

Our Ref: 47455/LG/JP/MJD

Your Ref:

16 March 2018

Ms R Rackham
G N Rackham & Sons Limited
Bridge House
Denmark Hill
Palgrave
Diss
IP22 1AB

Dear Ms Rackham

**RE: Land at Sturgeons Farm, Diss
Transportation and Highway Access**

We refer to our instructions to consider the transport aspects for a potential residential development at Sturgeons Farm, Diss. The site comprises of greenfield and brownfield land and is approximately 13.5ha in size. There will be two main multi-modal accesses, off Shelfanger Road and a continuation of Farm Close, respectively. Additional potential pedestrian links to existing footways of Louie's Lane are also likely. Our assessment for the accesses and the transportation elements for land at Sturgeons Farm, Diss has been made on the basis of up to 415 proposed dwellings.

This assessment considers current policy with regards to access for the development and accessibility, which are addressed in following matters;

1. Access and offsite assessment of highways.
2. Location and accessibility to services.
3. Transportation links including pedestrian, cycle and public transport modes.
4. Development trip generation.
5. Traffic routes towards village.
6. Highway/transportation improvements.

Figure 100 illustrates the location and extent of the proposed site, equating to a developable area of approximately 13.5ha. This site has an approximate Ordnance Survey grid reference of 611055E, 280896N and Postcode IP22 4EE.

Cont'd.../

4 The Old Church
St Matthews Road Norwich
Norfolk NR1 1SP

Telephone: 01603 230240
www.rj.uk.com



The proposal site comprises a greenfield and brownfield land site, currently occupied by agricultural land. Immediately east of the site are the dwellings of Farm Close and Louie's Lane, beyond that is Shelfanger Road and Diss Sports Club. To the south of the site are allotments and residential dwellings, with the centre of Diss beyond. To the west of the site are agricultural fields. To the north of the site is KC Steward Recycling Plant (Steward Recycling), with agricultural fields beyond.

The civil parish of Diss resides in rural Norfolk, within the South Norfolk District, with approximately 3,589 households and a population of 7,572 (taken from the 2011 Census data for the Diss parish). The town is situated along the A1066, which links to Scole in the east and Thetford via Garboldisham to the west. Diss also has more strategic links via the A140 and A143 to the west of the town providing links to Norwich, Gt Yarmouth, Ipswich and Bury St Edmunds. Diss is approximately 31km southwest of Norwich city centre, 25km east of Thetford and 36km north of Ipswich.

Access and offsite assessment of highways

Due to the proposed number of dwellings, the Norfolk County Council (NCC) Design Guidance suggests two vehicular accesses. It is proposed to locate one off Shelfanger Road and the other is a continuation of Farm Close; both accesses will be outlined separately below.

Farm Close

The existing parameters of Farm Close are currently the same dimensions of a Type 2 access road as stated in the Norfolk Residential Guide. The width of the carriageway is 6.0m and there are two 1.8m footways, one either side. The existing length of Farm Close is approximately 60m from the junction with Louie's Lane. This is a point of access to the proposed development.

The visibility of the junction of Farm Close with Louie's Lane is currently 90m to the south and 100m to the north, from a 2.4m setback. As Louie's Lane currently has a 30mph limit then the visibility from the junction is currently to standard. The provision of this access is shown on drawing **47455-P-001**.

Further investigation is recommended into the potential of using the existing farm track along Public Right of Way, Roydon, South Norfolk FP8 as an emergency access, should this be required by Norfolk County Council. If allowed the 3.7m width would be achievable with some hedge trimming and formalisation of the road surface. Additionally, there is currently a right of access for the dwellings directly to the west of the PROW. In any event, it is suggested that this farm track remains in its current status as a footpath and public right of way.

Shelfanger Road

The proposed access off Shelfanger Road is located where the highway has a 30mph limit. Normally this would mean a minimum visibility of 2.4m x 90m is required. However, a visibility of 2.4 x 120m can be provided and is suggested as 150m north of the proposed access on Shelfanger Road the speed limit changes to 60mph. The extended visibility shows suitable provision in case the speed of vehicles on this section of Shelfanger Road is slightly greater than 30mph.

