



Civic Engineers

Job Title

Ancoats Green, Jersey Green and
Prussia Street Arm Greenway

Prepared for

Manchester City Council

Report Type

Transport Statement

Date

30 January 2023

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Transport Statement

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1. Introduction

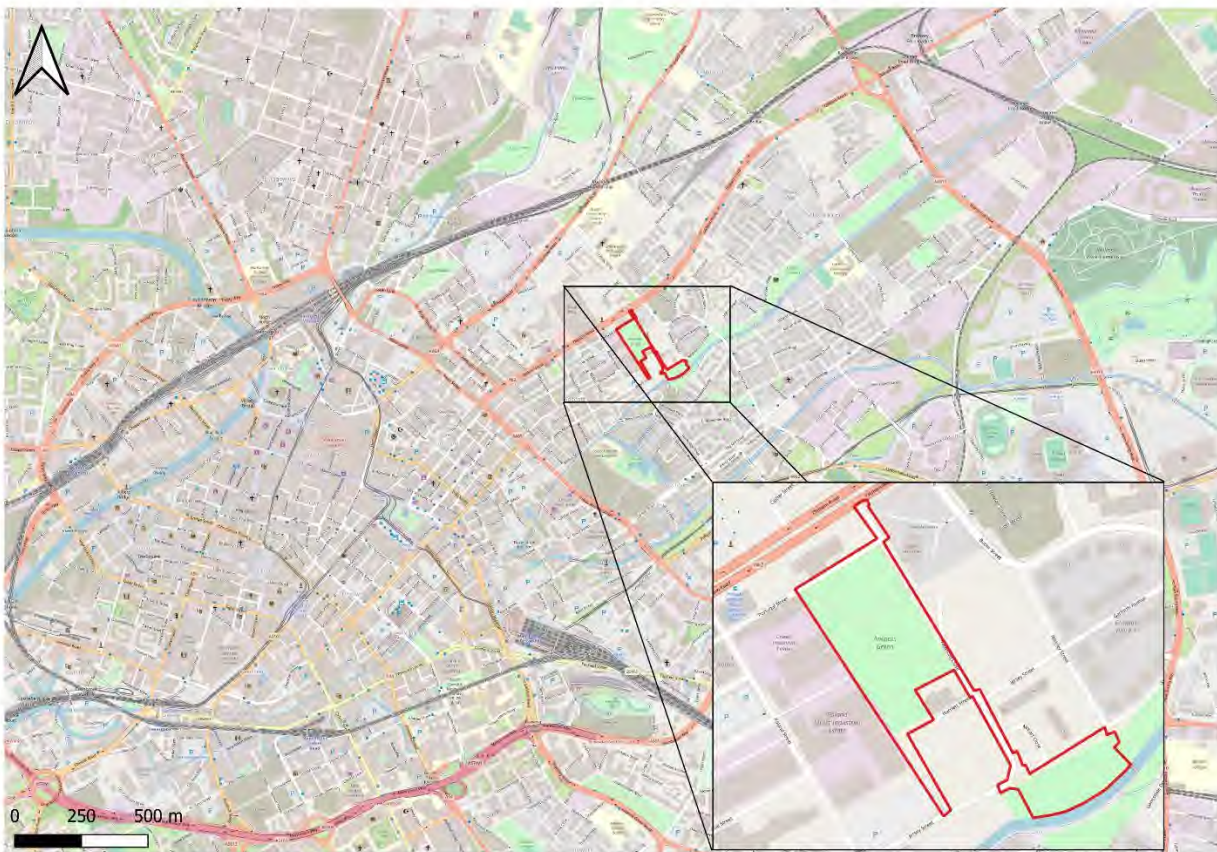
1.1 Overview

Civic Engineers has been appointed by Manchester City Council (MCC) to prepare a Transport Statement (TS) to accompany a planning application for public realm improvements at Ancoats Green, Jersey Green, and Prussia Street Arm Greenway in Ancoats, Manchester. The site falls within the wider Poland Street Zone re-development area as set out within the Poland Street Zone NDF (2020).

The public realm improvements will consist of a series of green open spaces which allows for various uses for the community including recreation and play, offering better connections to users from Oldham Road to New Islington, Miles Platting, to Cutting Room Square and the City Centre. The public realm will also promote sustainable movement with the introduction of the Ancoats Mobility Hub connected to the site and green new enhancement to footpaths adding to the existing City's Green Space Network.

The site location plan is shown in Figure 1 and presented in Appendix A.

Figure 1 Site Location Plan



Source: Google Maps

1.2 Policy Framework

This TS aims to outline the transport characteristics of the area and the impacts on the local transport network of the proposed development. Where relevant, this TS will be in line with the following national and local policies:

National Planning Policy Framework (2021)

The revised National Planning Policy Framework (NPPF) was published in July 2021, setting out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. At the heart of the document is a presumption in favour of sustainable development.

In order to achieve sustainable development, there are three identified overarching interdependent objectives outlined within the NPPF, including an economic, a social and an environmental objective.

Paragraph 104 of the NPPF states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 110 states that "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;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; 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."

Crucially, it states in Paragraph 111 that "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".

It outlines in Paragraph 112 that developments 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; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Greater Manchester Local Transport Plan (2017)

The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- o "Reducing the need to travel by car, and the distance travelled;
- o Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;
- o Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points; and
- o Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike."

