S|C|P

Transportation Planning : Infrastructure Design

Transport Assessment

Proposed Office Development

New Victoria Office, Manchester

Toriview Ltd

May 2023

Doc Ref: CT/220055/TA/01

Prepared by:	Craig Thomson

Checked by:	Peter Todd

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
00	22/04/22	Draft	CT	PT
01	27/05/22	Issue	CT	PT
02	04/05/23	Issue	AM	PT

Colwyn Chambers
19 YorkStreet
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www.scptransport.co.uk

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0 INTRODUCTION 2
2.0 EXISTING CONDITIONS 5
3.0 PROPOSED DEVELOPMENT 10
4.0 WASTE MANAGEMENT PLAN 14
5.0 PLANNING POLICY CONTEXT 16
6.0 ACCESSIBILITY 22
7.0 TRIP GENERATION 27
8.0 SUMMARY AND CONCLUSIONS 30

APPENDICES

A SECTION 238 WORKS GENERAL ARRANGEMENT
B PROPOSED SITE LAYOUT
C PROPOSED SECTION 278 AMENDMENTS – DRAWING NUMBER SCP/220055/D02 Rev A

1.0 INTRODUCTION

Overview

1.1 SCP have been appointed by Toriview Ltd to provide transport planning and engineering advice in support of a full planning application for the erection of a 12 storey office building (inc. (Ground + Mezzanine) + 11 storeys, basement and roof terrace and plant), comprising up to 21,267sq. m. (GEA) of office accommodation, a ground floor retail unit, roof terraces, plant, cycle parking, hard and soft landscaping, access and servicing and other associated works. on land at New Victoria, Manchester.

1.2 This Transport Assessment (TA) has been prepared to support the planning application and has been developed in accordance with the now archived Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Practice Guidance (NPPG).

Planning Background

1.3 A planning application (Application Reference: 111777/FO/2016/C1) for a mixed use development, comprising residential and office development as well as ground floor commercial space on the New Victoria site, was submitted to Manchester City Council (MCC) and validated on 6th June 2016. Details of the full proposal is provided below:

> *"Erection of two residential buildings of a maximum 21 and 26 storeys to accommodate 520 apartments (178 x 1 bed, 286 x 2 bed and 56 x 3 bed apartments) (Use Class C3). Erection of one office building of maximum eight storeys comprising up to 11,647 sq. m (GIA) of office accommodation. Ground floor commercial space (Use Class A1, A2, A3 and B1), lower ground level car parking, access and servicing arrangements, alterations to Corporation Street, new public realm and other associated works".*

1.4 MCC and Transport for Greater Manchester (TfGM) provided consultation responses on the application which was granted planning permission on 29th September 2016 following the submission of a TA Addendum. In order to accommodate the development, a package of improvements will be provided as part of a Section 278 agreement including reducing the width of Corporation Street to two lanes in either direction at the junction with the A665, providing wider footways, improved crossing facilities, cycle lane/advanced cycle stop lines, bus stops and Traffic Regulation Orders (TROs) etc.

1.5 The General Arrangement plan of the Section 278 works, which is understood to be agreed with MCC and TfGM, is presented in **Appendix A** and shows the works extending past the proposed development site.

1.6 Construction of the approved residential element of the site is underway and the office element of the development is understood to benefit from extant planning permission, however, this application is for a revised office development and there will be a requirement for the aforementioned Section 278 agreement to be amended, as detailed later.

1.7 A planning application (Application Reference: 134092/FO/2022) for the erection of a 10 storey office building (Use Class E) with a floor area of 18,101 sq. m. (GEA) plus basement, a ground floor commercial unit (Use Class E), with associated external amenity in the form of roof terraces, plant, substation, cycle parking, hard and soft landscaping, access and servicing and other associated works, was submitted to Manchester City Council (MCC) and validated on 20th June 2022. This was approved on the 20th of October 2022.

1.8 This TA provides an assessment of the traffic and transport implications associated with the development proposals to inform MCC, as the local highway authority, regarding the nature and magnitude of their impact. In summary, it demonstrates that a safe and suitable scheme can be delivered on the application site and that the proposed development of this site can be readily accessed on foot, by bicycle and by local public transport services.

Structure of This Report

1.9 The structure of this report is as follows:-

- Chapter 2 - describes in detail the site location, local highway network and road safety record;
- Chapter 3 – defines the development proposals including the proposed access, servicing and car parking arrangements;
- Chapter 4 – provides details on the waste management strategy for the proposed office development;
- Chapter 5 – summarises the national, regional and local transport policies and describes how the proposed development accords with these;
- Chapter 6 – considers the location of the site with regard to the existing local sustainable transport infrastructure;

- Chapter 7 – presents a summary of the impact of the development on the local highway network; and,

- Chapter 8 – provides a summary and conclusion to this TA derived from the analysis presented in the above chapters.

2.0 EXISTING CONDITIONS

General

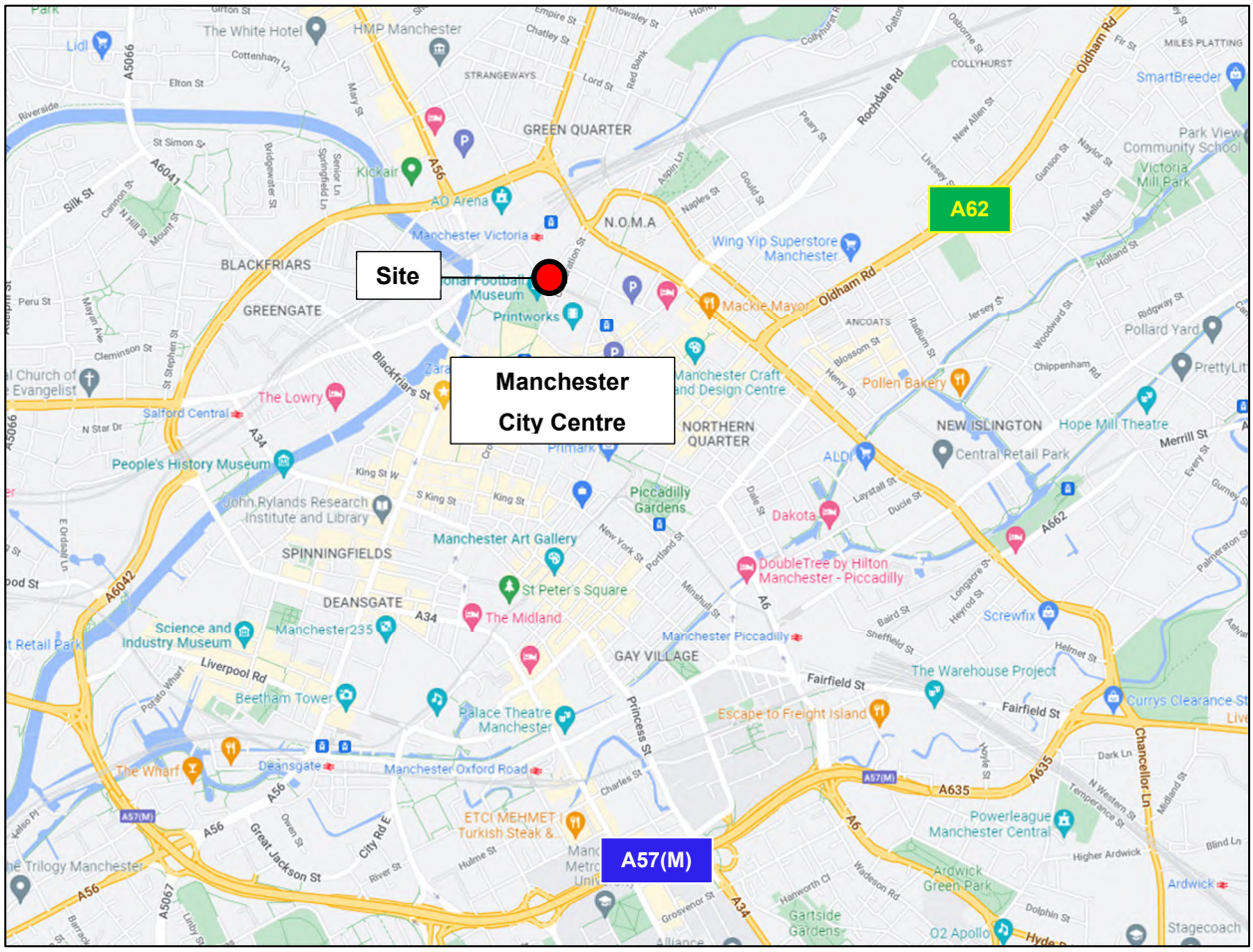
2.1 This chapter provides a detailed description of the location of the site, local highway network and road safety record.

