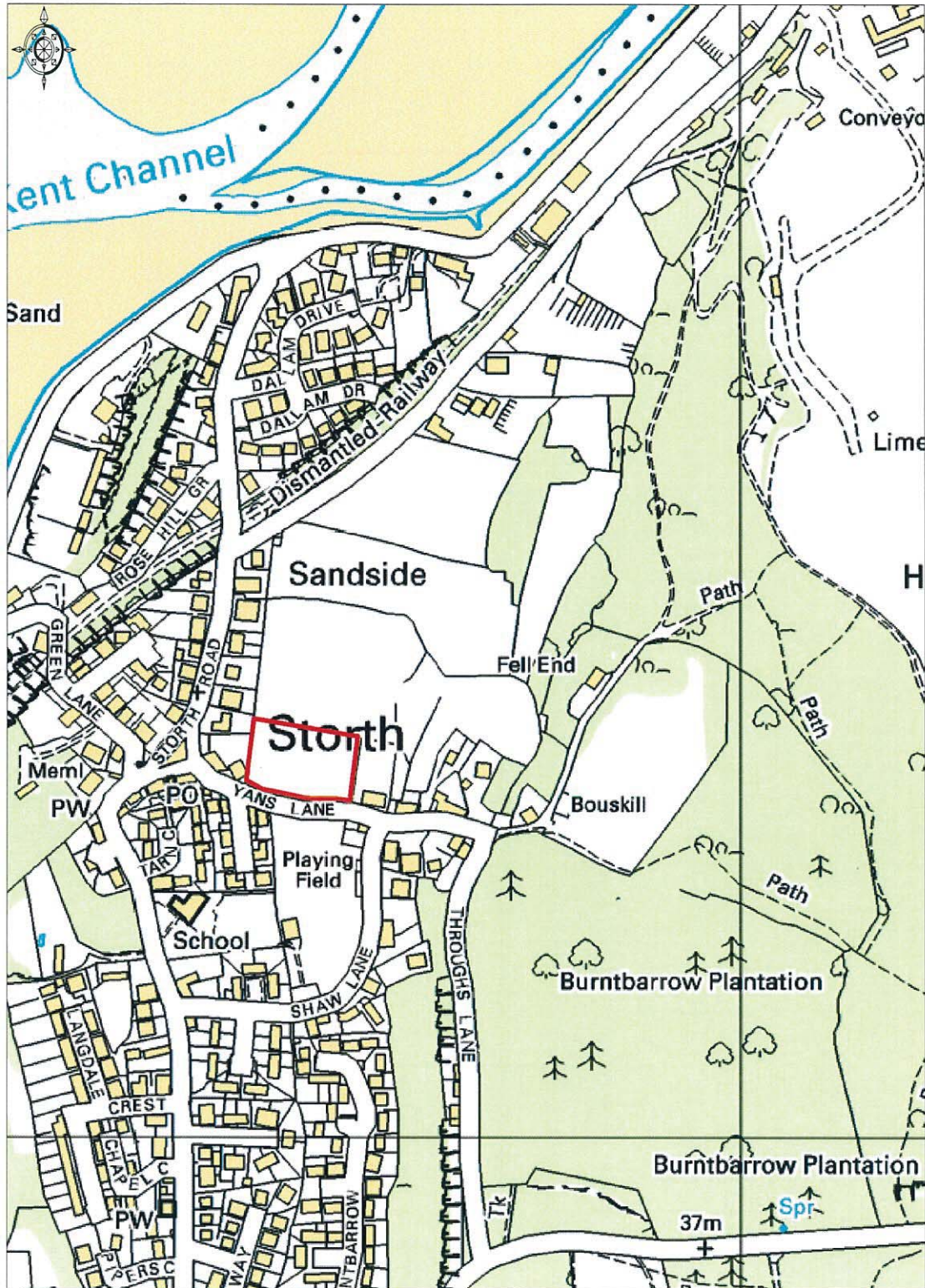


## APPENDIX 1 - LOCATION PLAN

Location Plan  
Land North of Yans Lane, Storth



## **APPENDIX 2 – LANDSCAPE AND VISUAL APPRAISAL**

## LANDSCAPE AND VISUAL APPRAISAL

### Purpose

This brief assessment considers the site within its established landscape setting and likely consequences in terms of the development of the site for residential purposes. An overview of the context of development within Storth is provided along with consideration of the immediate setting to the site and also broader context.

### Methodology

In assessing the potential landscape impact regard has to be apid the sensitivity of the site and landscape combined with the magnitude of the likely change (according to scale, extent, duration of view etc) caused by any development.

*'Sensitivity'* can be categorised as:

High – a designated landscape of distinctive character susceptible to small changes;

Medium – a landscape of moderately valued characteristics reasonably tolerant of change;

Low – unimportant landscape which is tolerant to substantial change.

*'Magnitude of change'* can be categorised as:

High – notable change in landscape characteristics over an extensive area of intensive change over a small area;

Medium – moderate change in a localised area;

Low – virtually imperceptible change in any components of the landscape.

In assessing the magnitude of any impact, temporary impacts can be quickly repaired or removed by suitable planting, for instance, and factored into the design process. If it were to take several years to achieve the desired end result and were a pre-requisite then the extent of magnitude would remain high.