One of the priority interventions for the Manchester Regional Centre includes improvements to the Manchester and Salford Inner Relief Route Improvements at Great Ancoats Street. The scheme aims to unlock the potential regeneration and growth to the north and east of Great Ancoats Street (A665) by reducing severance and improving the public realm.

Manchester Core Strategy (2012)

"Policy T1 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 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.

Policy T2 Accessible areas of opportunity and need

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.

Ancoats and New Islington Neighbourhood Development Framework [NDF] - Poland Street Zone (2020)

MCC has recently refreshed the NDF with specific master planning focus on the area centred on Poland Street. The purpose of the refresh is to ensure that it incorporated current thinking in terms of the redevelopment of the area and is properly aligned to the current market context relating to a number of key issues including zero carbon and affordable housing.

The master plan described this area as having an interrupted street grid pattern that is dominated by two industrial estates on Poland Street; vacant and underutilised sites that detract from the visual amenity; being part of the Conservation Area but gaining little benefit from that; as having some open space at Ancoats Green that attracted a high level of anti-social behaviour; with a lack of pedestrian footfall and visible daytime activity; and with low value buildings that do not front onto the Rochdale Canal and therefore do not exploit the advantage of a waterside location.

The specific objectives that are now being proposed for this area in the refresh of the NDF are:

- "the reinstatement of the grid pattern street layout to improve connectivity and movement through the area as well as creating legible routes that draw pedestrians into the area and through to the surrounding areas;
- the creation of a mixed living and working neighbourhood, delivering flexible commercial floorplates for office and modern light industrial uses that can co-exist with a residential development that offers a range of typologies and tenures including the provision of affordable housing; and
- the creation of high-quality amenity and green spaces integrated with surrounding uses and would draw people into and through the area."

The NDF distinguishes the Poland Street Zone as a very low car use area but also recognises that residents will require access to private cars however the proximity to the city core and access to public transport creates a highly sustainable location.

The NDF area is split into five-character areas, Area 3 - Oldham Road is identified as a suitable location to provide parking that is close to the Key Route Network that would benefit the Ancoats

area as a whole. The Mobility Hub will be located within this character area capturing trips from the main arterial routes and preventing traffic from routeing through the masterplan area.

High levels of cycle parking will also be provided across the area, this includes on street provision and within developments. The NDF recognises the opportunity to create a cycle hub with secure storage and on-site showers and changing facilities, this cycle hub will be facilitated within the Mobility Hub.

The concept of Green Streets is promoted within the Poland Street Zone, the ambition is to create green spaces throughout the area. The streets would build upon the wider network of green spaces that enable long distance pedestrian and cycle movement, complimenting existing routes and the emerging 'Beelines' network.

Following public consultation, the Ancoats and New Islington Neighbourhood Development Framework (NDF) Character Area 3 - Poland Street Zone was approved by MCC's Executive Committee in July 2020.

Poland Street Zone Neighbourhood Development Framework Addendum – Public Realm Strategy (2022)

The Public Realm Strategy acts as an addendum to the Poland Street Zone Neighbourhood Development Framework (NDF) (2020), building a narrative on how the design principles set out in the NDF can be realised through the detailed design of streets and spaces.

The vision is to support the creation of a sustainable urban neighbourhood of 1,500 homes through the delivery of a public realm which supports life and celebrates place. This will be achieved by rebalancing movement to promote active travel; and through the delivery of an enhanced green heart at Ancoats Green.

The green character will extend into the adjacent streets and spaces to create a liveable healthy environment, which is climate resilient and supports the moves towards a zero carbon future. The public realm will be locally distinctive; utilising the existing industrial heritage of Ancoats to create a unique sense of place, enhancing the character of the Ancoats Conservation Area and facilitating the creation of a canal edge walk.

The objectives below build on those outlined in the Poland Street Zone NDF (2020), outlining what the future public realm in the 'Back of Ancoats' should achieve:

- Rebalancing movement towards active travel: utilise green infrastructure and SuDs to establish a new people-focused street network, reducing the dominance of vehicles in the street
- Enhance industrial heritage/conservation area: guide design that captures, celebrates and compliments the industrial heritage of the area
- A green heart: Ancoats Green will become a green heart to the neighbourhood, creating a multi-functional space that fosters a sense of community.
- Extend green character to streets and spaces: create a coherent network of streets and public spaces, linked by a common design language, with green infrastructure a key element.
- Active, healthy and walkable: growing spaces, active travel links and running loops will all encourage healthy lifestyles.
- Community: at the interface of several existing communities, the area must provide a common space and forum for people to come together.

