

Only figured dimensions are to be used for construction purposes. This drawing must be read in conjunction with all relevant details for the project

Date	Scale	Drawing Reference	Revision	Drawn
October 2003	1:20	4340_26_02	Rev A Jan 04	DS

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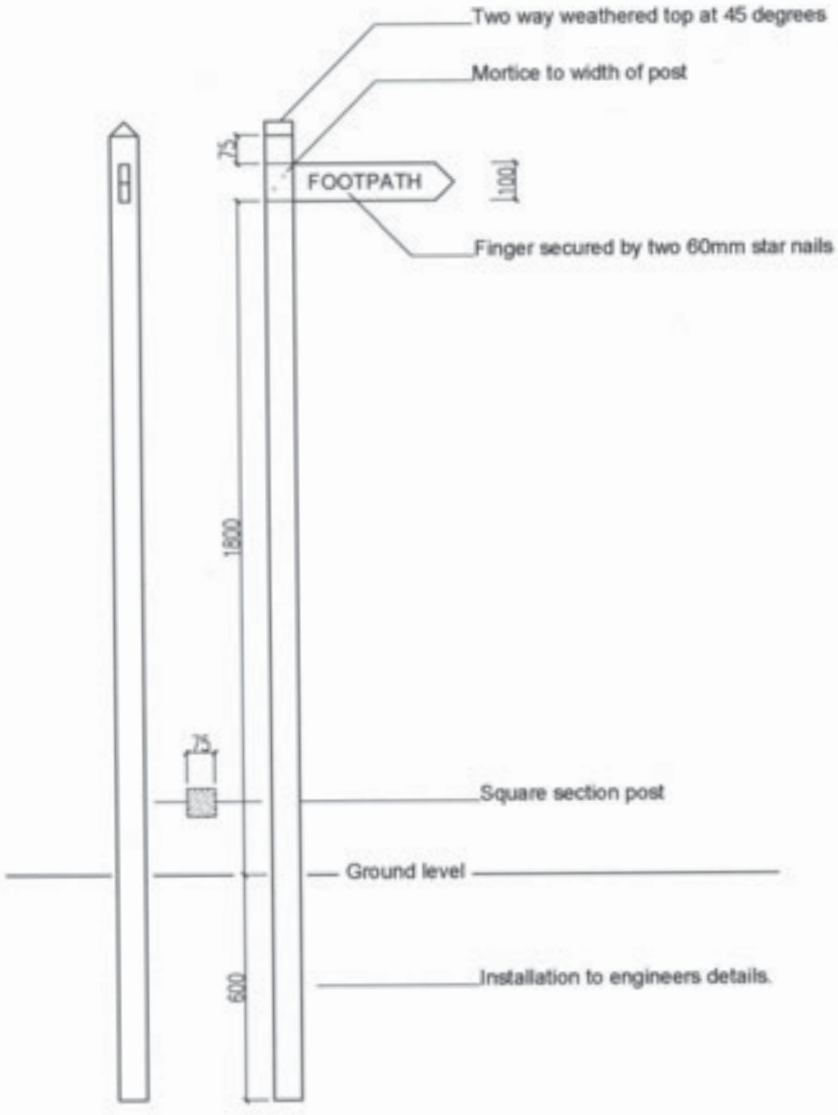

Notes:

All timber to be sourced locally (within the High Weald or close by) certified by the FSC or other scheme approved by the Council. All timber to be surface dried green heart oak free from sap wood and large knots.

Finger boards to be made of single pieces of 25mm thick sawn timber.

Lettering to be font 'A Style Block Ultra Condensed', 40mm high routed 5mm deep. Lettering splashed painted with black satin paint before final planed finish.

Finger boards to be fixed in place by two 60mm galvenised star nails.

Posts to be 75mm square with a two way weathered top.

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PROW Oak Finger Post
Drawing 03

Only figured dimensions are to be used for construction purposes. This drawing must be read in conjunction with all relevant details for the project.

