
Visibility Splay Assessment

1. Project Details

- Site Address: Parsonage Gardens, Stenner Lane, Didsbury, Manchester, M20 2RQ
 - Planning Reference (if applicable): 143279/VO/2025 - The Old Parsonage
 - Prepared by: Robert Hutchinson, Senior Building Surveyor, Capital Programmes, Growth & Development Directorate, Manchester City Council
 - Date of Assessment: 09/10/2025
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2. Introduction

To assess the adequacy of visibility splays at the proposed access to Stenner Brow in accordance with relevant guidance, e.g., Manual for Streets, DMRB, or local authority standards.

3. Site Description

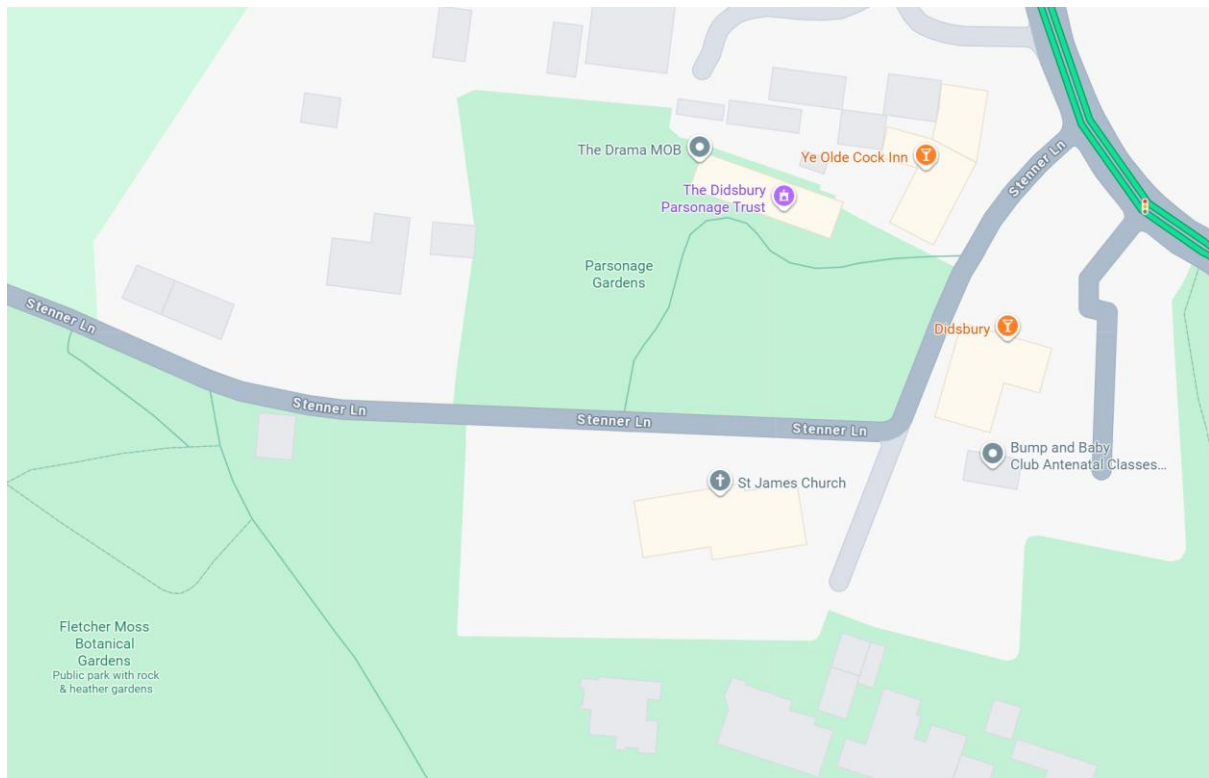
- Type of Access: Stenner Brow requires driveway access for private property
- Road Classification: Stenner Lane is classified B Road (Minor Road)
- Speed Limit / Measured Speed: 20mph speed limit on Stenner Lane
- Existing Visibility Conditions: visibility is good on Stenner Lane.

New 2325mm high piers and new boundary wall treatments are proposed in the vicinity of the Stenner Lane (main road) and Stenner Brow (driveway) junction.

Highways request submission of a visibility splay assessment junction to determine whether the newly proposed boundary wall would affect visibility for vehicles egressing onto Stenner Lane from Stenner Brow.

With the observed levels of on-street parking at Stenner Lane, it is proposed that the access junction and visibility splays from Stener Brow are protected by a double-yellow Traffic Regulation order (TRO) to maintain safe levels of visibility, particularly to the east of the access junction

The wall to be rebuilt is located approximately 18m away from Stenner Brow access gates, however, Highways have confirmed that a visibility splay assessment must be submitted in order to alleviate their concerns regarding visibility in this area.



