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London, SE1 9PI



[REDACTED]
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11th October 2023

[REDACTED]
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[REDACTED]

Dear Mark

BrewDog, Manchester, M2 5BG, Pedestrian visibility requirements

EAS Transport Planning Ltd has been appointed by Firstplan to provide highways advice in response to Manchester Highways Authority comments with regards to the pedestrian visibility at the site of, BrewDog Manchester, Peter Street, M2 5BG. A site location plan is contained at **Appendix A**.

Highlighted below is the response from Manchester Highway Authority:

“my concern is driver view of crossing pedestrians when emerging from Marron Place, this is why I requested a 2m x 2m pedestrian visibility splay – but this has not been depicted on the plan provided. The plan should also show the retained footway width to makes sure enough clearance is provided so emerging vehicles don’t hit the structure when emerging/turning.”

The application site forms part for the BrewDog bar in Manchester. The proposal is to cover an existing outdoor seating area, this includes some form of Perspex material sitting on the existing wall surrounding the site. No changes or amendments have been proposed to the footway or building outline and no proposals have been made to amend the existing brick wall which surrounds the site. A proposed plan with pedestrian inter-visibility splays is contained at **Appendix B**.

Existing Site Arrangements

As aforementioned the site comprises a BrewDog Bar in the centre of Manchester along Peter Street. The bar has operated for a number of years opening around 2012, according to evidence based on a review of historic google street maps. Following BrewDogs opening in 2012 construction of a circa 900mm brick wall surrounding the outdoor terrace area was completed allowing patrons to utilise outdoor seating and be offered a form of protection from the elements. Therefore, the existing brick wall, circa 900mm in height, has been in place for circa 11 years. Figure 1 highlights the site frontage in September 2012 from google street maps.

Maldon Place, directly to the west of the site, is a narrow and generally quiet link route between Peter Street and Bootle Street serving all forms of traffic. The carriageway is circa 30m in length and circa 2.6m in width with a 600mm strip on either side serving as a footway and a barrier between the carriageway and buildings, it is also height restricted to circa 5m. Apart from linking Peter Street and Bootle Street, the road itself has little use and would likely be very lightly trafficked due to its narrow nature. It does not serve BrewDog nor the facility to the west. There are wider and more generous links between Peter Street and Bootle Street approximately 80m to the West on Jerusalem Place (4.5m in width) or 46m to the east on Southmill Street (6m in width).



Figure 1 BrewDog, Peter Street site frontage Sept 2012 (Google Streetmaps)

Whilst minor amendments to the wall have been made since 2012, such as re-arrangement of entry positions, the outline, height and structure itself has remained the same. Figure 2 highlights the wall in the most recent google Streetmap, August 2023.



Figure 2 BrewDog, Peter Street site frontage August 2023 (Google Streetmaps)

Proposal Arrangements

The proposal is for a semi permanent structure to be placed on top of the existing brick wall to offer protection for patrons using the outdoor seating area. The edge of the cover is likely to be made from a clear and see through material, perhaps glass or Perspex with a roof covering similar to the existing arrangements directly across Maldon Place to the west of the BrewDog site. There will then become an option to entirely enclose the area or keep it open weather pending.

Manchester Highways Concern

Whilst the proposals include enclosing the site there are no proposals to alter any perimeter walls and therefore no changes to the existing footway, kerbs or any land within Manchester Highways control. As the wall is existing there will be no changes for vehicles turning into Maldon Place and therefore there should be no concerns about safety in this respect.

Whilst there will be a shelter added onto the walls the surrounding material will be clear and therefor have some level of transparency for pedestrians and vehicles driving.

The Crashmap database was analysed from 2021 – 2012 to review any injury accidents at the junction, particularly ones involving pedestrians. Figure 3 highlights the map of accidents between the years of 2012 and 2021 in the local area.

