

Shimla Enterprises Limited

Proposed Extension

Transport Statement

230945

MARCH 2025



SCP GENERAL NOTES

Project No.: 230945-TS (2.0)

Title: Proposed Extension, Transport Statement

Client: Shimla Enterprises Limited

Date: 27 March 2025

Office: Manchester

Author	<u>Orla Proffitt</u>	Reviewer	<u>Mark Devenish</u>
Date:	<u>27.03.2025</u>	Date:	<u>27.03.2025</u>

Revision	Date	Status	Prepared by	Approved by
1	03.05.24	Planning	OP	MD
2	27.03.25	Planning	OP	MD

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This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Shimla Enterprises Limited to provide transport consultancy services in connection with a proposed extension to the existing building at 23 Radium Street, Ancoats, Manchester.
- 1.2 Further details on the proposed development are provided later in this report.

Planning Policy

- 1.3 The site falls within the mixed use Poland Street Zone under the Ancoats and New Islington Neighbourhood Development Framework.

[Manchester's Local Development Framework – Core Strategy Development Plan Document \(July 2012\)](#)

- 1.4 The Core Strategy Manchester's Local Development Framework was adopted by MCC in 2012 and describes the Council's vision for Manchester in 2027 along with the planning objectives and policies which will be used to deliver that vision.
- 1.5 Objective 5 relates to transport;
- “Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.”
- 1.6 There are some policies that have been set out, to help achieve this objective.
- 1.7 Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses by;
- Improving choice by developing alternatives to the car;
 - Promoting regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
 - Improving access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;

- Improving pedestrian routes and the pedestrian environment and Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail);
- Contributing to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.

1.8 Strategic Integration - The Council will support proposals that contribute to an economically and environmentally sustainable transport network following strategic transport initiatives.

[Places for Everyone – Joint Development Plan](#)

1.9 The Places for Everyone Plan (PfE 2021) provides an important opportunity to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes and protect and enhance the natural environment. The Plan is not being prepared in isolation. It is supported by the Transport 2040 Delivery Plan, which will outline the interventions required to achieve the transport vision for the city region and is one of a suite of strategic documents setting out how Greater Manchester can achieve the ambition set out in the Greater Manchester Strategy. It sits alongside the Local Industrial Strategy, Housing Strategy, 5 Year Environment Plan, Digital and Cultural Strategies.

1.10 One of the Greater Manchester Strategy's ten priorities is to deliver an integrated network with world-class connectivity that keeps Greater Manchester moving and that drives prosperity whilst protecting the environment, improving air quality and transitioning to a zero carbon future.

1.11 To provide outstanding connectivity that supports low carbon economic growth and greater levels of social inclusion. It must also accommodate the forecast increase in demand for travel, while minimising the adverse environmental and quality of life impacts.

1.12 A fundamental aspect of this will be minimising the need to travel, which will help reduce the pressure on transport systems. This will be achieved by creating local neighbourhoods where people can live, work and access services and shops, alongside behavioural change, such as mode shift, flexible and home working.

1.13 A massive change in people's travel behaviour is needed so that walking and cycling become the natural choice for short journeys and public transport for longer trips. This will help to support more active lifestyles, which in turn will promote good health. It will also address some of the negative impacts of a high-level of car use, such as traffic

congestion, air pollution, greenhouse gas emissions, noise pollution and poorer quality places.

1.14 *Policy JP-C1: An Integrated Network* has a range of measures in place, in order to deliver an accessible and sustainable Greater Manchester. Some of these measures include;

- Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
- Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
- Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first);
 - Pedestrians (and people using mobility aids);
 - Cyclists, powered two-wheelers, and public transport users;
 - People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
 - People in personal motorised vehicles.

1.15 The development plan highlights some of the transport requirements of new developments and states that;

- The location, design and density of development is fundamental, as it influences how far people need to travel and their ability to make these journeys by sustainable modes as well as equality of opportunity for all.
- Good access to local facilities and amenities is critical to encouraging sustainable journeys by providing opportunities to work, learn, shop, play and socialise locally.
- To be sustainable, developments need to be located close to existing facilities or be mixed use developments that provide community facilities such as schools, healthcare centres, shops, parks and play areas. Higher density developments help to make the provision of these community facilities and public transport economically viable.

Purpose and Structure of Report

- 1.16 This Transport Statement (TS) has been produced as part of a planning application for the extension at the site and considers the proposals from a transport perspective.
- 1.17 This Transport Statement has been produced in accordance with the Department for Transport's (DfT's) March 2007 "*Guidance on Transport Assessment*" document (archived, but not fully replaced) and the National Planning Practice Guidance (NPPG) "*Transport Evidence in Plan Making*" document.
- 1.18 The structure of the report summarised below:-
- Chapter 2 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

