DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
20/01011/FUL	Mubeen Patel	2 November 2020

Address: 53-61 Tweedale Street Rochdale OL11 1HH

Proposal: Erection of two and a half-storey building with dormers to rear roofslope comprising of 4 no. retail units (Class A1) at ground floor with 4 no. self-contained apartments (Class C3) above

PUBLICITY	**Weekly list expired?**	Y	**Site notice expired?**	Y
	Neighbour letters expired?	Y	**Press Notice expired?**	N/a

DELEGATION	**Significant departure from local plan?**	N	**Contrary to national policy?**	N
	Applicant a Council Member or officer?	N	**Contrary to previous decision?**	N
	Major with 10 or more objections and recommending approval?	N	**Called in or Planning Panel objection?**	N

COMMENTS	**Planning Panel comments received?**	N/a
	Neighbour comments received?	Y

EIA	**Screening opinion completed and saved to Onbase?**	N/a

CONDITIONS	**Pre-commencement conditions proposed?**	N/a
	Pre-commencement conditions agreed (or notification period expired)?	N/a

RECOMMENDATION	REFUSE

CHECKED AND SIGNED OFF BY: AT **DATE: 05.11.2020**

SITE

The application relates to an open area of land sited between nos. 51 and 63 Tweedale Street. The street numbering indicates that the site was previously occupied by five

properties and historical maps from 1929 show the site to have been accommodated by terraced dwellings, as per the surrounding development. The LPA have no evidence of when those properties were demolished, but it is thought that the site has been vacant for at least 15 years. Given the period of time since demolition of the former properties, the site now has an overgrown and unkempt appearance and does not appear to be under any formal or informal use.

Surrounding the site the area is predominantly characterised by terraced properties that mostly comprise residential dwellings. A number of the properties along Tweedale Street are however under retail use at ground floor level. The site is also sited directly opposite a former school that is now used as the Castlemere Community Centre. There is also a mosque sited directly behind the community centre with access to this via Castlemere Street.

The older terraced properties around the application site commonly have a single storey outrigger that projects beyond the main rear elevations. Other properties in the area also have two storey rear extensions. The properties to the immediate south of the site (along Castlemere Street), are however more modern and these include more uniform rear elevations.

PROPOSAL

The application proposes the erection of 4 no. ground floor retail units with 4 no. self-contained apartments above (to the first and second floors).

The development would encompass the existing gap between no. 51 and 63 Tweedale Street, thus completing the broken terrace, and would comprise a two and a half storey development (with the second floor comprising rooms in the roof space with dormers). The front elevation of the development would be set in line with the existing frontage of Tweedale Street. The development would then have a depth of approximately, 9.3 metres, a two storey outrigger containing an entrance, stairway, laundry room and WC would project a further 3.8 metres. Beyond the building a bin store and four car parking spaces are proposed.

The development would be set out over three floors, with four retail units to the ground floor, and four residential flats to the first and second floors. Two of the flats would be 2 bed and the other two would be 1 bed. Bedrooms would be provided on the first floor and an open plan lounge/kitchen would be located on the second floor.

Externally to the front elevation the proposed fenestration would include full length shop windows to the ground floor with two windows provided to the residential units on the first floor. Velux rooflights would be inserted on the front roof slope. To the rear mock infill windows are proposed at ground floor with windows aligned above at first floor level. The two storey outrigger would have an entrance door and a windows at ground level with windows above. The rear roof slope would consist of four dormers with mono pitched roofs, set in from the sides and set up from the eaves. The ridge of the building would be continuous with the ridge of the existing neighbouring terraces on either side.

In regards materials of construction, this is proposed as red brick facing brickwork with natural stone heads and cills for the windows. The shopfronts would be of aluminium frame. Colour/texture brick infill is proposed for at ground floor with natural stone heads and cills to all openings. The cheeks and front of the dormers would be finished with lead grey GRP.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF) – February 2019

National Planning Practice Guidance (NPPG)

Adopted Rochdale Core Strategy (CS) adopted October 2016:

The following policies of the adopted Rochdale Core Strategy are relevant:-

DM1	General Development Requirements
P2	Protecting and enhancing character, landscape and heritage
P3	Improving design of new development
E1	Establishing thriving town, district and local centres
C1	Delivering the right amount of housing in the right place
C3	Delivering the Right Type of Housing
G9	Reducing the impact of pollution
T2	Improving Accessibility
Appendix 5	Schedule of Parking Standards

Unitary Development Plan (UDP):

G/D/1 Defined Urban Area

Supplementary Planning Documents (SPD):

Supplementary Planning Guidance note 'Guidelines and Standards for Residential Development' (June 2016).