Based upon the above thresholds, the significance of any change or impact in landscape terms can be broadly identified threefold –

***'Substantial impact'*** – a result of high sensitivity and high magnitude

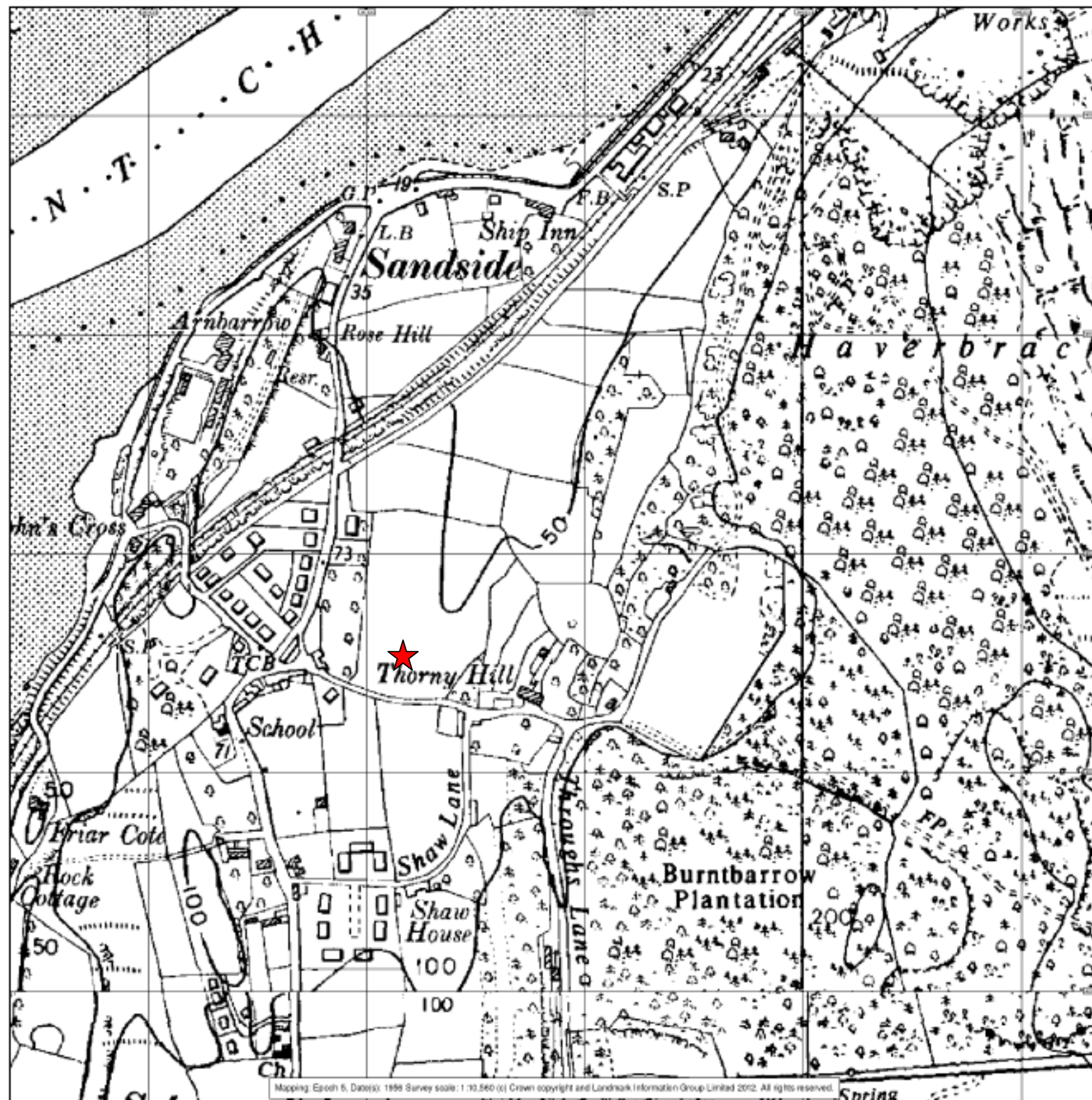
***'Moderate impact'*** – a product of either medium sensitivity and magnitude/low sensitivity and high magnitude/high sensitivity with medium or low magnitude

***'Slight impact'*** – a product of low sensitivity and low magnitude

### The Context

- **Broad Landscape setting**

Storth is characterised by sporadic historic development to the south of the (now abandoned) coastal railway line with a notable degree of post war development which has consolidated the settlement in largely linear form - focussed upon Storth Road which runs the full length of the settlement.



Landmark Historical Map  
Mapping: Epoch 5  
Published Date(s): 1956  
Originally plotted at: 1:10,560



© Getmapping plc 2012. Plotted Scale - 1:2500



CARTER JONAS

Sandside/Park Road (B5282) separates the settlement from the coast and results in Storth being effectively bypassed on any approach between Milnthorpe and Arnside, with the overriding perception of Storth being commercial/industrial development (Shoreline Business Park) and modern apartment development to the north with a mix of older stone dwellings and bungalows further south taking advantage of the outlook across the bay. Further south along the B5282 a woodland setting prevails – a predominant landscape feature - which notably also forms the main setting to the east of Storth in the form of a continuous woodland belt (Woodland at Haverbrack Bank) which occupies higher land as the topography changes away from the shoreline. Equally, an approach to the south upon Cockshot Lane forms a visual end to Storth with undulating paddock land beyond and intervening woodland.