Pedestrian links would have to be included in the Shelfanger Road access to ensure pedestrians can safely access/leave the site. Drawing **47455-P-002** shows a 2.0m wide footway is shown along the western side of Shelfanger Road from the access to the existing footway at the junction with Louie’s Lane and Shelfanger Road.

Two additional sections of footway will need to be provided in the proximity of the Louie’s Lane/ Shelfanger Road junction in order for pedestrians to have the shortest, and safer, route to local facilities. The two additional sections are shown on drawing **47455-P-002**.

Location and Accessibility to Services

To assess the ability for potential residents to access services, research has been undertaken to locate the local services and facilities, which are tabulated below.

Facility/Services Table

Facility	Location	Km	Miles
School - Infant	Fitzwalter Road	2.25	1.40
School - Junior	The Entry	1.93	1.20
School - Secondary	Walcot Road	1.61	1.00
Children’s Centre	Fitzwalter Road	2.25	1.40
Post Office	Chapel Street	1.77	1.10
Food Superstore	Park Road	2.09	1.30
Public House	St Nicholas Street	1.45	0.90
Place of Worship	Farthing Close	0.78	0.48
Local Employment Area	Vince’s Road	2.74	1.70
Bus Stops	Factory Lane	0.80	0.50
	Heywood Avenue	1.28	0.79
Gym/Indoor Sports Facilities	Walcot Road	1.61	1.00
Playing Field	Shelfanger Road	0.44	0.27
Train Station	Station Road	3.38	2.10
Shopping Centre	Market Place	1.61	1.00
Doctors	Mount Street	1.45	0.90
Dentist	Mount Street	1.61	1.00
Pharmacy	Mount Street	1.61	1.00

The conclusions that can be drawn from the table are that most of the facilities and services are available in the local area. A key aim of the NPPF is to promote sustainable travel choices and accessibility to shops, jobs and other facilities whilst reducing the need to travel, especially by car.

Walking is identified as the most important form of transport at local level and the walking offers the greatest potential to replace the car for journeys of less than 2.0km. The guidance document (NPPF) also acknowledges that cycling has the potential to replace many car trips of less than 5.0km, which may also form part of longer journeys supported by public transport.

The table above provides an indication of the distances that need to be travelled to the facilities and as a consequence the following list indicates the acceptability of the site in terms of distance, frequency of use and acceptability of need to travel.

Acceptability of Travel/Use Table

Facility	Location	Km	Likely Frequency of Use					
			Daily		Weekly		Greater than Weekly	
			Km		Km		Km	
			<5.0	>5.0	<5.0	>5.0	<5.0	>5.0
School - Infant	Fitzwalter Road	2.25	✓					
School - Junior	The Entry	1.93	✓					
School - Secondary	Walcot Road	1.61	✓					
Children's Centre	Fitzwalter Road	2.25	✓					
Post Office	Chapel Street	1.77			✓			
Food Superstore	Park Road	2.09			✓			
Public House	St Nicholas Street	1.45					✓	
Place of Worship	Farthing Close	0.78			✓			
Local Employment Area	Vince's Road	2.74	✓					
Bus Stops	Factory Lane	0.80	✓					
	Heywood Avenue	1.28	✓					
Gym/Indoor Sports Facilities	Walcot Road	1.61			✓			
Playing Field	Shelfanger Road	0.44			✓			
Train Station	Station Road	3.38	✓					
Shopping Centre	Market Place	1.61					✓	
Doctors	Mount Street	1.45					✓	
Dentist	Mount Street	1.61					✓	
Pharmacy	Mount Street	1.61					✓	

The conclusions of the acceptability table for distance and frequency travelled indicates that most daily activities are within 2.0km of the development.

Whilst other activities and frequency usage of facilities are likely to be weekly or greater than weekly, the table shows that most are within 5.0km of the site and also less than 2km, indicating that there is a likelihood that walking, and cycling could be used to travel to and from the majority of these locations.

Transportation Links including Pedestrian, Cycle and Public Transport

As stated previously local, regional and national guidance for transportation and residential dwellings advises that proposed development should be readily accessed by all sustainable modes of transport.

Considering the different modes, an assessment can be made in respect of the suitability of existing infrastructure.

Pedestrians

The routes for pedestrians are currently served well from the proposed site access to all the facilities recorded in the 'Facility/Services Table'. All routes consist of road with footways on at least one side of the carriageway and with the addition of the proposed footway on the west of Shelfanger Road, this accessibility will be improved.