RELEVANT SITE HISTORY

02/D40533 – Demolition of Existing Houses and Residential Re-development – Approved.

15/00639/FUL - Development consisting of 3 no. ground floor retail units and 6 no. self-contained apartments over first and second floors – Refused (08.12.2015) by reason of;

1) The proposal, by reason of the lack of dedicated parking and servicing, would lead an increase in pressure for on-street parking and congestion to the detriment of residential amenity, highway safety and the free flow of traffic. As such, the proposal would be detrimental to residential amenity and the safe and efficient operation of the highway network contrary to Policies G/A/1, A/8, A/10, G/BE/1 and BE/2 of the Rochdale Unitary Development Plan and the National Planning Policy Framework.
2) The proposed development, by reason of its design and height, would be out of character with surrounding area to the detriment of visual amenity and the character and appearance of the street scene. The proposal is therefore contrary to Policies G/BE/1 and BE/2 of the Rochdale Unitary Development Plan and the National Planning Policy Framework

An appeal was lodged against the above refusal (ref. APP/P4225/W/15/3141103), which was dismissed by the Inspector and the decision upheld for the same two reasons (Highways safety and character and appearance).

CONSULTATION RESPONSES

Highways

To meet maximum standards set in Rochdale's Core Strategy, a development of this size and location requires 14 dedicated parking spaces, the table below indicates the breakdown of maximum parking standards.

Residential Development	7 Dedicated Parking Spaces
Retail Development	7 Dedicated Parking Spaces
Total	14

This is a maximum parking standard. The applicant has proposed a total parking provision of 4 spaces, (8 spaces below maximum standard). The total provision (4) would adequately serve the residential element of the proposed development. There are 4 residential units proposed which would each have a 100% dedicated parking provision.

For a development of this size and nature, at this location Rochdale Borough Councils Highways Service expects the residential element of the proposed development to generate a greater frequency of regular vehicular trips onto the highway network via single-purpose trips.

The retail element of the proposed development is more likely to be subject to combined trip purposes. The development site is located directly adjacent to a local centre, and it is accepted that the proposed development site is located in an area generally operating as a local centre. The vast majority of retail units in the area gain custom from the surrounding residential areas, via customers accessing local amenities on foot.

In addition to this, the proposed development is in a sustainable location, within a 400 metre walk of a train and Metrolink station, which offer connections to Rochdale Town Centre and further afield to Manchester. The town centre also offers a range of further retail and community facilities.

Rochdale Borough Councils Highways Service have checked road accident data from 2016 to present, with 3 collisions in the immediate area having been reported resulting in Slight injuries.

Rochdale Borough Councils Higwhays Service would not expect a development of this size and nature at this location to create a severe impact upon road safety as a result of the level of dedicated parking proposed.

Given the location of the proposed development there will be no significant increase upon on street parking levels in the area. In addition to this the highway surrounding the proposed development has existing Traffic Regulation Orders in place which will deter on street parking in the most dangerous/inconsiderate areas.

A development of this size and nature, at this location will create no significant intensification upon the local highway network. Given the nature of the local area the proposed retail development will provide additional facilities for people of the local area who are already accessing nearby local amenities.

Env Health - Noise/Odours –

Summary - No objection in principle, but recommend a condition requiring the flats to be designed and constructed to meet stipulated internal noise levels.

United Utilities

Summary - No objection subject to a condition in relation to a scheme for the sustainable discharge of surface water and foul sewage from the site.

Lead Local Flood Authority/Drainage

Summary - The preliminary sustainable drainage proposals outlined in the Drainage Strategy report are in line with UK Government' National Planning Policy Framework (NPPG) hierarchy. A scheme for the sustainable discharge of surface water and foul sewage from the site should be conditioned.

Environmental Control (Landfill Gas)

Summary - The supplied report and recommendations are acceptable, a completion statement should be provided.

