



Social Sports Society

PEARY STREET, MANCHESTER TEMPORARY PLANNING APPLICATION

Transport Statement



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TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70109728

DATE: FEBRUARY 2024

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft 1	Draft 2	FINAL	
Date	03/08/2023	05/12/23	23/02/2024	
Prepared by	JS	JS	JS	
Signature				
Checked by	JO	JO	JO	
Signature				
Authorised by	JO	JO	JO	
Signature				
Project number	70109728	70109728	70109728	
Report number	v.01	v.02	v.03	
File reference	70109728	70109728	70109728	

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1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. WSP are appointed by Social Sports Society to provide transport planning support to a planning application for a temporary sports facility at a site bounded by Peary Street, Back St George's Road, Bilbrook Street and Burstock Street, Manchester.
- 1.1.2. This Transport Statement has been prepared by WSP on behalf of Social Sports Society ("the Applicant") in support of an application for temporary planning permission at land at Peary Street, Manchester ("the site"). The site is currently in use as a public car park.
- 1.1.3. The proposed development is described as follows:
"Full planning application for the temporary use of land, comprising padel courts, multi-use courts, boule/pétanque courts, a bouldering wall and kids' Obstacle Course Racing; the erection of canopies; the installation of containers to include ancillary food and beverage use, portaloos, and reception area; and the inclusion of car and cycle parking, outdoor seating area, refuse area, lighting, and associated infrastructure."
- 1.1.4. The future development proposals comprise a temporary sports facility including the following:
- 9 covered Padel courts;
 - 2 uncovered multi sport courts;
 - 4 Petanque terrains;
 - Bouldering and childrens Obstacle Course Racing area;
 - An urban garden, lounge, and seating area;
 - On-site cycle parking and accessible parking;
 - A waste and refuse area.
- 1.1.5. This Transport Statement (TS) has been prepared to accompany the planning application for the development.

1.2 SCOPE AND METHODOLOGY

- 1.2.1. The development proposals have been introduced to the Local Highway Authority (MCC Highways) and Transport for Greater Manchester (TfGM) by way of a scoping email issued on 4 May 2023. Subsequent to this, a scoping meeting was held on 19 May with MCC Highways to agree the proposed scope of assessment and provide clarity on the information provided to date.
- 1.2.2. Based on the above, the following scope has been adopted for this Transport Statement:
- Introduction, description of existing site conditions, including information on existing traffic and parking levels based on observations during site visits;
 - Description of the proposed development, to include hours of operation, likely staff and customer numbers. To include cycle parking and accessible parking provision. To include confirmation of how the development may interact with adjacent future developments;
 - Assessment of compliance with local and national policy;
 - Review of sustainable accessibility (walk, cycle, public transport) and audit of existing infrastructure in the area. Confirmation of suitable routes from walking and cycling origins in the area, including parking locations and bus stops;

- Quantify the potential traffic impact of the proposals, based on the number of trips to the site and likely mode share for staff and visitors. To include justification of the modal share and likely impact on Rochdale Road in both directions (weekday and weekend);
- Describe the Servicing, delivery, refuse collection and emergency vehicle arrangements including auto-tracking;
- Road safety assessment including analysis of existing accident patterns in the area.

1.2.3. In addition, in response to the MCC request at the scoping meeting, a combined Parking Management Strategy and Travel Planning Strategy has been produced (see **Appendix A**). The scope of this document is as follows

- Assess the existing car parking situation in terms of levels of existing on-street car parking near the site, informed by surveys undertaken during site visits;
- Predict the likely level of additional parking associated with the development proposals, including quantity of cars, timing etc;
- Set out a strategy for how the predicted additional parking demand will be accommodated in the local area.
- Describe the quantity of proposed accessible parking provision (on-site) and define how this will be managed to ensure sufficient availability.
- Set out a range of Travel Planning measures which will be considered by the site operator to encourage sustainable travel to the site, further reducing car travel and requirement for car parking.

1.3 EXISTING SITE CONDITIONS

- 1.3.1. The development site is bounded by Peary Street, Back St George's Road, Bilbrook Street and Burstock Street. A red line boundary plan is included within **Appendix B**.
- 1.3.2. Whilst the development site abuts the public highway on all four sides, it does not extend onto the existing adopted highway and as such no Stopping Up Order or Road Closure is proposed as part of the development.
- 1.3.3. Burstock Street and Bilbrook Street are currently temporarily obstructed, by way of metal barriers and hoarding. However they remain part of the adopted highway network.
- 1.3.4. The site is currently in use as a public (paid) car park, with a single entry/exit point for vehicles from Back St George's Road. The capacity of the car park varies due to it's informal nature (no marked spaces) but it is estimated that when full it accommodates circa 70 vehicles.
- 1.3.5. The site is located within easy walking distance of Manchester city centre, as set out in Chapter 4 of this Transport Statement. As an example, Victoria rail station is located around 1km walk distance from the site.
- 1.3.6. Walking, cycling and public transport facilities are concentrated on Rochdale Road which passes the southern end of Peary Street. Frequent bus services (see Chapter 4) are available from the bus stops on Rochdale Road. Cycling is accommodated within the existing bus lanes on Rochdale Road, and wide, well surfaced and lit footways, with dropped kerb crossings, are available on both sides of Rochdale Road for pedestrians.

- 1.3.7. Significant amounts of on and off street parking are present in the vicinity of the site, as set out within the Parking Management and Travel Plan at **Appendix A**.
- 1.3.8. Existing traffic flow data for Rochdale Road is available from Department for Transport monitoring sites, as set out in Chapter 5.

2 PROPOSED DEVELOPMENT

2.1 PROPOSED USES

2.1.1. The proposed development is described as follows:

“Full planning application for the temporary use of land, comprising padel courts, multi-use courts, boule/pétanque courts, a bouldering wall and kids’ Obstacle Course Racing; the erection of canopies; the installation of containers to include ancillary food and beverage use, portaloos, and reception area; and the inclusion of car and cycle parking, outdoor seating area, refuse area, lighting, and associated infrastructure.”

2.1.2. The future development proposals comprise a temporary sports facility including the following:

- 9 covered Padel courts;
- 2 uncovered multi sport courts;
- 4 Petanque terrains;
- Bouldering and childrens Obstacle Course Racing area;
- An urban garden, lounge, and seating area;
- On-site cycle parking and accessible parking;
- A waste and refuse area.

2.1.3. The proposed site layout is shown in **Appendix B**.

2.1.4. The hours of operation of the site are anticipated to be up to 06:00 – 23:00, up to 7 days per week. Peak usage is likely to be 06:00 to 09:00 and 17:00-21:00 (Mon to Fri) and 10:00-17:00 Saturday and Sunday.

2.1.5. At times of peak usage up to 100 customers at any one time could be accommodated on site, as set out further in Chapter 5. In addition there is likely to be around six full time staff members and two part time staff members employed at the site.

2.2 ACCESS

2.2.1. Pedestrian access is taken from Back St George’s Street at the south of the site, in the location of the existing vehicle access to the existing car park. Additional pedestrian access is taken from Burstock Street at the north of the site.

2.2.2. The only vehicle access into the site would be for the purposes of accessing the three accessible parking spaces located at the north-west corner of the site. These would be accessed from Burstock Street.

2.2.3. Waste collection and any deliveries would also take place from Burstock Street, with vehicles stopping on the highway adjacent to the waste area to make the collections. Further details including auto-tracking are set out in Chapter 6.

2.3 ON-SITE PARKING

2.3.1. Accessible parking is provided on-site in line with the standards set out in Manchester’s Local Development Framework Core Strategy Development Plan Document Appendix B (July 2012). Based on the standard for “other leisure development” set out in this document, three accessible parking spaces are provided within the site.

- 2.3.2. The above document also sets out a policy requirement for 1 cycle parking space per 140sqm floor area. Given the nature of this scheme and the difficulty of accurately assessing a floor area for the purposes of parking standards (with no physical building being proposed) a bespoke approach to cycle parking requirement has been adopted based upon the likely mode share and trip generation of the proposals.
- 2.3.3. 44 cycle parking spaces are currently proposed, 20 at the north of the site near the Burstock Street entrance and 24 at the south of the site near the Back St Georges Street entrance. Based on the estimated cycle usage (see section 5) it is considered this will be ample to accommodate the likely demand plus allow additional spaces to encourage mode shift to travel by cycle in the future.

2.4 INTERACTION WITH ADJACENT DEVELOPMENTS

- 2.4.1. No vehicle access is proposed along Bilbrook Street to the west of the site, however Bilbrook Street is retained in its current format as it is outside the site boundary. This would allow access to the proposed development immediately west of Bilbrook Street to be taken as per the proposals for that scheme.
- 2.4.2. Likewise no vehicle access is proposed along Peary Street to the east of the site. This means the proposals would not affect the existing junction off Peary Street into the former car park east of Peary Street, which it is understood is intending as a pedestrian access point to the proposed development east of Peary Street.

