Date Modified:

Drawn By:

File:

Key

Cycling Isochrones

Cycle Speed: 16kph

- 0 to 5 Minutes (0 - 1333 Metres)
- 5 to 10 Minutes (1333 - 2667 Metres)
- 10 to 15 Minutes (2667 - 4000 Metres)

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0 0.15 0.3 0.6 0.9 1.2 Kilometres

wsp

TITLE:

CYCLING ISOCHRONE

FIGURE No:

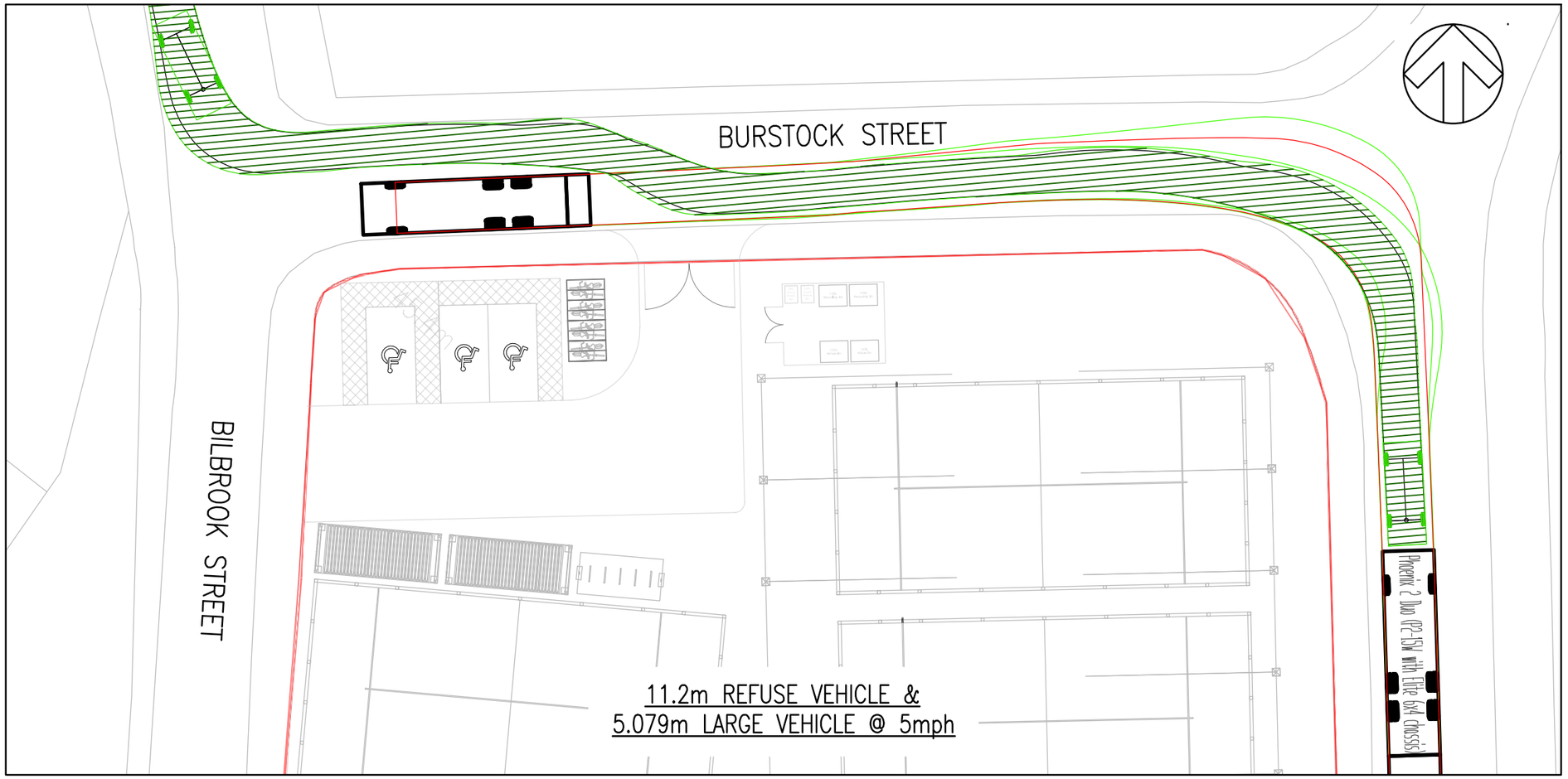
FIGURE 4-2

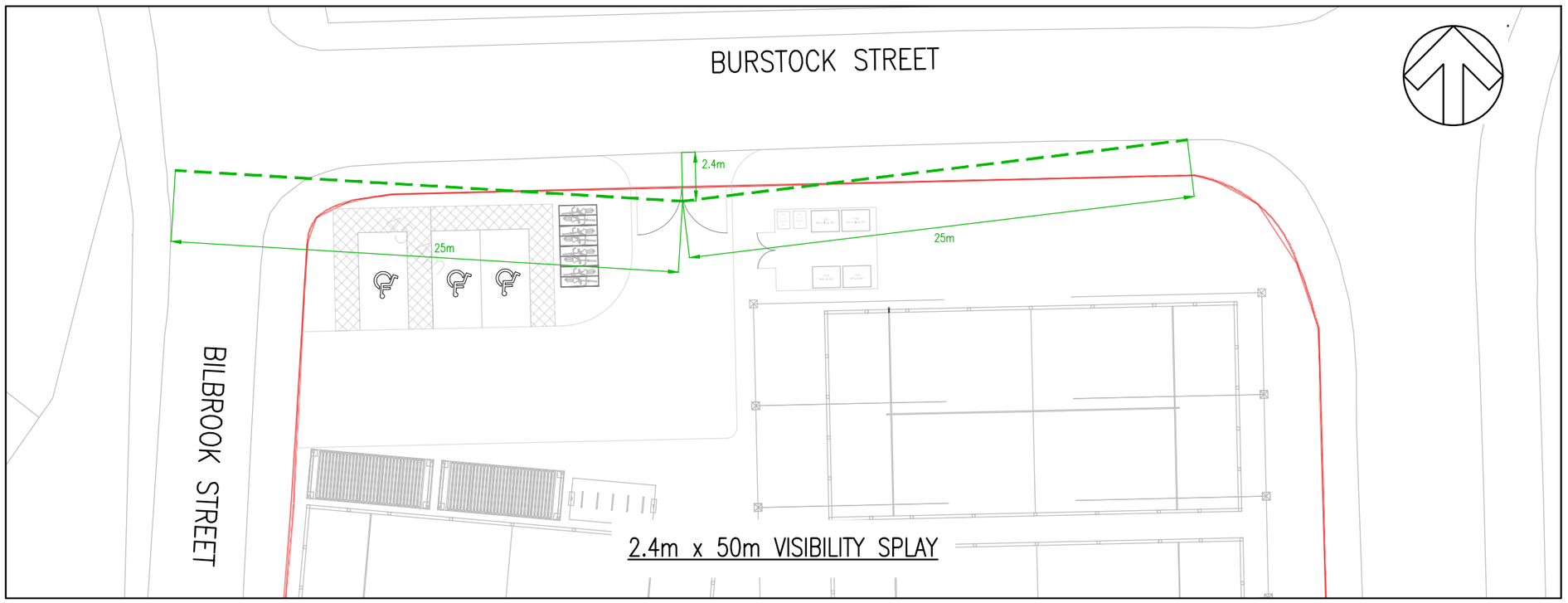
Appendix D

AUTOTRACK DRAWING

Public

File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\70109XXX\70109728 - PEARY STREET, MANCHESTER\03 WIP\TP TRANSPORT PLANNING\REPORTS\APPENDICES\DRAWINGS\PRY-WSP-XX-XX-DR-TP-001_P04.DWG, printed on 01 May 2024 15:45:14, by Ramm, Declan





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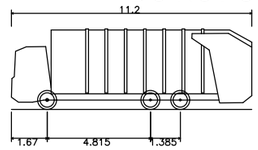
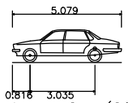