Storth effectively sits within this wooded context with parcels of open (unimproved) paddock land to the north east only largely perceptible within a more immediate context when approaching along Quarry Lane and, to a lesser degree, Yans lane.

In general terms, ***the broader landscape setting*** surrounding Storth and its immediate confines can be categorised as being of 'high sensitivity'.

- **Local landscape setting**

At a more localised level, the site itself extends to 0.5ha of open paddock/grazing land positioned adjacent to the centre of the settlement and forms the low lying southern part of a series of open land parcels to the north of Yans Lane.

The site is contained on two sides by built development and a third by non-agricultural land (village playing fields) which itself is encircled and contained by residential development upon Shaw Lane providing views towards the site albeit at some distance across open land and with a wider backdrop of built development. The northern boundary of the site is not defined at present, but wider field boundaries prevail in the form of planted hedgerows. Yans Lane itself is a single width road and thoroughfare bounded by stone walls which cuts across a swathe of open land which extends to include the playing fields. Boundaries to domestic gardens are also largely stone walls which provide a hard edge to the built up confines of Storth with dwellings visually dominant in this immediate context reconfirming the presence of the site in a location closely associated with the developed settlement. This visual association is deemed important despite the general openness of the wider area.

The contained nature of the site diminishes any potential significant visual impact beyond the immediate context in this regard.

In terms of identifying sensitive vantage points:

***Shaw Lane/Playing Fields***- this is a main aspect, across the playing fields towards the north, with most views of the site in this respect (from Shaw Lane) being softened by;

- the general extent of open playing fields to the foreground
- built development at higher level to the east and west containing this open land
- development in the background (east of Storth Road) and
- the walled boundary along Yans Lane

all of which would form the expansive setting to the site.

This wide aspect would soften the visual impact of any development that may interrupt the open swathe of land in this locality – an appropriate detailed design and site layout could maintain a visual link between the playing fields and open land beyond given prevailing topography and ability for any development to be visually permeable in this respect.



**Shaw Lane** – view across playing fields and site towards The Old Myse



**Shaw Lane** – looking north across the playing fields and to the site (The Old Myse to the left of the picture)



**Shaw Lane** – looking north across the playing fields and the site (enclave of development at the Yans Lane/Shaw Lane junction to the left of the picture)

**Yans Lane** – views afforded on the western/eastern approach along Yans Lane provide a differing perception of the site. Travelling east from Storth Road, the openness of the site is a notable feature and of most significance; albeit for a short section once past The Old Myse where views across the site open out to the distance. Travelling west from the junction with Shaw Lane, the openness of the approach after the constrained development tight to the roadside is again an element but not as substantive as read against a backdrop of built development (properties upon Old Myse and Storth Road). It must be appreciated that these impacts are immediate to the site and a consequence of the development of any Greenfield site.



**Yans Lane** – approach from the west (opposite The Old Myse)



**Yans Lane** – approach from the east (The Old Myse in the background)



**Yans Lane** – approach from the east

**Quarry Lane** – any aspect towards the site is at distance and is strongly influenced by the backdrop of existing built development within which the site is set. Also, public vantage points here are fleeting and interspersed with landscape features such as boundary hedges and trees which interrupt any clear view, notwithstanding the topography of the undulating paddock land in this locality.



**Quarry Lane** - looking south towards the site

**Storth Road** – there are no clear public vantage points from Storth Road, only aspects from private garden areas, and limited to a few properties in this regard.

**Woodland at Haverbrack Bank** – beyond the junction of Troughs Lane and Yans Lane, within the woodland to the north, any aspect onto the site is very limited and at a distance and again against a context of built development.

In general terms, **the site and immediate surroundings** can be categorised as being of 'medium sensitivity' with development of the site giving rise to a 'medium magnitude' of change.

## **Conclusions**

It must be appreciated that given the overriding setting of Storth, and the close juxtaposition between built development and the surrounding open countryside, an assessment of any site will give rise to a potential impact in landscape and visual terms.

The wider area is one of notable character (reflected in the landscape designation) and the necessity to accommodate development upon a Greenfield site is a matter of reducing/mitigating any harm as opposed to landscape restoration through redevelopment.

A key consideration will be the ability to enable organic growth which includes and respects the landscape setting as opposed to arbitrary expansion of the built up confines of the settlement. In this respect the site is contained by development, near to the heart of the settlement (and so not an arbitrary addition) and is of limited scale and size so change would not be substantive in broader terms. It relates well to the existing developed area of Storth with no inherent features that would be harmed by appropriate development.

The site constitutes a logical extension to the built up area with the ability to mitigate any landscape impact by means of site layout, peripheral planting and high quality design so as to be suitably integrated with (as opposed to being supplanted into) the prevailing landscape context.

It is considered that the site fares well compared to the more expansive sites considered (and discounted) by the local authority and that indicated in the Allocations DPD upon Quarry Lane.