3 POLICY REVIEW

3.1 INTRODUCTION

- 3.1.1. The following section of the report sets out the key national, regional and local transport policies that are relevant to the proposed development. Later sections of the report demonstrate how the proposals accord with these policies.

NATIONAL POLICY

National Planning Policy Framework (NPPF), 2023

- 3.1.2. The latest version of the National Planning Policy Framework (NPPF) was published in September 2023. The Framework identifies that the purpose of the planning system is to contribute towards sustainable development. It maintains that plans and decisions should apply a presumption in favour of sustainable development.
- 3.1.3. Paragraph 110 of the NPPF states that “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- (a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - (b) safe and suitable access to the site can be achieved for all users;
 - (c) 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 46; and
 - (d) 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.
- 3.1.4. Paragraph 111 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.’
- 3.1.5. Furthermore, paragraph 113 of the NPPF states:
- ‘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.’*
- 3.1.6. This TA addresses the above policy guidance by outlining opportunities for sustainable travel to and from the site and by detailing how sustainable and active travel options will be promoted.
- 3.1.7. Chapter 2 outlines the site access proposals, which have been designed to provide safe and suitable access to all users.
- 3.1.8. Chapter 5 assesses the impact of the proposed development on the local highway network and concludes that the residual cumulative impacts of the development are not severe.

Planning Policy Guidance, 2021

- 3.1.9. The Government’s Planning Practice Guidance (PPG) supplements the NPPF. The PPG clarifies the over-arching principles of Travel Plans, Transport Assessments and Transport Statements. The guidance on Transport Assessments and Statements re-iterates the circumstances in which either

document would usually be required and outlines the process for determining the scope of the assessment. The PPG has been considered in the production of the TS.

REGIONAL POLICY

TfGM Greater Manchester Transport Strategy 2040, 2017

- 3.1.10. TfGM's transport strategy up to 2040 sets out its vision to have "world class connections that support long-term, sustainable economic growth and access to opportunity for all".
- 3.1.11. The four key elements of TfGM's transport vision are:
- Supporting sustainable economic growth;
 - Protecting the environment;
 - Improving quality of life for all; and
 - Developing an innovative city-region.
- 3.1.12. For the vision to become reality, the transport system must "connect people to opportunities and information, entrepreneurs with ideas and capital, and employers with talent and skills". It also must help create better places: supporting new development and regeneration, reducing the dominance of cars and goods vehicles, and improving the environment.
- 3.1.13. The transport strategy sets out seven reinforcing principles to meet the needs of residents, businesses and visitors. These are: integrated; inclusive; healthy; environmentally responsible; reliable; safe and secure; and well maintained and resilient.
- 3.1.14. Integration is at heart of the 2040 transport strategy. Its ambition is for seamless movement between services and modes of transport on a single, high quality, easy-to-use network, maximising choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.
- 3.1.15. The strategy also defines modal principles which set out aspirations for bus, rail, Metrolink, active travel and highways.

City Centre Transport Strategy to 2040, 2021

- 3.1.16. The City Centre Transport Strategy (CCTS) sets out its vision to "aim for 90% of all morning peak trips to the city centre to be made on foot, by cycle or using public transport before 2040, with walking to become the predominant mode of travel within the city centre."
- 3.1.17. The strategy establishes seven ambitions which will help achieve the vision for the City Centre and include:
- To make walking the main way of getting around the city centre;
 - To make the City Centre cleaner, greener and less congested;
 - To encourage cycling for travel to destinations within the city centre;
 - To ensure the city centre benefits from better public transport connections;
 - To create smarter parking solutions which are integrated with other modes;
 - To move and deliver goods more sustainably and efficiently into and within the city centre; and
 - To embrace innovations where it benefits the city centre and its users.
- 3.1.18. For the vision to become reality, a series of committed development proposals have been highlighted which aim to support the delivery of the vision for the city centre for an integrated, healthy, inclusive and sustainable transport network with increased connectivity and capacity. These include the Albert Square redevelopment, City Centre Triangle and the Northern and Eastern

Gateway Bee Network in Ancoats and New Islington, which will improve connectivity across neighbourhoods to the northeast of the City Centre, including the area surrounding the Peary Street site.

- 3.1.19. The strategy also states that achieving the vision will require an approach and direction that considers all modes of transport, including improving the walkability and attractiveness of the City Centre whilst improving the public transport links into and out of it. This also requires complimentary policies on parking that limit and restrict private vehicular movement into and within the City Centre.

Streets for All Strategy (part of the Greater Manchester Transport Strategy 2040), 2017

- 3.1.20. The Streets for All Strategy sets out Greater Manchester's progressive approach to making our streets easier for all to get around by putting people first as to shape and manage the transport network within the City Centre and the wider Greater Manchester region.

- 3.1.21. The vision of the Streets for All is set out below:

"We will ensure that our streets are welcoming, green, and safe spaces for all people, enabling more travel by walking, cycling and using public transport while creating thriving places that support local communities and businesses."

- 3.1.22. The vision will be achieved through three level of delivery, which have taken into consideration the different roles and characteristics of streets across Greater Manchester. These levels of delivery are:

- Spatial planning;
- Network planning; and
- Street design and management

- 3.1.23. These delivery methods will aim to ensure that motor traffic on city centre streets is reduced and successfully managed, that space is prioritised for walking in city centre streets and to enhance the role of streets as a place by improving local character and individuality.

TfGM Made to Move, 2017

- 3.1.24. The fundamental goal of the Made to Move strategy is to double then double again cycling in Greater Manchester and make walking the natural choice for as many short trips as possible. This can be achieved by putting people first and creating world class streets for walking, building a world class cycle network and creating a culture of walking and cycling.
- 3.1.25. To realise the vision, it is essential to create a dedicated network for walking and cycling. This will include segregated cycling routes on main roads and through junctions, supported by traffic calming routes. It also means improving the public realm and wayfinding.
- 3.1.26. Cycling routes should be a mixture of wide segregated cycle lanes on main roads, local cycling routes through communities, and green routes through residential streets. New cycling routes must be delivered to meet to a standard that a competent twelve-year-old would choose to use.
- 3.1.27. Walking routes must link across difficult junctions and be well signposted with walking times not distance. Improving links to transport interchanges and improving public spaces, pavements, side road crossings, places to rest and high streets will enable more walking in the community.

- 3.1.28. In creating space for walking and cycling, there should be new, better, and more innovative design, safer streets and junctions, and joined up public transport. There should also be viable alternatives to cars for the school run and walking and cycling to school must be made safer.

LOCAL POLICY

Strategic Regeneration Framework: Manchester Northern Gateway, 2019

- 3.1.29. Manchester City Council in partnership with Far East Consortium developed a Strategic Regeneration Framework (SRF) for the Northern Gateway development area. The SRF sets out the long-term development vision of the area.
- 3.1.30. Core objectives presented to support the regeneration framework are listed as follows:
- Deliver unique and high quality residential led regeneration schemes
 - Create a varied network of high quality green streets and open public spaces
 - Create Manchester's unique city river park
 - Build on the best of what's there
 - Improve connectivity across the northern gateway and beyond
 - Create new gateways to and from the city centre
 - Deliver truly sustainable places
 - Foster the emergence of local retail and service hubs

MCC Core Strategy DPD 2012-2027, 2012

- 3.1.31. The Core Strategy was adopted by MCC in 2012 and outlines the Council's vision for Manchester in 2027 in addition to the planning policies which will be used to deliver that vision.
- 3.1.32. Policy T1 Sustainable Transport states 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;
 - Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location; and
 - Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- 3.1.33. Policy T2 accessible areas of opportunity and need states 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; and
- 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.

SUMMARY

- 3.1.34. In summary, the proposed development is in a sustainable and accessible location and accords with the principles of national, regional and local transport planning policy.

4 SUSTAINABLE TRANSPORT ANALYSIS

4.1 INTRODUCTION

- 4.1.1. Central and Local Government objectives (set out under Policy Review) aim to ensure that new developments are designed to support sustainable development, where the need to travel is minimised and the use of alternative modes of travel to the private car can be maximised.
- 4.1.2. Section 9 of the NPPF emphasises Government planning policies to ensure that sustainable transport choices are available for future development. Similarly, regional policies such as the Greater Manchester Transport Plan 2040 and local policies such as the Manchester Northern Gateway SRF also share a common vision to sustainably develop Manchester City Centre and promote the increased use of sustainable modes of travel such as walking, cycling and public transport.
- 4.1.3. The following section outlines the accessibility of the site via sustainable modes. It also sets out how accessible the site is on foot and by bicycle in relation to local facilities and amenities.