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DATE	BY	DESCRIPTION	CHK	APP
P04	01/05/2024	DR	REVISED ARCHITECTS LAYOUT DATE 01/05/2024	JO	JO
P03	30/04/2024	DR	REVISED ARCHITECTS LAYOUT AND BIN STORE LOCATION	JO	JO
P02	30/04/2024	DR	TRACKING AND VISIBILITY SPLAYS ON REVISED ARCHITECTS PLAN	JO	JO
P01	07/12/2023	DR	FIRST ISSUE	JO	JO

DRAWING STATUS:
S0 - WORK IN PROGRESS

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wsp.com

CLIENT:
Social Sports Society / FEC

ARCHITECT:
Hollaway Studio

PROJECT:
Peary Street, Manchester

TITLE:
Vehicle Tracking and Visibility Splay

SCALE @ A3:	CHECKED:	APPROVED:
1:250	JO	JO

PROJECT No:	DESIGNED:	DRAWN:	DATE:
70109728	DR	DR	April 2024

DRAWING No:	REV:
PRY-WSP-XX-XX-DR-TP-001	P04

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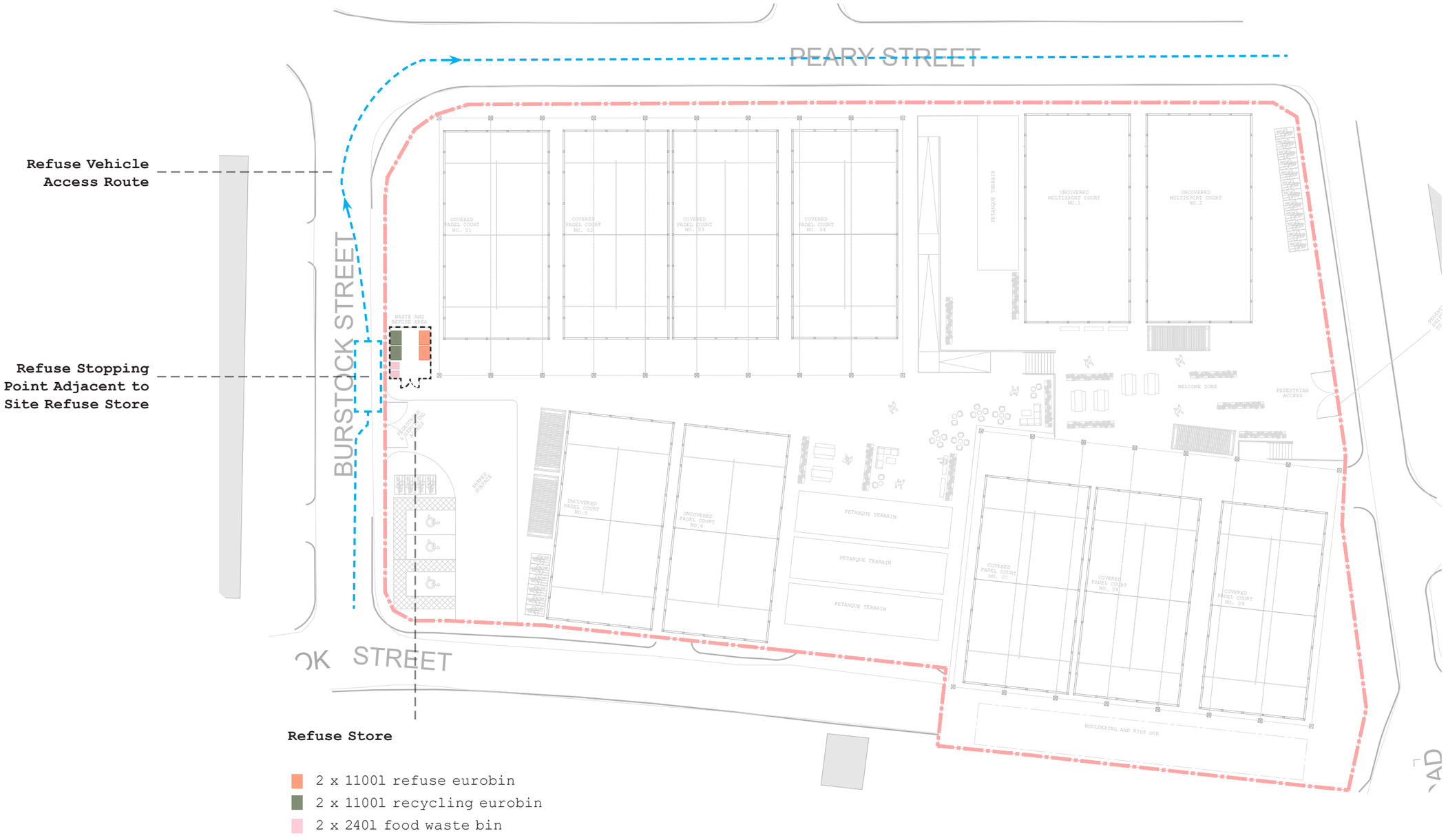
Refuse Strategy