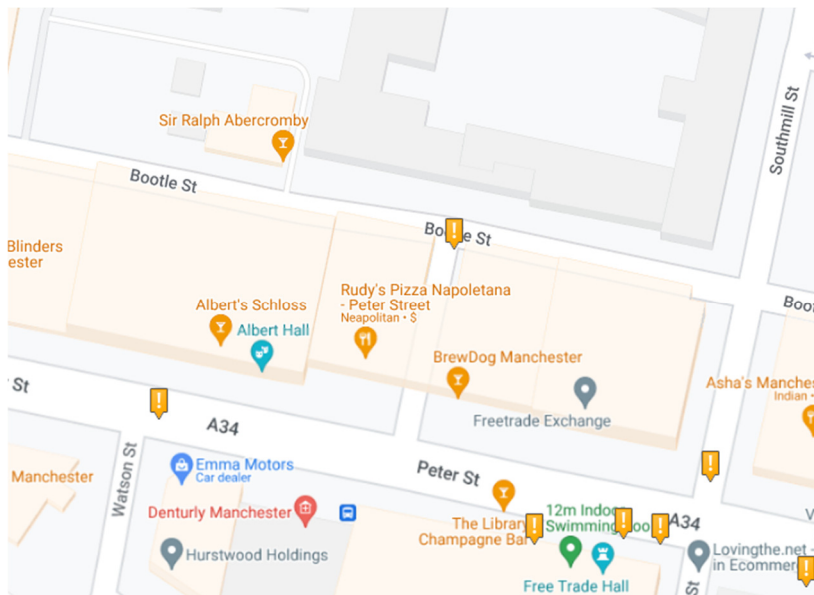


Figure 3 Crashmap extract (2012 - 2021)

In the 10 year period, in which the 900mm wall was present outside BrewDog, there were no recorded accidents involving pedestrians or any vehicles at the junction with Maldon Place and Peter Street. It can be concluded that vehicle/pedestrian inter-visibility has not been an issue in this area.

Pedestrian Visibility Splays

There appears to be various data sources setting out pedestrian inter visibility splays and these also differ between highway authorities. Our experience varies from a requirement of 0.65m x 0.65m splays and 1.5m x 1.5m splays.

No direct information could be found in the Manchester design guide regarding pedestrian visibility however, following the Highway officers' comments it is assumed that the standards are 2m x 2m splays of which all have to be clear of obstacles over 600mm. Whilst the drawing contained at **Appendix B**

highlights the visibility cutting through the edge of the existing wall, with footway widths of circa 3.2m outside the site pedestrians crossing are unlikely be hugging the wall of the site. If measuring the visibility 1m offset from the wall, then 2m visibility is achievable whilst still allowing 2.2m of footway between them and Peter Street carriageway.

With Manchester not having a formalised document stating pedestrian visibility a comparison can be made to highway authorities that do. 'Essex Highways Technical Manual' states a distance of 1.5m x 1.5m and Hertfordshire's emerging guidance 'Place & Movements' states a pedestrian visibility of 0.65m x 0.65m either side of the carriageway edge. Both splays forming part of official documents or emerging documents and offering reduced visibility splays compared to those highlighted by the Manchester Highway officer.

With Maldon Place being a narrow carriageway suitable for one vehicle at a time, it would be safe to assume vehicles would be traveling down the centre of the carriageway. If splays are measure from the centre of the carriageway they can comfortably be achieved even if pedestrians are walking along the edge of the wall. If the splays are illustrated 0.5m from the carriageway edge and 0.6m from the wall they can comfortably be achieved in both directions whilst still being reasonable in terms of vehicle placement on Maldon Place and Pedestrian desire line. All alternative pedestrian splay based on other design criteria have been contained at **Appendix C**.

Summary

With all aforementioned information and the fact, the 900mm wall is existing and has been for 11 years with no accident history, the proposal of implementing a structure on top of this would not be to the detriment of pedestrian safety. It should be kept in mind that the enclosure will be see-through and people using it will be sitting or standing as they do at present. Hence the actual change to visibility will be marginal.