2. Site and Surroundings

2.1 Application Site Location

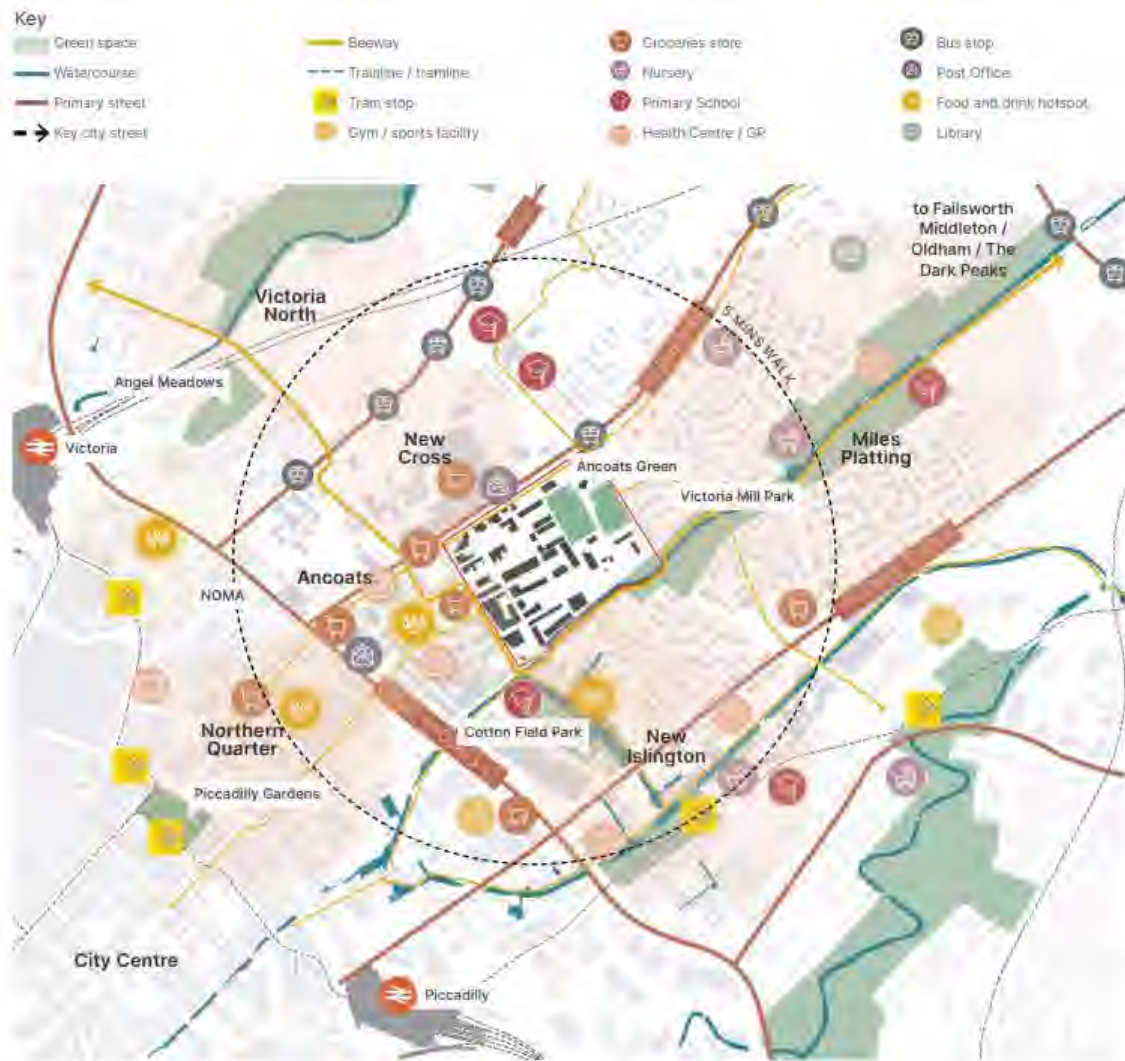
The proposed development site is located in Ancoats, Manchester and lies approximately 0.5km to the north east of Manchester City Centre. The site is currently bounded by Portugal Street to the north, Wadeford Close to the east, Rochdale Canal to the south and industrial buildings to the west.

The site was and is currently used as a greenspace/park area within Ancoats. The majority of the existing site is soft landscaping comprising mainly grassed areas and trees of varying maturity. Hard standing areas in the site are the park public footpaths.

2.2 Site Context

The site is within walking distance to different facilities, the area provides access to a range of local amenities and services and intends to serve nearby residents and communities. A 5-minute walk catchment area is shown in Figure 2.