**The general visual and landscape impact of the development site is 'moderate' as a consequence of the above considerations.**

## APPENDIX 3 - HIGHWAY NOTE

Carter Jonas LLP

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**Potential Residential Development  
Yans Lane, Storth  
Transport Note**

---

April 2012

22 Trinity Lane,  
Beverley,  
East Riding of Yorkshire,  
HU17 0DY

 01482 679 911  
 [info@local-transport-projects.co.uk](mailto:info@local-transport-projects.co.uk)  
 [www.local-transport-projects.co.uk](http://www.local-transport-projects.co.uk)

*Registered No. 5295328*

Carter Jonas LLP

---

## Potential Residential Development Yans Lane, Storth Transport Note

---

April 2012

Client Commission			
Client:	Carter Jonas LLP	Commissioned By:	David Boulton
Order No:		Date Commissioned:	April 2012

LTP Quality Control					
Job No:	LTP/12/1211		File Ref:	Yans Lane Storth Housing TN Final ISSUE 1	
Issue	Revision	Description	Originated	Checked	Date
1	0	Final	SW	AM/TK	13/04/2012
			Authorised for Issue:		

### LTP PROJECT TEAM

*As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CV's are available upon request to demonstrate our experience and credentials.*

Team Member	LTP Designation	Qualifications
Andy Mayo	Director (Project Manager)	BA (Hons) MSc MCIHT CMILT FSoRSA
Tony Kirby	Director	lEng MSc MCIHT FIHE
Steven Windass	Transport Planner	BSc (Hons) MCIHT MIHE

# POTENTIAL RESIDENTIAL DEVELOPMENT YANS LANE, STORTH TRANSPORT NOTE

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## 1.0 INTRODUCTION

### 1.1 Background

- 1.1.1 Local Transport Projects Ltd has been commissioned by Carter Jonas LLP to assess the likely transport impact and deliverability of providing residential development on land to the north of Yans Lane, Storth. This Transport Note (TN) formally presents the results of this impartial assessment.
- 1.1.2 The potential development site encompasses approximately 0.5 hectares of currently open fields. It is understood that the site could accommodate approximately 10-15 residential dwellings, based on a yield of 30 dwellings per hectare.

### 1.2 Site Location

- 1.2.1 The potential development site is located in the village of Storth, within the district of South Lakeland. The Local Highway Authority for the area is Cumbria County Council (CCC). The site is bound and accessed by Yans Lane to the south, with open fields to the north of the site. Neighbouring residential dwellings provide the eastern and western boundaries. The location and indicative boundary of the site is highlighted in Figure 1:

Figure 1: Site Location



Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

### 1.3 Scope

1.3.1 The scope of this TN has been agreed with the Client and is based on transportation assessment methodologies outlined in the Department for Transport's 'Guidance on Transport Assessment' (DfT, 2007a), as outlined below:

- Site visit to identify issues on-site and photograph the existing situation;
- Projection of the likely trip generation that could be associated with a 10-15 dwelling development at the site;
- Appraisal of the access options;
- Commentary on the access requirements and whether they can be achieved at the site;
- Consideration of issues relating to the capacity/operation of narrow single track roads such as Yans Lane; and
- Summary of the key findings, including recommendations regarding the access and any mitigation that may be required.

### 1.4 Consultation

1.4.1 The potential for residential development at the site has previously been considered as part of South Lakeland District Council's Local Development Framework (LDF) process, albeit as part of a much wider 5 hectare site (Ref: R683S). It is understood that concerns were raised as part of this process regarding access options at the site, given the nature and narrow carriageway of Yans Lane.

1.4.2 Separately, the views of Highway Officers at CCC were also sought on the site and its potential access options. These preliminary opinions are provided below:

*"I would suggest that, as a single track road, between stonewalls, Yans Lane does not appear able to cope with extra traffic. The junction between Yans Lane and Storth Road is also narrow. There are other narrow sections along Storth Road before you reach the coast road. Just a thought, although not measured on site, it may be possible to solve some of the issues with Yans Lane with the localised widening needed to provide a sufficient visibility splay for the site access. These are just my initial thoughts."*

(Kevin McGeough, Acting Development Control Engineer, CCC)

1.4.3 The preliminary views of CCC, as quoted above, have been considered within this TN; although it is noted that more formal discussions would be required with CCC if the site were to be progressed further.

## 2.0 SITE ASSESSMENT & ACCESS APPRAISAL

### 2.1 Local Highway Network

- 2.1.1 It is noted that, within this TN, only Yans Lane has been assessed for the potential to provide access to the site. It is recognised that there may be other access options for the site, although it would appear that these may require third party land.
- 2.1.2 Yans Lane is a relatively short (approximately 280m in length) two-way single carriageway that directly, and indirectly, provides access to residential dwellings. The road runs between priority-controlled junctions with Throughs Lane to the east, and Storth Road/The Square to the west. Yans Lane is also relatively narrow (approximately 3m wide), and as such it represents a single track road that cannot currently accommodate passing traffic within the extents of the existing carriageway.

Photo 1: Yans Lane/Storth Road Junction



- 2.1.3 Yans Lane is similar in nature to many other roads within Storth and the wider area. The local roads are subject to a 20mph posted speed limit, with a vehicle width restriction of approximately 1.98m (6ft-6inches) within the village. In keeping with other local roads, Yans Lane is a relatively narrow, single track road with stonewalls providing the highway boundary on both sides.