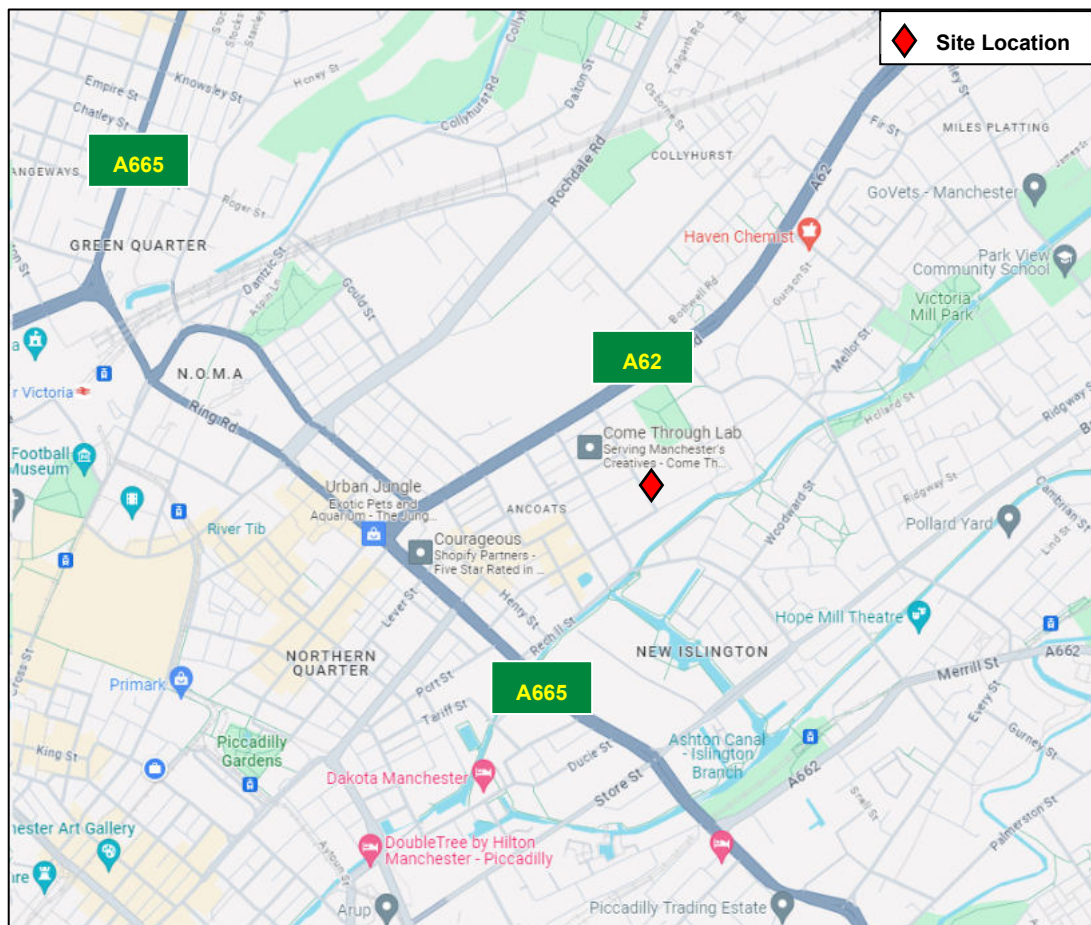
General

- 2.1 This chapter provides a detailed description of the location of the site and composition, local highway network, existing traffic conditions and road safety record.

Site Location and Composition

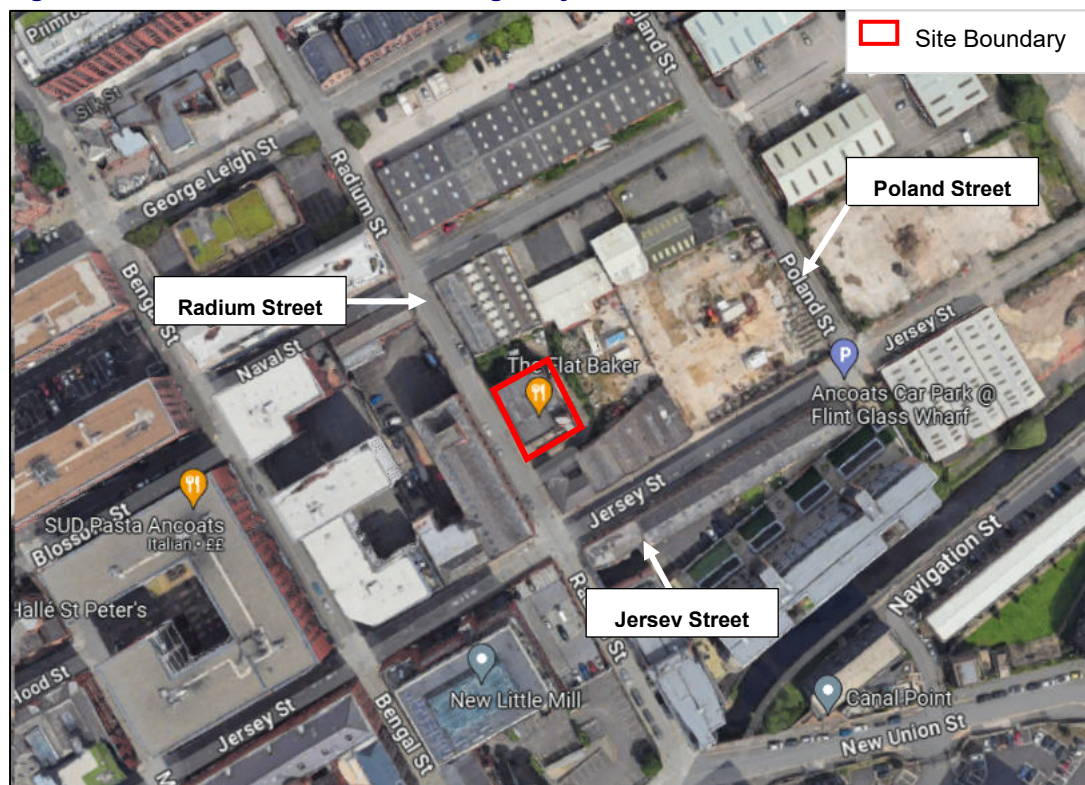
- 2.2 The application site is located at 23 Radium Street, to the east of Manchester City Centre. The site is within close proximity to the A62 Oldham Road and the A665 Ring Road.
- 2.3 The location of the site in relation to the wider highway network is shown on **Figure 2.1** below.

Figure 2.1 – Site Location – Wider Highway Network



- 2.4 The location of the site in relation to the local highway network is shown on **Figure 2.2** below.

Figure 2.2 – Site Location – Wider Highway Network



- 2.5 The existing building at 23no. Radium Street is a former factory and currently has a flexible commercial use.

Local Highway Network

Radium Street

- 2.6 Radium Street is located along the western boundary of the site and provides a link to the A62 Oldham Road to the north.
- 2.7 Within the vicinity of the site, Radium Street has carriageway width of approximately 5m with a 1.5m wide footways on the either side of the carriageway.
- 2.8 Within the vicinity of the site, Radium Street benefits from footways with street lighting on both sides of the carriageway and is subject to a mandatory 20mph speed limit. Both sides of the carriageway are subject to a single yellow line traffic regulation order.

School Court

- 2.9 School Court runs along the south and east site boundaries and is a dead-end, effectively forming a service road for the site.

A62 Oldham Road

- 2.10 The A62 Oldham Road is located to the north of the application site and provides a link between Radium Street and the A665 Ring Road to the west.
- 2.11 Within the vicinity of the Radium Street, the A62 Oldham Road has a carriageway width of approximately 17.5m including a westbound bus lane and central reservation with wide footways either side of the carriageway.
- 2.12 Within the vicinity of the site, Oldham Road benefits from street lighting and is subject to a mandatory 30mph speed limit. The bus lane is in effect Monday to Friday

Road Safety

- 2.13 The Planning Practice Guidance (PPG) 'Transport evidence bases in plan making and decision taking' document states that, "Critical locations on the road network with poor *accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems*".
- 2.14 In order to identify any critical locations on the network with a poor accident record, Department for Transport (DfT) personal injury accident data has been obtained for the most recently available 5-year period ending 31st December 2023 as shown on **Figure 2.3** below.

Figure 2.3 – Road Safety Record



- 2.15 **Figure 2.3** shows that there have been no accidents recorded along the site frontage, although there are three accidents north of the application site, one where Radium Street forms a junction with George Leigh Street and two where Radium Street forms a junction with the A62 Oldham Road. The accident at the junction of Radium Street and George Leigh Street has a severity rating of 'serious' and the accidents at the junction of Radium Street and Oldham Road have a severity rating of 'slight'.
- 2.16 Having regard to the above analysis and relatively low number of accidents which have occurred over the five-year study period with no specific accident clusters, the existing accident record does not represent a material concern in the context of the proposed development.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposals include an extension of the existing building at no.23 Radium Street, consisting of a glass covered roof terrace, serving as ancillary and breakout space for the flexible commercial uses below.
- 3.2 This is to accommodate users of the existing uses and will not result in any additional trips or car parking demand at the site.
- 3.3 The BARCX general arrangement plan of the development proposals and floor plans are included at [Appendix A](#).