R1 - 22/12/23



Hollaway

Appendix E

SUPPLEMENTARY TRANSPORT NOTE

Public

PEARY STREET, MANCHESTER

Supplementary Transport Note

1 May 2024

70109728

INTRODUCTION

This technical note has been prepared in relation to planning application 139462/FO/2024, and specifically is intended to address a number of the queries raised by the local highway authority in their response to this planning consultation, with reference to the local highway authorities note dated 11.4.24 (received by WSP 24.4.24).

RESPONSE

For ease of reading, the contents of the local authority response have been extracted in full into the table below, to be read alongside WSP's response.

Ref	MCC Comment	WSP response
1	*TRIP GENERATION & JUNCTION ASSESSMENT:* *A trip generation assessment has been provided within the submitted Transport Statement (TS) based on a first-principles approach taking into consideration daily usage and a* *number of assumptions. Further information is required in terms of trip distribution and road safety assessment - please see TfGM comments.*	The referenced TfGM comments have not been received by WSP at the time of writing this note. However the information on trip distribution and road safety within the Transport Statement was prepared and submitted in line with the scope discussed with MCC highways and TfGM and in accordance with relevant guidance.
2	*SITE ACCESSIBILITY:* *The TS demonstrates that the site is well located for access by sustainable modes with access to frequent bus service provision along Rochdale Road and other transport nodes available upon approach to the city centre.* *A full audit of the existing pedestrian provision in the vicinity of the site should be provided.* *Given the nature of the site and opening times into the evening this should include a detailed assessment of the street lighting levels.*	A photographic audit and commentary on existing pedestrian provision is appended to this note as Appendix A. A detailed assessment of street lighting has not been included at this time, although reference is made in Appendix A to the locations of existing street lighting. It should be noted that the development has been subject to a Crime Impact Statement, within which it is concluded that the proposed development is "welcomed" and that the design of the scheme is "very positive from a