4.2 WALKING AND CYCLING PROVISION

WALKING

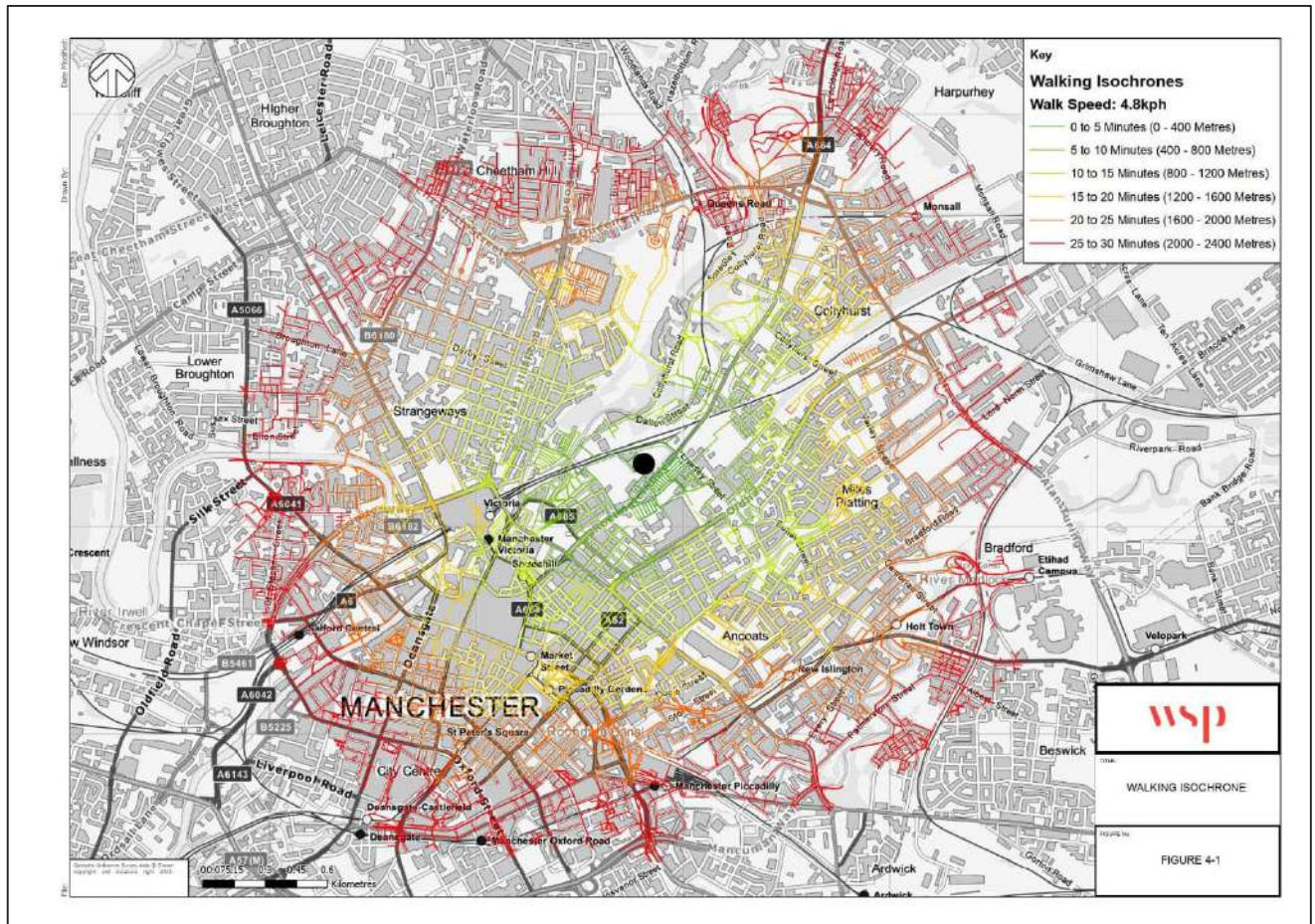
- 4.2.1. Walking has traditionally been recognised as a significant mode of travel when accessing local services and has the greatest potential to substitute for short car-borne trips (i.e., those which involve journeys of less than 2km). In addition, walking can easily be integrated within all forms of transport for journeys further afield, as part of a multi-modal journey.
- 4.2.2. The Chartered Institution of Highways and Transportation published 'Guidelines for Providing for Journeys on Foot', which sets out suggested maximum walking distances to/from new developments for commuting and other journeys – see Table 4-1.

Table 4-1 - Suggested Acceptable Walking Distance – CIHT 'Guidelines for Journeys on Foot'

	Trip Purpose	
	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1,000	800
Preferred Maximum	2,000	1,200

- 4.2.3. Figure 4-1 identifies the walking connectivity using appropriate isochrones. The extent of these isochrones show that the site is well connected to local bus stops, train stations, tram stops and cycleways which indicates that the site is conducive for the potential of longer, multi-modal trips by sustainable modes of transport. Full versions of these isochrones are included in **Appendix C**.

Figure 4-1 - Walking Isochrones

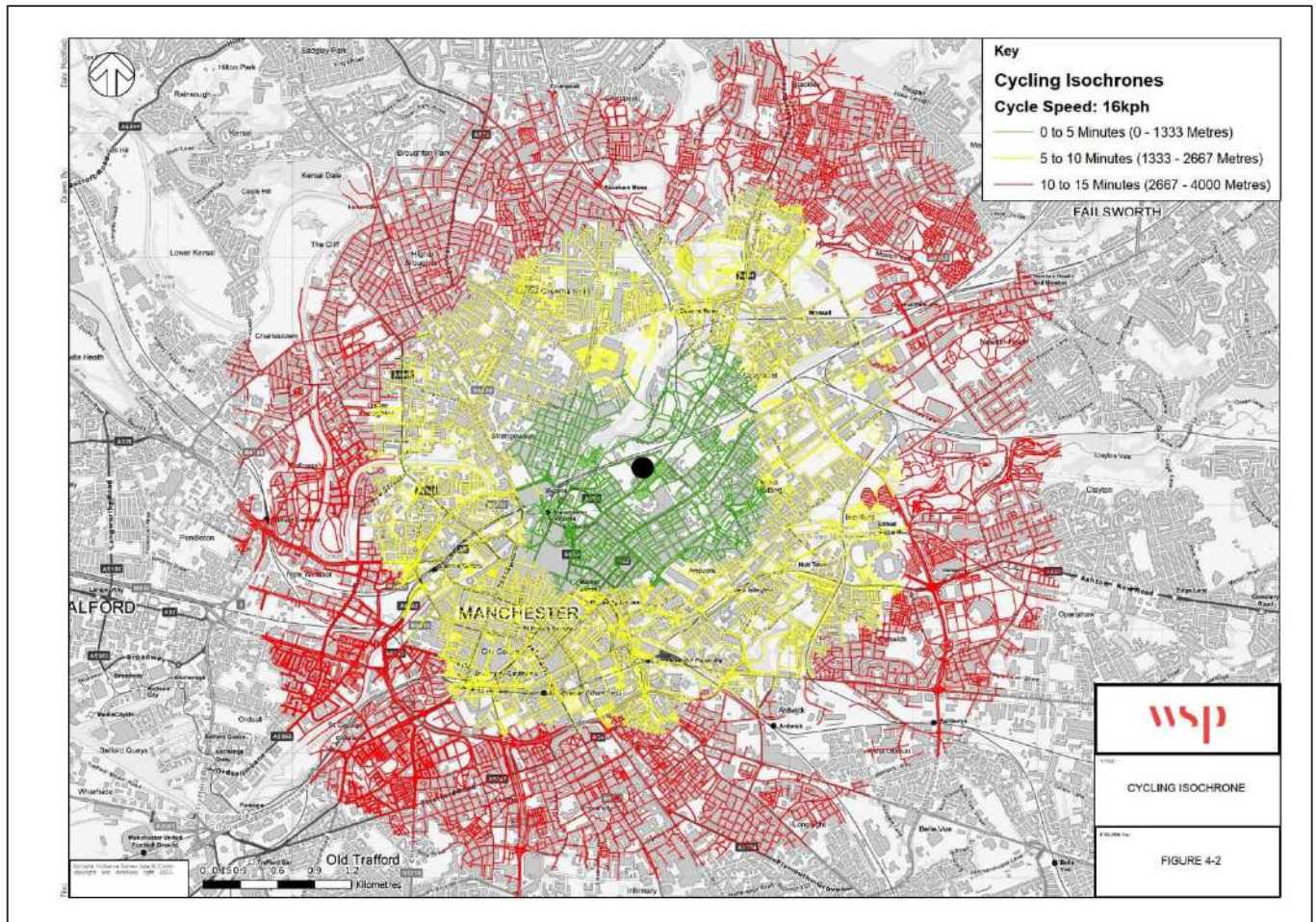


- 4.2.4. Key sustainable transport facilities within approximately 1km of the site, which have the potential to facilitate multimodal trips, include:
- Victoria Rail and Metrolink Station;
 - Exchange Square, Shudehill and Market Street Tram stops;
 - Shudehill Bus Station and;
 - Bus connections to the wider Greater Manchester region from Rochdale Road and Oldham Road.
- 4.2.5. Sustainable transport facilities within Manchester City Centre within a 15 to 30-minute walk include:
- Rail stations including Manchester Oxford Road, Salford Crescent and Manchester Piccadilly; and
 - Tram stops including Exchange Square, Manchester Piccadilly, New Islington, Holt Town, Queens Road and Monsall.
- 4.2.6. The various public transport facilities within the local vicinity of the site provide regular services to local, regional and national destinations and have been examined under the **Public Transport** section of this document.

