

Technical Note

Date: 12 February 2021

Project: 1A Delamere Road, Levenshulme

Title: Response to MCC Highways Comments

1. Purpose

- 1.1 This note has been prepared to respond to the comments raised by MCC on the residential development proposals for 1A Delamere Road in Levenshulme.
- 1.2 The proposal seeks to redevelop the site to construct nine apartments. It has been agreed with MCC that seven parking spaces and 10 cycle parking spaces will be provided on the site to serve the development. Access to the site will be provided via an existing route to the east of the site, for which the applicant has a right of access. These elements were discussed and agreed with MCC prior to the submission of the planning application.
- 1.3 The note sets out below the additional information requested by MCC during the consultation period.

2. Car Parking Spaces Swept Path Analysis

- 2.1 The parking spaces meet standard dimension requirements of 2.4m x 4.8m, with a 6m aisle width.
- 2.2 Swept path analysis is attached as Appendix A that shows that all of the spaces are accessible.

3. Servicing Arrangements

- 3.1 The servicing arrangements were set out in the technical note submitted to MCC for discussion prior to the submission of the planning application.
- 3.2 The site currently generates delivery and refuse collection activity, and this is undertaken from kerbside on Delamere Road.
- 3.3 The proposal retains the existing site access arrangements. The change of use will not significantly change service activity from the baseline position and the use of kerbside for delivery and refuse collection is in keeping with the arrangements for other properties on the road.

4. Access Arrangements

- 4.1 As presented to MCC prior to the submission of the planning application, access to the site will be provided via an existing route to the east of the site, for which the applicant has a right of access. This is an existing alleyway entrance arrangement that will benefit from a more open aspect as a result of changes to the boundary treatment of the site associated with the development.
- 4.2 The alleyway provides access to the rear of properties on Delamere Street and to a car storage area associated with a workshop use on Stanhope Street. The alleyway has entrances of a similar style onto Delamere Street and Stanhope Street. These are lightly trafficked residential streets in a 20mph zone.
- 4.3 As in the existing situation, designated parking areas are provided on these streets on either side of the alleyway entrances. This is typical in such situations. Manual for Streets comments on this type of situation at paragraph 7.8.5 which reads:

“Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.”

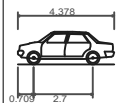
- 4.4 The arrangement has evidently operated without any issues arising in the established situation. Levels of additional movement associated with the development will be minimal and would not be expected to result in any significant difference to this.

Appendix A



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES
Vehicle Profile



Ford Focus 5dr	4.378m
Overall Length	1.825m
Overall Width	1.487m
Overall Body Height	0.248m
Min Body Ground Clearance	1.709m
Max Track Width	2.00 sec
Lock to Lock Time	5.350m
Kerb to Kerb Turning Radius	

Revision Details		By	Date	Suffix
		Check		

Drawing Number
SK22070-101

Delamere Road, Levenshulme

Drawing Title
Swept Path Analysis
Family Car

Scale at A3
1:200

Drawn JAT	Approved LGS
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Check LGS	Date 11.02.21
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