



Memorandum

To Steven McCoombe

From [REDACTED]

Date 11 June 2025

Subject **142670/FO/2025**

Erection of foodstore (Use Class E) with associated car parking and landscaping.

We have reviewed the above application in relation to highways and our comments are as follows:

CONTEXT

The site is located adjacent to the adopted highway of Hollinwood Avenue.

No Waiting (Mon - Sat, 8am - 9.30 am and Mon - Fri, 5pm - 6.30pm) are in place along Hollinwood Avenue.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

- o The trip rates and distribution are acceptable to Highways.
- o Priority junction RFC less than 0.85 which is acceptable to Highways and TfGM.
- o TfGM request that all junctions experiencing an increase of 30vph as a result of the development should be modelled.
- o Consultant should confirm the above.

HIGHWAYS SAFETY:

- o TfGM data reviewed.
- o It is unclear which period has been used for accident data. Note that it should at least be up to the first 6 months of 2024.
- o 2 serious and 1 slight incidents to the east of the site.
- o 9 slight incidents at the signalised junction.
- o Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY:

- o The site is well accessed by sustainable modes.
- o Regular bus services and railway services are available within walking distance of the site.

PARKING AND ACCESS:

Access:

- o Plan '3607/P408/D Proposed GA Site Plan' details the proposed changes to the existing access and on Hollinway Avenue.
- o Works noted.
- o Request that an Independent Stage 1 Road Safety Audit is undertaken
- o Works should include:
 - o The resurfacing of footways on Hollinwood Avenue.
 - o TRO refreshment on Hollinwood Avenue.
 - o Double yellow lines at the site access.
- o Works on the adopted highway will be subject to a S278 agreement and be at cost to the applicant.
- o Drawing '002-A Proposed Access Arrangement' confirms that a 24m x 70m visibility splay can be achieved at the access - this is acceptable to Highways.
- o Drawing '16-3060 Proposed Access Arrangement Tracking' demonstrates that an articulated truck can access, manoeuvre and egress from the proposed access - this is acceptable to Highways.
- o As per Highways pre-application comments the proposed vehicle access arrangement will be subject to a Stage 1 Road Safety Audit.
- o Request that a Stage 1 Road Safety Audit is undertaken and provided for comment.
- o Pedestrian walkway with zebra crossing, dropped kerbs & tactile paving noted - this is acceptable to Highways in principle.

Parking:

- o 106 parking spaces proposed.
- o MCCs Core Strategy states that the development should provide a maximum of 1 space per 14sqm (area not within the city centre or district centre).
- o Based on the 1,961sqm GIA, MCC Highways would expect a total of 140no. spaces.
- o The Transport Assessment should provide justification/evidence that the level of proposed parking would cater for parking demand associated with the development.
- o It is therefore requested that car park usage surveys/data at other Lidl Sites is reviewed along with a TRICS car park accumulation assessment.
- o Disabled parking provision acceptable to Highways.
- o EVC parking provision acceptable to Highways.
- o Should be a minimum of 22kW.
- o Parking bays should be a minimum of 2.4 m x 4.8m.
- o An additional 1.2m hatched clearance is required around disabled bays.

- o Sufficient 6m aisle width is noted and acceptable.

TRAFFIC REGULATION ORDERS:

- o A review of the existing Traffic Regulation Orders (TROs) should be undertaken surrounding the site (if this has not already been conducted), with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

CYCLE PARKING:

- o Confirmation is requested on the proposed cycle parking arrangements.
- o As per Highways pre-application comments the development should provide 1no. cycle parking spaces per 140sqm.
- o For the avoidance of doubt, cycle parking should be provided for both customers (short-stay) and staff (long-stay) where secure and sheltered provision is required.

BOUNDARY TREATMENTS:

- o It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

REFUSE AND SERVICING:

- o TA confirms that 1 - 2 service vehicles are anticipated per day, which will access the loading bay from the car park access.
- o It is requested that servicing / deliveries take place outside of the peak hours where possible.
- o It is requested that a Service Management Strategy is in place and conditioned.
- o Details are requested on the proposed waste storage and waste collection arrangements.
- o It is requested that a Waste Management Strategy is in place and conditioned.

TRAVEL PLAN:

- o An Interim Travel Plan has been provided as part of the application.
- o Acceptable in principle.
- o The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be conditioned.

The CMP should be submitted prior to the start of works. This should include:

- o Phasing and quantification / classification of vehicular activity.
- o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
- o Consideration of ongoing construction works and contractor parking in the locality.

- o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk.

SUGGESTED CONDITIONS:

- o S278 works:
- o New widened access(dropped kerbs and tactile paving installed)
- o Existing ghost island extended to the south to create one c. 37m ghost island on Hollinwood Avenue.
- o 3.37m right turn lane installed on Hollinwood Avenue.
- o Hatching installed to the north of the ghost island on Hollinwood Avenue.
- o Road marking installed on Hollinwood Avenue.
- o Road markings installed at proposed access.
- o Double Yellow Lines at access
- o TRO refreshment
- o Resurfacing of footway
- o Service Management Strategy
- o Waste Management Strategy
- o Travel Plan
- o CMP

INFORMATION:

For any projects that require a S278 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- o 5 years of accident history
- o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- o Audit of key cycling routes (ASLs, cycle lanes etc.)
- o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Highways Reference: 17072/FO/2025