CYCLING

- 4.2.7. Cycling is also a sustainable and healthy mode of transport that can replace short to medium journeys or form part of a longer multi-modal journey, whilst helping to reduce local emissions and obesity (amongst other wider health benefits).
- 4.2.8. Figure 4-2 demonstrates cycling accessibility from the site based on a maximum cycling distance of 4 km in five-minute intervals. Full versions of these isochrones are included in **Appendix C**.

Figure 4-2 - Cycling Isochrones



- 4.2.9. Figure 4-2 indicates that all of Manchester City Centre is within a short cycle ride of the proposed development and the 4km isochrone, which is equivalent to a 15-minute journey, reaching areas such as Hulme, Salford and Longsight.
- 4.2.10. It is therefore evident that the site is highly accessible in terms of cycling with a wide range of locations, facilities and potential users within a 15-minute cycle ride of the proposed development.

LOCAL CYCLING FACILITIES

- 4.2.11. As part of a programme of works to improve cycling access to the Greater Manchester region, the Bee Network of cycling and walking routes is planned, with 1,800 miles of routes and upgrades in the region. These will give priority to cyclists and pedestrians along primary routes (Busy Beeways), as well as a series of quiet ways through the local suburban areas. Additionally, 2,400 crossings will

be upgraded to provide better connectivity across major streets to reduce severance. The routes to be upgraded surrounding the site are shown below.

- 4.2.12. The provision and quality of local cycling infrastructure in the local vicinity of the site will help determine the extent to which trips will be made by active modes of travel rather than private vehicle to and from the site. Figure 4.3 identifies the local cycling infrastructure in the vicinity of the site.

Figure 4-3 - Local Cycling Facilities



- 4.2.13. Key cycling infrastructure in the vicinity of the site includes:
- Dantzig Street / Collyhurst Road, Rochdale Road and Oldham Road a designated route of TfGM's cycle network;
 - Confirmed Bee Network Infrastructure (as of 2021) across Lord Street, Roger Street and Gould Street; and
 - Existing Beeways implemented in 2019 across Livesey Street and various city centre streets such as Blossom Street and Newton Street.
- 4.2.14. It is evident that the local cycling infrastructure in the vicinity of the site will encourage trips to be made by sustainable modes of transport and subsequent multi modal trips to and from the site. The propensity to travel by sustainable modes of transport will increase in the short to medium term due to the installation of new Bee Network infrastructure across Greater Manchester.

4.3 PUBLIC TRANSPORT

BUS

- 4.3.1. To demonstrate the site's accessibility by public transport, an audit has been undertaken of the existing bus services and facilities in the local area. Given the city centre location, buses provide a convenient form of travel to and from the site.

- 4.3.2. Table 4-2 identifies the bus service that operate on Rochdale Road, with a northbound and southbound bus stop less than a two-minute walk to the proposed development. To allow access to the southbound stop, pedestrians can use the existing unsignalled crossing of Rochdale Road north of the Peary Street junction, which includes dropped kerbs, tactile paving and a central island.

Table 4-2 – Bus Services – Rochdale Road

No.	Operator	Route	Frequency (Mon – Fri)	Frequency (Saturday)	Frequency (Sunday)
17/17a	Go North West	Manchester – Rochdale	6 per hour	4 per hour	4 per hour
		Rochdale - Manchester	6 per hour	4 per hour	4 per hour
18	Go North West	Manchester – Middleton	6 per hour	5 per hour	4 per hour
		Middleton - Manchester	6 per hour	5 per hour	4 per hour
56/156	Stagecoach	Manchester – North Manchester General Hospital – Higher Blackley Circular	2 per hour	2 per hour	1 per hour
81	First Manchester	Manchester – Oldham	2 per hour	1 per hour	1 per hour
		Oldham - Manchester	2 per hour	1 per hour	1 per hour
112/113	Stagecoach	Manchester – Middleton	4 per hour	3 per hour	2 per hour
		Middleton - Manchester	4 per hour	3 per hour	2 per hour
117	Stagecoach	Manchester – Middleton	2 per hour	2 per hour	1 per hour
		Middleton - Manchester	2 per hour	2 per hour	1 per hour
118/119	Stagecoach	Manchester – North Manchester General Hospital	4 per hour	4 per hour	2 per hour
		Manchester – North Manchester General Hospital	4 per hour	4 per hour	2 per hour
163	Diamond	Manchester – Bury	5 per hour	5 per hour	4 per hour
		Bury - Manchester	5 per hour	5 per hour	4 per hour

- 4.3.3. In addition, Oldham Road is an approximate 10-minute walk from the proposed development and can be accessed through Livesey Street – see Table 4-3.

Table 4-3 – Bus Services – Oldham Road

No.	Operator	Route	Frequency (Mon – Fri)	Frequency (Saturday)	Frequency (Sunday)
83	First	Manchester – Sholver	4 per hour	4 per hour	2 per hour
		Sholver - Manchester	4 per hour	4 per hour	2 per hour
84	First, Nexus Move	Manchester - Uppermill	6 per hour	6 per hour	4 per hour
		Uppermill - Manchester	6 per hour	6 per hour	4 per hour
114	Stagecoach	Manchester – Alkrington	3 per hour	2 per hour	1 per hour
		Alkrington - Manchester	6 per hour	6 per hour	4 per hour
181/182	First	Manchester – Shaw	2 per hour	2 per hour	1 per hour
		Shaw - Manchester	2 per hour	2 per hour	1 per hour

- 4.3.4. A total of 12 bus routes run nearby the site, with eight across Rochdale Road and four across Oldham Road. Most services have frequencies of at least four per hour during weekdays and Saturdays. Key bus routes with high frequencies provide connections from Manchester to Middleton (18, 112, 113, 117) and Oldham (81, 84).
- 4.3.5. The various bus services that are near to the site are likely to provide a good alternative to private car journeys given the various local centres that they pass through such as Moston, Blackley and Royton.

TRAM SERVICES

- 4.3.6. The Peary Street development is in close proximity to Manchester Victoria Tram Stop, which is approximately 12 minutes on foot. Frequent services are available at this stop and are identified in Table 4-4 below.
- 4.3.7. The Greater Manchester tram network provides frequent services across multiple lines providing services across Manchester City Centre towards Bury, Altrincham, Rochdale, Oldham, south

Manchester, and Manchester Airport. Tram services from Victoria can also be used to connect to additional tram lines at stops within Manchester City Centre towards Ashton-Under-Lyne, Media City, Eccles, and the Trafford Centre.

Table 4-4 – Manchester Victoria Tram Services

Line	Route	Frequency	First / Last Weekday Service
Green	Altrincham – Bury	5/hr (Mon-Sun)	05:59/23:47
Green	Bury – Altrincham	5/hr (Mon-Sun)	05:48/23:12
Yellow	Manchester Piccadilly - Bury	5/hr (Mon-Sun)	05:58/23:24
Yellow	Bury – Manchester Piccadilly	5/hr (Mon-Sun)	05:48/23:24
Pink	East Didsbury – Rochdale Town Centre	5/hr (Mon-Sun)	05:50/23:14
Pink	Rochdale Town Centre – East Didsbury	5/hr (Mon-Sun)	05:55/22:43
Blue	Manchester Airport – Manchester Victoria	5/hr (Mon-Sun)	05:50/ 23:14
Blue	Manchester Victoria – Manchester Airport	5/hr (Mon-Sun)	05:32/23:10
Brown	East Didsbury – Shaw and Crompton	5/hr (Mon-Sun)	05:50/ 23:14
Brown	Shaw and Crompton – East Didsbury	5/hr (Mon-Sun)	05:59 / 22:59

RAIL

- 4.3.8. In addition to Manchester Victoria Tram stop, Manchester Victoria train station is also within walking distance of the site. This is also accessible by bicycle and bus. Table 4-5 below identifies the key local, regional and national destinations that can be accessed by train from Victoria.

Table 4-5 – Manchester Victoria Rail Services

Destination	Frequency	Provider
Local Routes		
Rochdale	5 per hour	Northern
Wigan Wallgate	3 per hour	Northern
Stalybridge	2 per hour	Transpennine Express / Northern
Salford Crescent	5 per hour	Northern
Regional Routes		

Destination	Frequency	Provider
Liverpool Lime Street	2 per hour	Transpennine Express
Leeds	4 per hour	Transpennine Express / Northern
Blackburn	3 per hour	Northern
Clitheroe	1 per hour	Northern
Southport	1 per hour	Northern
Chester	1 per hour	Northern
Kirkby (Merseyside)	3 per hour	Northern
National Routes		
York	2 per hour	Transpennine Express
Newcastle	1 per hour	Transpennine Express

- 4.3.9. Manchester Victoria train station provides regular local services to destinations within Greater Manchester including Rochdale, Wigan and Salford, in addition to regular regional routes including Leeds and Blackburn. National connectivity is also provided to York and Newcastle
- 4.3.10. It is evident that the site is accessible to various destinations by rail with frequent services to destinations within Greater Manchester and the wider northwest region.