Figure 2 Wider Context - Local Amenities

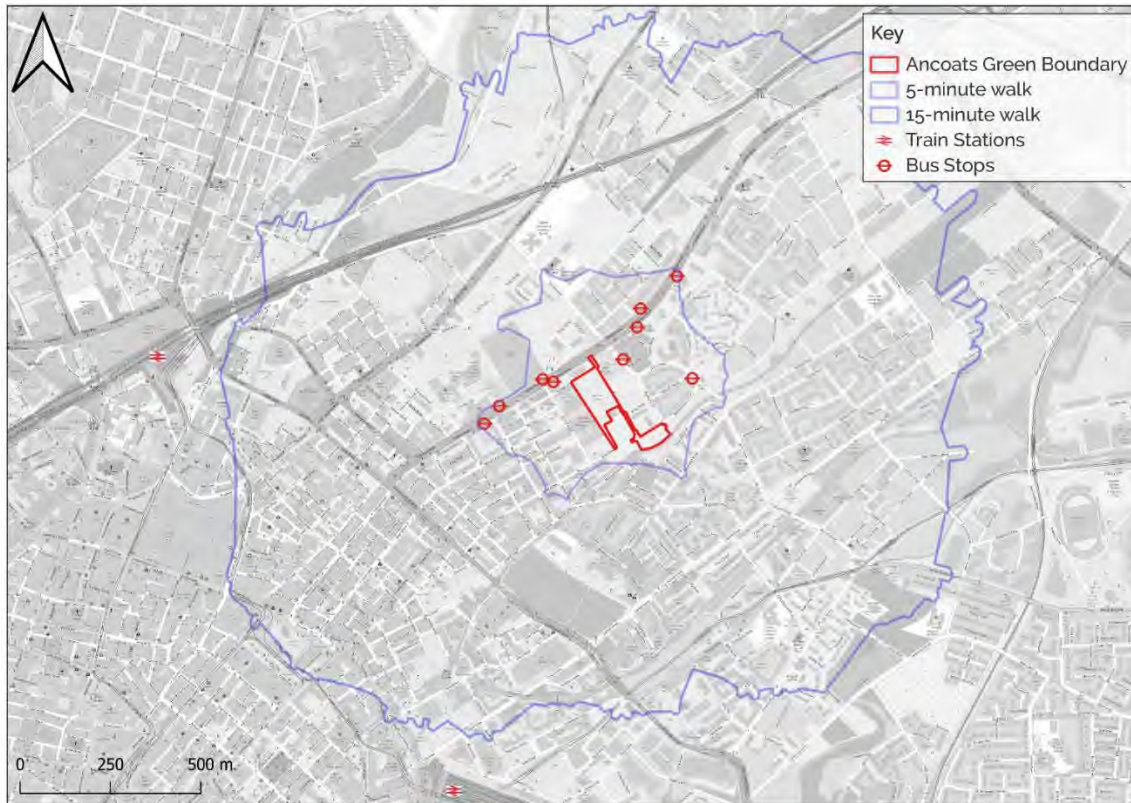


Source: Planit-IE Design and Access Statement

2.3 Public Transport

The nearest bus stops to the site are located on both sides of Oldham Road. These bus stop locations are shown in Figure 3.

Figure 3 Nearest Public Transport to the Site



The bus stops serve bus routes 74, 76, 76A, 83, 84, 114, 181 and 182 which have 5-7 buses an hour to Piccadilly Gardens, Oldham Mumps, Uppermill, Woodhouses, Alkrington, Grotton and Wrens Nest. The bus stop on Butler Street on the east side serves routes 74, 76, 76A, 722 and 726, to the destinations listed before, Monsall to Charlestown (722) and White Gate to Beswick (726) services are added.

Both Manchester Victoria and Manchester Piccadilly train stations are within approximately 20-minutes' walk from the site. Both railway stations serve as rail hubs for the city and for the wider region, and so collectively they serve a high number of train services, at a high frequency to a substantial number of destinations throughout the day.

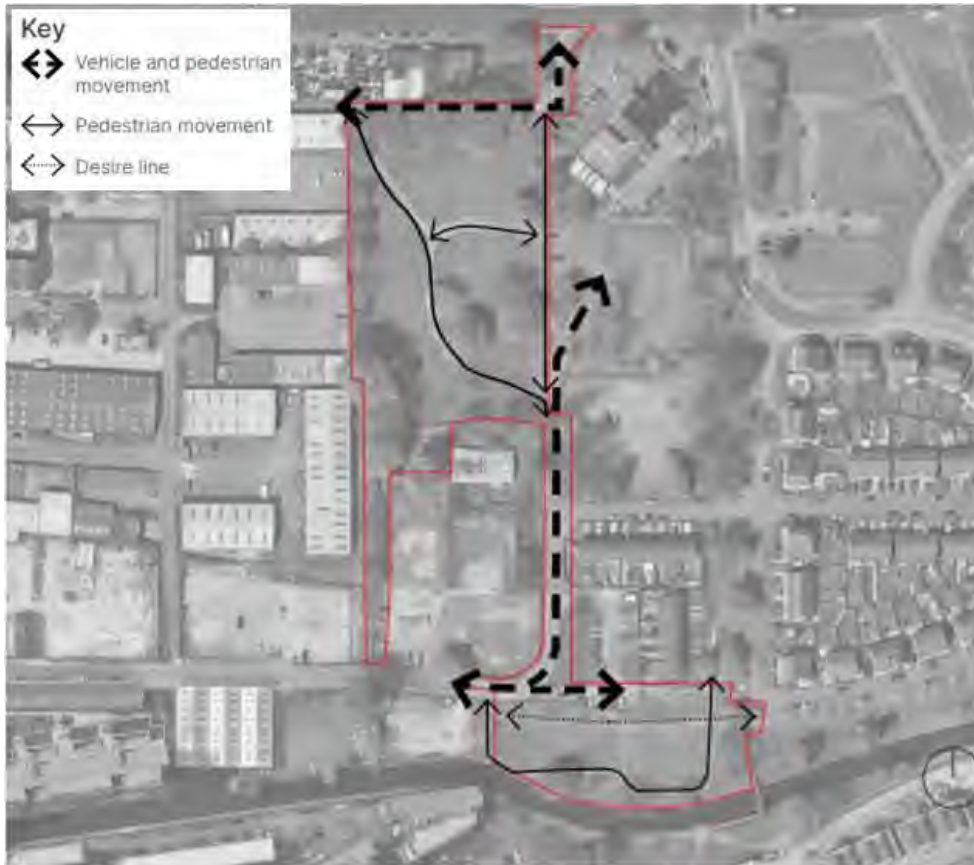
The Metrolink provides connections to a number of destinations within Greater Manchester including: Rochdale, Bury, Ashton-under-Lyme, East Didsbury, Altrincham and Eccles amongst others. The closest Metrolink stop to the site is the New Islington stop located approximately 800m from the site located to the rear of the existing residential buildings, opposite the Ashton Canal, with frequent services provided 7 days a week.