Proposed Access Arrangements

- 3.4 There will continue to be no vehicular access to the site with pedestrian access provided from Radium Street via the western corners of the building.

Servicing

- 3.5 Refuse collection and deliveries are anticipated to continue to take place from Radium Street. Bin stores will be available and can be seen on the site layout plan in [Appendix A](#) within an acceptable carry distance for both the retained commercial uses.

Parking

- 3.6 No car parking is provided at the site. This is considered acceptable in this instance for the following reasons:-
- The extension will not result in an increase of demand for the site but is proposed to be complement the existing uses.
 - The general thrust of National and Local planning policy is to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a car free development which will help to reduce the reliance on the use of the private car and meet policy objectives.

- The site benefits from high levels of accessibility, being within a reasonable walk distance of local facilities, as well as numerous transport links including several bus and rail services as detailed later.

4 ACCESSIBILITY

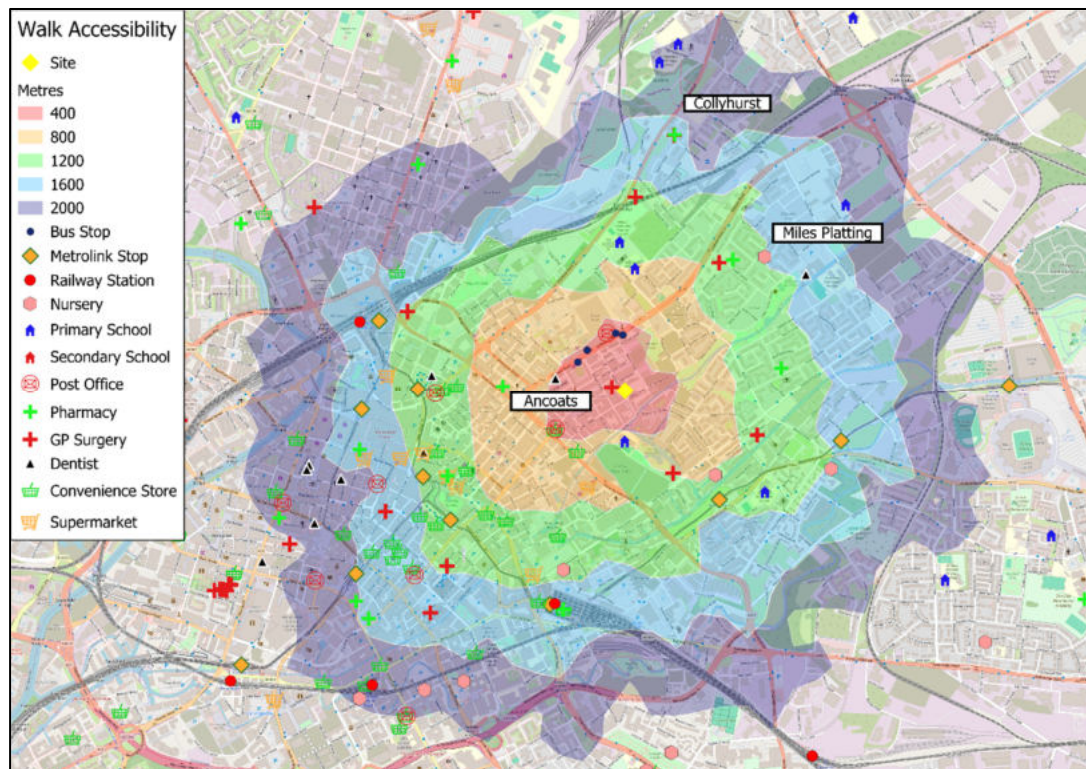
General

- 4.1 This section presents a review of the accessibility of the site by walking, cycling and public transport modes.

Access on foot

- 4.2 Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 500m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone



- 4.4 The site is within an acceptable walk distance of Manchester City Centre, Ancoats, Collyhurst and Miles Platting, as well as an array of local facilities these areas have to offer. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 4.1** below, including transport, retail, education and healthcare.

Table 4.1 - Local Facilities

Facility	Details	Distance from Site
Convenience Store	Co-op Food, Blossom Street	210m
Bus Stop	Thomson Street, Ancoats	350m
Public House	Seven Brother Beerhouse, Blossom Street	350m
Post Office	Great Ancoats Street Post Office	400m
Supermarket	Aldi, Great Ancoats Street	450m
Convenience Store	Tesco Express, A62 Oldham Road	550m
GP Surgery	Urban Village Medical Practice, Old Mill Street	600m
Pharmacy	K's Chemist, Old Mill Street	600m
Leisure	Proper Gym, Spectator Street	900m
Tram Stop	New Islington	950m
Nursery	Winstanley Day Nursery, Winstanley Road	1km
Open Space	Victoria Mill Park, Bourdon Street	1km
Bus Station	Shudehill Bus Station	1.1km
Train Station	Piccadilly Station, Manchester	1.1km
Primary School	Co-op Academy New Islington, Hugh Oldham Way	1.2km
Train Station	Victoria Station, Manchester	1.5km

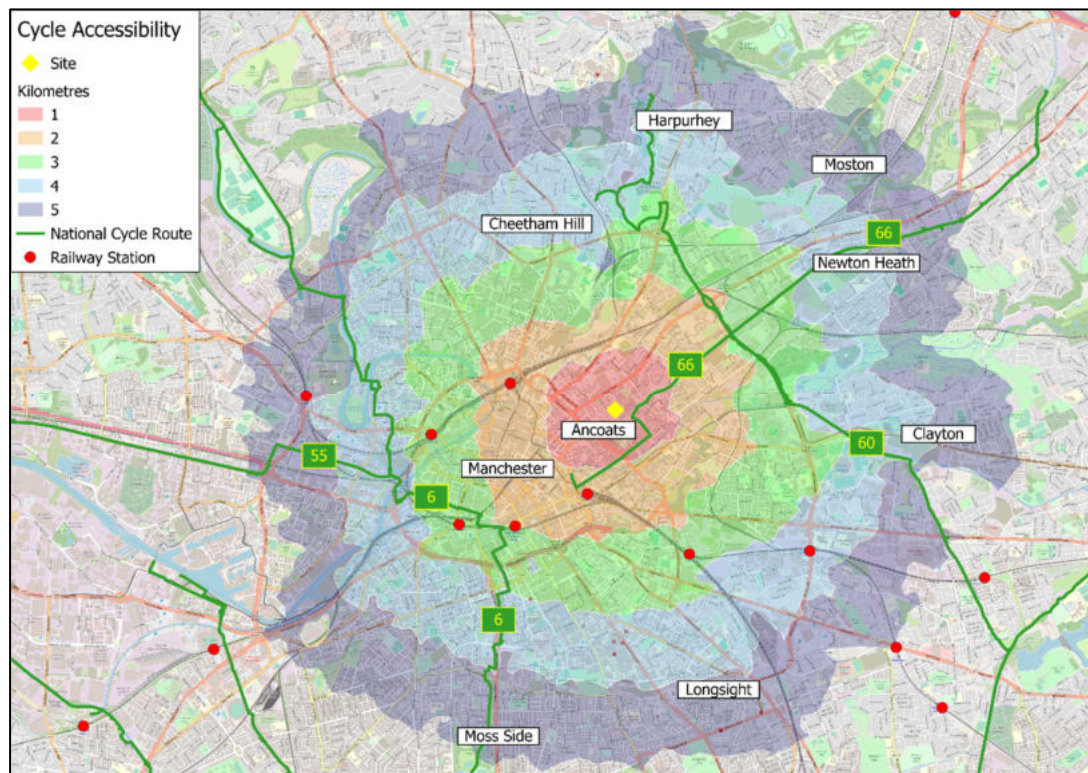
- 4.5 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.
- 4.6 Overall, the site benefits from good levels of accessibility by foot, with Manchester City Centre, Ancoats, Collyhurst and Miles Platting, as well as numerous local facilities only a short walk from the site, allowing walking to be a viable alternative to private car use for employees.