Date	Scale	Drawing Reference	Revision	Drawn
October 2003	1:20	4340_26_03	Rev A Jan 04	DS

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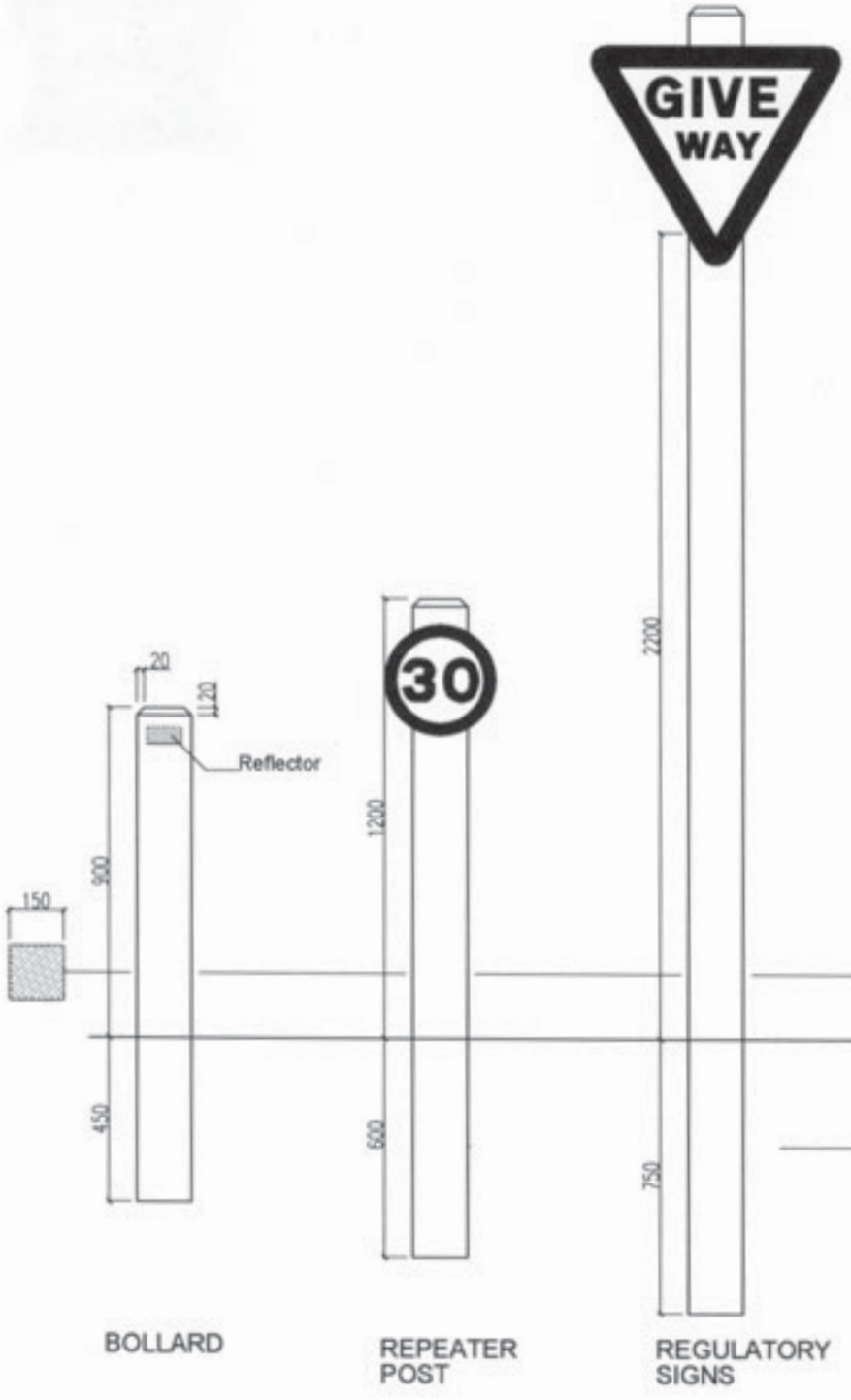

Notes:

All timber to be sourced locally (within the High Weald or close by) certified by the FSC or other scheme approved by this Council. All timber to be green heart oak free from sap wood and large knots. Posts to be 150mm square with a chamfered top.