5 HIGHWAY IMPACT

5.1 TRIP GENERATION

- 5.1.1. Given the bespoke nature of the site, and the limited number of similar developments within the TRICS database, we have adopted a bespoke trip generation methodology for the site, based on the number of users likely to be at the facility. An examination of the TRICS database showed that similar uses were limited to indoor leisure centres (e.g. those with gyms) and were therefore predicting trip numbers well in excess of the maximum number of users likely to be at the facility.
- 5.1.2. In conjunction with the design team, we have estimated that the maximum capacity of the venue will be circa 100 users at any one time. Verifying this against the number of persons per court (as below) indicates this is a reasonable assumption:
- 9 Padel Courts: 45 persons (average of four on each court, with an extra person as observer/substitute);
 - 2 multi-sport courts: 18 persons (average of eight on each court, with an extra person as observer/substitute);
 - 4 Petanque terrains: 12 persons (average of three on each terrain);
 - Bouldering / OCR area: 10 persons (including participants and spectators, based on size of site).
 - Urban garden, lounge, seating area: 12 persons (based on size of site and likelihood of persons spectating and/or waiting to play).
- 5.1.3. The above analysis totals to 97 persons, indicating the 100-user assumption of maximum venue capacity is reasonable.
- 5.1.4. Making an assumption of an average time of 90 minutes for each activity (60 minutes on court, plus 15 minutes prep and 15 minutes after the activity), it is estimated that there will be a total of **67 person trips per hour (67 in and 67 out)** associated with the proposed development. There will be a limited number of staff on site (estimated 6) however their shift patterns will be such that staff travel will occur outside of peak activity times.

5.2 DURATION AND TIMING OF COURT BOOKING

- 5.2.1. The duration and timing of court bookings has been clarified with Social Sports Society who would be the operators of the proposed facility. Depending on the activity being undertaken, courts would be booked for a mixture of 60-minute, 90-minute or 120-minute slots. As an example, a full game of Padel is typically a 90-minute duration.
- 5.2.2. In addition, certain courts will be booked for activities such as free play for school children, and youth training sessions, which would not typically align exactly with the booking slots. The operator would manage the staggering of activities locally through varied length of booking slots, training sessions etc, to ensure that there is not a concentration of movement to and from the site at any one particular time.
- 5.2.3. Based on the above, it's important to note that our traffic generation approach set out in section 5.1 has assumed all court activities are booked for the minimum 60-minute duration. We are likely to therefore be over-estimating the traffic impact in the peak hours.
- 5.2.4. Based on the above it can be seen there would not be a particular spike of traffic movements around the start/end of each 60-minute period.

5.3 MODE SHARE

- 5.3.1. Multi modal TRICS surveys for Leisure Centres have been used to estimate a potential modal share for trips to the site. These are set out in Table 5-1 below.
- 5.3.2. Based on these mode shares, the following number of two-way trips will be made if operating at full capacity:

Table 5-1 – Trip Generation by Mode

Mode of Transport	TRICS Modal Split	Person Trips per hour	Car Trips Per Hour
Pedestrians	25%	17	
Cyclists	5%	3	
Public Transport Users	10%	7	
Vehicle Occupants	60%	40	31 *
Total	100%	67	31

* Note: Car occupancy rate of 1.31 persons per car assumed, as per “SRAD Report 2090 Transport Statistics Manchester 2020 Key Centre Section (March 2021)”. We believe the actual car occupancy for this land use may be higher due to the nature of the development as a sports hub, whereby a lot of individuals will be travelling together as teams or groups. However, we have adopted 1.31 as a robust figure.

- 5.3.3. As such, it is estimated that there will be a maximum of **62 vehicle trips per hour (31 in and 31 out)** associated with the development operating at full capacity.

5.4 COMPARISON WITH EXISTING TRAFFIC LEVELS ON ROCHDALE ROAD

- 5.4.1. As an estimate, it is currently assumed that all car trips will use the available Total Car Park site south of Rochdale Road, and that traffic will distribute 50% / 50% in a north-south direction along Rochdale Road. Therefore, the impact on Rochdale Road (South) and Rochdale Road (North) would be 31 vehicles per hour at each of the two locations.
- 5.4.2. The overall peak time traffic impact on Rochdale Road in the context of existing traffic flows is therefore as follows:

Table 5-1 – AM Peak Traffic Impact

Location	AM Peak Total traffic (in total vehicles)	Development Impact	% Impact of Development
Rochdale Road south of development site (DfT Site number: 75248)	951 (08:00-09:00) (2018)	31	3.3%
Rochdale Road north of development site (DfT Site number: 27447)	1107 (08:00-09:00) (2016)	31	2.8%

Table 5-2 – PM Peak Traffic Impact

Location	PM Peak Total traffic (in total vehicles)	Development Impact	% Impact of Development
Rochdale Road south of development site (Site number: 75248)	1000 (17:00-18:00) (2018)	31	2.5%
Rochdale Road north of development site (Site number: 27447)	1398 (17:00-18:00) (2016)	31	2.2%

5.4.3. Base traffic flows have been taken from the following DfT count sites:

- <https://roadtraffic.dft.gov.uk/manualcountpoints/75248>
- <https://roadtraffic.dft.gov.uk/manualcountpoints/27447>

5.4.4. The traffic impact of the development on Rochdale Road has also been estimated for the peak time on Saturday. The overall peak time traffic impact on Rochdale Road in the context of existing traffic flows is therefore as follows:

Table 5-3 – Saturday Peak Traffic Impact

Location	PM Peak Total traffic (in total vehicles)	Development Impact	% Impact of Development
Rochdale Road adjacent to development site	819 (15:00-16:00) (2023)	62	7.6%

5.5 CONCLUSION

- 5.5.1. Based upon the above analysis, we do not consider the overall impact upon Rochdale Road would be significant in traffic capacity terms.

7 ACCIDENT ANALYSIS

7.1 INTRODUCTION

- 7.1.1. An analysis of PIA data has been carried out on the local highway network surrounding the site to establish any patterns in location or causation factors which may be exacerbated as a result of the proposed development.
- 7.1.2. PIA data for a five-year period has been obtained from Crashmap, up to and including December 2021.
- 7.1.3. The Institution of Highways and Transportation (IHT) publication Transport in the Urban Environment (1997), 'Section 7.4 – Recording of Collisions', provides the following definitions regarding the classification of PIAs:
- Slight Injuries – Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a prerequisite for an injury to be defined as slight);
 - Serious Injuries – Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether a person is detained in hospital: fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the Collision. The serious category, therefore, covers a very broad range of injuries (it is estimated that up to 50% of people with reported serious injuries are not detained in hospital); and
 - Fatal Injuries – Injuries which cause death either immediately or any time up to 30 days after the Collision.
- 7.1.4. A total of eight PIAs were recorded on the surrounding highway network, one of which was classified as serious and seven as slight. No fatal injuries were recorded. One PIA involved a cyclist, while three PIAs involved a pedestrian. This can be seen in Table 7-1.

Table 7-1 – Five-Year PIA Collision Data - Summary

Location	Total	Slight	Serious	Fatal	Inv. Ped	Inv. Cyc
Rochdale Road / Gould Street Junction	4	3	1	0	1	0
Rochdale Road / Dalton Street Junction	1	1	0	0	0	1
Rochdale Road (between Gould Street and Dalton Street Junctions)	3	3	0	0	2	0
Total	8	7	1	0	3	1

ROCHDALE ROAD / GOULD STREET JUNCTION

- 7.1.5. The PIA data identified four collisions at the Rochdale Road / Gould Street Junction:
- A slight collision that occurred in 2018 involving one vehicle and pedestrian, and one casualty reported;

- A slight collision that occurred in 2019 that involved three vehicles, with three casualties reported;
- A serious collision that occurred in 2020 involving one vehicle and one casualty reported; and
- A slight collision that occurred in 2021 involving two vehicles, and one casualty reported.

ROCHDALE ROAD / DALTON STREET JUNCTION

- 7.1.6. The PIA data identified one slight collision at the Rochdale Road / Dalton Street Junction in 2017. This involved two vehicles, one of which was a cyclist, and one casualty reported.

ROCHDALE ROAD (BETWEEN GOULD STREET AND DALTON STREET JUNCTIONS)

- 7.1.7. The PIA data identified three collisions on Rochdale Road between the junctions of Gould Street and Dalton Street:
- A slight collision that occurred in 2017 that involved two vehicles, and three casualties reported;
 - A slight collision that occurred in 2017 that involved one vehicle, and one pedestrian casualty; and
 - A slight collision that occurred in 2019 that involved one vehicle, and one pedestrian casualty.
- 7.1.8. Although any collisions are regrettable, the low number of collisions across junctions in the study area, relative to the traffic levels, and the lack of significant patterns in location or causation factors mean that no off-site mitigation is required with respect to road safety.