		pedestrian safety perspective" (page 2 of the Crime Impact Statement).
	VEHICULAR & PEDESTRIAN ACCESS: *Plans indicate that vehicular access will be provided from an existing site access point from Burstock Street although confirmation is required in order to understand whether S278 highways works are necessary.*	The proposed access is located in the same location as the existing site access (disused) off Burstock Street, and this access location will be re-used for the purposes of providing access to the small on-site car park.
3	*The absence of kerbside restrictions in this location could result in parked vehicles affecting visibility for egressing vehicles. Highways therefore request that a 'No Waiting' restriction TRO along Burstock Street is implemented/ funded by the applicant as part of a S278 Agreement. Provision to both sides of the carriageway would also ensure that service vehicles can adequately manoeuvre within the vicinity of the site.*	This is noted and agreed, and we suggest the implementation of this TRO is a pre-opening condition. Please note we do not consider that a S278 is necessary if the existing access point is being used (see point above).
4	*A visibility splay assessment should also be provided inconsideration of proposed boundary treatment and the bin store structure which is located close to the back of footway.*	Visibility splay assessment adopting 20mph design speed on Burstock Street is included within Appendix B.
5	*Highways request that a demarcated/dedicated pedestrian route into the site is provided from Burstock Street to reduce potential conflict between pedestrians and vehicles. An additional pedestrian access is also proposed from Back St George's Street.*	Given the very low level of traffic (i.e. access only to 3 accessible parking spaces) we consider the provision of a dedicated pedestrian route is excessive. We would further note that this will be a secondary pedestrian access, with the majority of footfall likely to arrive from the south via Back St Georges Road.
6	*All existing points of vehicular access will be closed/gated. Highways would request that any subsequent applications at this site would require footway reinstatement at these redundant points together with dropped-kerbs and tactile paving at the site access points and within the local vicinity.*	Noted and agreed.
7	*The proposed access strategy will require re-opening of Burstock Street and Bilbrook Street either by opening of the barriers (subject to swept-path assessment) or removal. This will need to be agreed with MCC Street Waste and Recycling Team. It should be noted that any removal may require reinstatement (to be funded by the applicant) at the end of the temporary three-year permission should the site revert back to being vacant.*	Noted and agreed. The existing barriers are 5.5m - 6.0m wide and as such it is anticipated they could be opened, rather than needing to be removed.
8	*The applicant should note that the southern section of Bilbrook Street which was permanently stopped up in 2007 (under the Town and Country Planning Act 1990) was associated with consented planning application 078859/FO/2006/N1. As the planning application did not proceed then the stopping up order will have expired - as such, this area will need to be stopped up again by the applicant.*	We are unclear why the southern section of Bilbrook St needs to be stopped up to facilitate these development proposals, and would suggest it is retained as public highway, particularly given the temporary nature of this application.
9	*It is accepted by Highways that the proposed access strategy would not affect the adjacent future development proposals at plots either side of the application site.*	Noted.

10	*PARKING:* *A total of 3no. disabled car parking spaces are proposed. Plans show that these bays will be demarcated to MCC minimum dimensions (2.4m x 4.8m) with additional 1.2m side/rear hatched clearance. A 6m aisle width is proposed which will allow sufficient manoeuvring space. No standard on-site parking provision is proposed.*	Noted.
11	*A Parking Management Strategy and Travel Planning Strategy have been appended to the TS, which provides details on local car-parking provision and anticipated parking demand associated with the proposed development. The assessments indicate that the site would be expected to generate a maximum car parking demand of around 46no. vehicles. Whilst such demand would likely be accommodated within car-parks operating within walking distance of the site, implementation of waiting restrictions along Burstock Street will be necessary together with additional TROs/TRO refreshment in the vicinity of the site to ensure that existing kerbside restrictions are clear and existing footways are clear of parked vehicles. Highways request that a TRO review is conditioned with any approval.*	Noted and agreed – we suggest the implementation of waiting restrictions and a TRO review is suitable for a pre-opening condition. See also comment ref 3.
12	*A strong Travel Plan will also be required to encourage and promote access by sustainable modes for both visitors and staff.*	Noted, see comment ref 16 below.
13	*Given the temporary nature of the site, Highways accept that Electric Vehicle charging provision is not necessary.*	Noted.
14	*CYCLE PARKING* *A total of 44no. cycle parking spaces are proposed, 20no. at the north of the site (near the Burstock Street entrance) and 24no. at the south of the site near the Back St Georges Street entrance. Given that the proposals would accommodate a maximum of 100 persons on-site at any one time, this level of cycle parking provision appears reasonable - however this will need to be continuously monitored as part of the site Travel Plan.*	Noted.
15	*Highways also request that additional (secure and sheltered) cycle parking is made available for staff.*	Please see latest architect's site layout at Appendix C. This includes a total of 44 cycle parking spaces as follows: - 10 covered spaces reserved for staff; - 20 covered and 14 uncovered spaces for use by visitors to the site. All spaces are within the site boundary and will therefore benefit from natural