Photo 2: Yans Lane



- 2.1.4 It is recognised that the narrow nature of the local roads is likely to provide a relatively low-speed environment that will be, by their nature, relatively pedestrian/cycle-friendly.

## 2.2 Access Appraisal

- 2.2.1 There is a frontage for the potential development site of approximately 90m on Yans Lane; the potential for access has been considered along this frontage.
- 2.2.2 The key constraint relating to highway access to the site appears to be the restrictive width of Yans Lane, effectively a single track road. As previously noted, the majority of the local roads are similarly narrow, although this is unlikely to be a significant issue for low traffic levels.
- 2.2.3 On single track roads such as Yans Lane, two-way traffic can often be adequately accommodated through the provision of sufficient passing places. There are a number of junctions and private driveways along Yans Lane, as well as other local roads, that provide an area where vehicles can wait informally in a 'give and take' basis in order for opposing vehicles to pass; although they are not formal passing places.

- 2.2.4 It is acknowledged that there is currently a relatively long section of Yans Lane (approximately 100m) within the vicinity of the site with no suitable places for vehicles to pass. It is noted that there are generally informal passing places on other sections of the road, with at least one passing point visible from all points.
- 2.2.5 It is considered that, through development of the site, localised widening could be introduced along the Yans Lane frontage to provide an area suitable for vehicles to pass. This would ensure that there would be a suitable passing place across the full length of Yans Lane, providing an improvement on the existing situation that would benefit all users of the road.
- 2.2.6 This potential measure was also suggested by the CCC Highways Officer (see Section 1.4), and as stated, dedication of the development site frontage as clear highway may be required in order fulfil visibility splay requirements in any case.
- 2.2.7 Preliminary on-site investigations indicate that the existing Yans Lane carriageway within the vicinity of the potential development site is approximately 3m wide.
- 2.2.8 The Department for Transport's '*Manual for Streets*' (DfT, 2007b) guidance indicates that a carriageway width of 5.5m can accommodate passing goods vehicles, with a narrower width of 4.1m sufficient for the passage of two passenger cars. It is therefore recommended that the dedication of an approximately 2-3m wide section of land along the frontage of the site as clear highway could provide a sufficient area to allow for the passage of two vehicles. It is noted that the detailed design of this passage area would need to be developed through further investigations.
- 2.2.9 In terms of the location of a potential highway access to the site, there are a number of considerations, including the alignment relative to existing junctions with The Old Myse and Shaw Lane and also relevant visibility splay requirements. However, it is provisionally considered that other issues such as these are not likely to represent a significant constraint to the provision of a suitable highway access; although they are likely to inform the precise location of the access.

## 3.0 TRAFFIC IMPACT

### 3.1 Trip Generation

- 3.1.1 The TRICS database (Trip Rate Information Computer System) is a nationally recognised collection of traffic counts and trip generation statistics for calculating trip rates at development sites. The TRICS 2012(a) (v6.9.2) database has been interrogated to find suitable data to assist in projecting the trip generation of the potential 10-15 dwelling development.
- 3.1.2 In order to derive reflective trip rates, trip generation statistics within the 'Houses Privately Owned' category of the TRICS database have been interrogated. To ensure that only trip generation statistics for comparable sites were used in calculations, the TRICS sites were filtered to the following criteria:
- Size: 4 to 25 dwellings;
  - Location type: 'Edge of Town' and 'Neighbourhood Centre' only;
  - Weekday survey data only (exclusion of Saturday and Sunday surveys); and
  - Recent survey data only (exclusion of surveys undertaken prior to 01/01/04).
- 3.1.3 As there were less than 20 comparable sites in the database after filtering (7 survey sites), mean trip rates (as weighted and calculated by the TRICS software) have been used to project the traffic generation of the potential development, in accordance with good practice guidelines (JMP, 2011). Details of the site selection and trip rates taken from the TRICS database are attached in full within Appendix 1, with the projected vehicle trip rates and generation shown in Table 1:

**Table 1: Projected Vehicle Trip Generation**

Residential Development	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rates (per dwelling)	0.202	0.372	0.362	0.287
Vehicle Trips (15 dwellings)	3	6	5	4

- 3.1.4 The traffic generation projections in Table 1 indicate that the potential development, a maximum size of 15 dwellings, could generate 9 two-way vehicle trip movements during the respective peak hours. It is assumed that the peak traffic flow hours of the highway network local to the site reflect the typical weekday AM (08:00-09:00) and PM (17:00-18:00) peak hours.

## **3.2 Traffic Capacity**

- 3.2.1 It is considered that the projected traffic generation of less than 10 two-way vehicle movements during the peak hours is low, and as such should not create or exacerbate any local road/junction congestion. It is also noted that the local roads, including Yans Lane, are expected to be relatively lightly-trafficked, therefore the impact of the projected traffic generation of low background traffic flows is not likely to be significant.