An initial assessment of the routes to schools, show that there are footways to the schools and suitable routes are available. Should, through a detailed assessment, crossing points be needed there are options available, which could mitigate the perceived risks.

Cyclists

The bicycle has become a much more widely used mode of transport in recent years, as promoting the healthier lifestyle and the current economic circumstances that affects the population. From assessing the locations of the facilities locally, many of them are well within the 5.0km cycling parameters that are recognised in the NPPF.

The majority of the roads in Diss are within a 30mph or 20mph speed limit and, thus, provide an appropriate network for cycle use in the town, to access local facilities. Using the Sustrans website, it appears that national cycle route number 30 links to Diss Train Station, forming a route between Ellingham, Bungay and Knettishall via Eye.

Public Transport

To establish a criteria for public transport provision, guidance was sought from Norfolk County Council on the necessary bus service frequency. A benchmark guide to bus services can be found in the Norfolk Bus Strategy 2003/4 to 2008/9. Whilst this document is a few years old it has not been updated, but does give criteria for 'Target level of service in rural areas (all offering a return journey)'.

The table indicates that for a parish population of over 3000 the target service level should provide the following:

- Shopping service, five days a week;
- journey to work service;
- a Saturday service;
- a Sunday service;
- evening service and;
- a basic frequency at least hourly.

The closest stops to the proposed site are 0.8km and 1.28km from the proposed site centre.

Operator	Service	Frequency
Simonds	1 Diss - Norwich	Mon - Fri: 0709, 0909, 1212, 1334 Sat: 0714, 0909, 1214, 1707
	1 Norwich - Diss	Mon - Fri: 0922, 1236, 1441, 1646, 1905 Sat: 0929, 1305, 1435, 1935
H Semmence & Co.	17 Diss - Roydon	Mon - Fri: 1122, 1337
	17 Roydon - Diss	Mon - Fri: 0923, 1157

(All main stop details included)

These bus times were taken from the two bus stops closest to the site, located on Factory Lane and Heywood Road.

There is also a local Community Bus Service called Borderhoppa, which operates within 61 Parishes of Norfolk and Suffolk, Roydon and Diss included. Should access to local services be needed, these services can be called upon and a Dial-a Ride service is also available.

There are also more routes available from Diss bus station, situated 1.9km from the site for pedestrians, along with other additional stops on surrounding roads. From Diss bus station, the following destinations can be reached: Norwich Railway Station, Ipswich, Bury St Edmunds, Beccles, London, and more. Should additional bus services be required, this can be discussed with the local bus operator.

Alternatively, local rail services can be found at Diss train station which is located approximately 3.38km walking/cycling distance from the site. At the station Network Rail information indicates that there are 36 bicycle spaces and 326 vehicular parking spaces (of which 6 are accessible spaces). The station offers step free access to both/all platforms with some staff assistance, if required.

The key service operating from Diss Station is the Norwich to London Liverpool Street service via Diss which runs on an a 30minute basis between 05:18 and 22:17. This service also stops at Ipswich, Colchester, Stratford London and other train stations.

Services are frequent and offer good commuting and social facilities to the residents requiring access to them. The accessibility of the buses and trains may also encourage more individuals to use public transport, rather than using their cars. Furthermore, there is good accessibility to the public transport via footways and footpaths to reach the bus stops and train station in Diss.

Overall, accumulatively, the bus timetables meet the Norfolk County Council requirements for Diss in terms of public transport availability and frequency.

Development trip generation

The proposed development site vehicle trip generation can be calculated based on similar sites and data taken from a national data base (TRICS). An assessment of the trip generation from the proposed development site could also be taken from the local trips undertaken by the occupants of the dwellings already in the town. In general, the trip generation will be up to an approximate of 0.487 trips per dwelling in the peak hour. On the basis of 415 dwellings, the development is likely to generate approximately 202 additional trips in the peak hour.

A brief review of journeys to work from the 2011 Census for the trip distribution summary for Middle Layer Super Output Area, South Norfolk 015, in which the site lies, has been completed.