Reflectors and signs to be in accordance with current traffic signs and regulations. Backing of metal signs to be sprayed with black paint.

Heights of regulatory and repeater signs given are indicative only. Actual height is dependant upon site conditions and location.

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Timber Posts and bollards
Drawing 04

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October 2003	1:20	4340_26_04	Rev A Jan 04	DS

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Nameplates:

All nameplates to be 11 guage die pressed alluminium plate with stove enamelled finish. Letters and borders in black on white background.

Lettering in 'Kindersley' font 90mm high with subsidiary words at 50mm.

SPONDEN LANE

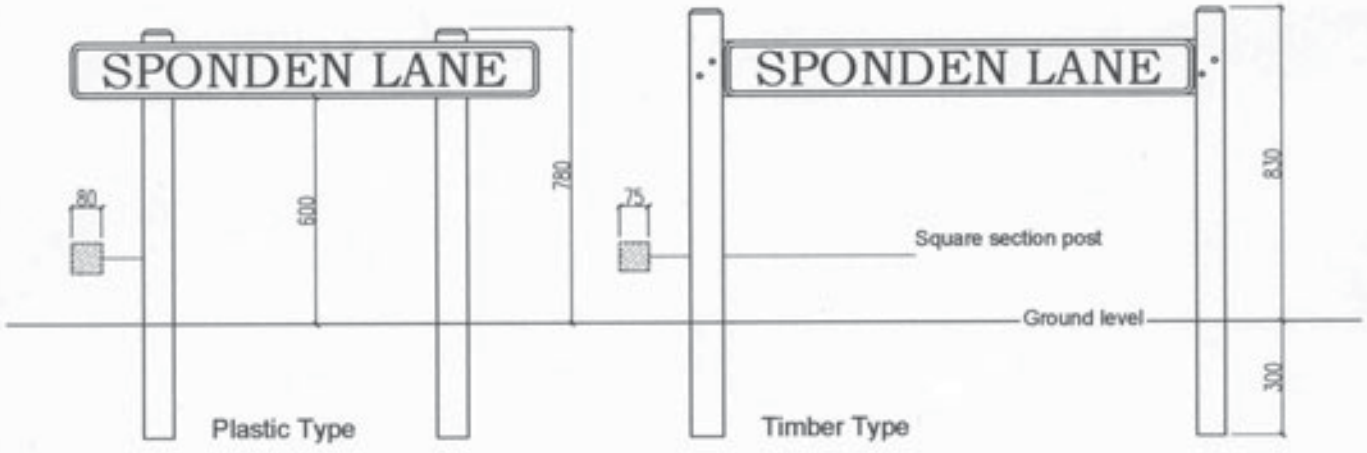
All nameplates in the Parish of Cranbrook are to have scolloped corners to a radius of 15mm.

Timber Signs:

All timber to be sourced locally (within the High Weald or close by) credited by the FSC or other scheme approved by this Council. All timber to be green heart oak free from sap wood and large knots. Posts to be 75mm square with a chamfered top. Backing to name plates to be 25mm single pieces of oak board morticed into post and fixed with two 10mm oak dowels.

Plastic Signs:

Posts and backing to be made from black moulded plastic using a minimum of 80% recycled material. Posts 80mm square and backing 30mm thick.



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Street Name Plate
Drawing 05

Only figured dimensions are to be used for construction purposes. This drawing must be read in conjunction with all relevant details for the project.

Date	Scale	Drawing Reference	Revision	Drawn
October 2003	1:20	4340_26_05	Rev A Jan 04	DS