Site Location

2.2 The application site is located on land to the west of Corporation Street, within Manchester city centre and is adjacent to Manchester Victoria Station. Part of Hanover Street and Long Millgate routed through the site boundary, however, the sections within the site have been stopped up under Section 247 of the Town and Country Planning Act 1980 as part of the aforementioned approved development.

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 site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location – Local Highway Network

2.5 The application site is accessed via the former Hanover Street stub that has been stopped up and is currently being used as a construction site access for the New Victoria residential development.

Local Highway Network

Corporation Street

2.6 Corporation Street fronts the eastern site boundary and provides a vehicular connection between the A664 / A665 / Corporation Street junction, to the north, and Withy Grove to the south. The Metrolink tramway fronts the western site boundary and crosses Corporation Street immediately to the south of the site. The Metrolink trams will also route on-street along Corporation Street with other vehicles between Balloon Street and Withy Grove, continuing south without vehicular traffic for the remaining length of Corporation Street.

2.7 In the vicinity of the site, Corporation Street currently comprises one lane in each direction, is subject to a 20-mph speed limit and benefits from TROs in the form of 'no waiting at anytime' restrictions on both sides of the road.

2.8 Corporation Street benefits from regularly spaced street lighting columns and wide footways are provided on both sides of the road south of Hanover Street. There is also a signal-controlled pedestrian crossing with dropped kerbs and tactile paving located immediately south-east of the site to assist pedestrians across Corporation Street. To the north of Hanover Street, Corporation Street benefits from a wide footway on the eastern side of the road and signal-controlled pedestrian crossings on the southern, eastern and western arms of the A664 / A665 / Corporation Street junction, although a footway is temporarily unavailable on the western side of the road to allow for the construction of the New Victoria residential development.

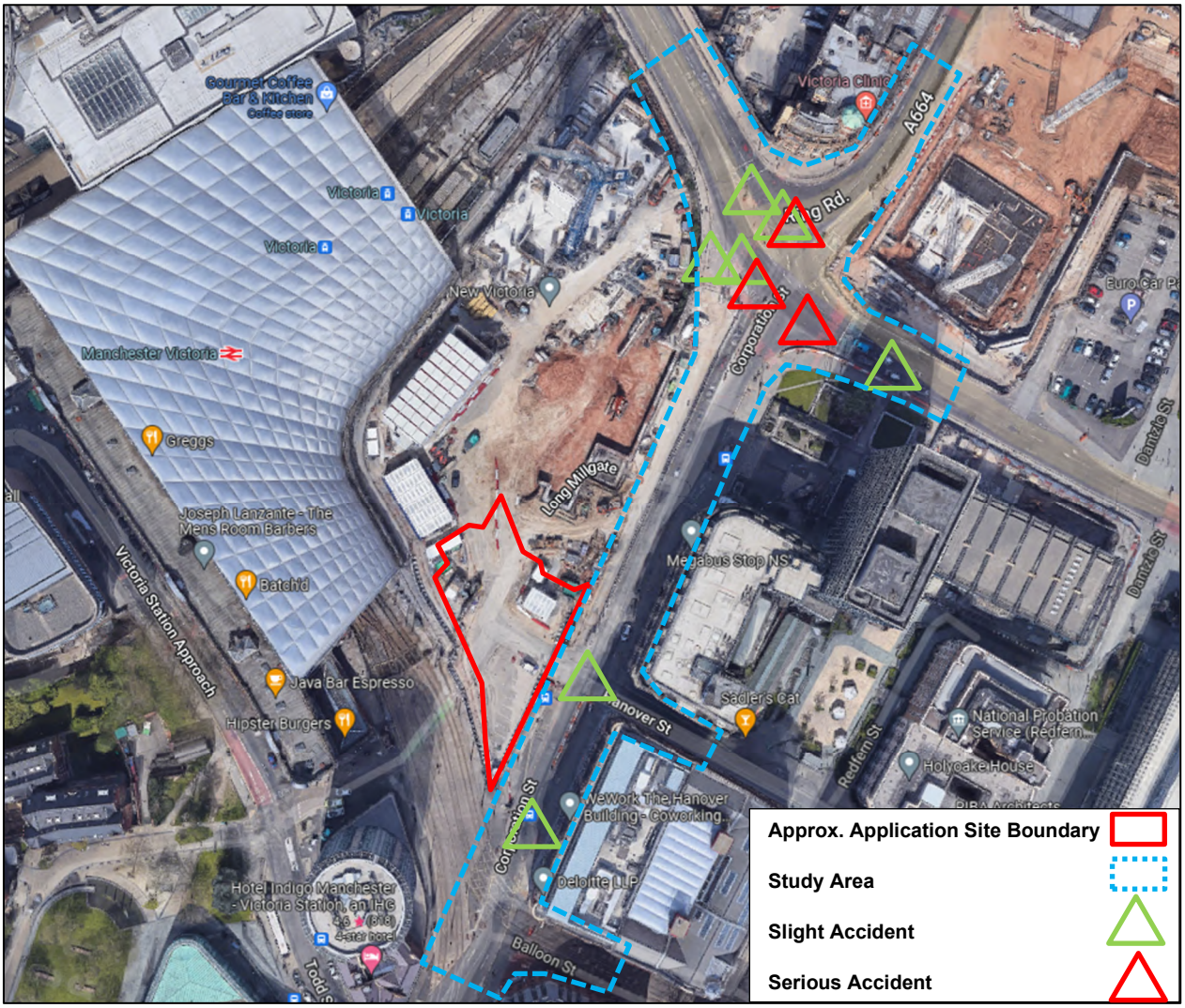
2.9 As detailed earlier, a package of improvements will be provided as part of a Section 278 agreement for the New Victoria residential development including reducing the width of Corporation Street to two lanes in either direction at the junction with the A665, providing wider footways, improved crossing facilities, cycle lane/advanced cycle stop lines, bus stops and Traffic Regulation Orders (TROs) etc.

Road Safety Record

2.10 The NPPG '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*".

2.11 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the online resource CrashMap for the most recent 5-year period. The location and severity of any accidents within the study area during this period are shown in **Figure 2.3**.

Figure 2.3 – Road Safety Record



2.12 The analysis demonstrates that there has been a total of ten accidents recorded in the study area during the 5-year study period, of which, three resulted in 'serious' severity injuries and seven resulted in 'slight' severity injuries.

2.13 Of the recorded accidents, one 'slight' accident took place immediately south-east of the site and one 'slight' accident occurred at the Corporation Street / Hanover Street junction, with the remaining accidents recorded at the A664 / A665 / Corporation Street junction. Of the recorded accidents at this junction, three took place in 2017, two in 2018, two in 2019, one in 2020 and none were recorded in 2021, with the three 'serious' severity accidents taking place in 2017 and 2018. Eight accidents over a 5-year period (average of 1.6 accidents per year) is not considered to be an unusual frequency for this type of junction, particularly given that the accidents took place sporadically with no specific accident cluster spots. Therefore, the existing accident record at this junction does not represent a material concern in the context of the development.

2.14 The evidence presented above suggests the existing accident record on the roads immediately surrounding the site does not represent a material concern in the context of the development.