## 4.0 CONCLUSIONS

- 4.1.1 This Transport Note (TN) has been produced to assess the likely transport impact and deliverability of providing residential development on land to the north of Yans Lane, Storth. It is understood that the 0.5 hectare site could accommodate approximately 10-15 residential dwellings.
- 4.1.2 Yans Lane is similar in nature to many other roads within the village of Storth and the wider area. The roads in Storth are subject to a 20mph posted speed limit, with a vehicle width restriction of approximately 1.98m. In keeping with other local roads, Yans Lane is a relatively narrow, single track road with stonewalls providing the highway boundary on both sides.
- 4.1.3 The key constraint relating to highway access to the site appears to be the restrictive width of Yans Lane, effectively a single track road. There are a number of junctions and private driveways along Yans Lane, as well as other local roads, that provide an area where vehicles can wait in order for opposing vehicles to pass.
- 4.1.4 There is currently a relatively long section of Yans Lane (approximately 100m) within the vicinity of the site with no suitable places for vehicles to pass. It is considered that, through development of the site, localised widening of approximately 2-3m could be introduced along the Yans Lane frontage to provide an area suitable for vehicles to pass. This would ensure that there would be a suitable passing place across the full length of Yans Lane, providing an improvement on the existing situation that would benefit all users of the road.
- 4.1.5 This potential measure was also suggested by CCC Highways, and as stated, dedication of the development site frontage as clear highway may be required in order fulfil visibility splay requirements in any case.
- 4.1.6 It is provisionally considered that other issues relating to the design of highway access, such as the alignment relative to existing junctions with The Old Myse and Shaw Lane, are not likely to represent a significant constraint to the provision of a suitable highway access; although they are likely to inform the precise location of the access.
- 4.1.7 The traffic generation projections of this TN indicate that the potential development could generate 9 two-way vehicle trip movements during the respective AM (08:00-09:00) and PM (17:00-18:00) peak hours. It is considered that the projected traffic generation of less than 10 two-way vehicle movements during the peak hours is low, and as such should not create or exacerbate any local road/junction congestion. It is also noted that the local roads, including Yans Lane, are expected to be relatively lightly-trafficked, therefore the impact of the projected traffic generation of low background traffic flows is not likely to be significant.

- 4.1.8 If the site is to be taken forward for development, it is likely that the Local Highway/Planning Authorities would require more detailed information to be submitted in support of the highways/access case. This is likely to include more comprehensive information on existing traffic levels, junction details, parking and manoeuvring space, sustainable travel options and other assessments, potentially in the form of a Transport Statement report. However, this Transport Note has determined that there appear to be no significant barriers to the provision of a suitable highway access to the site, should it be promoted further.

## 5.0 REFERENCES

- CIHT (Chartered Institution of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.
- DCLG (Department for Communities and Local Government), 2011. Planning Policy Guidance 13 (PPG13): Transport.
- DfT (Department for Transport), 2007a. Guidance on Transport Assessment.
- DfT, 2007b. Manual for Streets.
- IHT (Institution of Highways and Transportation), 2000. Guidelines for Providing for Journeys on Foot.
- IHT, 1999. Guidelines for Public Transport in Development.

## **Appendix I – Trip Generation Calculations**

## **APPENDIX 4 - INFRASTRUCTURE MAPS**



Requested by: Jayne Nugent  
 Company: Electricity North West  
 Date Requested: 02/04/2012  
 Job Reference: 488328  
 Your Scheme/Reference: Yans Lane, Storth

#### Dig Sites:

Area Line Point

Operating Voltage	Colour Code	Line Colour
132kV	Black	
33kV	Green	
22kV-25kV	Yellow	
11kV	Red	
6kV-6.6kV	Blue	
1kV-6kV	Violet	
LV	Orange	
Unknown Voltage	Brown	

**electricity**  
north west

Data Management  
 Electricity North West  
 Linley House  
 Dickinson Street  
 Manchester, M1 4LF  
 Phone: 0800 195 4141  
 Email: [planrequest@enwl.co.uk](mailto:planrequest@enwl.co.uk)