REPRESENTATIONS

The application has been publicised with a site notice and neighbour notification letters. 35 letters and one petition with 38 signatures have been received in objection to the application. An 'officer response' is provided below where a comment has not been discussed in the 'Analysis' section of the report.

The points raised in objection are:

- Lack of parking due to existing uses surrounding the site which include a community centre, mosque and shops
- Residents resort to parking in alleyways
- Vehicles parked inappropriately is detrimental to highways safety
- Covid 19 has resulted in more people being at home taking up more parking
- Only 4 spaces are proposed, where would visitors, customers and staff park, insufficient parking proposed
- The large dormer windows are out of character with their surroundings
- The windows to the rear would invade privacy
- Where would the bins be located for such a large development
- No consultation with the community by the developer – **Officer Response** – There is no requirement for the applicant/developer to do this for such an application.
- Detrimental to the street scene
- No information on how deliveries will be made
- The access road to the rear is sinking – **Officer Response** – This is not a material planning consideration.
- No need for retail space, area cannot sustain it
- Planning application is not being openly discussed in township planning committee – **Officer Response** – Procedurally there is no requirement for this application to be heard at committee.

ANALYSIS

Principle of development

The application site is Defined Urban Area as allocated under the Rochdale Unitary Development Plan. As such policy G/D/1 is relevant to any applications on the site and this establishes that development should be located in the urban area so as to support urban regeneration and protect the countryside.

The site is located outside of the nearby Milkstone Road local centre which is sited approximately 36 metres to the east. Not being in the local centre and given the mixed use of the development Policy E1 is relevant to the retail element of the proposal and this advises that the provision of small scale shops and services to meet local needs outside centres would be supported, where;

i. They are in a location that is not, or will not be, reasonably served by an existing or proposed centre or local shop;
ii. There are no suitable vacant shops nearby; and
iii. They will be accessible to local residents / workers on foot

Development of shops or other services should be in a location that is not reasonably being served by an existing centre or shop. This is to ensure existing shopping facilities are protected. In regards to the development, the proposed site is located immediately adjacent to an existing local centre, which is considered to be acceptable. Therefore, the proposed site is considered to serve a local need as it lies immediately adjacent to Milkstone and Deeplish Local Centre.

In respect of criteria ii, Milkstone and Deeplish Local Centre is considered to be a very well established economically active and viable local centre, with very low vacancy rates and a high level of expression of interest from businesses wishing to locate there. They are therefore satisfied that there are no suitable units within the vicinity and the general health of the local centre could support the additional retail proposed.

Given the location, the retail units would be in an area which operates as a local centre where there are a range retail and community services, therefore the site is in an accessible area for local residents and workers.

In light of the above, it is considered that the principle of providing retail units at the site is acceptable. Consideration is still required into the other material considerations of the policy including amenity and highway safety.

Examining the residential flats above. It is noted that the most relevant policy in terms of residential use is C1 of the adopted Core Strategy which promotes the potential of previously developed sites, including empty homes and buildings within the urban area to achieve a target of 80% of new housing of previously developed land; and to ensure that sites are sustainable with good access to local services, facilities, green infrastructure, shops, jobs, schools and public transport.

Policy C3 of the adopted Core Strategy is also relevant and its aims are to;

- Ensure new development provides housing types that take account of local needs and aspirations;
- Promote densities that make efficient use of land whilst delivering a range of housing to widen choice in the borough and reflect local character;

In respect of the above policies, the area is predominantly mixed-use retail and residential and therefore residential is considered as a complimentary use to the existing character of the area and is an appropriate use for the site. There is also an aspiration to increase the number of residential properties in the borough in line with

government guidance. Consideration is still required into the remaining material factors, these being amenity and highway safety.

In light of the above it is considered that the principle of providing retail units with residential above is acceptable at the application site. As mentioned, consideration is still however required into other material matters, these including amenity, highway safety and the environment.

Visual amenity

The application site is a vacant plot of land that is located in the middle of what was formerly a terraced block. The surrounding area comprises a mix of residential, commercial and community uses. The majority of buildings are terraced houses but many have commercial uses on the ground floor. Although there is some variety in the detailed design of the various terraced blocks, within each block there is a general consistency in design.