3.0 PROPOSED DEVELOPMENT

General

3.1 The development proposals consist of the erection of 12 storey office building (inc. (Ground + Mezzanine) + 11 storeys, basement and roof terrace and plant), comprising up to 21,267sq. m. (GEA) of office accommodation, a ground floor retail unit, roof terraces, plant, cycle parking, hard and soft landscaping, access and servicing and other associated works on land at New Victoria, Manchester.

3.2 The proposed site layout plan is contained in **Appendix B.**

Proposed Access Arrangements

3.3 Vehicular access to the development will be provided via the 7.5m wide simple priority-controlled access junction off Corporation Street, approved as part of the New Victoria residential development, which has been designed to accommodate the movements of a large refuse vehicle.

3.4 As shown on the site layout plan, presented in **Appendix B**, pedestrian access to the site will be provided off Corporation Street at the southern corner of the building with pedestrian access to the ancillary commercial units also provided off Corporation Street.

3.5 As detailed earlier, a package of improvements will be provided as part of a Section 278 agreement for the New Victoria residential development including reducing the width of Corporation Street to two lanes in either direction at the junction with the A665, providing wider footways, improved crossing facilities, cycle lane/advanced cycle stop lines, bus stops and Traffic Regulation Orders (TROs) etc. The General Arrangement plan of the Section 278 works, presented in **Appendix A**, is understood to be agreed with MCC and TfGM and shows the works extending past the proposed development site and therefore, there will be a requirement for the Section 278 agreement to be amended.

3.6 The proposed Section 278 amendments are shown on drawing number SCP-220667-S278-0000-001, presented in **Appendix C**, with a summary of the key amendments provided below:

- All works north of Hanover Street are to remain unchanged and provided by the New Victoria residential development Section 278 agreement.
- The existing access to the site which is currently being used as a construction site access for the New Victoria residential development will be stopped up with the footway reinstated and TROs extended past the access.

- The existing bus stop outside the site is to be relocated further north and converted into a double bus stop with double shelters provided.
- The public realm area on the western side of Corporation Street, between Hanover Street and the Metrolink tramway, will be increased and resurfaced in accordance with the materials approved on the New Victoria residential development.

Servicing

3.7 A dedicated refuse store is provided on the basement level and refuse collection will take place from the access road on the opposite side to the loading bay, with further details on refuse collection provided in the Waste Management Plan in Chapter 4.

3.8 It should be noted that the refuse vehicle will be able to enter the site, turn within the car park and exit the site in a forward gear as per the tracking arrangement for the approved New Victoria residential development.

Parking

3.9 The development is proposed to be car-free which is considered acceptable in this instance for the following reasons:

3.10 As detailed in Chapter 6, the site benefits from high levels of accessibility by sustainable modes, being within easy access of Manchester city centre and associated facilities, amenities and numerous transport links including bus services, tram stops and railway stations. Furthermore, the nearby residential areas of Collyhurst, New Islington, Cheetwood, Cheetham Hill, Ancoats and Manchester city centre provide a large catchment for prospective staff members and the surrounding retail areas in the city centre, including the Arndale Shopping Centre which is located less than 300m south of the site, provide a number of nearby facilities which staff can access on foot during their lunchbreaks or before/after work, including various convenience stores, takeaways and cafes etc.

3.11 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, will help to reduce the reliance on the use of the private car and meet these policy objectives by encouraging staff to travel via sustainable modes.

3.12 Furthermore, policies to encourage travel by sustainable modes are developed further within the Travel Plan for the development that accompanies this application.

3.13 It should also be noted that a large secure cycle parking store is proposed on the ground floor with capacity for over 84 spaces which is in excess of the Council's cycle parking standards and will encourage prospective staff members to travel via bicycle. In addition, 6 short stay/visitor cycle parking spaces are also proposed.

3.14 As is typical of most offices in city centre locations, staff generally live within an acceptable commute distance to their place of work and therefore, travel via sustainable modes of transport. Notwithstanding this, as part of the Travel Plan, a welcome pack will be provided to all new staff members to promote sustainable travel and minimise car use / parking demand, which can be delt wit via a suitable worded planning condition.

3.15 There are numerous employment uses within Manchester city centre which have limited or no dedicated parking and the principle of reduced levels of parking/car-free sites within this highly accessible location of Manchester is well established.

3.16 Having regard to the above, the majority of staff are anticipated to travel to the site via sustainable modes of transport, particularly given the lack of any dedicated parking will help dictate how people travel and sustainable modes of travel will be promoted through a welcome pack issued to each prospective staff member.

3.17 Notwithstanding the above, should some staff wish to travel via car, there are multiple off-site car parking locations in the surrounding area within an acceptable walk distance of the site including Manchester Printworks multi-storey car park and the Arndale multi-storey car park, amongst others. Taking the Arndale car park for example, which is located less than 400m from the site, prospective staff members can purchase day tickets for as little as £5.50, if purchased between 06:00 and 09:00, or 3-month, 6-month or 12-month season tickets for £296.25, £592.50 and £1,185 respectively.

3.18 It should also be noted that the local highway network is well protected by existing Traffic Regulation Orders (TROs). Therefore, it is clear that the key junctions and critical sections of highway in the vicinity of the site are protected by waiting restrictions, which helps to ensure that parking does not result in any road safety or operational issues.

4.0 WASTE MANAGEMENT PLAN

Introduction

4.1 This chapter provides details on the waste management strategy for the proposed office development.

Refuse Store Location and Vehicular Access

4.2 As detailed in the earlier Chapter, a dedicated refuse store is provided on the basement level and refuse collection for the office development will take place from the access road on the opposite side to the loading bay. Access to the turning area within the car park for refuse vehicles will be provided via the 7.5m wide simple priority-controlled access junction off Corporation Street, approved as part of the New Victoria residential development, which has been designed to accommodate the movements of a large refuse vehicle.

4.3 The ancillary ground floor commercial use will have its own individual refuse store with convenient access to Corporation Street.

Servicing Arrangement

4.4 Deliveries to / servicing of the building will take place via the loading bay to the north of the proposed scheme. The goods entrance is located adjacent to the loading bay and connects directly to the basement level.

4.5 Office refuse will be stored at basement level and transported via the goods lift to a collection point next to the loading bay. Servicing vehicles associated with the proposed office use will route via the site access to the car park, turn within the car park and exit the site in a forward gear as per the tracking arrangement for the approved New Victoria residential development.

4.6 The office will have a management team, which will be responsible for managing the waste and recycling strategy on-site. The proposed strategy has been designed on the volume of waste calculated and on the basis of the amount of weekly collection days.

Servicing Strategy

4.7 An appropriate number of bins based on the amount of weekly collection days and the waste forecasts for the office space, derived from B25906:2005 (Waste Management in Buildings - Code of Practice) and surveys of similar sized developments, will be agreed with MCC and stored in the refuse store.

4.8 This bases weekly waste generation on an estimation of 1 occupant per 10m² NIA and 50 litres of waste generated per occupant. Applying this to the total proposed office floor space equates to the calculation of weekly waste described in the below table.

	General Refuse	Organic	Paper/Card	Co-Mingled (Plastic/Metal)	Glass
Waste Volumes per day (litres)	30% 2735	5% 455	50% 4559	13% 1185	2% 182
1,100 litre Eurobin	x3		x5	x2	
240 Litre bin		x2			x1

4.9 It is expected that each waste stream generated by the office use will be collected via a private collection regime 5 times per week.

4.10 A management company will be on hand to coordinate the refuse collection. Separate bins for waste and recycling will be provided and the building management staff will monitor waste segregation.

4.11 Building management staff will also frequently check bin capacity and, if required, rotate bins within the refuse store to ensure convenient access to emptier bins.

4.12 A dedicated storage area will be provided next to the loading bay to the north of the building and the waste will be transported via the goods lift by building management on bin collection days.

5.0 PLANNING POLICY CONTEXT

Introduction

5.1 This chapter provides a summary of relevant national, regional and local transport policies and provides a brief analysis of how the proposed development will contribute towards their aims and objectives.