Access by cycle

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

- 4.8 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 – Cycle Accessibility 5km Isochrone



- 4.9 The plan demonstrates that the nearby areas of Manchester, Cheetham Hill, Moston, Clayton, Ancoats, Moss Side and Longsight, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage employees and visitors to travel via bicycle.
- 4.10 **Figure 4.2** also shows the sites proximity to a number of National Cycle Routes (NCR), such as NCR 6, NCR 55, NCR 60 and NCR 66.
- 4.11 NCR 6 is located to the south and west of the application site and locally links Moss Side to Hulme, and Lower Broughton via Manchester City Centre, and connects with NCR 55.
- 4.12 NCR 55 is located to the west of the application site and locally links the site to Seedley and Eccles.
- 4.13 NCR 60 is located to the east, locally linking the application site to Clayton, Reddish, Levenshulme and Fallowfield.

- 4.14 NCR 66 is located to the north east of the application site and connects Ancoats to Newton Heath and Failsworth.
- 4.15 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for employees and visitors.

Access by public transport

Bus

- 4.16 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.17 A summary of bus services that operate within the area are listed in **Table 4.2** below.

Table 4.2 – Bus Service Summary

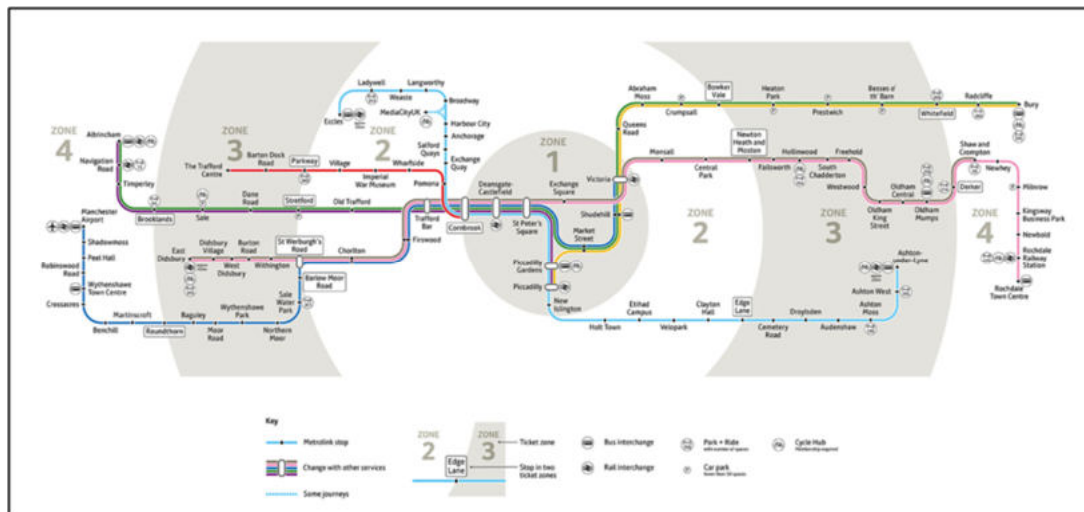
Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
76	Manchester - Oldham	20	20	20	30
76A	Manchester - Oldham	60	60	60	-
76B	Manchester - Hollinwood	30	30	-	-
83	Manchester - Sholver	10	10	15	30
84	Manchester - Uppermill	10	10	15	15
114	Manchester - Alkrington	30	30	60	60
181	Manchester - Rochdale	60	60	60	60
182	Manchester - Rochdale	60	60	60	60

- 4.18 The closest bus stop to the application site is located on the A62 Oldham Road, approximately 350m walking distance to the east of the application site which is well within an acceptable walk distance. This stop is served by bus services 74,76, 76A, 83, 84, 114, 181 and 182.
- 4.19 Having regard to the above, employees of the site will have access to bus services stopping within an acceptable walk distance from the site which provides access to key destinations at a good frequency.

Metrolink

- 4.20 In terms of Metrolink services, Shudehill Metrolink stop is located 1.1km west of the application site, which is well within an acceptable walking (16 minute) and cycling (6 minute) distance. Shudehill Metrolink Stop is part of the Greater Manchester Tram Network, located on the green, yellow and dark blue lines, located within Zone 1, as shown in **Figure 4.3** below. This tram stop provides services every 12 minutes Monday-Saturday, between 06:00-00:00, and on Sundays between 07:00-00:00 to destinations including Ashton-Under-Lyne, Manchester City Centre, Media City and Eccles etc. Connecting routes can be made to Bury, The Trafford Centre, Rochdale Town Centre, Oldham, East Didsbury, Altrincham and Manchester Airport, amongst others.

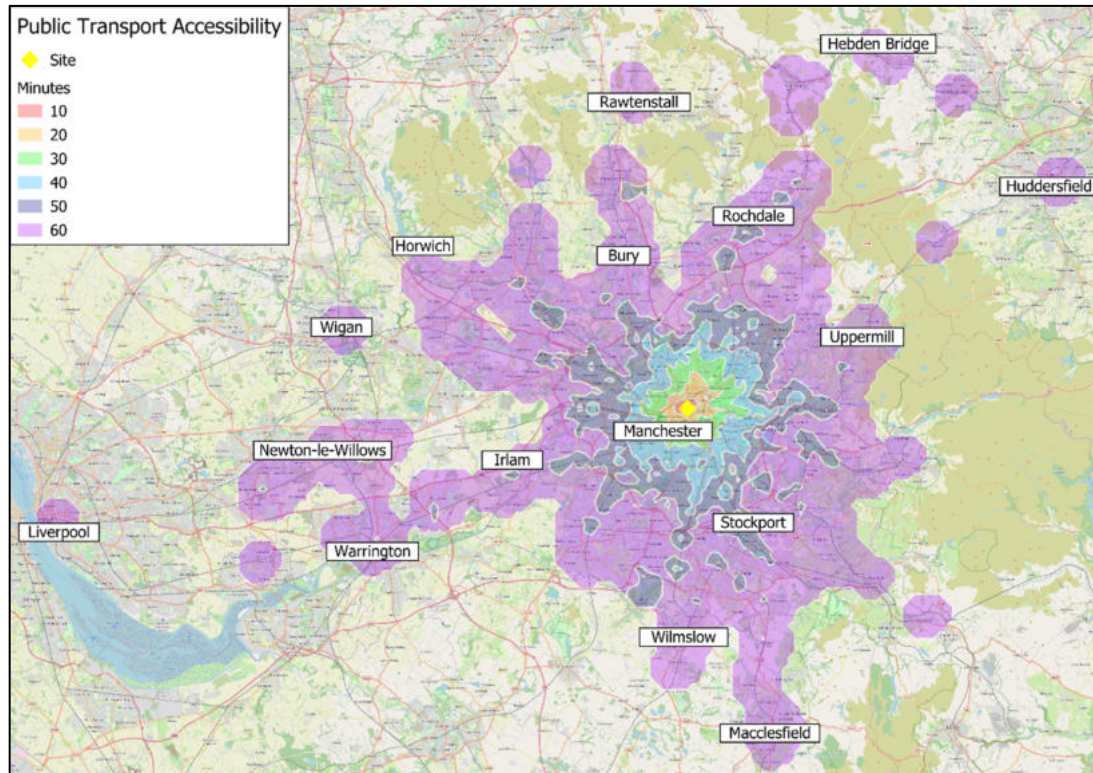
Figure 4.3 – Greater Manchester Tram Network Map