The proposed development would be a two and a half storey building with rooms in the roofspace, traditionally designed, that would link to terraced properties on either side. The height of the building would be no greater than the rest of the terrace. The building has been designed to replicate to some degree and run consistently with the existing terraced properties.

The four dormers positioned on the rear roof slope would be small in size, set in from the sides and set up from the eaves where a large portion of the roofslope would still be visible. A number of properties within the area do have dormer windows - although most are generally small scale subservient features, there are some large box type dormers which have a negative impact on the character and appearance of area. In contrast the scale and size of these dormers to the rear of the building would be modest in size and not occupy a disproportionately large portion of the roof. As such the proposed dormers would sit comfortably with the rest of the terrace and would not be viewed as unduly prominent.

The surrounding terraces are architecturally quite simple - windows and doors on the residential properties are set back from the front elevation, and the windows have stone cills and lintels. The windows on the upper floors of the development would reflect this detailing, and in this respect the scheme would complement the existing street scene.

As mentioned above there is a mix of commercial and residential units within the terraced block, as existing there is still a simple rhythm of door and window at ground floor, and window and brick work at first floor. On the upper floors of the proposal there would be two windows to each residential unit, although not exactly matching neighbouring properties, the size and scale of the windows including the proportion of fenestration to brickwork would be acceptable and would not be harmful to the prevailing character of the area. Furthermore, at ground floor the fully glazed shop fronts, although not traditional in design would reflect the simple rhythm of neighbouring retail units. The complimentary nature of both the commercial and residential units would create a comfortable relationship in the area which would have a positive visual impact on the wider area.

All in all, it is considered that the proposal makes a good balance between protecting the local character of the area and providing a development that would be consistent with the prevailing patter of development and bring a new and uplifting addition to the street scene, improving the overall character and appearance of the area. The proposal is as such considered to be compatible with the surroundings and contributes to the

quality of the townscape. The application therefore accords in this regard with policies DM1, P2 and P3 of the adopted Core Strategy and the NPPF.

Residential amenity

It is important that consideration is also given to residential amenity, in respect of both the proposed uses at the site as well as the physical implications from the buildings proposed scale, design, layout and position.

Looking at the two proposed uses, these being commercial (A1 retail) to the ground floor and residential (C3 dwellinghouse) above, it has already been established that the principle of providing these at the site is acceptable. The area is established as mixed use, adjacent to a local centre, and the proposal would therefore be in keeping with existing land uses around the area. It is however important to ensure that the proposal would not impact unduly on matters such as noise and other polluting effects, with regards given to the impact of the two uses on each other as well as the impact of the development upon existing surrounding properties.

To assess the above, consultations have been undertaken with the Council's Public Protection Officers and they have confirmed no objection to the application. A request has however been made for inclusion of a condition relating to sound levels in the proposed flats. This is considered to be a reasonable request and will ensure that future residents of the flats are not subject to excessive noise levels. A condition will also be required to control the opening times of the retail units.

In respect of other matters, it is important that the development provides adequate space about buildings, with paragraph 5.2 of the Councils SPG 'Guidelines and Standards for Residential Development' recommending that a minimum separation distance of 21 metres should be provided between principal elevations of opposing dwellings and a distance of 14 metres between principal and secondary elevations. Where these separation distances cannot be achieved proposals should be "compatible with the density and character of surrounding development".

Looking at the proposal it can be seen that there would be no concerns regarding distance to the front of the site, with the development bordering onto Tweedale Street and sited the opposite side of the highway to the Castlemere Community Centre. To the rear of the site it is noted that a number of objections have raised concerns in respect of the overlooking that the development may cause. However, it is considered that the relationship created to the rear of the site would be acceptable. It is acknowledged that the development fails to achieve the distances recommended under the SPG, with approximately 10 metres provided between the main rear elevation and the side of no. 47, with this decreasing to approximately 7 metres when measured from the stairwell.

However, these distances, especially those to the main rear elevation where the habitable room windows are proposed, are not dissimilar to the distances seen on existing properties in the area, including those immediately adjacent the site. Properties in the area have a well-established character of having only small rear yards (approximately 3-7 metres deep) and a separation distance from adjacent properties running perpendicular, at a distance of approximately 5-10 metres.