National Planning Policy Framework (NPPF)

5.2 NPPF was revised in July 2021 by the Ministry of Housing, Communities and Local Government. The overall theme of the document is 'achieving sustainable development' which applies to all aspects of planning, including transport. In particular:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

5.3 In reference to supporting documentation with planning applications:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

5.4 In reference to the planning of developments paragraphs 110 - 112:

5.5 In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

5.6 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.7 Within this context, applications for development should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

5.8 Planning policies should:

- support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities
- be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned
- identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development
- provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- provide for any large scale transport facilities that need to be located in the area[42], and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

- recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

Local Policy – Greater Manchester Transport Strategy 2040

5.9 In February 2017, Transport for Greater Manchester (TfGM) published the Greater Manchester Transport Strategy 2040 which sets out the vision for Greater Manchester and provides a plan to "*establish a fully integrated, high capacity transport system across Greater Manchester*".

5.10 The Transport Strategy has identified the following key challenges to help protect the environment:

- "*Increasing the use of sustainable transport to reduce the negative impacts of car use. Many people do not currently see sustainable modes as realistic alternatives and we must continue to work hard to improve the quality of our walking, cycling and public transport networks and to provide people with the facilities and training to make them natural, easy choices. The design of new development needs to make it easier for people to use sustainable modes.*
- *Reducing transport emissions is a particular challenge, given that economic and population growth will increase the demand for travel, hence more radical measures will be needed to enable Greater Manchester to meet challenging standards and targets, in terms of air quality and in response to the challenge of climate change.*
- *Making the best use of existing infrastructure will help to reduce environmental impacts. Locating new development where there is good access to public transport and services will reduce car travel and therefore emissions. Road and rail networks must also be used as efficiently as possible and be well maintained."*

5.11 As such, "*TfGM will continue to work with planning authorities and developers to better integrate transport and new development in accordance with the principles of:*

- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and,*
- *Designing to encourage active travel*."

Manchester Core Strategy 2012 to 2027

5.12 Manchester's Core Strategy, adopted 11th July 2012, is the key document in Manchester's Local Development Framework and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision.

5.13 The Core Strategy objective for transport is to "*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*".

5.14 In relation to sustainable transport, Policy T1 states the following:

"*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 and to prepare for carbon free modes of transport, the Council will support proposals that: -*

- *Improve choice by developing alternatives to the car.*
- *Promote 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.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute 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.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*

1. *Pedestrians and disabled people*
2. *Cyclists, public transport*
3. *Commercial access*
4. *General off peak traffic*
5. *General peak time traffic"*

5.15 Policy T2 relates to '*Accessible areas of opportunity and need'* and confirms that:

"The Council will actively manage the pattern of development to ensure that new development: -

- *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
- *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-*
  - *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
  - *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
  - *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
  - *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
  - *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
- *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
  - *District Centres*
  - *Areas not within the City Centre or District Centres*

- *The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.*

5.16 Policy T3 relates to 'Strategic Integration' and confirms that:

"The Council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:-

- *Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport. The Council also supports future aspirations to extend the network to Trafford Park and Stockport.*
- *A second Metrolink crossing in the City Centre.*
- *A Metrolink extension to Marple on the current heavy rail network.*
- *Improvements to the heavy rail infrastructure.*
- *The Cross City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.*

5.17 Any proposals which would prejudice the implementation of the strategic integration of, projects will be refused.

Summary and Policy Analysis / Compliance

5.18 In general, the national and local transport planning policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site / highway design.

5.19 The accessibility Chapter of this TA demonstrates that the site benefits from high levels of accessibility by sustainable modes. The proposed development is therefore compliant with the aspirations of relevant transport planning policies and can specifically help contribute to their objectives.

6.0 ACCESSIBILITY

General

6.1 This Chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

6.2 Manual for Streets 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.

6.3 As detailed earlier, the application site is located within Manchester city centre and is therefore well within an acceptable walk distance of the vast array of amenities the city of Manchester has on offer as well as the nearby residential areas of Collyhurst, New Islington, Cheetwood, Cheetham Hill, Ancoats and Manchester city centre. The site is also within an acceptable walk distance of numerous transport facilities to encourage prospective staff to travel via sustainable modes. The closest bus stop is located on Corporation Street immediately adjacent the site and Shudehill Interchange is located less than 250m south-east of the site. In addition, Manchester Victoria Railway Station and Metrolink Stop are located less than 100m north-west of the site and are therefore well within an acceptable walk distance.

6.4 The local area benefits from natural surveillance from the businesses that abut all the main walking routes. The local area is well lit and generally benefits from wide footways. There is also a signal-controlled pedestrian crossing with dropped kerbs and tactile paving located immediately south-east of the site to assist pedestrians across Corporation Street.

6.5 Overall, the site benefits from high levels of accessibility by foot, with Manchester city centre only a short walk from the site, providing opportunities for linked shopping and leisure trips as well as transport connections. It should also be noted that the nearby residential areas of Collyhurst, New Islington, Cheetwood, Cheetham Hill, Ancoats and Manchester city centre provide a large catchment for prospective staff members and the surrounding retail areas in the city centre, including the Arndale Shopping Centre which is located less than 300m south of the site, provide a number of nearby facilities which staff can access on foot during their lunchbreaks, including various convenience stores, takeaways and cafes etc.