2.4 Pedestrian and Cycle Access

The pedestrian network surrounding the site presents narrow pavements, lack of dropped kerbs and tactiles at crossing points. The existing movement through the site is presented in Figure 4, showing that the site currently serves users moving north to south since there is no access to the Tribe apartments building to the east nor general connection to Poland Street to the west.

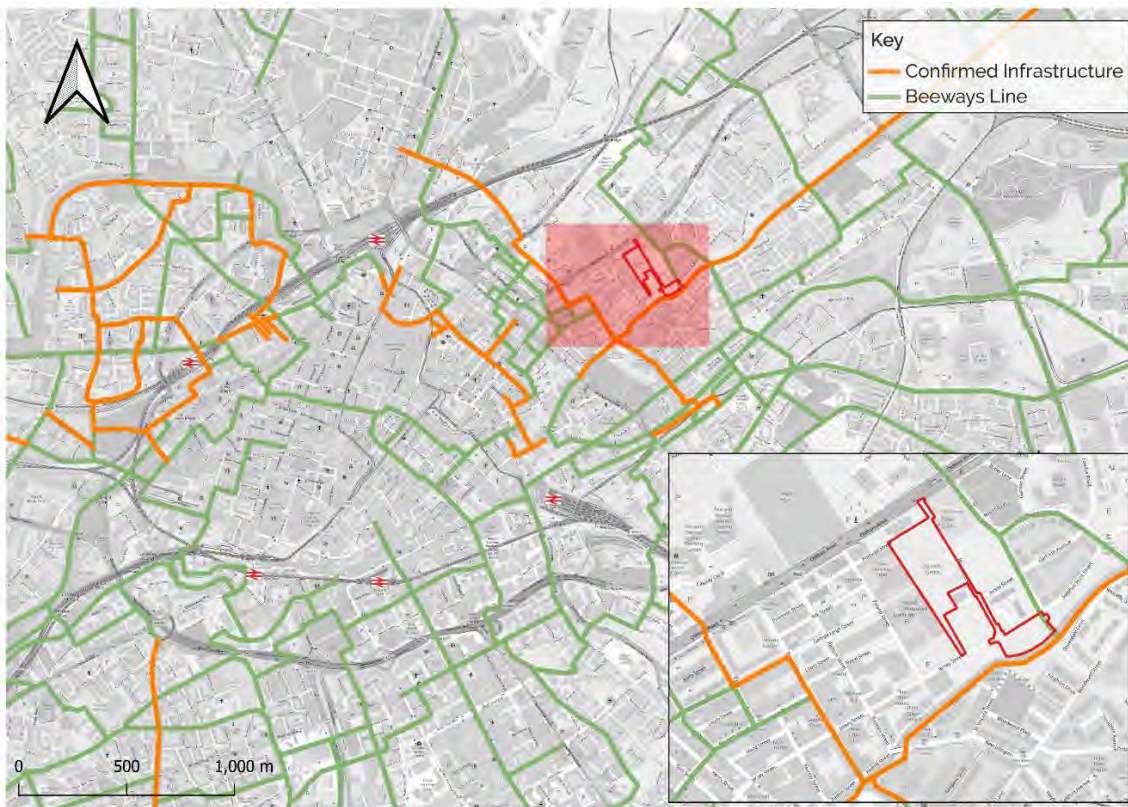
The site is well positioned in relation to Beeways lines and confirmed cycle infrastructure as shown in Figure 5. Additionally, Oldham Road counts with on-road cycling road markings and Rochdale offers a quiet pedestrian and cycle path on the south.

Figure 4 Existing Site Movement



Source: Planit-IE Design and Access Statement

Figure 5 Beeways and Confirmed Network



2.5 Highways Network and Car Parking

The site is well positioned to access the local highway network. The A62 Oldham Road is a dual two-way carriageway road accessible from Portugal Street/Wadeford Close on the north side.

The site is not located within any of the city centre's controlled parking zones, although it is within approximately 700m from Zone 2 and the surrounding streets are part of the 'Ancoats controlled traffic calming zone'. Pay and display SIP car parks are available both at the north of the site on Portugal Street/Wadeford Close (15 spaces) and the west on Poland Street in the junctions with George Leigh Street (17 spaces) and Naval Street (20 spaces).

Wadeford Close/Portugal Street on the north have a 20mph speed limit and a single yellow line restriction on both sides of the carriageway as well as Poland Street on the west. Signs showing Controlled zone from Monday to Saturday (8am to 6pm) are also present. Jersey Street is a single carriageway road to the south of the site and has a mix of single and double yellow lines until its intersection with Wadeford Close on the east.

There is informal street parking on the pavement along Jersey Street/Wadeford Close on the east side of the site. Similarly, fly parking is also present in the former turning head located within the site boundary on the east of Jersey Street (Jersey Green) as shown in Figure 6.