Trips from Diss are distributed in the directions as indicated in **Table 1** below;

Table 1.0 – Trip distribution from Census 2011 Data

	Percentage of Trips	Destination/s	Likely Route to destination
Trips staying in Diss	27%	Diss	Walk, Cycle, Drive via Shelfanger Road
Route towards the North	18%	Attleborough, Wymondham, Norwich	B1077 Shelfanger Road
Route towards the West	7%	Thetford and A11 South	Shelfanger Road / A1066 west
Route towards the South	28%	A140, Ipswich, A143, A14 East and West	Shelfanger Road, Denmark Street, South towards Palgrave
Route towards the East/Northeast	20%	Long Stratton, Beccles, Lowestoft, Great Yarmouth	Two routes; Via Shelfanger Road & A1066 Victoria Road or North around Diss via Frenze Hall Lane to Sawmills Road or north via Walcott Green
Total	100%		

To determine the number of trips likely to be made in each direction the percentages are multiplied by the number of generated trips in the peak hour which totals 202. These numbers are indicated in **Table 2** below;

Table 2.0 – Trip generation / distribution from Census 2011 Data

	Percentage of Trips	Destinations	Likely Route to destination	Number of Trips (% x total of 202)
Trips staying in Diss	27%	Diss	Walk, Cycle, Drive via Shelfanger Road	54.5
Route towards the North	18%	Attleborough, Wymondham, Norwich	B1077 Shelfanger Road	36.4
Route towards the West	7%	Thetford and A11 South	Shelfanger Road / A1066 west	14.1
Route towards the South	28%	A140, Ipswich, A143, A14 East and West	Shelfanger Road, Denmark Street, South towards Palgrave	56.6
Route towards the East/North east	20%	Long Stratton, Beccles, Lowestoft, Great Yarmouth	Two routes; Via Shelfanger Road & A1066 Victoria Road or North around Diss via Frenze Hall Lane to Sawmills Road or north via Walcott Green	40.4
Total	100%			202

It can be seen that traffic travelling north is unlikely to have a material effect on the local background traffic numbers at only 36 vehicles. Traffic travelling towards the west may use the A1066, but could also use Shelfanger Road, Roydon Road and Old High Road to get to the A1066, avoiding the Denmark Street/Park Road junction. It is likely that the routes towards the south will use Shelfanger Road and Denmark Street, towards Palgrave, avoiding Park Road and Victoria Road. The vehicle routes towards the east and northeast, may as mentioned in **Table 2** take alternative routes other than Park Road and Victoria Road, thus also reducing the influence on the centre of Diss.

If therefore, an assumption is made on the influence of the traffic from the development site on the centre of Diss, it is likely that if 50% of the traffic generation going south and east is considered going through the town centre, then this vehicular trip generation equals $0.5 \times (57+40) = 48.5$ vehicles, the equivalent to almost one per minute which is relatively low and also a likely overestimate.

Traffic routes within Diss

An overview of the traffic issues in Diss has been reviewed through the documents publicly available and those submitted as part of recent planning applications. The most significant document published in 2015 was the A1066 Victoria Road /Vinces Road Junction Improvement Feasibility Study, April 2015, prepared by Mouchel Infrastructure Services for Norfolk County Council.

The report concluded on an improvement for the junction, enlarging the mini roundabout to a 20m ICD to help reduce the existing traffic congestion. It is reported that the scheme is now progressing and funding is available to deliver the improvement for the benefit of all users of Victoria Road in Diss.

Highway Accident Data Review

Along Shelfanger Road, Louie's Lane, Farm Close and other roads in the vicinity of the site, there have been no accidents within the last 5 years (2017-2013). Furthermore, the accident data shows there has only been three slight accidents and one serious accident on the Shelfanger Road south of Sunnyside junction. This suggests the local highway network is not within a high risk accident area and the local road network is unlikely to require any additional traffic calming measures on the grounds of highway safety. All information collected from publicly available data (viewable via www.crashmap.co.uk).

Highway/Transportation Improvements

To access the site there will be two access, the first on the Shelfanger Road, where, visibility to the north and south is 120m at a 2.4m setback, complying with the Manual for Streets standards of 59m for a design speed of 37mph.

The second access off Louie's Lane / Farm Close, the visibility to the south and north is 90m and 100m, respectively at a 2.4m setback, complying with the Manual for Streets standards of 59m for a design speed of 37mph.