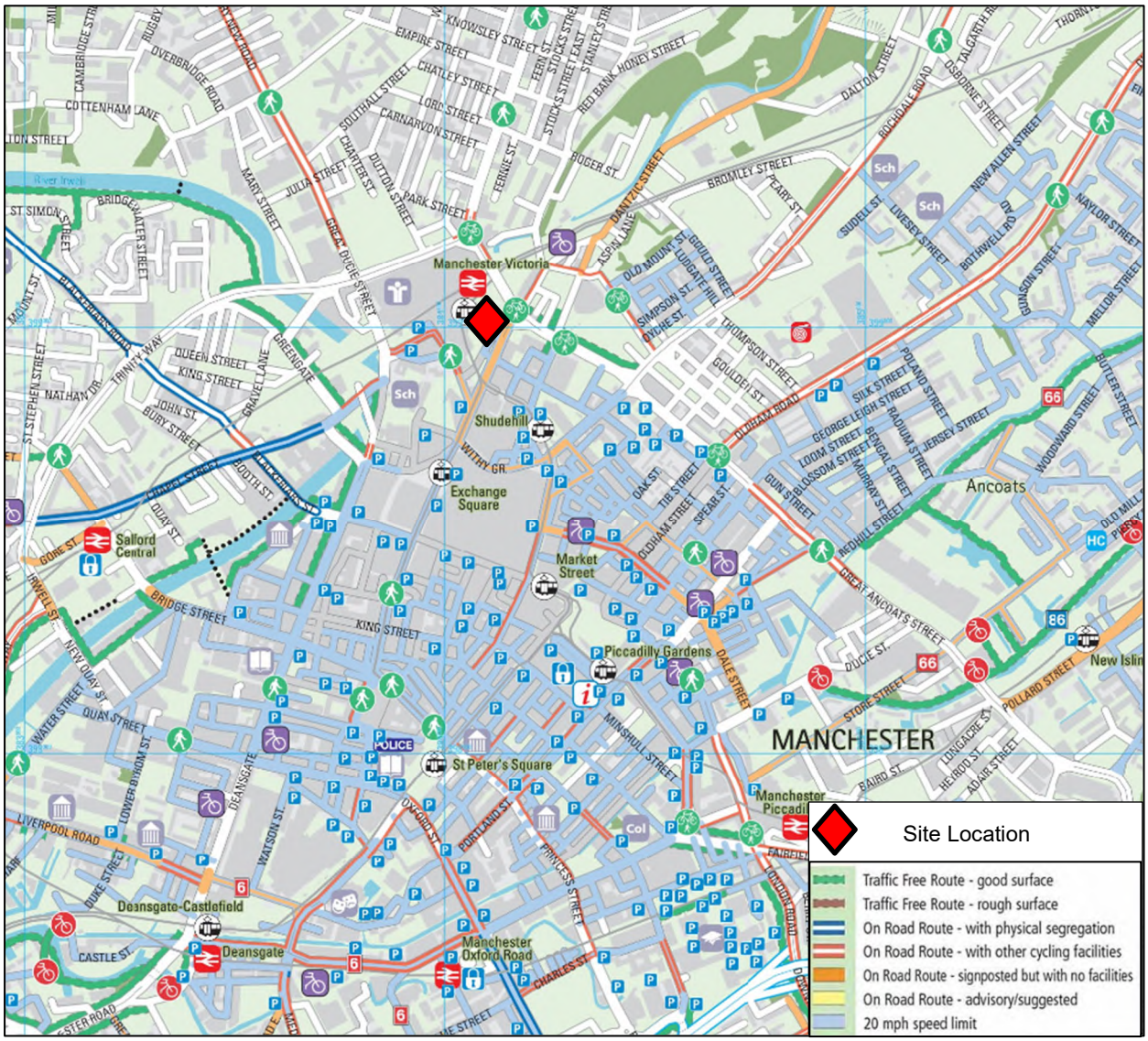
Cycle Accessibility

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

6.7 The nearby areas of Manchester city centre, Hulme, Ardwick, Cheetham Hill, Salford, Crumpsall, Harpurhey, Old Trafford, and Clayton, 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 prospective staff to travel to/from work via bicycle.

6.8 **Figure 6.1** below shows the available cycle facilities in the vicinity of the site.

Figure 6.1 – Cycle Route Map



6.9 Corporation Street fronts the eastern site boundary and is a 20mph road identified as an on-road cycle route (signposted but with no facilities). In addition, Manchester city centre comprises of numerous roads subject to 20mph speed limits with the majority of major signal-controlled junctions benefiting from advanced cycle stop lines, which will encourage cycle use by prospective staff. Manchester Victoria Railway Station is located less than 100m north-west of the site and Manchester Piccadilly Railway Station is located less than 2km south-east of the site with an available cycle route connecting the two in under a 7-minute cycle time. Therefore, prospective staff will also be well placed to travel via bicycle in combination with public transport.

6.10 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 prospective staff, particularly when secure cycle parking is also being proposed.

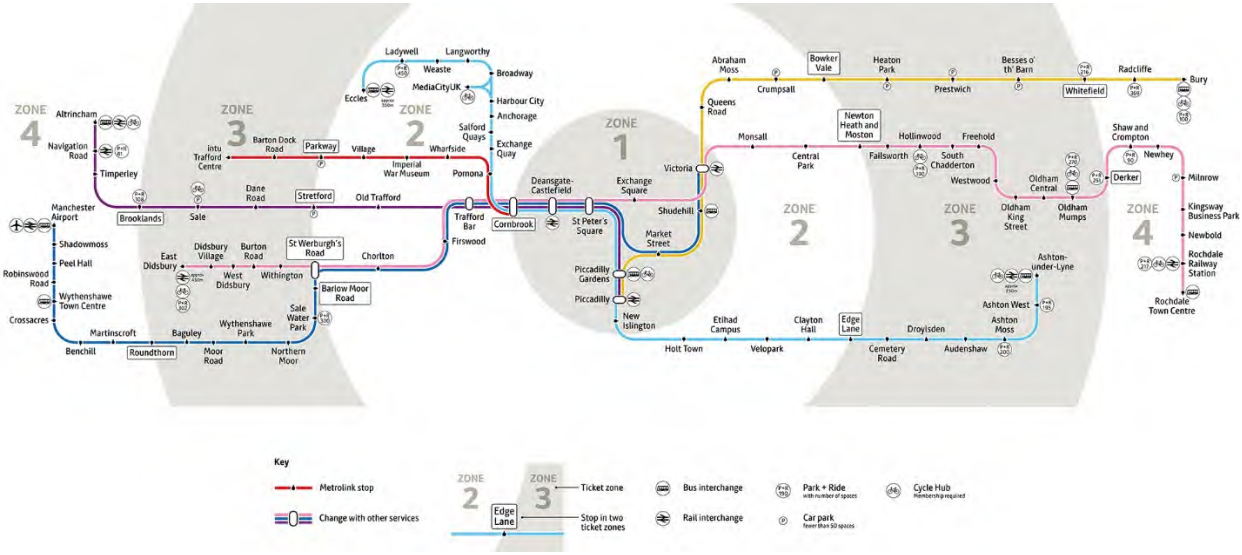
Public Transport Accessibility

6.11 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."*

6.12 As detailed earlier, the closest bus stop is located on Corporation Street immediately adjacent the site and Shudehill Interchange is located less than 250m south-east of the site which provides convenient access to a wide range of bus services from across Greater Manchester. Therefore, prospective staff of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.

6.13 In addition, Manchester Victoria Metrolink Stop is located less than 100m north-west of the site and is therefore well within an acceptable walk and cycling distance. The Manchester Metrolink Map is shown on **Figure 6.2** below.

Figure 6.2 – Manchester Metrolink Map



6.14 Manchester Victoria Metrolink stop is served by the yellow, pink and blue lines which provide direct services every approximately 12 minutes between Bury, Manchester city centre, Rochdale, East Didsbury, Oldham, Trafford, Manchester Airport and Chorlton, amongst several others throughout Greater Manchester. Other destinations such as Altrincham, Eccles, MediaCityUK and Ashton-under-Lyme are all available with a connecting service.

6.15 In terms of rail services, Manchester Victoria Railway Station is also located less than 100m north-west of the site and is therefore well within an acceptable walk and cycling distance. The railway station offers regular direct services throughout the week including services to Rochdale, Southport, Clitheroe and Stalybridge, amongst others.

6.16 Manchester Piccadilly Railway Station is located approximately 1.5km south-east of the site and is therefore located well within an acceptable walk and cycling catchment from the site. Manchester Piccadilly Station is the primary railway station in Manchester and provides connections to locations both regionally and nationally. It is served by East Midlands Trains, Transport for Wales, Cross Country, Northern, Transpennine Express and Avanti West Coast at a high frequency. The above services run directly to Chester, Crewe, Buxton, Liverpool and London, amongst others.

Summary

6.17 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 good standard and there are multiple bus/tram stops and railway stations within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for work.

6.18 Furthermore, policies to encourage travel by sustainable modes are developed further within the Travel Plan for the development that accompanies this application.

7.0 TRIP GENERATION

Overview

7.1 As detailed earlier, the proposed office development will be a car-free development in a highly sustainable location and the lack of any dedicated parking provision will encourage prospective staff to travel via sustainable modes of transport, as is typical of many offices in city centre locations.

7.2 Notwithstanding the above, this Chapter provides an estimate of the trips generated by the proposed development during the weekday AM and PM peak hours in comparison to the traffic generated by the existing use on-site.

7.3 As detailed earlier, a planning application (Application Reference: 111777/FO/2016/C1) for a mixed use development, comprising 520 apartments and 11,647m^2 office space as well as ground floor commercial space on the New Victoria site, was granted planning permission on 29th September 2016. Construction of the approved residential element of the site is underway and the office element of the development is understood to benefit from extant planning permission.

Trip Generation – Permitted Office Space

7.4 In order to estimate the trip generating potential of the extant office use, the total person trip rates, trip generation and modal split data has been obtained from the TA submitted with the aforementioned application and summarised in **Table 7.1** below. It should be noted that the trip rates were obtained in accordance with a methodology agreed with MCC and TfGM.

Table 7.1 - Estimated Total Generation (Per 100m^2) Associated with the Extant Office Use

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Person Trip Rate	2.874	0.245	0.300	2.568
Person Trips	335	29	35	299
Car – 26%	87	7	9	78
Bus – 24%	80	7	8	72
Rail – 26%	87	7	9	78
Metrolink – 11%	37	3	4	33
Cycle – 2%	7	1	1	6
Walk – 11%	37	3	4	33

Trip Generation – Proposed Office Space

7.5 In order to estimate the trip generating potential of the proposed office use, the aforementioned total person trip rates and modal split data has been applied to the proposed GIA, as summarised in **Table 7.2** below.