Figure 6 Informal Parking Within the Site

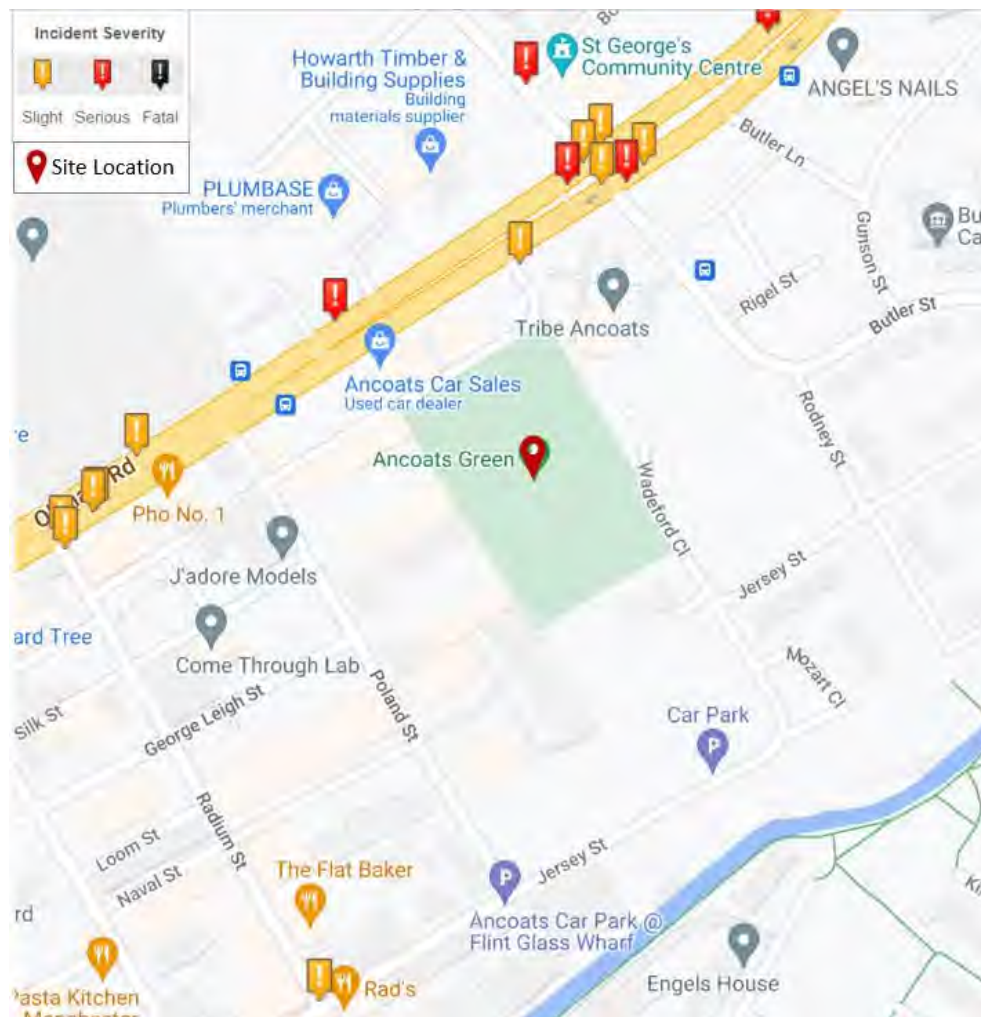


Source: Google Streetview

2.6 Collision Data

The latest five-years (60 months) collision data available in crashmap.co.uk is shown in Figure 7 for the site's area. The reported collisions are mostly classified as slight in severity and located mainly in the junction of Oldham Road (A62) and Butler Street, with two of the casualties involving pedestrians and being classified as 'Slight' in severity at this location. The closest collision to the site is also classified as 'Slight', involving two vehicles and located in Wadeford Close to the north of the site.

Figure 7 Latest 5-years Collision Data



Source: <https://www.crashmap.co.uk/>

2.7 Car ownership data

The 2011 census data for car ownership for the specific area was analysed and presented in Table 1 for both the Local Authority area and the Middle Super Output Area (MSOA), indicating the levels of cars or vans availability. In Manchester city, 44.5% of households have availability to at least one vehicle and the percentage decreases to 35% in the MSOA in which the site is located.

Table 1 Manchester and MSOA percentages of car or van availability 2011 Census data

Description	Manchester	E02006912 (MSOA)
No cars or vans in household	45.5%	65.0%
1 car or van in household	40.6%	30.4%
2 cars or vans in household	12.5%	3.9%
3 cars or vans in households	1.8%	0.5%
4 cars or vans in households	0.5%	0.2%

3. Development Proposals

3.1 Introduction

This section of the report provides details about the proposed development including uses, proposed amenity space and access arrangements.

3.2 Development Proposals

The Ancoats Green, Jersey Green and Prussia Street Arm Greenway proposals include a high-quality open space for active and recreational use at the heart of the neighbourhood with additional trees and play provision. Prussia Street Arm Greenway is the new green spine of the development offering a connection to Jersey Street and Rochdale Canal. Jersey Green main improvements relate to formalising the current desire line into a meandering route from Jersey Street to Miles Platting across the Rochdale canal.