It is our opinion that the proposal does not represent a safety concern and we would urge the highway officer to allow this proposal to proceed in the interest of the many public members that will use the facility.

If you wish to discuss any matter, please do not hesitate to contact me.

Yours sincerely,



Chris Green

Engineer for and behalf of EAS Transport Planning

Encl,:

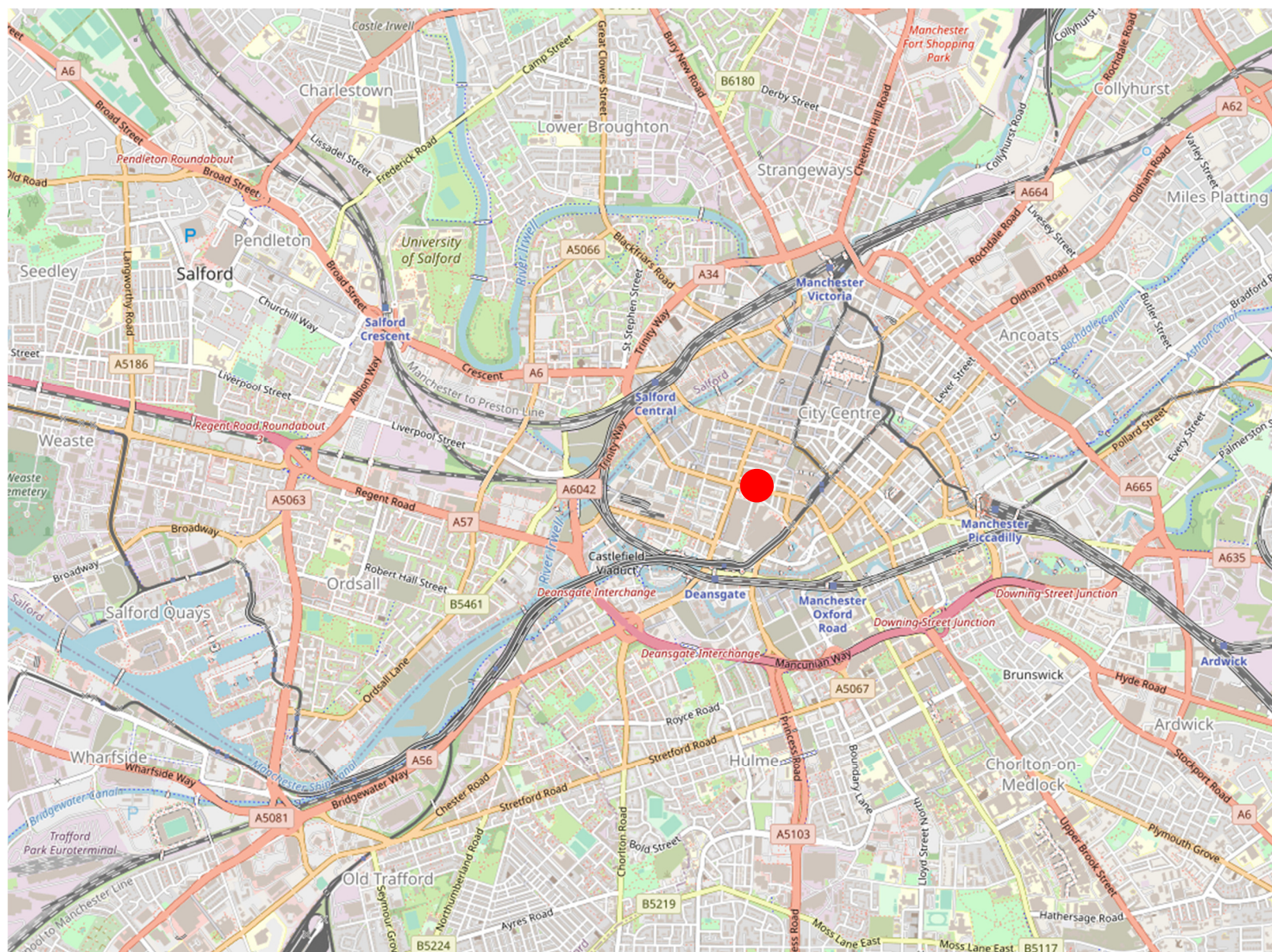
Appendix A – Location Plan:

Appendix B – Proposed Site Plan with Pedestrian Visibility:

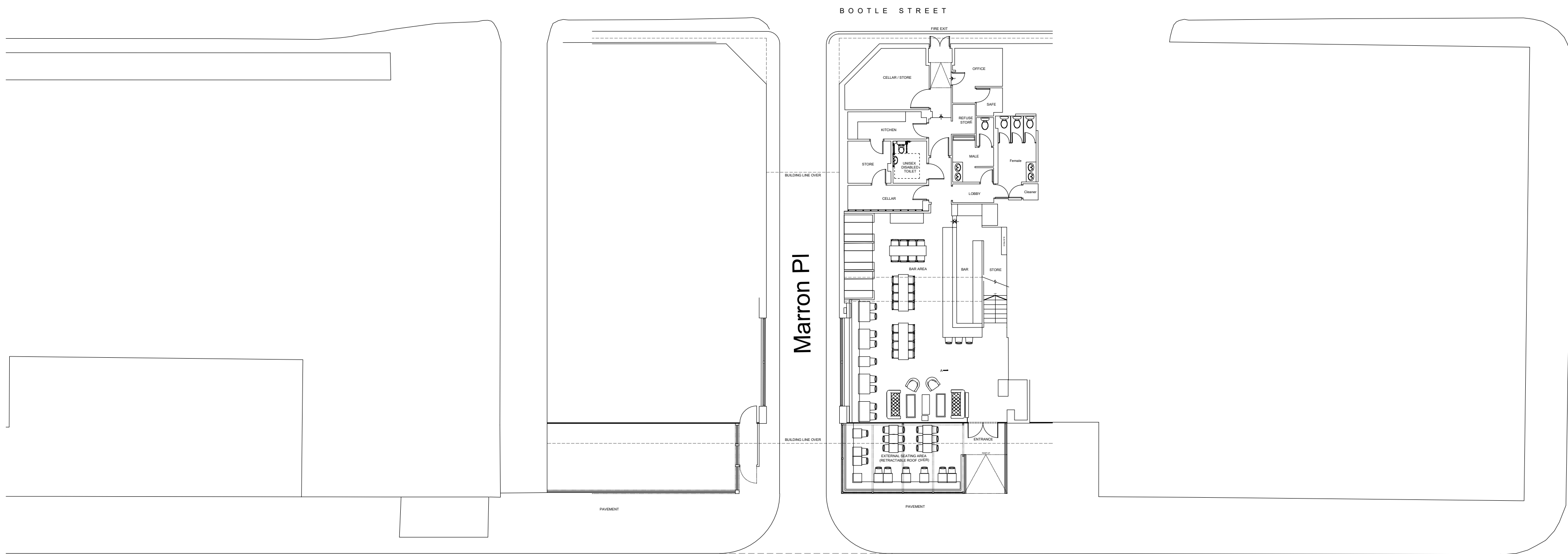
Appendix C – Alternative Pedestrian Visibility Splays:

Appendix A – Location Plan:

Site Location

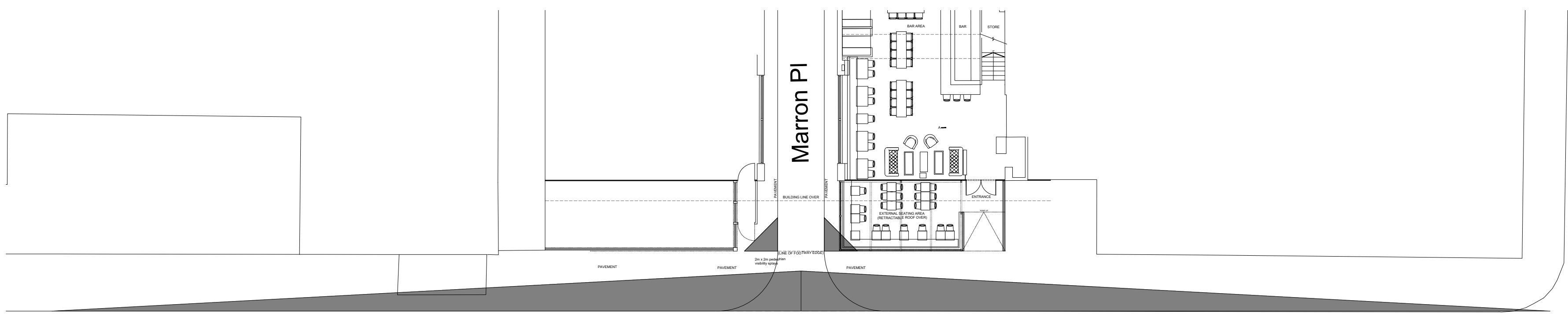


Appendix B – Proposed Site Plan with Pedestrian Visibility:



PETER STREET

ground floor plan - as proposed
scale 1: 200 @ A1



PETER STREET DESIGNATED 20MPH CITY CENTRE ZONE
VISIBILITY SPLAYS 2.4M X 45M SHADED