Aerial view showing the site of the application Parsonage Gardens with Stenner Brow site on the east of Stenner Lane



View of access gates into Stenner Brow from Stenner Lane (extract from google maps street view)

4. Visibility Splay Requirements

- Design Speed: 20 mph
- Required 'Y' Distance (visibility along main road): 25m in each direction (based on Manual for Streets guidance for 20mph roads).
- Required 'X' Distance (setback from kerb): 25m
- Relevant Standards Referenced: (e.g., MfS, DMRB, local guidance)

Northbound Visibility: 25m available – meets requirement

Southbound Visibility: 25m available – meets requirement

Mitigation Proposed:

- Visibility is reduced to the south and the driver of a vehicle exiting Stenner Bro is required to move forward slowly until they have full visibility of the road and any oncoming traffic.
- Highlighting areas where trimming vegetation or adjusting boundary features could improve visibility.
- Consider mirror installation or raised table junction for traffic calming.

5. Assessment Methodology

Methodology:

1. Measure 2.4m back from the edge of the carriageway at the proposed access point.
 2. From this point, measure 25m along the nearside edge of the carriageway in both directions.
 3. Ensure that there are no obstructions (e.g., hedges, walls, parked cars) within the visibility splay triangle.
- Survey Date and Time: 11:00am
 - Weather/Lighting Conditions: Dry but cloudy 16 degrees
 - Measurement Method: Tape measure and GPS
 - Driver's Eye Height Used: 1.05m for cars

6. Photographs

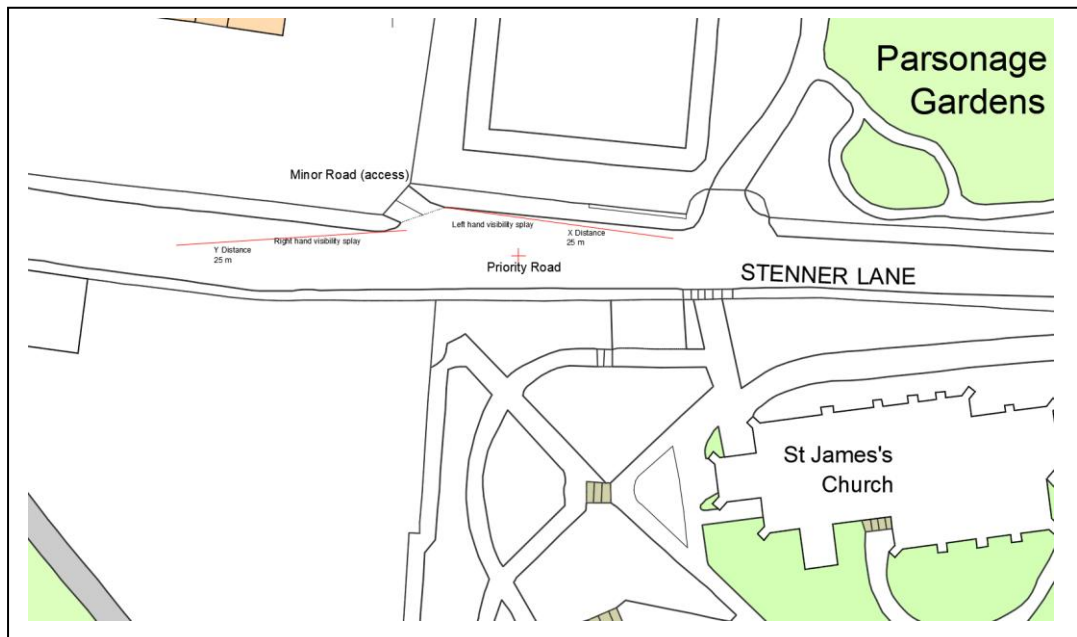


View at driver's eye position looking straight down Stenner Lane from Stenner Brow private access gates



View of access gates to Stenner Brow from Stenner Lane

7. Plans/Drawings



- The edge of the main road is visible in the foreground.
- Horizontal carriageway approx. 5–6m wide.
- Double yellow lines along the edge (no parking zone).
- Parked vehicles shown on the right-hand side.
- Brick wall and trees on the left-hand side.
- Parked cars partially block the right-hand splay.
- Overhanging foliage and brick wall limit visibility on the left.

8. Conclusions & Recommendations

With minor mitigation, the proposed access point can achieve the required visibility splays for a 20mph road, ensuring safe ingress and egress for vehicles.

Visibility splay meets Manual for Streets guidance for 20mph Mitigation required for foliage and parked cars Access point setback complies with 2.4m standard Suitable for planning submission.