Table 7.2 - Estimated Trip Rates (Per 100m²) Associated with the Proposed Development

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Person Trip Rate	2.874	0.245	0.300	2.568
Person Trips	611	52	64	546
Car – 26%	159	14	17	142
Bus – 24%	147	13	15	131
Rail – 26%	159	14	17	142
Metrolink – 11%	67	6	7	60
Cycle – 2%	12	1	1	11
Walk – 11%	67	6	7	60

Net Trip Generation

7.6 The net trip generation is equal to the sum of the trip generation estimates associated with the proposed development, minus the trip generation estimates associated with the extant office use, as summarised in **Table 7.3** below.

Table 7.3 – Net Trip Generation

Mode	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Person Trips	276	23	29	247
Car – 26%	72	7	8	64
Bus – 24%	67	6	7	59
Rail – 26%	72	7	8	64
Metrolink – 11%	30	3	3	27
Cycle – 2%	5	0	0	5
Walk – 11%	30	3	3	27

7.7 As detailed above, it is estimated that the scheme will result in an increase of 79 two-way vehicle movements in the AM peak hour and 72 two-way vehicle movements in the PM peak hour when compared to the level of traffic which could be generated by the extant office use. Volumetrically, this equates to around 1 additional vehicle movement every 1 minute or so in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours, particularly when distributed on the local highway network and across various car park locations.

7.8 It should also be noted that the presented trip rates are considered robust for the following reasons:

- The site is located in a highly accessible city centre location with access to various rail, Metrolink and bus services within a short walk of the site. Notwithstanding this city centre location, only 23.8% of the TRICS search sites included 'Town Centre' locations, with the majority of 'comparator' sites in 'Edge of Town Centre', 'Suburban Area' and even 'Edge of Town' locations which are defined as "*At the physical edge of the town/city, where the town/city meets the countryside".* Having regard to this, the majority of 'comparator' sites are significantly less accessible and therefore, result in higher vehicular trip rates due to larger car dependency at such sites.

- The TRICS search sites include sites with car parking which will result in much more car dependency when compared to the proposed car-free development, resulting in higher vehicular trip rates.

- Travel patterns have inevitably changed due to the current COVID-19 pandemic, with many people working from home, reducing the number of people traveling to work in the peak hours. Whilst it is not possible to accurately predict future travel patterns, it is reasonable to assume that there will be a reduction in future commuters on the network, when compared to recent years (when the TRICS surveys were undertaken), as a result of workplaces providing flexibility to more employees to work from home.

- In addition to the above, the developer is committed to encourage travel via sustainable modes through the implementation of a Travel Plan.

7.9 Having regard to the above, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.

8.0 SUMMARY AND CONCLUSIONS

8.1 SCP have been appointed by Toriview Ltd to provide transport planning and engineering advice in support of a full planning application for the erection of a 12 storey office building (inc. (Ground + Mezzanine) + 11 storeys, basement and roof terrace and plant),, comprising up to 21,267sq. m. (GEA) of office accommodation, a ground floor retail unit, roof terraces, plant, cycle parking, hard and soft landscaping, access and servicing and other associated works on land at New Victoria, Manchester.

8.2 Vehicular access to the development will be provided via the 7.5m wide simple priority-controlled access junction off Corporation Street, approved as part of the New Victoria residential development, which has been designed to accommodate the movements of a large refuse vehicle. Pedestrian access to the site will be provided off Corporation Street at the southern corner of the building with pedestrian access to the ancillary commercial units also provided off Corporation Street.

8.3 The personal injury accident data for the most recently available five-year period has been reviewed and does not represent a material concern in the context of the proposed development.

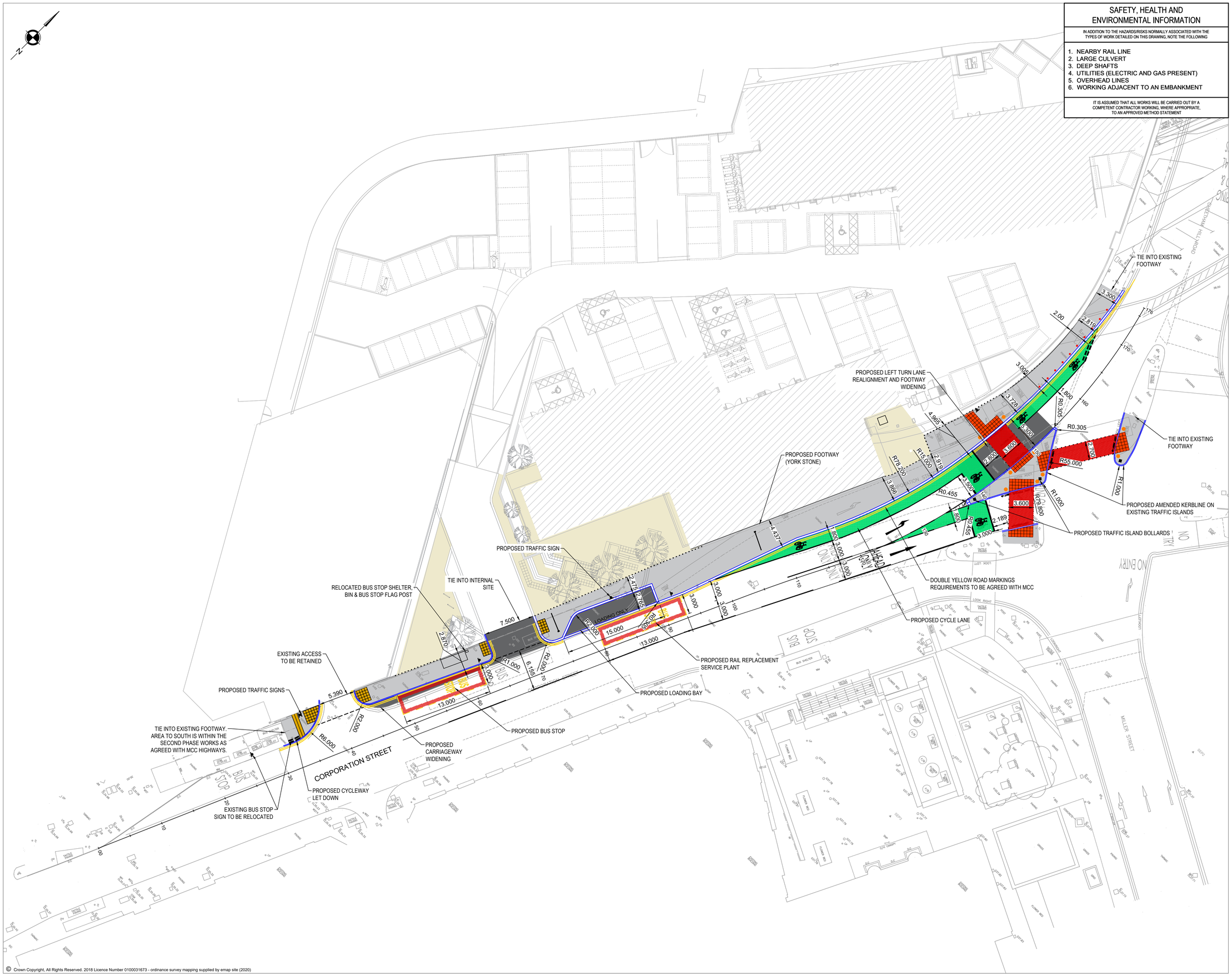
8.4 The accessibility of the site has been assessed. Overall, the site is considered to benefit from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple bus/tram stops and railway stations within close proximity providing access to a range of local destinations. These findings demonstrate that prospective staff will not be wholly reliant on the private car to travel for work. Furthermore, policies to encourage travel by sustainable modes are developed further within the Travel Plan for the development that accompanies this application.