ground floor plan - as proposed.VISIBILITY SPLAYS
scale 1: 200 @ A1



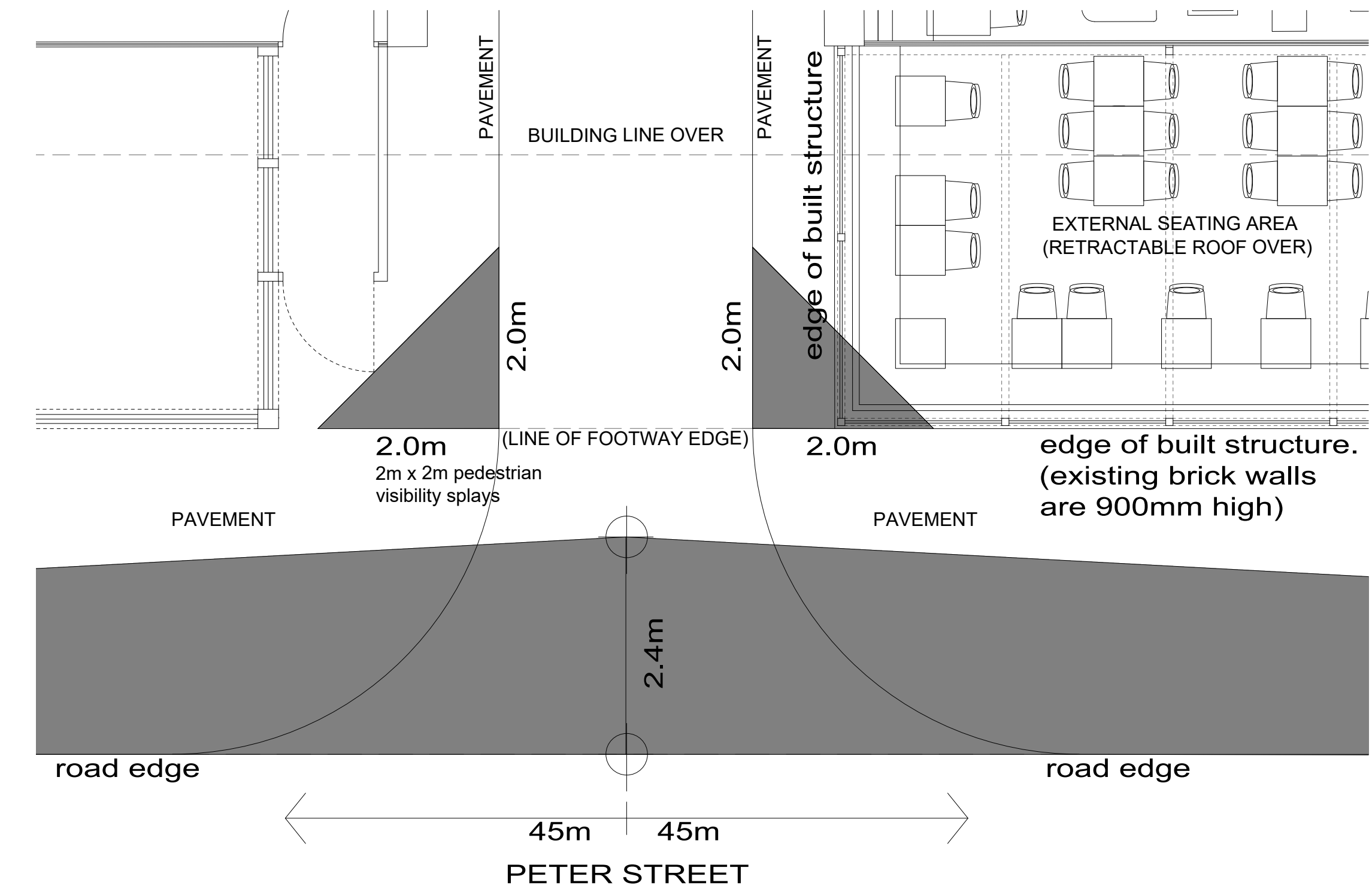
DO NOT SCALE FROM DRAWINGS. USE GIVEN DIMENSIONS ONLY. ALL DIMENSIONS TO BE VERIFIED AND AGREED WITH ARCHITECT IN ACCORDANCE WITH SITE CONDITIONS PRIOR TO THE COMMENCEMENT OF ANY WORKS.