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

- 8.1.1. WSP are appointed by Social Sports Society to provide transport planning support to a planning application for a temporary sports facility at a site bounded by Peary Street, Back St George's Road, Bilbrook Street and Burstock Street, Manchester.
- 8.1.2. The site is currently in use as a public car park. The future development proposals comprise a temporary sports facility including the following:
- 9 Padel Courts (covered);
 - 2 uncovered multi sport courts;
 - 4 Petanque terrains;
 - Bouldering and childrens Obstacle Course Racing area;
 - An urban garden, lounge, and seating area;
 - On-site cycle parking and accessible parking;
 - A waste and refuse area.
- 8.1.3. The development site is bounded by Peary Street, Back St George's Road, Bilbrook Street and Burstock Street.
- 8.1.4. Consultee engagement has been undertaken with Manchester City Council by way of written submission and a subsequent meeting, and this engagement has guided the production of this TS.
- 8.1.5. The development proposals accord with the national, regional and local transport policy of promoting sustainable development and facilitating means of travel by sustainable modes. The accompanying Parking Management Strategy and Travel Plan outlines measures to promote the use of sustainable travel modes to future users of the application sites.
- 8.1.6. The existing sustainable and active travel conditions surrounding the site and local area have been assessed and the site has been shown to be in a highly sustainable location with access to frequent bus services as well as within suitable walking and cycling distance to a range of local facilities and rail and tram services within Manchester city centre and the wider area. A range of existing and future residents live locally who can contribute to potential site users and employees.
- 8.1.7. A trip generation exercise has been undertaken to forecast the vehicle trip generation from the site which has been compared to existing traffic levels on Rochdale Road. This has shown the traffic impact of the development will not be significant.
- 8.1.8. An analysis of accident data has shown a low number of collisions across junctions in the study area, relative to the traffic levels, and a lack of significant patterns in location or causation factors. From this it is concluded that no off-site mitigation is required with respect to road safety.

8.2 CONCLUSION

- 8.2.1. Paragraph 111 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 be severe'.

- 8.2.2. As a result of the above assessment and conclusions, it has been demonstrated that the residual cumulative impacts of development are not severe and there are no overriding reasons to preclude Manchester City Council from recognising that the proposals are acceptable in transport terms.

Appendix A

PARKING MANAGEMENT STRATEGY
AND TRAVEL PLANNING STRATEGY



Peary Street, Manchester – Parking Management Strategy and Travel Planning Strategy

Existing Parking Situation

1. Based upon site observations during weekday site visits in May 2023, it is clear that there is significant demand for parking in the local area. Specifically, all areas of free (i.e. on-street) parking are typically used during the weekday, including Bromley Street and Peary Street.
2. Of the local off-street car parks (paid), the majority are relatively heavily used, however availability was observed in the Total Car Park East of Rochdale Road (see location plan below).

Location of Total Car Park



3. This appeared to have capacity for circa 120 additional vehicles in the northern section of the car park, if the existing fencing closing off this area of the car park was removed.
4. This is located circa 250m walk distance from the site, with a dropped kerb / tactile paving / central island provided on the direct walk route to facilitate safe crossing of Rochdale Road.

Proposed Parking Situation

5. Based on the assessment in section 5.3 of the TA, approximately 60% of site users are likely to arrive by car. Assuming a 1.31 car occupancy this would result in an additional demand of 46 cars at a time of peak site usage (i.e. when 100 users are on-site).
6. It should be noted peak site usage is 06:00 to 09:00 and 17:00-21:00 (Mon to Fri) and 10:00-17:00 Saturday and Sunday. None of these times would correspond with the existing peak of car parking usage in the area, which given that it is commuter dominated would be likely to be from 09:00 – 17:00 Mon to Fri.

7. In addition to accommodating the circa 46 cars associated with the new development, there may be a need to accommodate some or all of the displaced 70 cars from the existing site car park. This would result in a total demand of circa 116 cars.
8. This demand could be accommodated within the Total Car Park as shown on the Figure above.

Accessible Parking

9. Accessible parking will be provided on site at the location shown within the Transport Statement. This will be managed and patrolled by site staff to ensure that it is not misused, to maximise availability for those eligible to use it.

Travel Planning Measures

10. The site operator will consider a range of measures to encourage sustainable travel to the site, further reducing car travel and requirement for car parking.

11. These will include the following:

- Physical measures:

- Accessible entrances from the local footway and highway to allow easy access for all users
- Cycle parking facilities as set out within the Transport Statement

- Walking and Cycling measures:

- Travel Welcome Packs distributed to site users that will include information and advice regarding safe pedestrian and cycling routes. This can include desire lines being mapped on plans showing safe and comfortable routes to and from various nearby transport drop off points, such as bus stops and Metrolink stops;
- Guaranteed free public transport ticket / taxi to return home for staff travelling by foot or cycle, in case of an emergency; and
- Ongoing promotion of active travel online resources

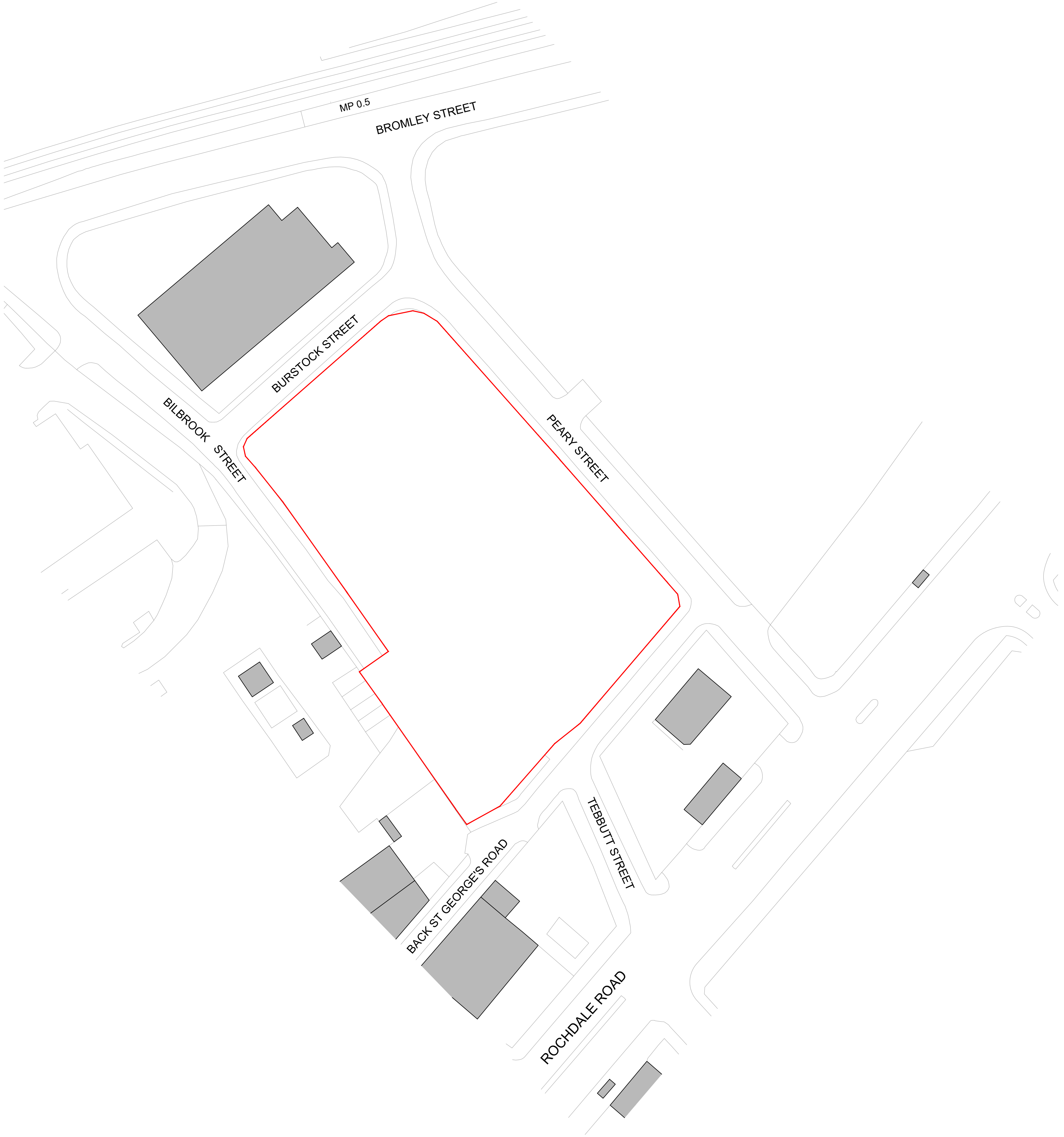
- Public Transport Measures

- Travel Welcome Packs distributed to site users will include information on public transport accessibility, including bus and Metrolink stop locations, timetables and route maps;
- Providing public transport information updates to all site users when, for example, there are changes to public services or new services are being introduced which would benefit them;
- Educating site users on the importance of using public transport as an alternative to the car for the array of benefits that this can bring, including health and environmental benefits;
- Promotion of useful websites or collation of material from such websites that will be provided to site users, such as TfGM public transport information and timetables.