National rail

- 4.21 In terms of rail services, Manchester Piccadilly station is located approximately 1.1km south of the application site and is therefore within an acceptable walking (17 minute) and cycling (4 minute) distance. Manchester Piccadilly is managed by Network Rail and offers regular direct services throughout the week to London Euston, Hazel Grove, Sheffield, Brimingham New Street, Blackpool North, Liverpool and Norwich, as well as other destinations. Services to these areas run every 30 minutes to every hour.
- 4.22 In addition to this Manchester Victoria is located 1.5km to the north-west of the application site and is within an acceptable walking (19 minutes) and cycling (6 minutes) distance. Manchester Victoria is managed by Northern and offers regular direct services throughout the week to Liverpool, Hull, Leeds, York, Rochdale, Clitheroe, Wigan, Chester and Newcastle, as well as other destinations. Services from Manchester Victoria run approximately every 30 to 60 minutes.
- 4.23 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 4.4 – Public Transport Accessibility



- 4.24 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Hebden Bridge, Huddersfield, Wigan, Liverpool, Warrington, Macclesfield and Stockport, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 4.25 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a high standard and there are bus and train services within close proximity providing access to a range of local destinations.
- 4.26 These findings demonstrate that employees and visitors will not be reliant on the private car.

5 SUMMARY AND CONCLUSIONS

- 5.1 SCP have been instructed by Shimla Enterprises Limited to provide transport consultancy services in connection with a proposed extension to the existing building at 23 Radium Street, Ancoats, Manchester.
- 5.2 The site falls within the mixed use Poland Street Zone under the Ancoats and New Islington Neighbourhood Development Framework.
- 5.3 The existing building at the site property 23no. Radium Street is a former factory which currently has a flexible commercial use..
- 5.4 The proposals include an extension of the existing building at no.23 Radium Street consisting of a covered roof terrace, serving as ancillary and breakout space for the flexible commercial uses below
- 5.5 This is to accommodate users of the existing uses and will not result in any additional trips or car parking demand at the site.
- 5.6 There will continue to be no vehicular access to the site with pedestrian access provided from Radium Street via the western corners of the building.
- 5.7 Refuse collection and deliveries are anticipated to continue to take place from Radium Street, with bin stores within close proximity to the highway.
- 5.8 The site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a high standard and there are bus and train services within close proximity providing access to a range of local destinations.
- 5.9 It is therefore concluded that the application proposals are acceptable with regard to transport.