8.5 The proposed office space will be a car-free development in a highly sustainable location and the lack of any dedicated parking provision will encourage prospective staff to travel via sustainable modes of transport, as is typical of many offices in city centre locations. Notwithstanding this, it is estimated that the scheme will result in an increase of 79 two-way vehicle movements in the AM peak hour and 72 two-way vehicle movements in the PM peak hour when compared to the level of traffic which could be generated by the extant office use. Volumetrically, this equates to around 1 additional vehicle movement every 1 minute or so in both the AM and PM peak hours. The effect of this additional traffic on the local highway network will be barely perceptible during the peak hours, particularly when distributed on the local highway network and across various car park locations. Having regard to this, it is therefore considered that no further detailed assessment of the local highway network is required and that the traffic impact of the scheme is acceptable in planning terms.

8.6 The proposed development is therefore commended for approval.

S|C|P

APPENDIX A



© Crown Copyright, All Rights Reserved. 2018 Licence Number 0100031673 - ordinance survey mapping supplied by emap site (2020)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

1. NEARBY RAIL LINE
2. LARGE CULVERT
3. DEEP SHAFTS
4. UTILITIES (ELECTRIC AND GAS PRESENT)
5. OVERHEAD LINES
6. WORKING ADJACENT TO AN EMBANKMENT

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATED TO ORDNANCE DATUM NEWLYN (OD) UNLESS NOTED OTHERWISE.
3. ALL COORDINATED ARE IN METRES RELATED TO ORDNANCE SURVEY NATIONAL GRID.
4. ALL MATERIALS AND WORKMANSHIP WILL BE AS DEFINED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL DRAWINGS AND DOCUMENTATION ASSOCIATED WITH THE PROJECT.
6. THIS DRAWING HAS BEEN BASED UPON SURVEY/OS INFORMATION SUPPLIED BY A THIRD PARTY AND SCP SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
7. ALL LEVELS, DIMENSIONS AND LOCATIONS ARE TO BE CHECKED BY THE MAIN CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON SITE.
8. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY ADOPTABLE RESIDENTIAL ROAD SPECIFICATION AND STANDARD DETAILS.

KEY

- PROPOSED KERBLINE
- PROPOSED BUFF / RED TACTILE PAVING
- PROPOSED BUFF CORDUROY PAVING
- PROPOSED FOOTWAY CONSTRUCTION
- PROPOSED CARRIAGEWAY CONSTRUCTION
- PROPOSED GREEN TEXTUREFLEX
- PROPOSED RED TEXTUREFLEX
- INDICATIVE INTERNAL BUILDINGS
- INDICATIVE INTERNAL FOOTWAY
- PROPOSED TRAFFIC SIGN
- PROPOSED TRAFFIC BOLLARDS
- PROPOSED DELINEATION STUDS
- PROPOSED TERROR STOPPER BOLLARD
- PROPOSED SIGNAL POLES, REFER TO UTC DESIGN FOR MORE DETAILS

REVISIONS

REV	DESCRIPTION	DATE	BY
P01	ISSUED FOR INFORMATION	10.09.20	JL
P02	ISSUED FOR APPROVAL	23.02.21	LBr
P03	CYCLE LET DOWN IN ABEYANCE ADDED	07.04.21	BH
P04	ISLAND LAYOUT UPDATED	14.05.21	BH
P05	UPDATED FOLLOWING PLANIT COMMENTS	20.05.21	BH
P06	UPDATED FOLLOWING COUNCIL COMMENTS	10.08.21	JL
P07	REVISED CYCLE LET UP & DOWN. SIGNAL LOCATIONS ADDED.	27.08.21	JL
P08	REVISED CYCLE LANE ARRANGEMENT	13.09.21	JL
P09	REVISED INTERNAL LAYOUT	01.12.21	JL
P10	REVISED ADS SIGNS	08.12.21	JL
P11	REVISED INTERNAL LAYOUT	21.12.21	JL

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk

Client Name: VINCI CONSTRUCTION UK

Project Title: NEW VICTORIA, MANCHESTER

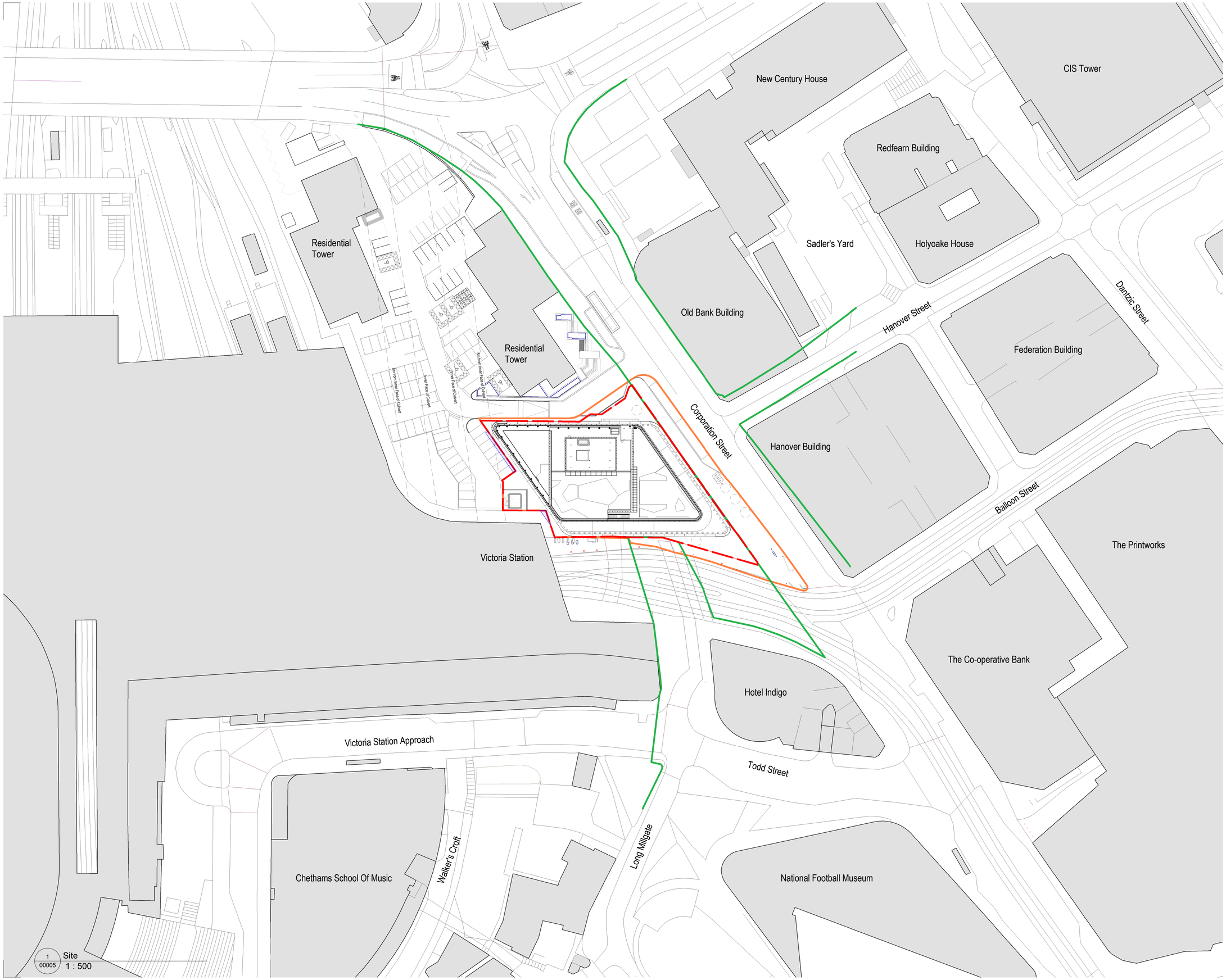
Drawing Title: GENERAL ARRANGEMENT

Date:	10.09.2020	Drawn By:	DW
Scale:	1:250 @ A1	Checked:	LBr
Status:	DETAILED DESIGN	Approved:	UNAPPROVED

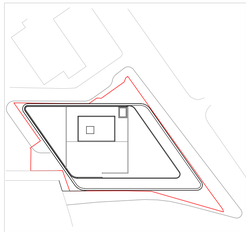
Drawing No. VIC-SCP-XX-XX-DR-C-00001 Rev. P11

S|C|P

APPENDIX B



Key Plan



Do not scale from this drawing.