The area of Shelfanger Road, Louie's Lane, Farm Close and other roads surrounding the site are 30mph carriageways with footways on at least one side of the road. In the Safe Routes to School Assessment, the need to cross Shelfanger Road has been identified and with no traffic data, it is difficult to conclude on the best mitigation, if any, to provide a crossing point. It is suggested that should a crossing point be needed then consideration would be made in relation to this at the planning application stage. There are various

options for the mitigation and these could include a tactile paving pedestrian island, zebra crossing or a Toucan crossing if required.

Conclusions

To collate the issues and highlight the matters that are relevant to transportation for the proposed development at Sturgeons Farm, Diss, the following table shows the summary of benefits that this scheme includes:

Summary Table

Matters	Comment	Satisfactory	Needs some Upgrade	Not Satisfactory
Site Access	A satisfactory access with necessary visibility can be achieved.			
Local Junction Assessment	Based upon preliminary findings no offsite junction upgrades are required. Offsite highway improvements are being provided in Diss by NCC.			
Accessibility to Services	A high proportion of daily and weekly services can be accessed by pedestrian, cyclists or public transport routes all less than 2.0km.			
Pedestrian Links	Good routes to schools and facilities are available. Consideration to footway upgrades are have been suggested.			
Cycle Facilities	There is not a specific route in the village however, a 20/30mph speed limit is present between the site and local facilities, conducive to cycling..			
Public Transport	The current public transport provision within Diss, with the community and wider network routes does meet the NCC targets.			

It is therefore concluded that in terms of vehicular access, accessibility to services, other modes of transport, the site meets all the necessary criteria.

In summary, the development, which will generate a low level of trips in the peak hour towards/through the Town centre, as demonstrated in this letter.

I trust the foregoing is satisfactory, but if we can be of further assistance, please do not hesitate to contact us.

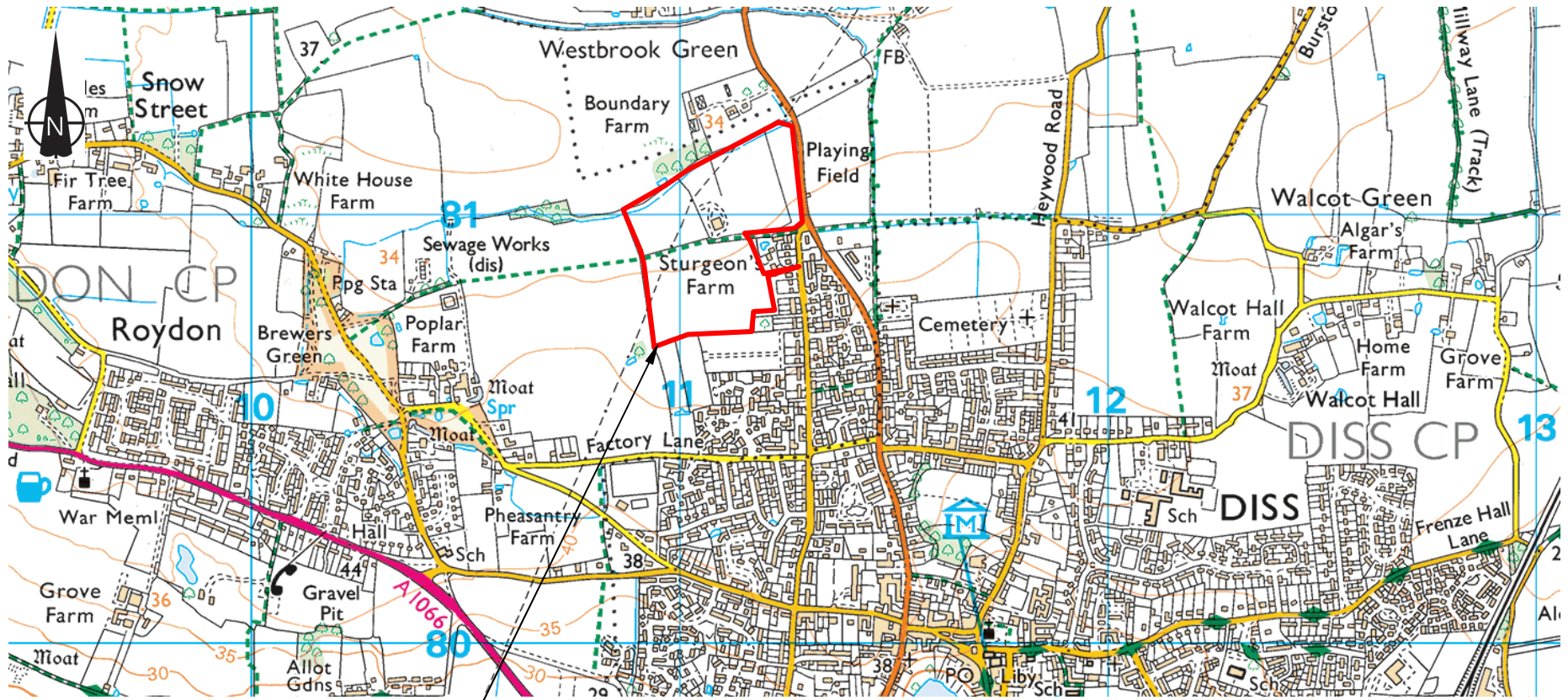
Yours sincerely,
Prepared by Lauren Gray