S|C|P

APPENDIX A

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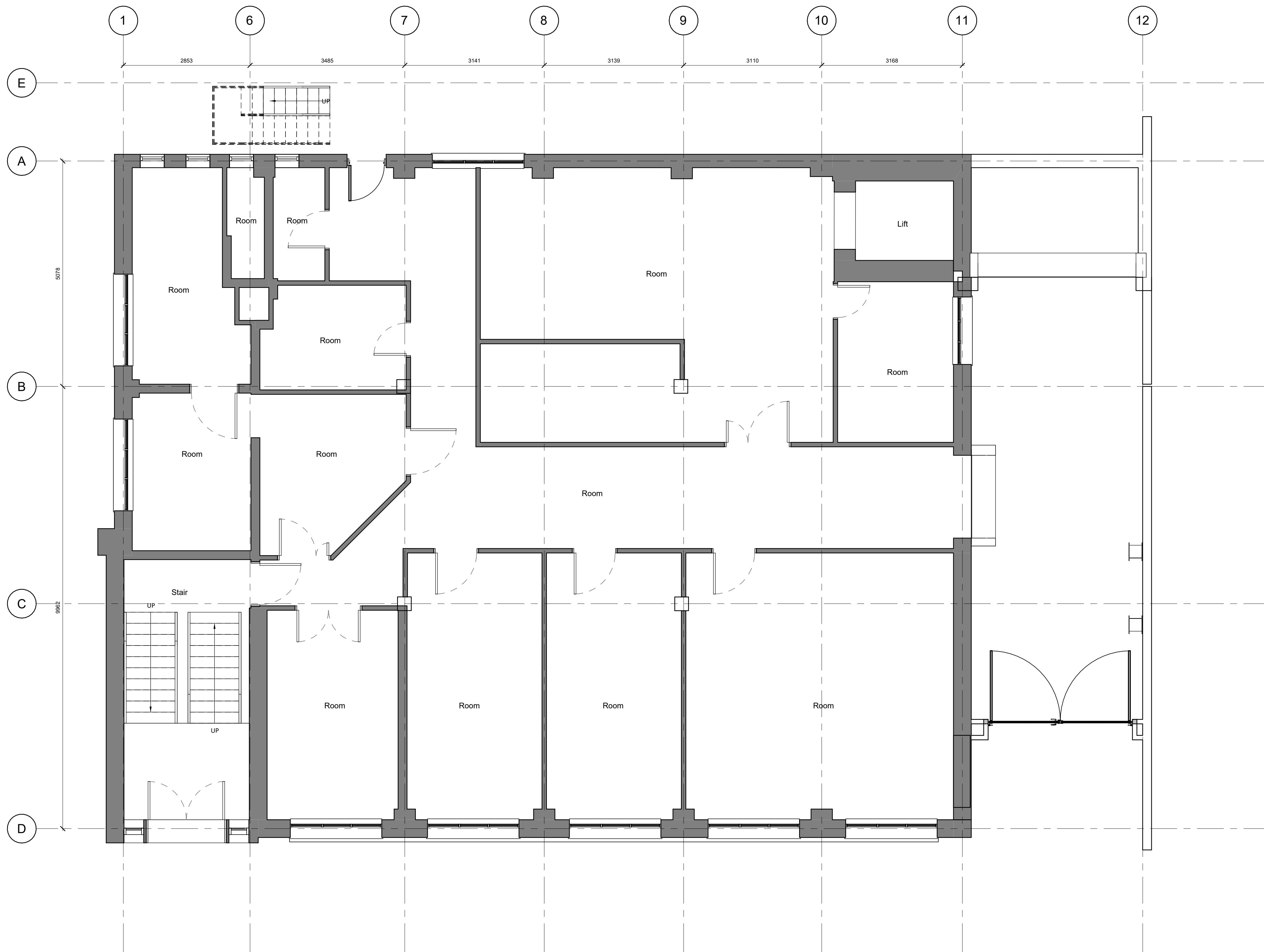
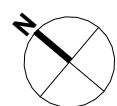
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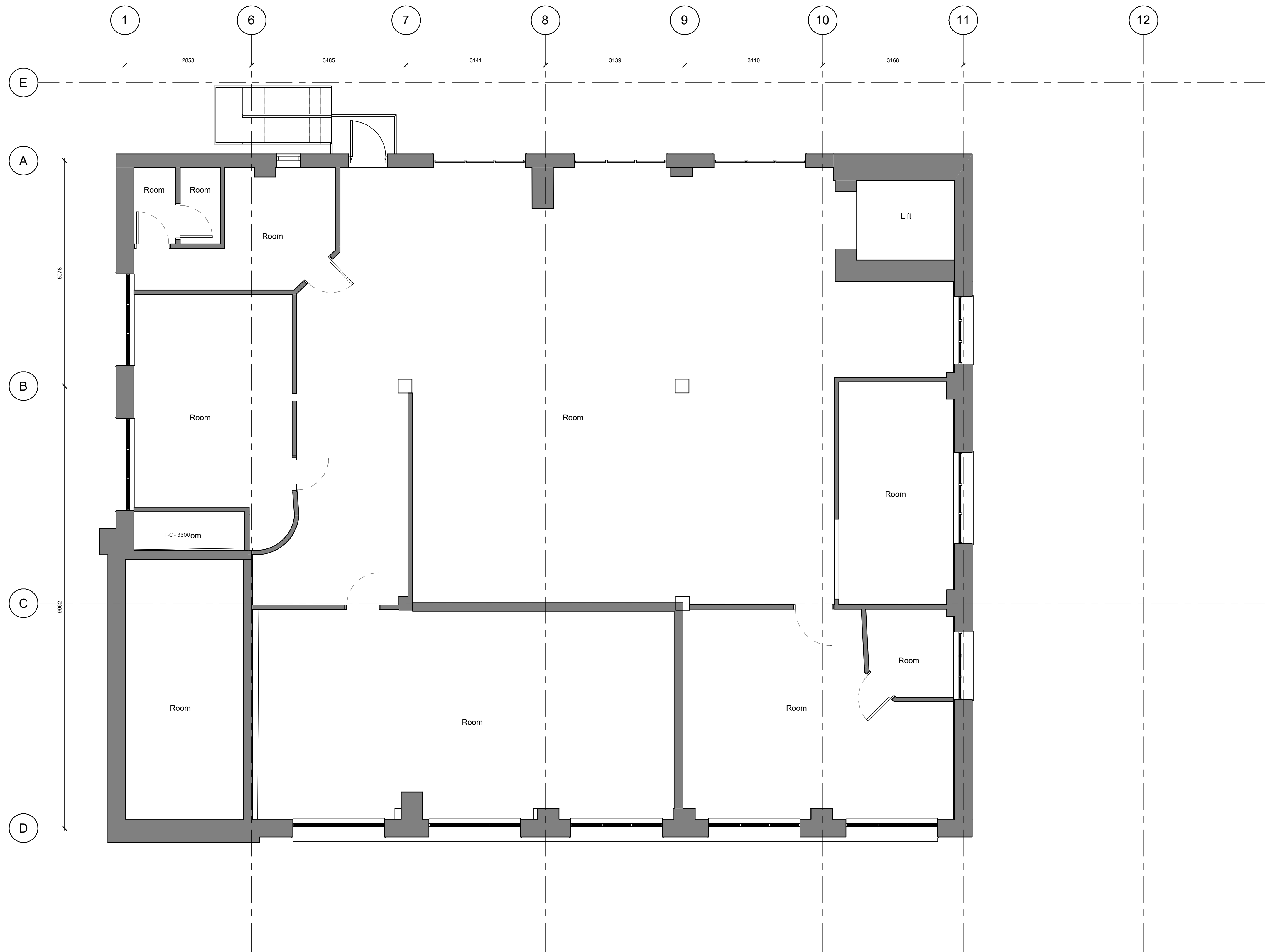
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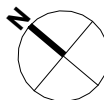