		security through being overlooked by regular pedestrian footfall from site users and staff.
16	*TRAVEL PLAN:* *A Framework Travel Plan has been provided. Highways request that a Full Travel Plan is conditioned with any approval.*	Noted and agreed, we suggest this is a post-opening condition which will allow for staff and visitor travel habits to be surveyed.
17	*DELIVERIES & SERVICING:* *Waste collection would take place from Burstock Street, with vehicles stopping on the highway in close proximity of the bin store. A swept-path assessment has been submitted which demonstrates that Burstock Street can accommodate such movements and that existing traffic flows would not be affected (subject to appropriate TRO provision). The plans appended within the TS however do not appear to show the Burstock Street site access.*	Please see updated tracking drawing at Appendix B, which is based upon the latest site layout.
18	*The TS states that all deliveries will also take place from the highway and that such deliveries would be infrequent/small volumes. Further detail of the anticipated delivery schedule is required. Ideally, all deliveries should be taken internally with a dedicated loading bay or Servicing Management Plan to allow over-run of the disabled parking area when the site is not in use.*	The Social Sports Operations team have confirmed that they would typically receive major stock deliveries on Wednesdays, once per week. All deliveries would go to one location (i.e. parking on Burstock Street as per the refuse vehicle tracking) and then be manually moved to the required area on site. All deliveries would be scheduled before the site opens to public. Based on the above it is not considered an internal loading bay is necessary. Further details regarding deliveries and servicing are provided in the submitted Management and Operational Plan, which it is envisaged will be conditioned as part of the prospective planning permission.
19	*It is also unclear how emergency vehicles would route through the site.*	There is no intention for emergency vehicles to route through the site. Emergency vehicle access is possible adjacent to three sides of the site via Burstock St / Peary St / Back St Georges Road, with pedestrian access from Burstock St and Back St Georges Road. On this basis no part of the site would be more than approximately 50m from a emergency vehicle parking location.
20	*SITE SET-UP/CONSTRUCTION MANAGEMENT:* *At this stage, Highways require outline details on any electricity/utility connections and associated traffic management requirements.*	The current layout has assumed that any existing utilities would be coming into the site in the proximity of the two buildings which have previously been removed from the site, so it is expected that

		retained services will be located around the slabs which are still in place. Based on the above it is not expected that significant utility connection works will be necessary. If any traffic management is required it is anticipated to be relatively straightforward given the low levels of usage on roads around the site at present. Any utilities and traffic management work would be undertaken by experienced and competent contractors.
21	*A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the quantification / classification of vehicular activity associated with planned construction/container placement together with details of any traffic management required to facilitate site set-up. The document should also consider ongoing construction works and contractor parking in the locality given that the site is located adjacent to approved development plots. A dilapidation survey should also be provided.* *It is recommended that the above is conditioned and attached to any planning permission that may be granted.*	A construction management plan was submitted with the planning application. A revised version was issued to the LPA to address the Environmental Health Officer's comments. It is enclosed as Appendix D to this response for reference.
22	*The applicant should be advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email - highwaylicences@manchester.gov.uk.*	Noted.

APPENDIX A – AUDIT OF EXISTING PEDESTRIAN FACILITIES

To supplement the information on sustainable travel options set out in section 4 of the Transport Statement, a further audit of existing pedestrian facilities has been undertaken, based on a site visit undertaken on 30.4.24.

It is anticipated that pedestrian trips (either staff or customer) will fall into three categories:

- Walking from origin (e.g. from place of work or place of residence)
- Walking from public transport (e.g. Shudehill metrolink, or bus stops on Rochdale Road)
- Walking from car parking areas in the locality.

Each of these categories has been examined in turn.

Walking from origin

It is anticipated that a significant proportion of customers and staff will walk directly to the site from their origin, either their place of residence or place of work (e.g. customers using the site after work in the city centre).