Figure 8 Ancoats Green General Arrangement Proposals



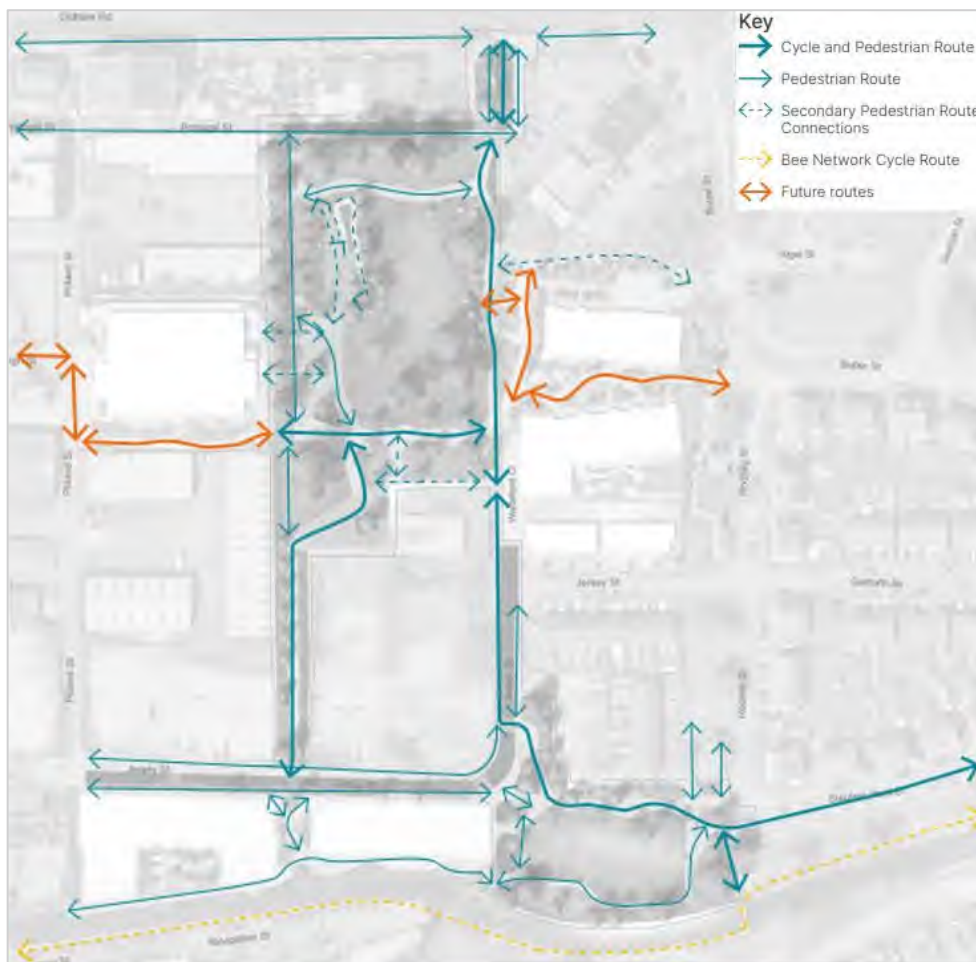
Source: Planit-IE Design and Access Statement

The development proposals are presented in Appendix A.

3.3 Access

The main pedestrian and cycle access will be through 5 entrance gateways, one on each side of the site and two on the north side (Portugal Street). The proposed movement looks to create a better connection between the future Ancoats Mobility Hub on the west, Jersey Wharf on the south and The Rodney Scheme on the east. The design of the internal footpaths ensures DDA-compliant access in line with BS8300 inclusive within the design into the site for all, through level access and generous width where possible (minimum 3.8m at Ancoats Green and 2.0 at Jersey Green). Accessible seating for all has also been a priority by ensuring seating is not located under trees for the visually impaired. The smooth texture of the porous tarmac offers ease of movement for wheelchair and pram users around the site.

Figure 9 Active travel routes and connections



Source: Planit-IE Design and Access Statement

Wayfinding which celebrates the heritage of the area is proposed at key gateways, nodal points and junctions within the site directing users to key destinations such as the Mobility Hub, wider Ancoats and beyond.

3.4 Car Parking

No car parking provision is proposed on site as existing. Vehicle movement will be regulated through fixed bollards as shown in Figure 10, only allowed for servicing vehicles. Therefore, vehicular movement generated by the proposals will be minimal and it is considered that it does not require a traffic/trip generation exercise.

It is expected that the informal parking present in the vicinity of the site along Jersey Street/ Wadeford Close and within Jersey Green will be absorbed currently by the existing surface parking provision in the area and by the Ancoats Mobility Hub in the future.

There are currently 13 dwellings on the north of Jersey Green, all with private residential parking provision. It is not expected that the vehicles currently parking on Mozart Close are related to these dwellings given the low car ownership rates of the area as shown in section 2 (less than 4% have availability to 2 vehicles) and the available private parking space for each house. Hence, the development will not affect or reduce current local car parking infrastructure provision.