Existing Level 01

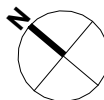


Existing Level 02
1 : 50





Existing RF Plan
1 : 50







Existing North Elevation
1 : 50



Existing West Elevation
1 : 50





Proposed Level 00 Plan
1 : 50

revision	date	drawn	description
P1	01.05.24	KH	Updated as per LA's Comments

BARCX

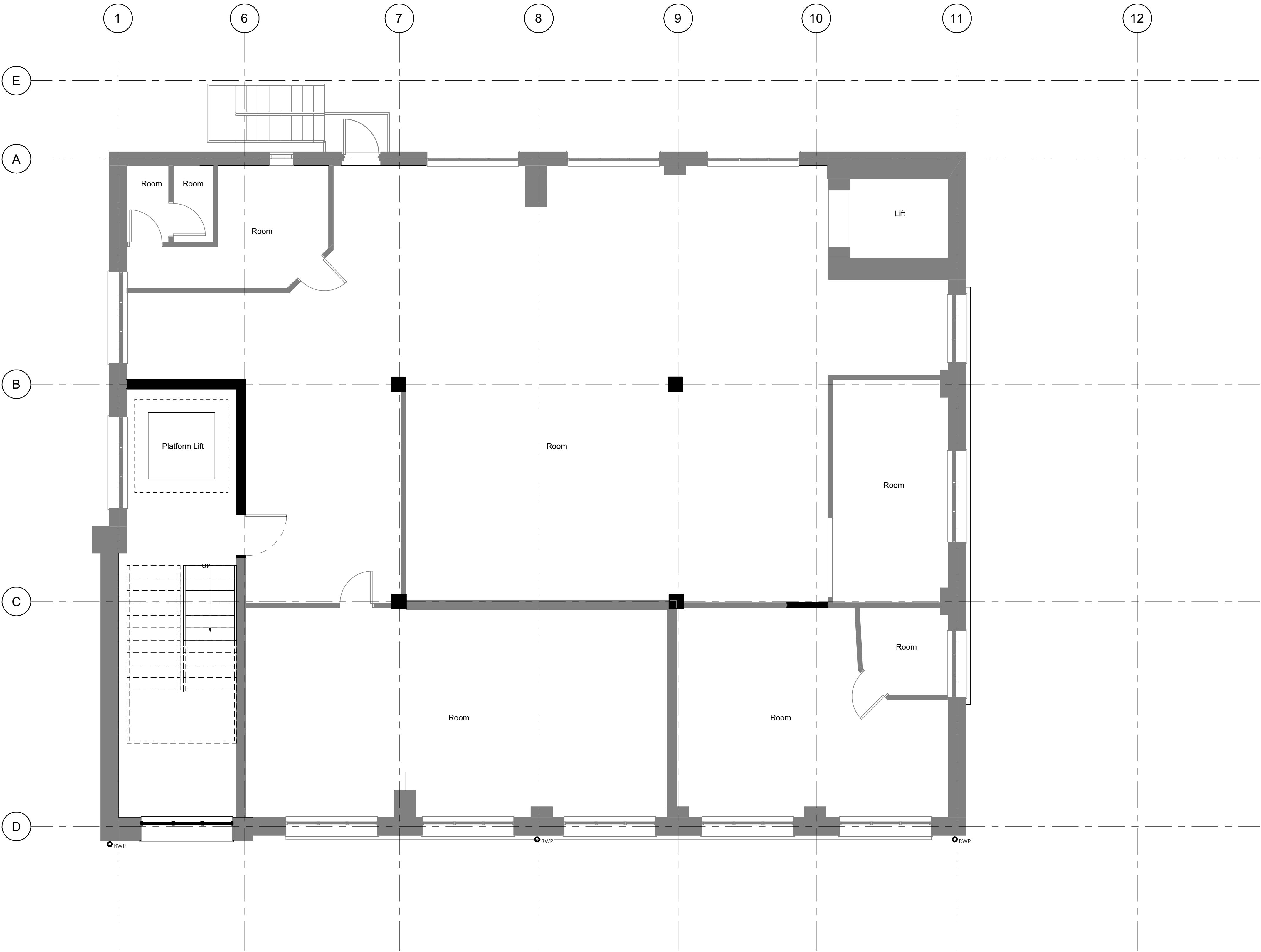
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Proposed GA Level 00
OR
23 Radium St

number	revision
B-0257-1105-Proposed GA Level 00 P1	
1:50 @ A1 scale	B-0257 job reference
	KH drawn



Proposed Level 02 Plan
1 : 50

revision	date	drawn	description
P1	01.05.24	KH	Updated as per LA's Comments

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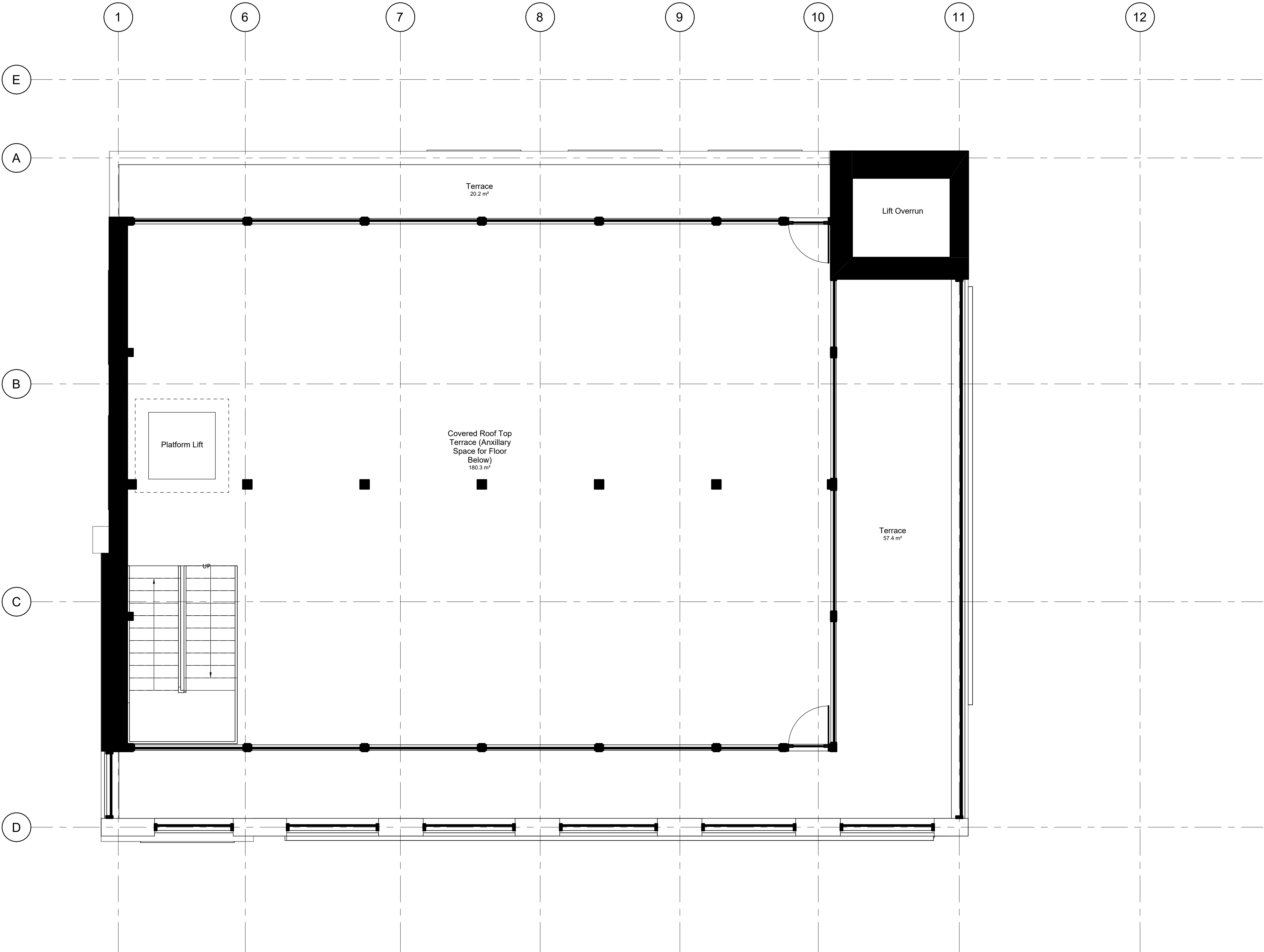
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Proposed GA Level 02

OR
23 Radium St

number	revision
B-0257-1107-Proposed GA Level 02 P1	
1:50 @ A1	KH
scale	drawn
B-0257	job reference



