



Memorandum

To Janet Lawless

From Rebecca Hesketh

Date 5 November 2024

Subject **140962/FO/2024**

Erection of two no. 2 bed two storey dwellings with rear dormers following demolition of existing dwelling including landscaping and car parking

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

140962/FO/2024

Erection of two no. 2 bed two storey dwellings with rear dormers following demolition of existing dwelling including landscaping and car parking at 14 Wilton Road, Crumpsall, M8 4WQ.

The site is located adjacent to 30mph adopted highways Wilton Road and Holland Road with adoption extending to the back of footway. No kerbside restrictions are present in the vicinity of the site.

Highways note that submitted plans and application form show that the proposals comprise 2no. three-bedroom dwellings rather than 2no. two-bedroom dwellings.

HIGHWAYS RESPONSE

TRIP GENERATION AND JUNCTION CAPACITY:

The number of vehicular trips associated with development proposals is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

SITE ACCESSIBILITY:

The site is reasonably well accessed by sustainable modes being located within an existing residential area.

Regular bus services also operate in close proximity of the site along A576 Middleton Road. Bowker Vale Metrolink Stop is also located within walking distance of the site. The site benefits from a Greater Manchester Accessibility Level (GMAL) of 6 (highly accessible by public transport).

ACCESS:

The proposals include retention and extension of an existing vehicular crossover with an additional access provided from Wilton Road to provide access to 2no. double driveways. Vehicle visibility appears satisfactory for both driveways, although boundary treatments should be permeable at a point from 600mm in height to allow adequate view of passing pedestrians. Retention of the existing boundary wall with railing appears to be acceptable.

Highways request that the works are partnered with footway surfacing across the site frontage at Wilton Road and Holland Road (in accordance with MCC materials palette) in order to improve pedestrian amenity.

The proposed driveway access to the east of the site would result in an extended area of dropped-kerb due to the adjacent existing driveway associated with no. 16 Wilton Road. Given that the existing footway is relatively wide and therefore would not result in a significant crossfall over this distance, Highways consider the proposals to be acceptable.

The proposed western vehicle crossover will be located within 10m of the Holland Road junction. Given that the junction does not experience significant levels of vehicle movement and that adequate visibility is provided, Highways have no objection to the proposed driveway access location.

Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreement for alterations to the existing highway to facilitate the extended/additional vehicular crossover and footway surfacing improvements. This can be applied for online at

https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

PARKING:

Two car parking spaces per dwelling are proposed. This level of provision is considered acceptable by Highways for each three-bedroom dwelling.

Plans show driveway parking spaces each demarcated to 2.4m x 4.8m. Highways require 3m x 6m driveway provision to ensure adequate clearance through the site is provided and to ensure parked vehicles do not overrun the adopted footway. Plans indicate that such driveway dimensions can be achieved although this should be confirmed/dimensioned.

The applicant should ensure that Electrical Vehicle charging provision (minimum 7kW) is made available at each dwelling.

CYCLE PARKING:

Submitted plans show provision of a sheltered cycle store within the curtilage of each dwelling which is welcomed by Highways.

REFUSE AND SERVICING:

Designated refuse storage has been provided within the curtilage of each dwelling.

In alignment with existing operations, kerbside collection will be made from the highway which is considered acceptable by Highways.

CONSTRUCTION MANAGEMENT:

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned demolition and construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider contractor parking in the locality and any traffic/pedestrian management which will be required in association with construction works or utility connections.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

The applicant is advised that any requirements for licensing, hoarding/scaffolding, Section 50 temporary access and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Management teams via e-mail: highwaylicences@manchester.gov.uk and highwaynetworkmanagement@manchester.gov.uk.

SUGGESTED CONDITIONS:

EV Parking
S278/S184
Cycle parking
CMP

Highways Reference: 16334/FO/2024