Given the above distances seen around existing properties it is considered that the distances currently proposed would be compatible with those seen in the area and would adequately provide the level of amenity, as would be expected at a residential property in the area. With this in mind it is considered that although the distances set down within the SPG could not be achieved, the development would still comply with its

requirements, in so much as the proposal would be compatible with the density and character of surrounding development.

In terms of the flats providing adequate light and outlook, it should be noted that each habitable room would be provided with natural light and ventilation with an outlook onto either Milkstone Road or the access road to the rear.

The yard area to the back of the property accessed from Castlemere Street would provide bin storage areas for both the retail units and flats, the plans provided show these would be separate. The number of bins would be kept to a minimum by using Euro sized bins. The bin storage area proposed would be to the back of the site away from public vantage points and where rubbish can be easily disposed by future occupiers and where it would be relatively easy to wheel out for bin collection.

In light of the above and subject to the aforementioned condition, it is considered that the development would provide adequate space about buildings so as to protect future and existing residents from any excessive levels of overshadowing and/or loss of privacy, and provide a good standard of living space for future occupiers. The application is therefore acceptable in this respect and would meet with the expectations of Policies DM1 and G9 of the Rochdale Core Strategy, along with the relevant requirements of the National Planning Policy Framework.

Highway Safety and Parking

With any application for new development it is important to assess the impact on highway safety and under policy T2 of the adopted Core Strategy it is established that 'In all circumstances, the safety, accessibility and amenity of those who live or have business in the area will have priority, while providing reliable journey times for those travelling through'. Whilst Paragraph 132 of the NPPF states 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'.

In terms of highway safety it is noted that a number of objections and the petition received refer to this matter as a concern, with specific reference made to the existing congestion and parking problems in the area, the blocking of existing accesses and fears that the development will only serve to increase these existing issues.

To fully assess the impacts on highway safety consultations have been undertaken with the Council's Highway Officers. Consideration is also given the appeal decision in 2016 referenced 'APP/P4225/W/15/3141103' which was dismissed, including on highways grounds. Since the dismissed appeal the Rochdale UDP policies have been replaced by the adopted Core Strategy (2016) and the NPPF has been updated several times with the latest update in February 2019, with the presumption in favour of sustainable development.

It should be noted that the applicant has made several changes to this proposal when compared to the refused application in 2015. The previous application proposed 6 no. residential units, whilst this application proposes 4 no. residential units, a reduction of 2 units. No dedicated parking was provided in the previous application, whilst 4 dedicated spaces are proposed in this application. However, the number of retail units has increased from 3 to 4 (although the total floor space provided would be similar). The 2016 application would have been required to provide a maximum of 17 parking spaces.

Based on the Council's adopted Parking Standards set out in the Core Strategy, a development of this size and nature requires up to 14 dedicated parking spaces (7 spaces for the residents of the flats and 7 spaces for the staff and customers of the retail units). It should be noted that this is a maximum parking standard, and the applicant has proposed a total parking provision of 4 spaces to the rear of the site which is 10 spaces below the maximum standard.

The highways officer considers that for a development of this size and nature, at this location it expects the residential element of the proposed development to generate a greater frequency of regular vehicular trips onto the highway network via single-purpose trips, whilst the retail element of the proposed development would be more likely to be subject to combined trip purposes, given the development site is located directly adjacent to a local centre. The vast majority of retail units in the area gain custom from the surrounding residential areas, where it is presumed most customers access local amenities on foot.

There is no doubt that the proposed development is in a sustainable location, within a 400 metre walk of a train and Metrolink station, which offer connections to Rochdale Town Centre and further afield to Manchester. The town centre also offers a range of further retail and community facilities. Rochdale Borough Council's Highways Service have also checked road accident data from 2016 to present, with 3 collisions in the immediate area having been reported resulting in slight injuries.

Given the above the Council's highways officer considers that the proposed development would result in no significant increase in on-street parking levels and notes that existing Traffic Regulation Orders in place along Tweedale Street would deter on street parking in the most dangerous/inconsiderate areas. The highways officer concludes by stating that a development of this size and nature, at this location will create no significant intensification upon the local highway network and would not create a severe impact upon road safety as a result of the level of dedicated parking proposed.