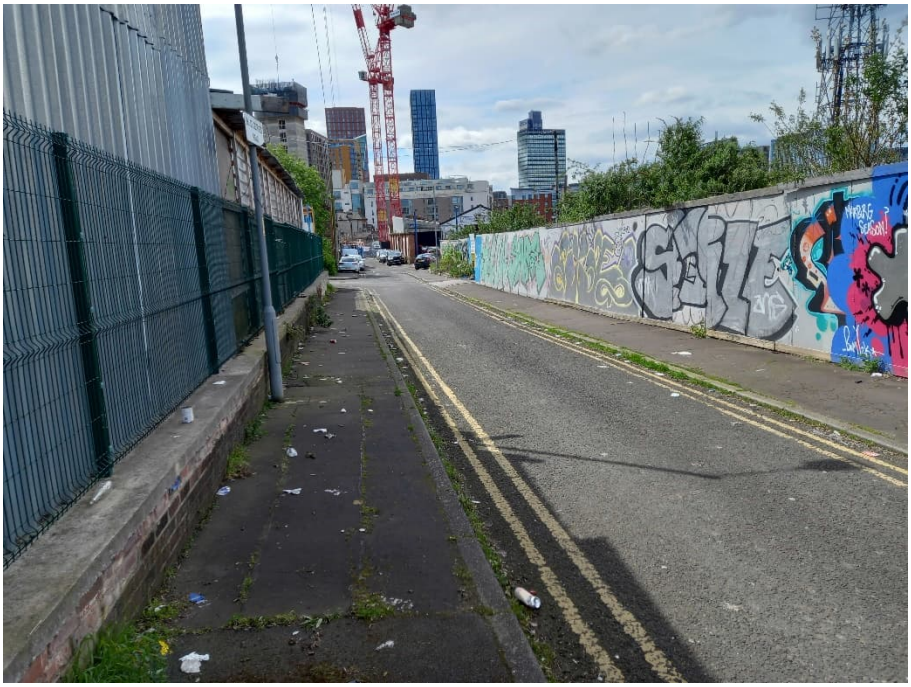
In both cases, it is most likely that such pedestrians would arrive and depart via Back St Georges Road and Peary Street, which provide access to Rochdale Road. Rochdale Road in turn is the most direct link to the Northern Quarter, Ancoats and wider city centre areas (to the west) and to local residential areas such as Collyhurst (to the east).

Pedestrian facilities are as follows:

Photo 1: Footway on north side of Rochdale Road heading towards site. Wide footways (circa 3m) with dropped kerbs and tactile paving present on route. Signalled crossings at busier junctions. Street lighting in place. High levels of footfall and passing traffic to aid natural security.

Photo 2: Peary Street looking towards site. Footway width circa 2m. Street lighting in place.

Photo 3: Back St Georges Road looking towards site. Footways on both side of road, width circa 1.5m. Some issues with maintenance (vegetation overgrown, littering issues) which could be resolved. Accepted that street is currently uninviting with minimal activity, however presence of the development (on right of this photo) would add significantly to the activity on the street and hence add to personal security. Street lighting in place.



Walking from public transport

Pedestrians arriving from Victoria (rail) or Shudehill (Metrolink) would follow a similar route to that shown in the previous section.

Pedestrians arriving by bus would use the nearby stops on Rochdale Road.

Pedestrian routes are as follows:

Photo 4: Eastbound bus stop on Rochdale Road. Directly accessible via Back St Georges Road, Peary Street (see photos in previous section) and then wide well lit footway along Rochdale Road, as shown in Photo 4.

Photo 5: Westbound bus stop on Rochdale Road, plus crossing point over Rochdale Road including central island, dropped kerbs and tactile paving. If preferred, a small additional walk distance allows crossing at the signalled junction of Bromley Street / Rochdale Road / Livesey Street, where signalled crossings are installed.

Walking from local car parks

As highlighted in the Transport Statement the closest large car park with significant spare capacity is on the opposite side of Rochdale Road. Pedestrians arriving from this car park would use the crossing highlighted below.

Pedestrian routes are as follows:

Photo 6: Car park entrance plus crossing over Rochdale Road, including central island, dropped kerbs and tactile paving. Street lighting also present.

8 First Street
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