on behalf of Richard Jackson Ltd

Checked by Martin Doughty
(Director) – BEng (Hons), CEng,
FICE, FCIHT, MAPM
on behalf of Richard Jackson Limited

CC Simon Henry – Bidwells
Iain Hill – Bidwells

Encs – Figure 100, Drawing 47455-P-001 & 002



THE SITE

REPRODUCED FROM ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONARY OFFICE, © CROWN COPYRIGHT RICHARD JACKSON LTD - ACC No. 100002572

Site location grid reference 611055,280896 and postcode IP22 4EE

Client:
G.N. Rackham & Sons Ltd

Job Title:
**Sturgeons Farm
Roydon, Diss**

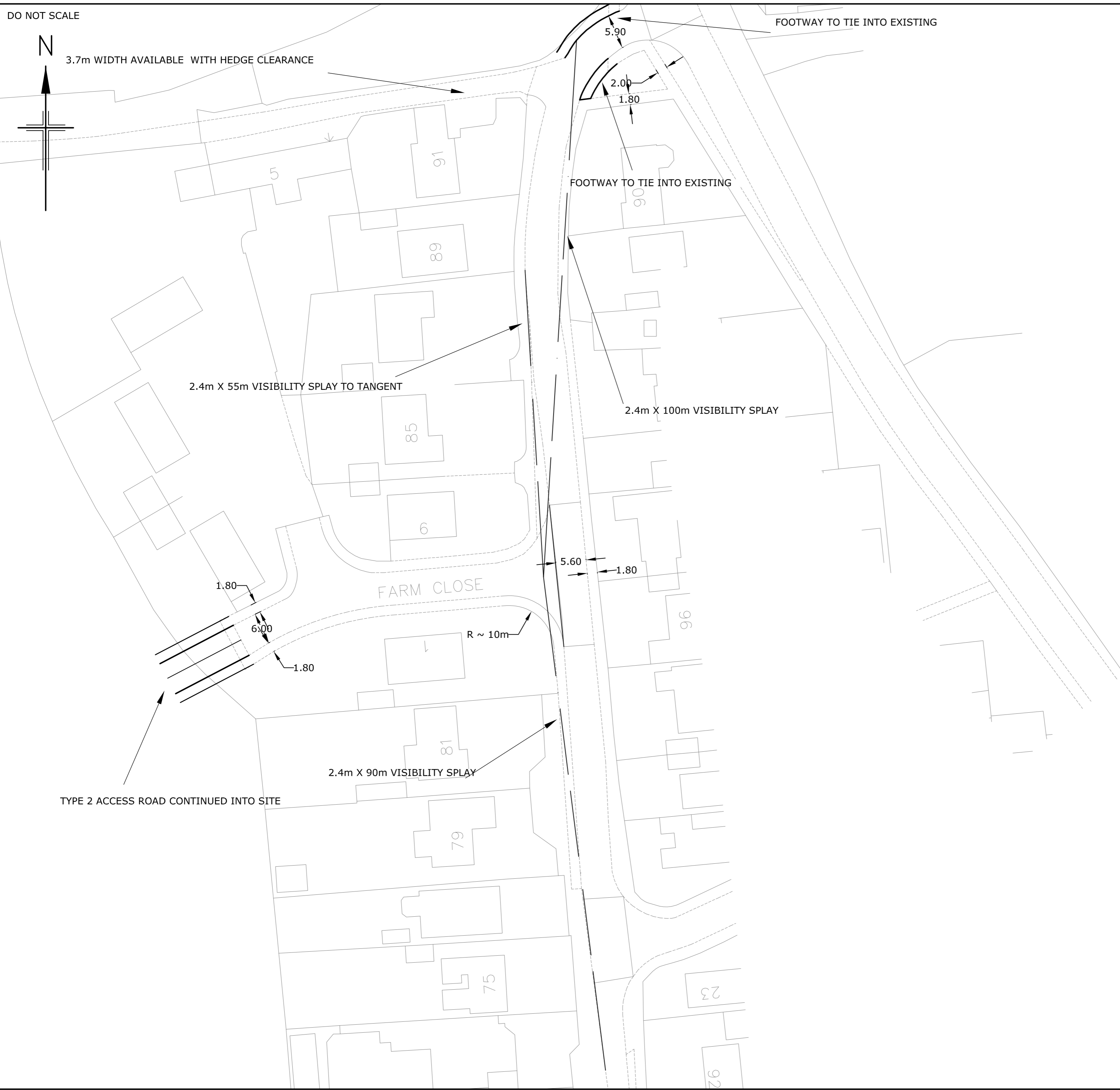
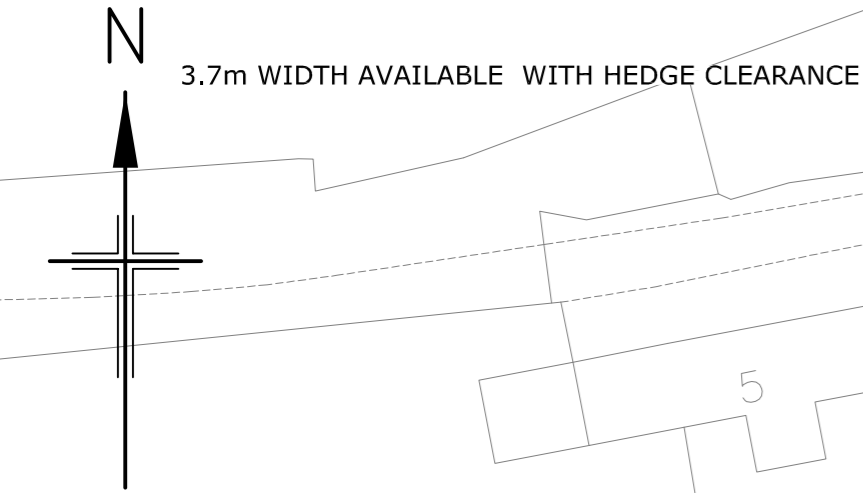
Drawing Title:
Site Location Plan

Date: 31.01.18	Job No: 47455	Dwg No: Fig. 100 (NTS)
--------------------------	-------------------------	--------------------------------------



6 The Old Church, St Matthews Road, Norwich, NR1 1SP
Tel. 01603 230240
www.richardjackson.uk.com

DO NOT SCALE



NOTES:

1. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE STATED
2. MEASUREMENTS SHOWN ARE RJ ONSITE MEASUREMENTS AND NEED TO BE CONFIRMED WITH A TOPOGRAPHICAL SURVEY
3. THE TYPE 2 ACCESS ROAD IS TAKEN FROM THE NORFOLK RESIDENTIAL DESIGN GUIDE
4. THE SPEED LIMIT OF THE HIGHWAY SHOWN IS 30mph
5. THE ADDITIONAL FOOTWAY SHOWN ON LOUIE'S LANE CAN BE PROVIDED WITHIN HIGHWAY LAND OR LAND WITHIN THE SITE OWNERSHIP

REV	DATE	DESCRIPTION	DRAWN	CHKD

REVISIONS

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project

**STURGEONS FARM
ROYDON, DISS**

Title

**PHASE 1 ACCESS ROAD AND
MINOR OFFSITE IMPROVEMENTS**

Client

G.N. RACKHAM & SONS LTD

Scale 1:500 @ A2	Drawn J. PITCHER	Date 23/06/16
Job Manager M. DOUGHTY	Checked D. PALMER	Approved M. DOUGHTY