Red Line Boundary
Existing Footprint

Proposed Level 03 Plan
1 : 50

revision	date	drawn	description
P1	01.05.24	KH	Updated as per LA's Comments

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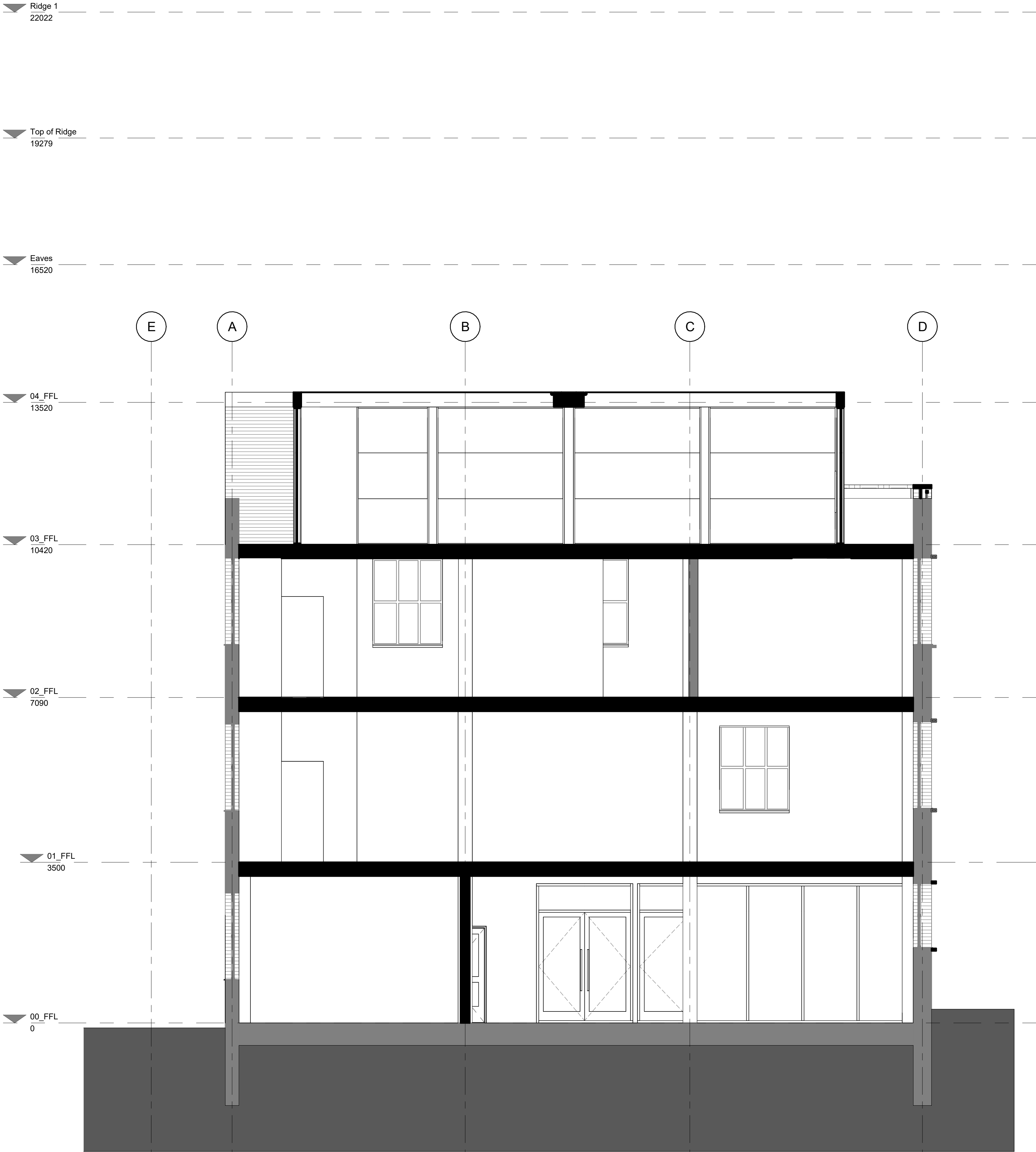
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Proposed GA Level 03

OR
23 Radium St

number	revision
B-0257-1108-Proposed GA Level 03 P1	
1:50 @ A1	KH
scale	drawn
B-0257	job reference



Section 5
1 : 50

revision date drawn description

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BARCX

0m 1m 2m 3m 4m 5m

Proposed Section A-A

OR
23 Radium St

B-0257-1202-Proposed Section A-A

number	B-0257	revision
scale	1:50 @ A1	drawn
job reference		KH



Key

- 01 Brick as and to match as existing
- 02 Anthrocite Grey Window and Door Frames
- 03 Guillotine Floor-to-Ceiling Frameless Glazing – Toughened and laminated Low-E glass with automated vertical sliding panels
- 04 Steel Structural Frame - Powder-coated steel structural frame, colour to be confirmed
- 05 Frameless glass railing

Existing windows to be relaced with Anthrocite Grey Windows. Appearance and structural opening as existing

revision	date	drawn	description
P1	01.05.24	KH	Updated as per LA's Comments

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BARCX



Proposed North Elevation

OR
23 Radium St

B-0257-1305-Proposed North
Elevation

1:50 @ A1
scale

B-0257
job reference

P1
revision

KH
drawn



Key

- 01 Brick as and to match as existing
- 02 Anthrocite Grey Window and Door Frames
- 03 Guillotine Floor-to-Ceiling Frameless Glazing - Toughened and laminated Low-E glass with automated vertical sliding panels
- 04 Steel Structural Frame - Powder-coated steel structural frame, colour to be confirmed
- 05 Frameless glass railing

Existing windows to be relaced with Anthrocite Grey Windows. Appearance and structural opening as existing

SOUTH_Elevation
1 : 50

revision	date	drawn	description
P1	01.05.24	KH	Updated as per LA's Comments

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BARCX



Proposed South Elevation

OR
23 Radium St

B-0257-1306-Proposed South
Elevation

1:50 @ A1
scale

B-0257
job reference

P1
revision

KH
drawn



Key

- 01 Brick as and to match as existing
- 02 Anthrocite Grey Window and Door Frames
- 03 Guillotine Floor-to-Ceiling Frameless Glazing – Toughened and laminated Low-E glass with automated vertical sliding panels
- 04 Steel Structural Frame - Powder-coated steel structural frame, colour to be confirmed
- 05 Frameless glass railing

Existing windows to be relaced with Anthrocite Grey Windows. Appearance and structural opening as existing

revision	date	drawn	description
P1	01.05.24	KH	Updated as per LA's Comments

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Proposed West Elevation

OR
23 Radium St

B-0257-1307-Proposed West Elevation

number revision

1:50 @ A1
scale

B-0257
job reference

KH
drawn

Key

- | | |
|----|--|
| 01 | Brick as and to match as existing |
| 02 | Anthracite Grey Window and Door Frames |
| 03 | Guillotine Floor-to-Ceiling Frameless
Glazing – Toughened and laminated Low-E
glass with automated vertical sliding panels |
| 04 | Steel Structural Frame - Powder-coated steel
structural frame, colour to be confirmed |
| 05 | Frameless glass railing |

Existing windows to be replaced with Anthrocite Grey Windows. Appearance and structural opening as existing



EAST_Elevation
1 : 50

revision	date	drawn	description
P1	01.05.24	KH	Updated as per LA's Comments

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Drawing to be read in conjunction with specification.

Proposed East Elevation

OR
23 Radium St

B-0257-1308-Proposed East ElevationR1

number

1:50 @ A1
scale

B-0257
job references

KH
drawn

BARCX