3.5 Ancoats Mobility Hub

The Ancoats Mobility Hub ("the Hub") next to the site is being brought forward to support the next phase of the redevelopment of the Ancoats area of Manchester which will be focused on the Poland Street Zone as defined by Poland Street Zone NDF endorsed by Manchester City Council (MCC) in July 2020. It is anticipated that 1616 new homes and up to 31,000sqft of commercial space will come forward within the Poland Street Zone NDF area.

The Hub is a key component of a place-based regeneration strategy for the area that will support and prioritise local communities as well as play a vital role in supporting place creation, improved mobility at a neighbourhood scale, and contributing to Manchester's journey towards achieving Net Zero Carbon. The Hub also offers the opportunity to transform how residential parking is provided on a neighbourhood basis, facilitating and enabling the transition away from petrol/diesel cars and to alternative, active modes of transport and consists of the following components:

- Cycle Hub – 150 cycle spaces with lockers and shower provision
- Delivery Hub – 750sqm area designated for aggregated deliveries
- Commercial Unit – 220sqm commercial unit
- 408 car parking spaces (including 20 car club spaces and 10 car sharing spaces)
- Electric Vehicles (EV) Charging Points

The Mobility Hub proposals will include a shared pedestrian / cycle path along the southern side of the Hub which is anticipated to be incorporated into the public realm strategy being brought forward by MCC. The path will be designed to tie into / take into account the recent 'Cycle Infrastructure Design (CID) - Local Transport Note (LTN) 1/20 - July 2020'.

3.6 Servicing, Deliveries and Emergency Access

Generous footpaths within Ancoats Green allow for service access around the site for maintenance. Service Vehicles will gain access into the site through removable bollards and access through Jersey Green. Swept Path Analysis of the expected vehicle through the site is shown in Appendix B.

Figure 10 Proposed Vehicle Services Routes



Source: Planit-IE Design and Access Statement

4. Traffic Management

During the construction phase, various Temporary Traffic Regulation Orders (TTRO) will be needed when the various projects for Poland Street commence on site. Strategies for future consequent works will include:

1. Temporary Road Closure: Jersey Street (from Poland Street to Mozart Close): Closed to vehicles and pedestrians following completion of the works to remove the Jersey Street Bridge until the completion of the Eliza Yard and Jersey Wharf developments. Temporary pedestrian diversion routes via either Oldham Road or New Union Street / St Vincent Street
2. Temporary Road Closure: Poland Street (from Jersey to Naval Street) - Possibly one -way: Closed to vehicles and pedestrians to allow construction of Eliza Yard enabling access to temporary site compound across Poland Street.
3. Temporary Road Closure: Wadeford Close (from Jersey Street): Closed to vehicles and pedestrians to allow construction of the Rodney Street development.
4. Footway closure and suspension of No Waiting TRO on north -eastern side of Poland Street (from Silk Street to Naval Street). To enable materials handling from the kerbside on Poland Street associated with the construction of the Ancoats Mobility Hub.
5. Route through the Portugal Street/Wadeford Close corner to be preserved for Ancoats Green construction traffic.

Moreover, TROs permanent proposals to control rat-running traffic will include a series of one-way routes, largely created by "No Entry" and filter/control points at junctions. Ultimately, it is not expected that the TROs in the Ancoats/Poland Street will affect construction access to the park.

5. Conclusions

This Transport Statement has been prepared to accompany a planning application for the redevelopment of Ancoats Green and public realm land off Jersey Street, Ancoats, Manchester. The site falls within the wider Poland Street Zone re-development area and is expected to become the community centre and social hub for the whole of Ancoats.

The public realm improvements will consist of a series of green open spaces which allows for various uses for the community including recreation and play, offering better connections to users from Oldham Road to New Islington, Miles Platting, to Cutting Room Square and the City Centre. Accesses and connections to the site will be from all 4 sides unlike the current north-south only movement.

The proposals have been demonstrated to accord with both national and local transport policy encouraging sustainable transport and providing facilities that will significantly improve health and wellbeing of locals. The site location presents various opportunities for walking, cycling and travel by public transport with good accessibility to a wide range of local amenities and serves as a further amenity to current and future residents.

Furthermore, to support the new Ancoats Mobility Hub, the enhanced infrastructure of Ancoats Green will provide the tools and encouragement for people to change habits and contribute towards more sustainable modes of travel. It is expected that the Hub will effectively cater for those arriving by car to Ancoats Green.

The site's bins will be serviced via the wide accessible footpaths, managed through removable bollards and the movement was tested with Swept Path Analysis.

Given the above, it is anticipated that the development will have no material impact on the operation or capacity of the surrounding highway infrastructure and will maximise the opportunities of the site without contributing to adverse transport impacts.

Appendix A – Development Proposals

Appendix B – Swept Path Analysis



STANDARD NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.

2. THIS DRAWING SHOULD NOT BE SCALED.

3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.

4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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6.028

4

4.31

Small Tipper

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

6.528m

2.500m

2.877m

0.927m

2.385m

6.00s

7.850m

THIRD PARTY INFORMATION REFERENCED IN THIS DRAWING INCLUDES

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PROJECT

POLAND STREET ZONE

TITLE

ANCOATS GREEN VEHICLE TRACKING

DRAWING STATUS					STATUS CODE	
FOR INFORMATION					-	
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED		
1826-01	1:250	DEC'22	BW	CK		
DRAWING No.					REV	
1826-01-CIV-XX-XX-D-H-42003						P01

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