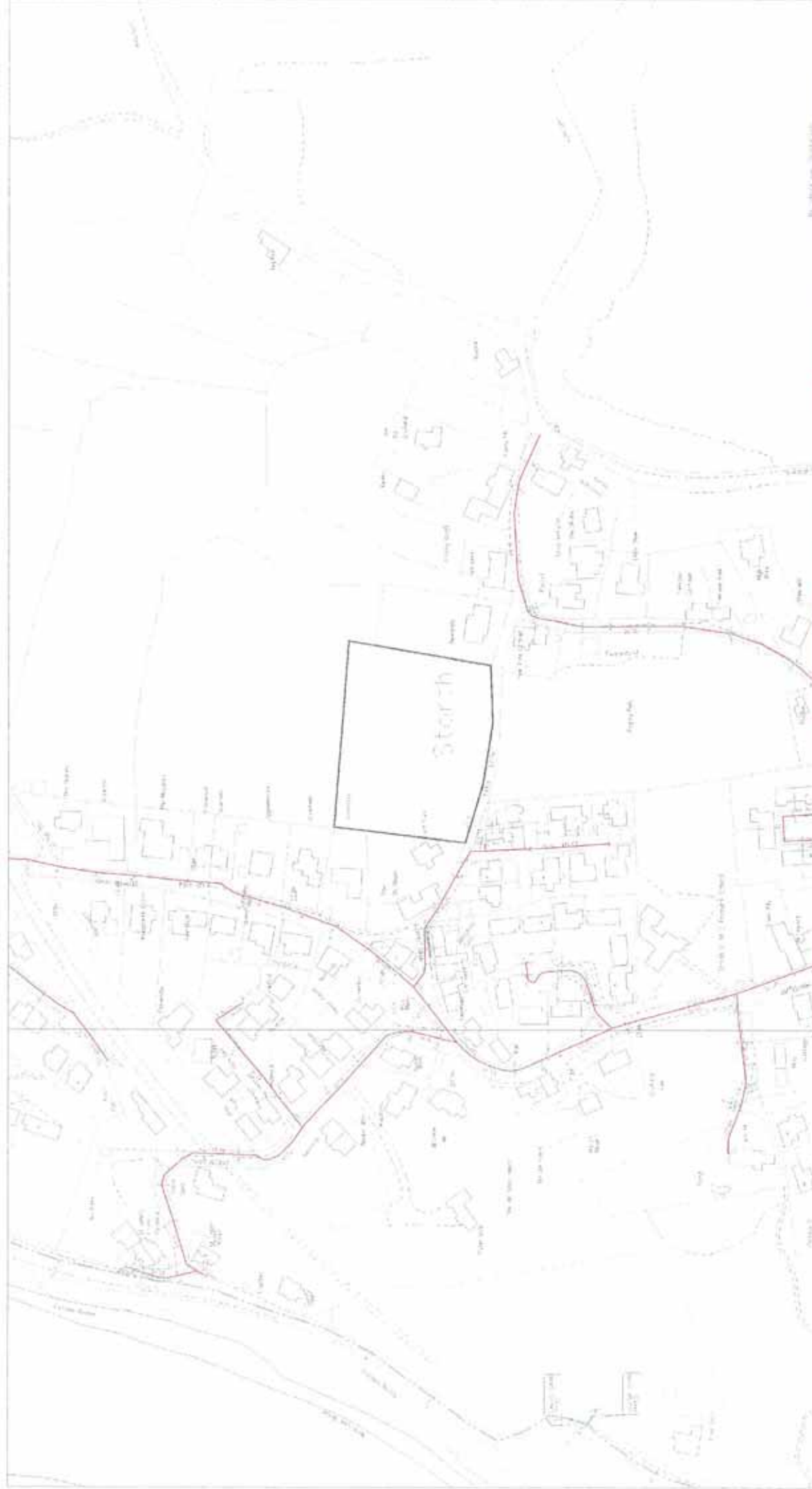
Scales on A4 paper:  
 1:1250 Area dig site  
 1:500 Line dig site  
 1:250 Point dig site

Unless otherwise indicated the depth of Electricity North West Limited cables are in accordance with NUG (450mm for Low Voltage & 600mm for 11kV cables) 33kV and 132kV cables are laid at depths as marked. The depth and positions of Electricity North West Limited equipment was accurate as shown when the equipment was installed. However third parties may have altered the level & other reference data. Therefore Electricity North West Limited accept no responsibility for the position of Electricity North West Limited equipment being different from shown. No person, body or company, shall be relieved from liability for damage caused to Electricity North West Limited equipment by reason of being located differently to the indications on this drawing. Service cables are not necessarily shown but must be assumed to exist to all premises, streetlights and signs. There may be other Electricity North West Limited apparatus in the vicinity which is not indicated on the cable records. Other apparatus may also be present which is owned by a third party other than Electricity North West Limited.

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Reference should be made to HSE Guidance, HS(G)47 "Avoiding Danger from Underground Services" and G56 "Avoidance of Danger from Overhead Power Lines".

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ID: NW_TW_Z3_2S_01654		View extent: 723m, 393m		<b>National Grid apparatus should not be affected WARNING: This plan is based on out of date data</b>		Map 1 of 1 (GAS)	
USER: jonathon.mcdonagh		LP MAINS MP MAINS IP MAINS LHP MAINS NHP MAINS		This plan shows those pipes owned by National Grid Gas plc in its role as a Licensed Gas Transporter (GT). Gas pipes owned by other GTs, or otherwise privately owned, may be present in this area. Information with regard to such pipes should be obtained from the relevant owners. The information shown on this plan is given without warranty, the accuracy thereof cannot be guaranteed. Service pipes, valves, syphons, stub connections, etc., are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by National Grid Gas plc or their agents, servants or contractors for any error or omission. Safe digging practices, in accordance with HS(G)47, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all persons (either direct labour or contractors) working for you on or near gas apparatus. The information included on this plan should not be referred to beyond a period of 28 days from the date of issue.		MAPS Plot Server Version 1.7.4	
DATE: 05/04/2012		SYPHON				<b>nationalgrid</b>	
DATA DATE: 02/12/2011		DIAMETER CHANGE				Requested by: Carter Jonas	
REF:		MATERIAL CHANGE				This plan is reproduced from or based on the OS map by National Grid Gas plc, with the sanction of the controller of HM Stationary Office.	
MAP REF: SD4780		VALVE				Crown Copyright Reserved. Ordnance Survey Licence number 100024886	
CENTRE: 347640, 480310		DEPTH OF COVER					

# Extract From Map of Water Mains

The position of underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available.