Check drawing on receipt and immediately report any discrepancies to the Architect.

Verify all dimensions and levels on site prior to construction.

The contents of this drawing are Piercy&Company copyright and shall not be re-used without their written permission.

Notes

Site Boundary

Extent of Works

Existing Highways Boundary

Potential area of land needing to be purchased to avoid fire rating the facade in this location (2.3m from glazing)

Rev.	Date	Description	Drawn	Checked
A	26/05/23	Stage 4 Issue	GM	NH

Piercy&Company

Piercy&Company
39 Plender Street
London NW1 0DT

T +44(0)20 74249611
info@piercyandco.com
www.piercyandco.com

Client

Toriview Ltd

Project

Land At Corporation Street "New Victoria Phase 2" Manchester M3 1NX

Drawing Title

Proposed Site Plan

Drawing Status: S3

Drawing: GM

Checked: NH

Revision: A

Date: 26/05/23

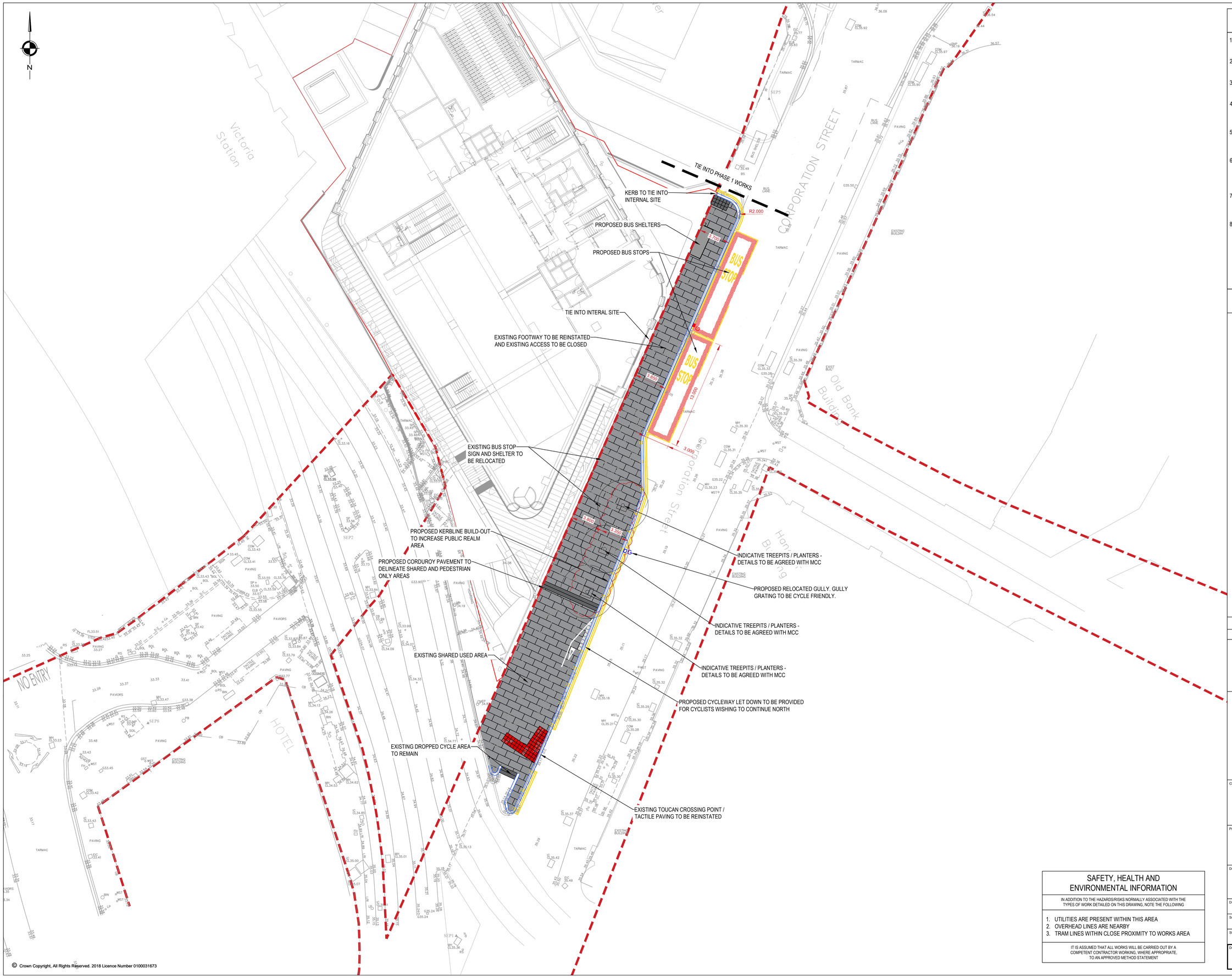
Scale @ A1: As indicated

Drawing No.

NV-PCO-ZZZ-XXX-DR-A-**00005**

S|C|P

APPENDIX C



© Crown Copyright, All Rights Reserved. 2018 Licence Number 0100031673

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE IN METRES RELATED TO ORDNANCE DATUM NEWLYN (OD) UNLESS NOTED OTHERWISE.
3. ALL COORDINATES ARE IN METRES RELATED TO ORDNANCE SURVEY NATIONAL GRID.
4. ALL MATERIALS AND WORKMANSHIP WILL BE AS DEFINED IN THE SPECIFICATION UNLESS NOTED OTHERWISE.
5. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL DRAWINGS AND DOCUMENTATION ASSOCIATED WITH THE PROJECT.
6. THIS DRAWING HAS BEEN BASED UPON SURVEY/OS INFORMATION SUPPLIED BY A THIRD PARTY AND SCP SHALL NOT BE LIABLE FOR ANY INACCURACY OR DEFICIENCIES ARISING FROM IT.
7. ALL LEVELS, DIMENSIONS AND LOCATIONS ARE TO BE CHECKED BY THE MAIN CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK ON SITE.
8. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY ADOPTABLE RESIDENTIAL ROAD SPECIFICATION AND STANDARD DETAILS.

KEY

- PROPOSED YORKSTONE PAVING FOOTWAY CONSTRUCTION
- PROPOSED KERBLINE
- S278 ADOPTION BOUNDARY
- PROPOSED ZIMBABWE RED / KOBRA GRANITE TACTILE PAVING
- PROPOSED KOBRA COLOURED GRANITE CORDUROY PAVING
- PROPOSED RELOCATED GULLY LOCATION
- GULLY TO BE RETAINED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

1. UTILITIES ARE PRESENT WITHIN THIS AREA
2. OVERHEAD LINES ARE NEARBY
3. TRAM LINES WITHIN CLOSE PROXIMITY TO WORKS AREA

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

REVISIONS

REV	DESCRIPTION	DATE	BY
-	FIRST ISSUE	07.10.22	LC
A	DRAWING REVISED TO SUIT CLIENT COMMENTS	21.10.22	JL
B	PHASE 1 TIE IN BOUNDARY RELOCATED	08.02.23	JL
C	SITE ACCESS KERB ALIGNMENT AMENDED	01.03.23	JL
D	DRAWING UPDATED TO SUIT RSA COMMENTS	10.03.23	JL

S|C|P
Transportation Planning : Infrastructure Design
Colwyn Chambers, 19 York Street, Manchester, M2 3BA. Tel 0161 832 4400;
www.scptransport.co.uk. Email info@scptransport.co.uk

Client Name: CHROMA

Project Title: NEW VICTORIA OFFICE S278

Drawing Title: S278 GENERAL ARRANAGMENT

Date:	04.10.2022	Drawn By:	LC
Scale:	1:200 @ A1	Checked:	JL
Status:	PRELIMINARY	Approved:	UNAPPROVED

Drawing No. SCP-220667-S278-0000-001 | Rev. D