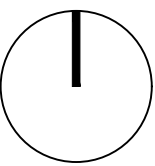
Appendix B

ARCHITECT'S PLANS





— SITE BOUNDARY



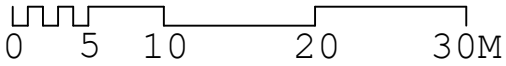
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Project | PEARY STREET
MANCHESTER
Client | SOCIAL SPORT SOCIETY
Title | SITE LOCATION PLAN
Status | PLANNING

Scale@A1 | 1:500 **Date** | 30/10/2023 **Drawn** | HH **Chk'd** | SS

Project Number
23.0050
Bin Number
Drawing Number
100.00
Revision
P0





SITE BOUNDARY

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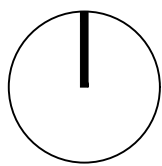
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MANCHESTER
Client | SOCIAL SPORT SOCIETY
Title | SITE PLAN
Status | PLANNING

Scale@A1 | 1:200 Date | 27/10/2023 Drawn | HH Chk'd | SS

Project Number
23.0050
Bin Number

Drawing Number
200.00

Revision
P0



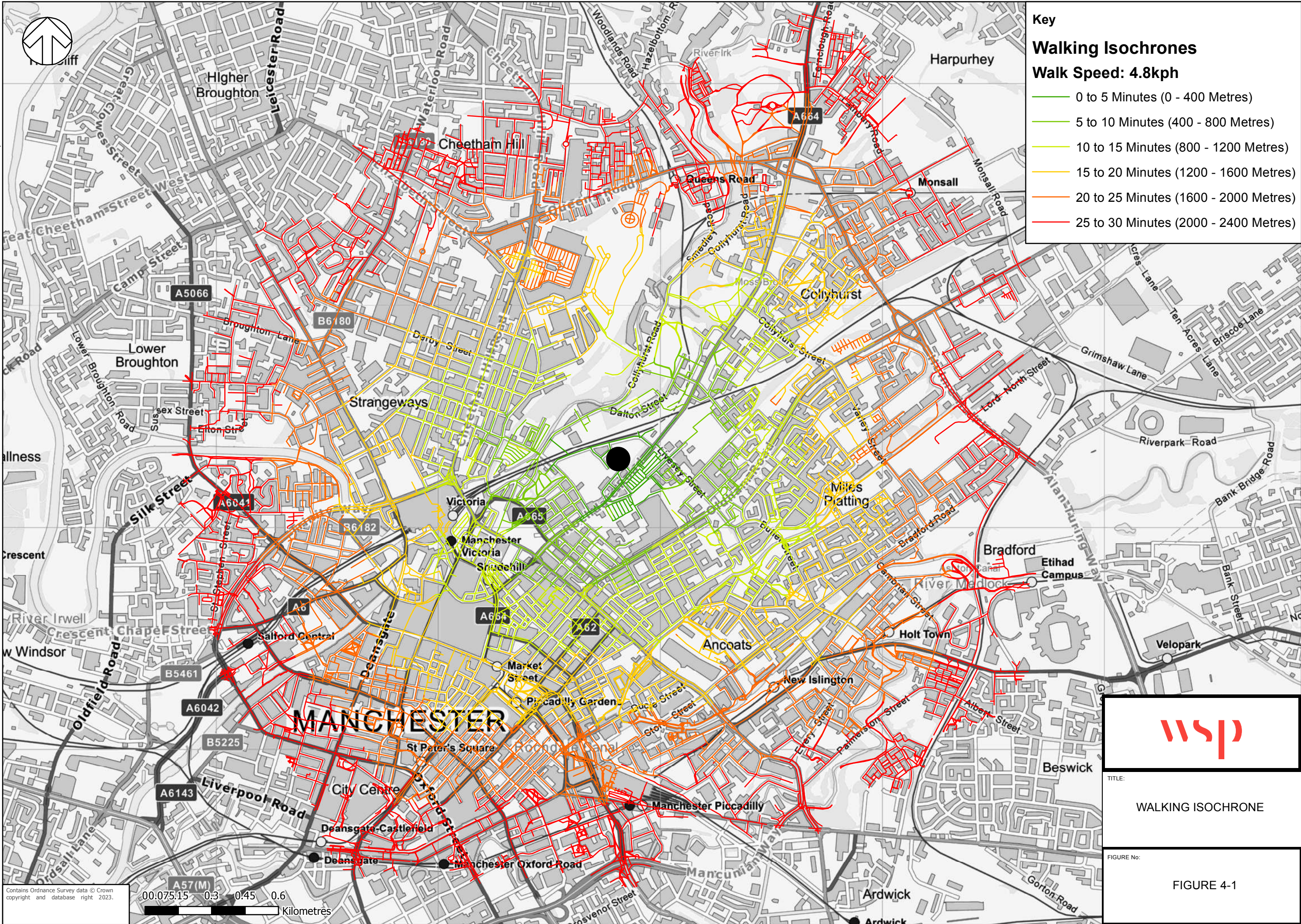
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Appendix C