The actual positions may be different from those shown on the plan and private pipes, sewers or drains are not recorded.

United Utilities will not accept any liability for any damage caused by the actual positions being different from those shown.

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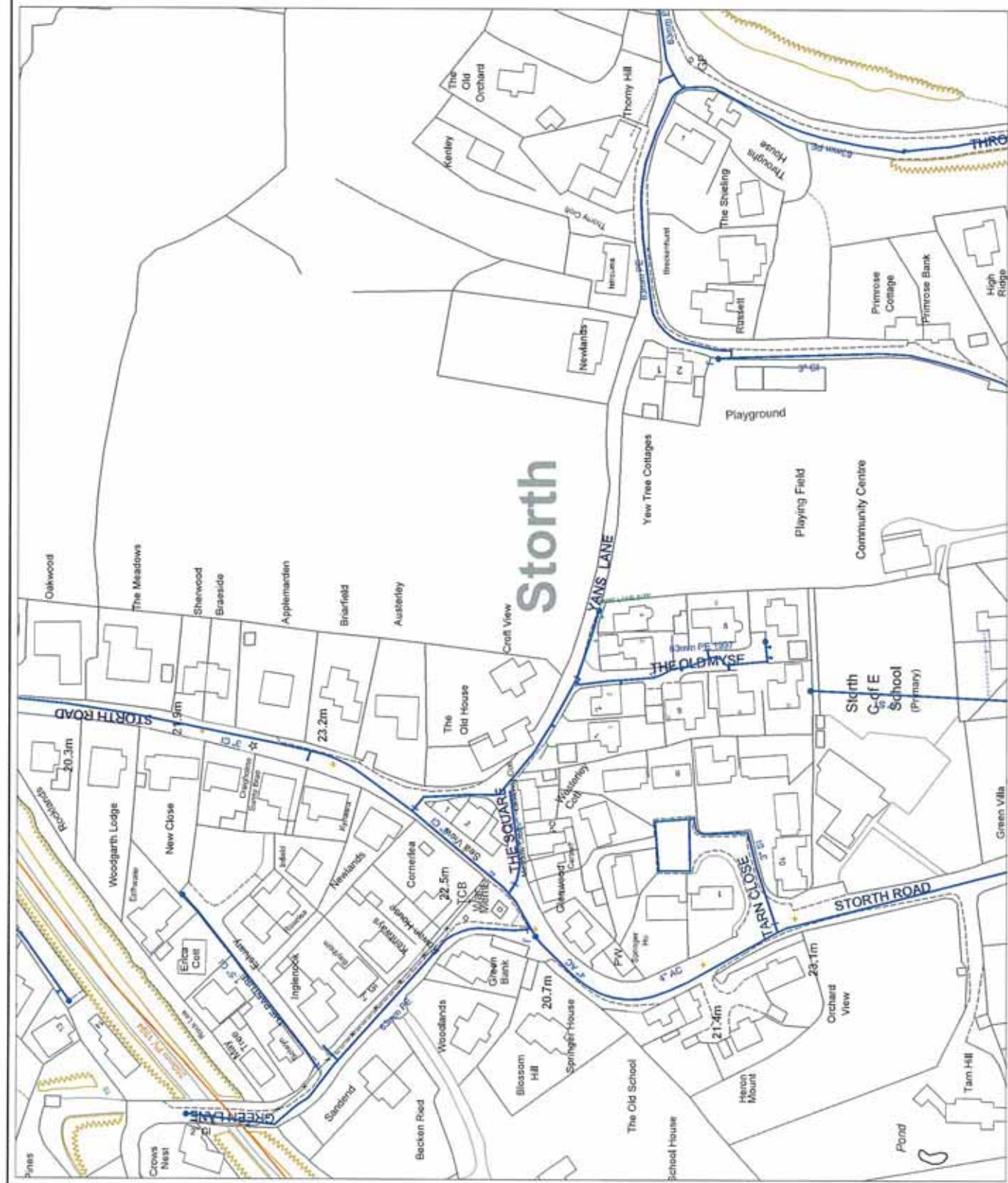
Blue - Distribution Mains  
Red or Mauve - Trunk Mains  
Dark Green - Non Potable Mains  
---X---X---X--- Disused Mains  
(These may still be live)

Yans Lane Storth Minthorpe

Printed By: RP Date: 10/04/2012

**DO NOT SCALE**

Approximate Scale 1:1250



# Extract From Map of Public Sewers

The position of underground apparatus shown on this plan is approximate only and is given in accordance with the best information currently available.

The actual positions may be different from those shown on the plan and private pipes, sewers or drains may not be recorded.

United Utilities will not accept any liability for any damage caused by the actual positions being different from those shown.

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## Legend

- Public Sewer
- Highway Drain
- Private Sewer
- Pumping Main
- Section 104 Sewers
- Abandoned Sewer

Refer to colour guide for colour of pipe

Red or Brown - Foul Sewers  
Blue - Surface Water Sewers

Yans Lane Storth Minthorpe

Printed By: RP Date: 04/04/2012

**DO NOT SCALE**

Approximate Scale 1:1250