Richard Jackson
Engineering Consultants

847 The Crescent, Colchester, Essex CO4 9YQ Tel: 01206 228800
 Suite 409, 1 Allie Street, London E1 8DE Tel: 020 7448 9910
 York House, 3 Station Court, Great Shelford, Cambs CB22 5NE Tel: 01223 314794
 6 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP Tel: 01603 230240
 The Wheelhouse, Bonds Mill, Stonehouse, Gloucestershire GL10 3RF Tel: 01172 020070
 Email Address: mail@rj.uk.com Website: http://www.rj.uk.com

Drawing No.	Revision
47455-P-001	

Drawing Status		
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> APPROVAL	<input type="checkbox"/> COSTING
<input type="checkbox"/> TENDER	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> AS CONSTRUCTED

DO NOT SCALE

NOTES:

1. ALL MEASUREMENTS ARE IN METRES UNLESS OTHERWISE STATED
2. MEASUREMENTS SHOWN ARE RJ ONSITE MEASUREMENTS AND NEED TO BE CONFIRMED WITH A TOPOGRAPHICAL SURVEY
3. THE TYPE 2 ACCESS ROADS SHOWN ARE TAKEN FROM THE NORFOLK RESIDENTIAL DESIGN GUIDE
4. THE SPEED LIMIT OF THE HIGHWAY SHOWN IS 30mph
5. THE ADDITIONAL FOOTWAY SHOWN ON LOUIE'S LANE DOES NOT REQUIRE ANY THIRD PARTY LAND
6. THE 120m OF VISIBILITY SHOWN IS NORMALLY FOR A 40mph ROAD. HOWEVER, DUE TO THE CLOSE PROXIMITY OF THE ROAD CHANGING TO A 60mph LIMIT THE ADDITIONAL VISIBILITY HAS BEEN ADDED TO PROVIDE A ROBUST SOLUTION

EXISTING SPEED LIMIT SIGNS

SPEED LIMIT NORTH OF THE SIGNS IS 60mph

SPEED LIMIT SOUTH OF THE SIGNS IS 30mph

TYPE 2 ACCESS ROAD

2.4m X 120m VISIBILITY SPLAY

FOOTWAY TO TIE INTO THE EXISTING

~1.2m USABLE FOOTWAY
~1.7m AVAILABLE WITH WIDENING

2.4m X 120m VISIBILITY SPLAY

PEDESTRIAN ACCESS TO DISS SPORTS CLUB

3.7m WIDTH AVAILABLE WITH HEDGE CLEARANCE

2.4m X 120m VISIBILITY SPLAY

FOOTWAY TO TIE INTO EXISTING

REV	DATE	DESCRIPTION	DRAWN	CHKD

REVISIONS

This drawing is to be read in conjunction with all other Engineer's drawings and all other project information. Any discrepancy between the Engineer's drawings and other project information is to be reported to the Engineer immediately.



Project
STURGEONS FARM
ROYDON, DISS

Title
SHELFANGER ROAD ACCESS
& JUNCTION WITH LOUIE'S LANE

Client
G.N. RACKHAM & SONS LTD

Scale	Drawn	Date
1:500 @ A1	J. PITCHER	29/06/16
Job Manager	Checked	Approved
M. DOUGHTY	D. PALMER	M. DOUGHTY

Richard Jackson
Engineering Consultants

847 The Crescent, Colchester, Essex CO4 9YQ Tel: 01206 228800
 Suite 409, 1 Allie Street, London E1 8DE Tel: 020 7448 9910
 York House, 3 Station Court, Great Shelford, Cambs CB22 5NE Tel: 01223 314794
 6 The Old Church, St. Matthews Road, Norwich, Norfolk NR1 1SP Tel: 01603 230240
 The Wheelhouse, Bords Hill, Stonehouse, Gloucestershire GL10 3RF Tel: 01172 620070
 Email Address: mail@rj.co.uk Website: http://www.rj.co.uk

Drawing No.	Revision
47455-P-002	

Drawing Status		
<input checked="" type="checkbox"/> INFORMATION	<input type="checkbox"/> APPROVAL	<input type="checkbox"/> COSTING
<input type="checkbox"/> TENDER	<input type="checkbox"/> CONSTRUCTION	<input type="checkbox"/> AS CONSTRUCTED