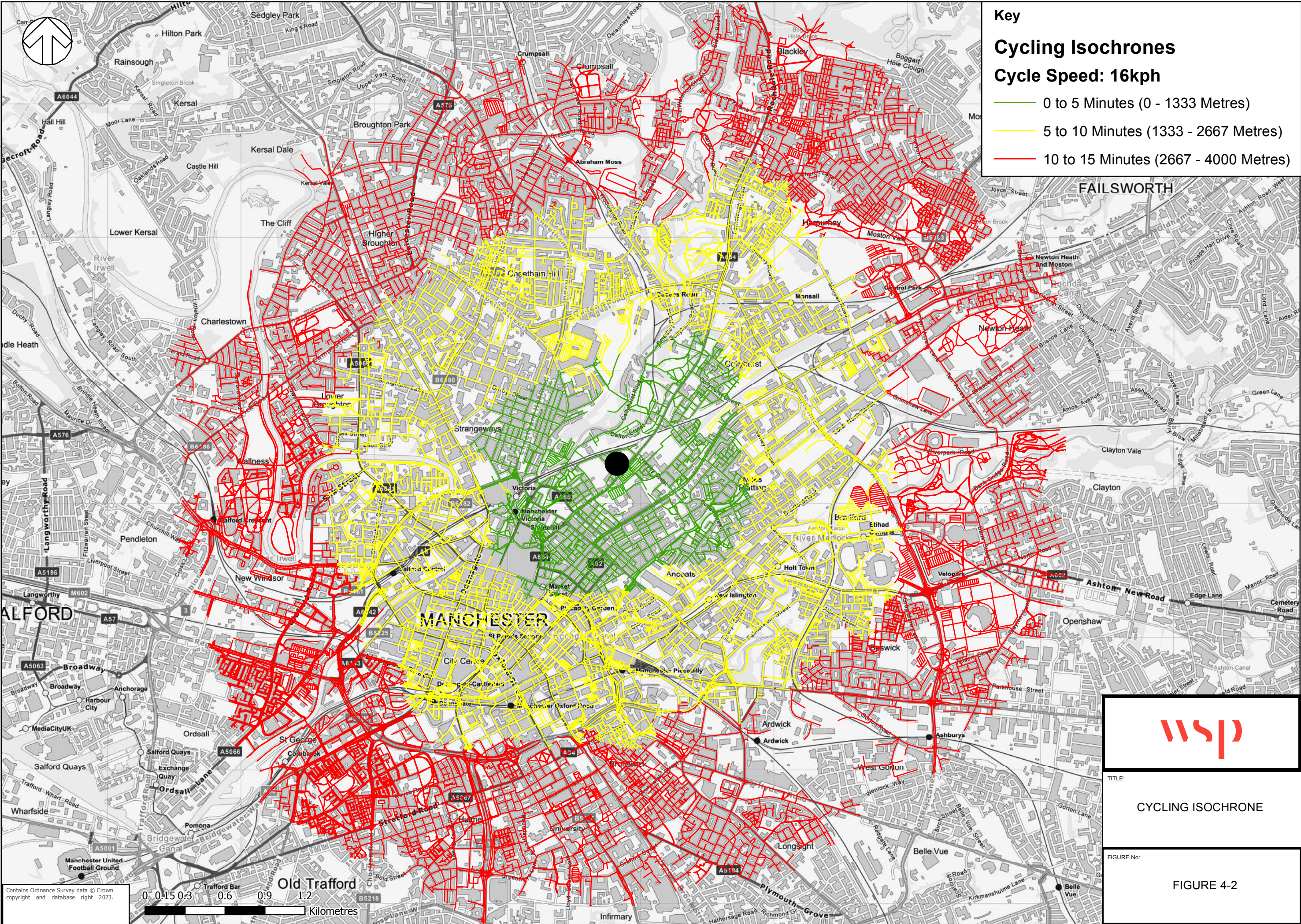
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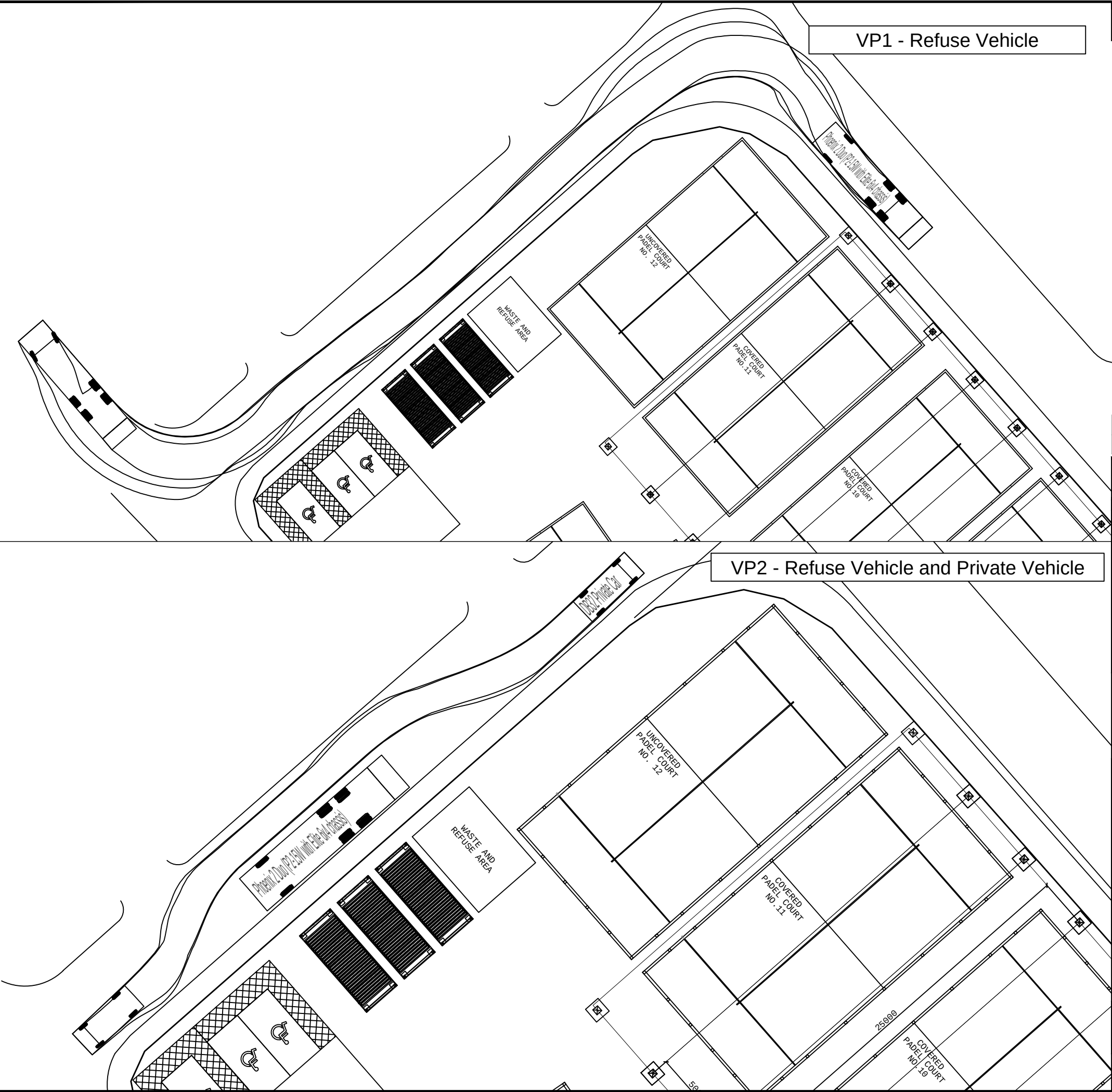


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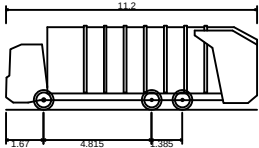
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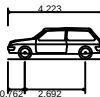
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DO NOT SCALE



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



DB32 Private Car
Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.392m
Min Body Ground Clearance 0.233m
Max Track Width 1.629m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.780m

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A	07/12/2023	JS	FIRST ISSUE	JO	JO
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S2 - FOR INFORMATION



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CLIENT: Far East Consortium / Social Sports Society

ARCHITECT: Hollaway Studio

PROJECT: Peary Street, Manchester

TITLE: Refuse Vehicle Tracking

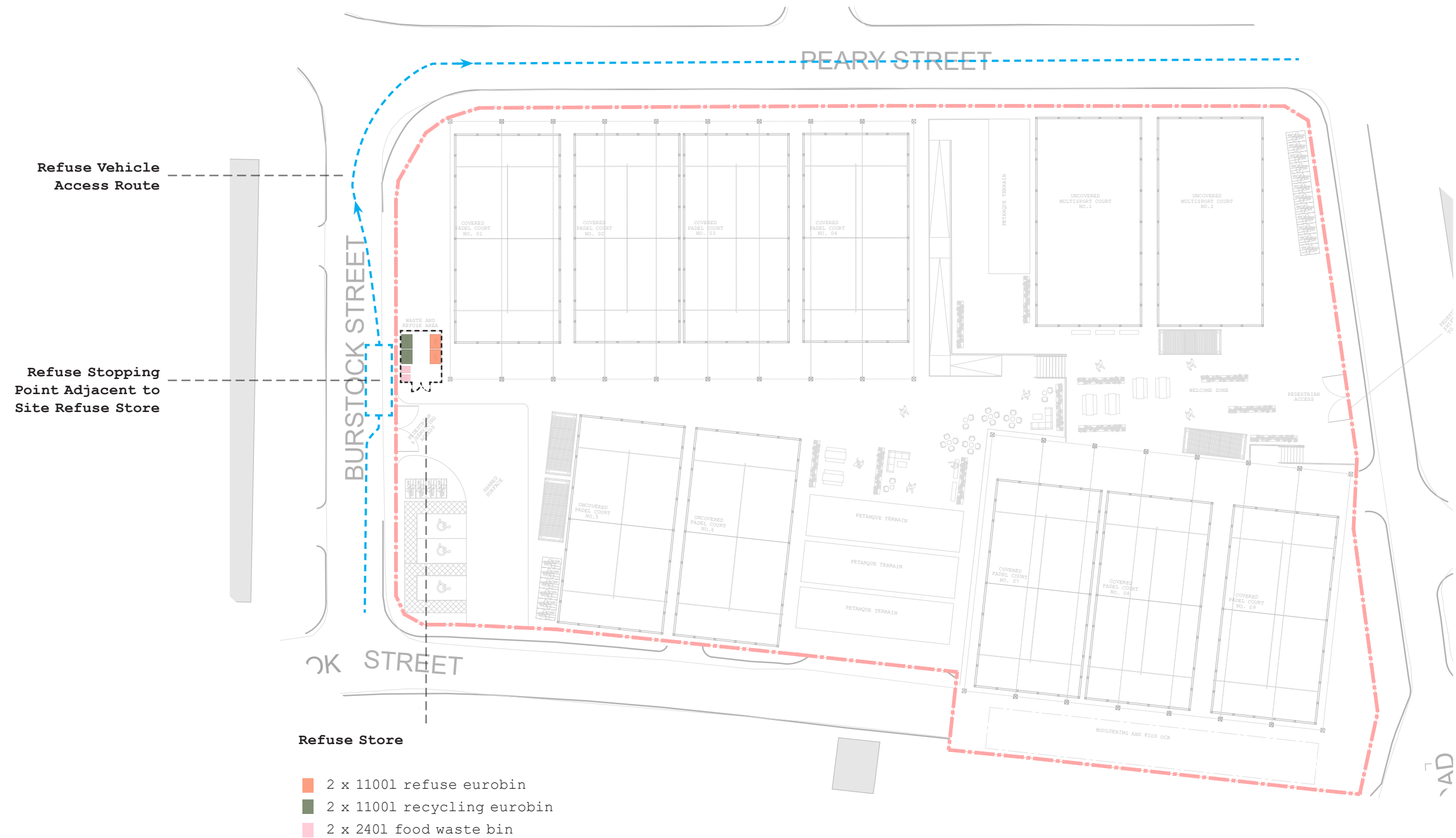
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	DATE: December 23	

DRAWING No: PRY-WSP-XX-XX-DR-TP-001	REV: A
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Refuse Strategy

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