ALL SURFACE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH MECHANICAL AND ELECTRICAL ENGINEERS AND STRUCTURAL ENGINEERS DRAWINGS, DETAILS AND SPECIFICATIONS WHERE RELEVANT.

ALL WORKS TO BE TO BE TO THE RELEVANT BRITISH STANDARD CODE OF PRACTICE AND MANUFACTURERS WRITTEN RECOMMENDATIONS.

ALL WORKS INCLUDING DEMOLITIONS TO BE EXECUTED SO AS NOT TO IMPAIR THE STABILITY OR ENDANGER THE BUILDING, ADJACENT WORKS, PERSONNEL OR THIRD PARTIES. ALL IN ACCORDANCE WITH ALL HSE AND STATUTORY AUTHORITIES RECOMMENDATIONS.

ALL MATERIALS AND COMPONENTS TO BE 'FIT FOR PURPOSE' AND IN FULL COMPLIANCE WITH THE CURRENT TECHNICAL STANDARDS.



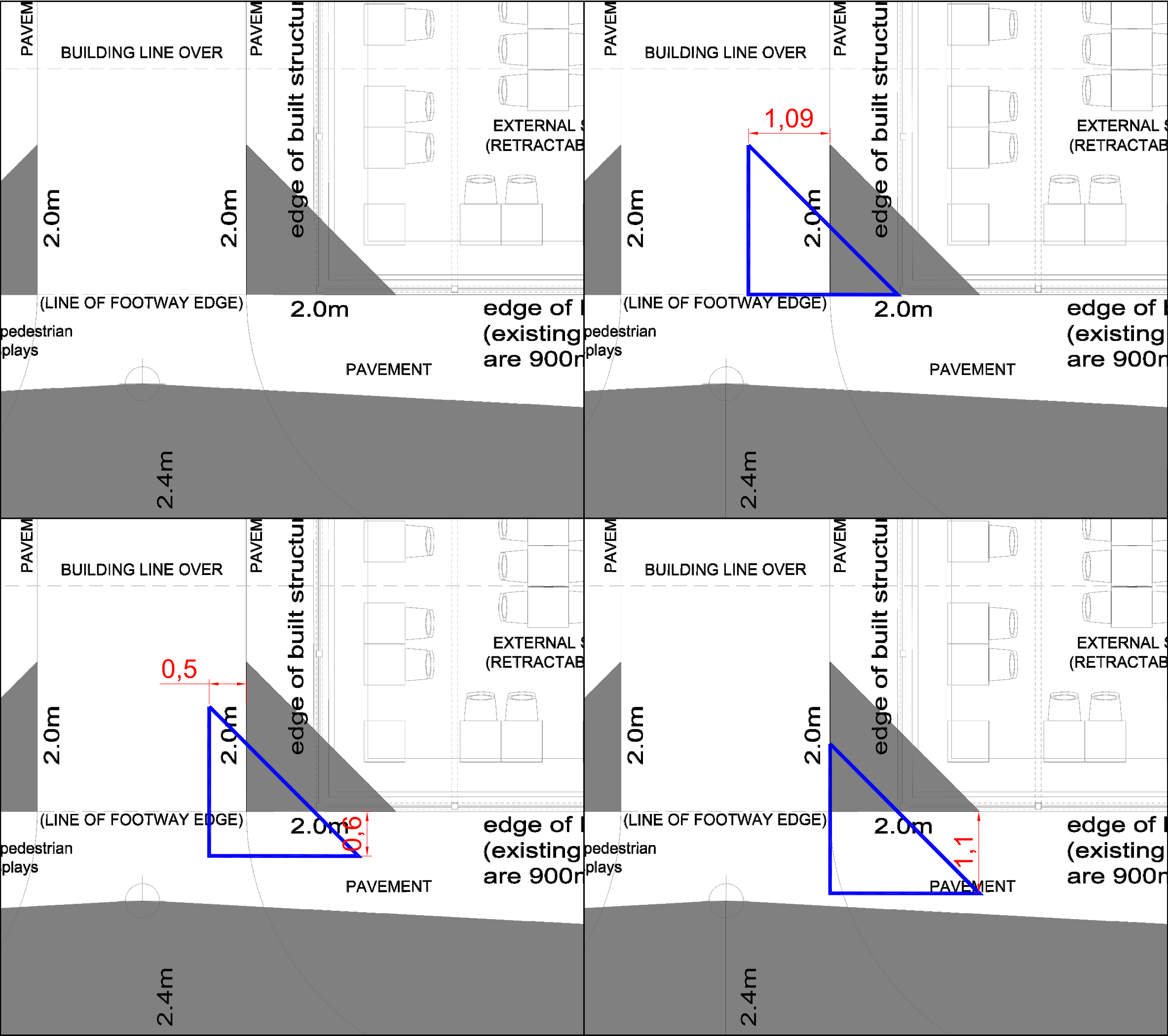
VISIBILITY SPLAYS - detail
scale 1: 50 @ A1



Rev A: 27.09.23 Pedestrian Visibility Splays added.

client:	BREWD OG		
project:	BrewDog, Manchester Peter Street		
location:	35 Peter Street Manchester M2 5BG		
dr g title:	Plan As Proposed: Visibility Splays		
scale:	Various @ A1	date:	Sept 2023
dr g no:	3019 PL03 A		
status:	PLANNING		

Appendix C – Alternative Pedestrian Visibility Splays:



REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018, All rights reserved, Licence number 100022432					
 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT:					
MANCHESTER, PETER STREET BREWDOG					
TITLE:					
PEDESTRIAN VISIBILITY OPTIONS					
SCALE @ A3:			DESIGN-DRAWN:		DATE:
1:50			CG		11/10/20203
PROJECT No:			DRAWING No:		
4799			SK01		