It is proposed that servicing for the development would generally take place from the service road at the rear. Bearing in mind the size of the units and so their likely servicing requirements, the servicing of the commercial units could take place without any adverse impact on either highway safety or local residents and is satisfactory.

For much of its length, Tweedale Street has both parking and loading restrictions, although the side streets that lead off it generally have no parking restrictions. Whilst some of the terraced properties in the area have some off-road parking at the rear, the majority of properties have no-off street parking. Consequently, demand for on-street parking is high and further demand is likely to be created from the location nearby of a community centre and mosque, which have limited of-street parking provision. During the planning officer's site visit the levels of on-street parking were significant, and given the residential nature of much the area, the demand during the evenings and weekends is likely to be greater.

Furthermore, evidence from local residents suggests that the lack of on-street parking is a considerable problem in the area already. Photographs provided show parking on double yellow lines along Tweedale Street and parking of vehicles on side streets blocking access.

As indicated in the parking standards, a development of this would generally require up to 14 parking spaces, where only four have been provided. Whilst there is a car park and also some on-street parking within the nearby local centre, the evidence indicates

that this is already well-utilised. Moreover, given it is time-limited parking it would only be suitable for customers to the commercial units rather than staff or residents.

It is acknowledged that the site is in close proximity to a regular bus service, to the Metrolink/train station, and also to both the local centre and Rochdale Town Centre. However, this does not necessarily mean that the proposed development would not result in the need for parking spaces. Whilst some customers may be local, it is likely that many would choose to drive. The popularity of the current short stay parking in the local centre adds to the view in this regard. Moreover, demand would also be created by staff of the retail units.

It is noted that the Council's highways officer does not raise any significant highway safety objections on the grounds of lack of parking. However, the outcome of the recent appeal must carry considerable weight in the planning balance. The circumstances and material planning considerations remain unchanged in respect of the proposed scheme. Whilst a small number of parking spaces are now proposed and the number of flats has reduced, the increased number of retail units has increased and the parking provision remains significantly below the maximum standards.

In addition to highway safety, the previous appeal decision factored-in the broader impact of the additional demand for parking on the living conditions of neighbouring residents. Based on the officer's observations and the level of objection from local residents, it is considered that the revised scheme would lead to a significant increase in the demand for on-street parking and congestion in the area, resulting in additional inconvenience and hardship for local residents. Such an increase in an area where the lack of availability of on-street parking already creates problems for residents would result in unacceptable harm to the living conditions of neighbouring residents. Furthermore, it is considered that the additional parking demand could increase the instances of hazardous parking which would be detrimental to highway safety.

Therefore, it is considered that the proposed development, through the inadequate parking provision, would be detrimental and have a severe impact to both highways safety and the living conditions of nearby residents. Consequently, it would conflict with Policies with policies T1 and DM1 of the Core Strategy and the National Planning Policy Framework.

Other considerations

Although access to the yard and people's homes may currently be blocked by inconsiderate parking, this is not a matter that can be controlled through the current application. If illegal parking is taking place in the area this must be controlled through the appropriate methods, that being either through the police or traffic enforcement officers.

Summary and Planning Balance

The application would bring into use a long standing vacant, brownfield site with a mixed use retail and residential development. It would contribute to the Borough's housing land supply and create jobs adjacent to a thriving district centre. These benefits could be realised without harm to established interests of visual amenity, however, the lack of parking proposed for a development of this size and nature would be detrimental and have a severe impact to both highways safety and the living conditions of nearby residents. The application is therefore recommended for refusal.

RECOMMENDATION

Refused for the following reason:-

1. As a result of the inadequate provision of off-street parking, the proposed development would significantly increase the instances of hazardous parking and congestion and be detrimental to both highway safety and the living conditions of nearby residents, contrary to Policies T2 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Procedure Statement

The proposal would not improve the economic, social and environmental conditions of the area nor does it comply with the development plan and therefore does not comprise sustainable development. There were no amendments to the scheme, or conditions which could reasonably have been imposed, which could have made the development acceptable and it was therefore not possible to approve the application.

Notes for Applicant:

INFORMATIVE:
For the avoidance of doubt, this Decision Notice relates to the following drawings:-

- Drawing No. S457-001
- Drawing No. S457-002revA