Technical Note

Project name	Grey Mare Lane Estate, Beswick		
Design note title	Transport Technical Note		
Document reference	35664-STAN-XX-XX-RP-TP-1001-P01		
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Revision	P01		
Date	20 April 2026	**Approved**	✓

1 Introduction

1.1.1 This Technical Note [TN] has been prepared to support the discharge of a pre-commencement planning condition, attached to planning permission ref. 145059/FO/2026, relating to the erection of green paladin fencing and an associated access gate at Plot I, Grey Mare Lane Estate, Beswick, notably:

- "Condition 6: Notwithstanding the details as set out in condition 2 above, prior to the erection of the fencing, full details for access arrangements for the vehicular gate shall be submitted to the City Council as Local Planning Authority for approval. For the avoidance of doubt these details shall include visibility splays from the gate. The approached details shall be implemented as part of the development.

- Reason: To ensure that the fencing will not compromise highway safety for either vehicles of pedestrians in accordance with PfE Policies JP-C5 and JP-P1, Core Strategy Policies T1 and DM1 and saved UPD Policy DC22 and the National Planning Policy Framework as they relate to negative effectives of vehicle traffic".

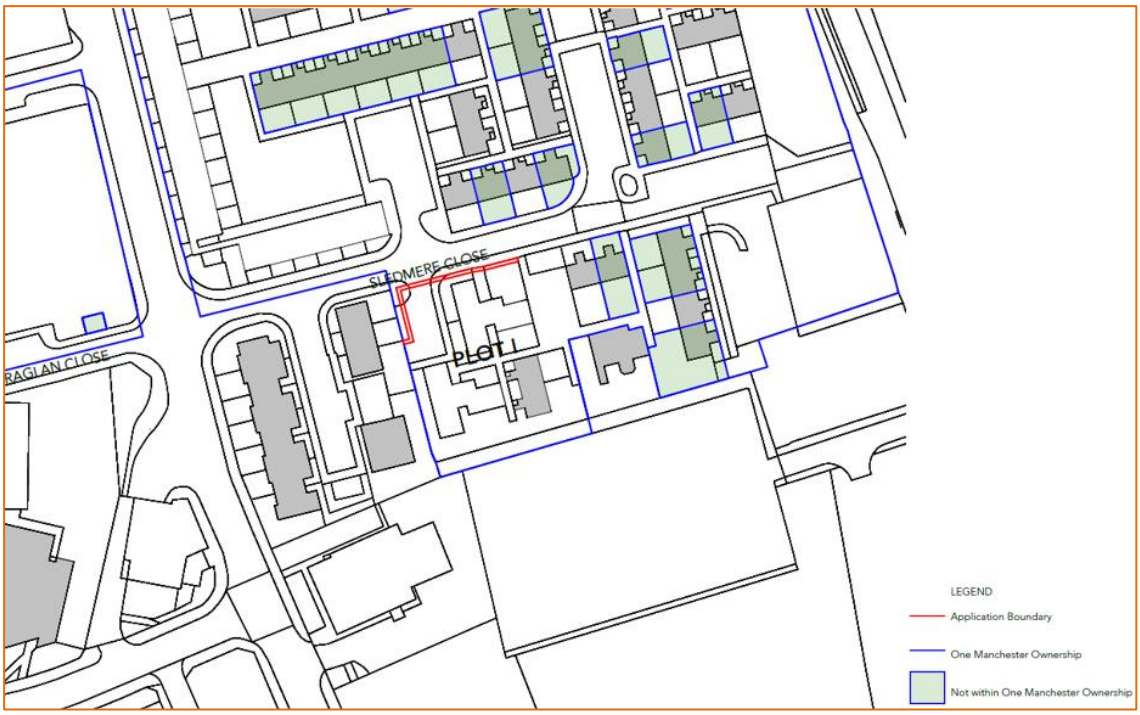
1.1.2 This TN provides justification for the proposed access arrangement and associated visibility splays and demonstrates that the proposal will not adversely impact highway safety.

2 Site Context

2.1.1 Plot I is located off Sledmere Close, a residential street which is supported by low vehicle speeds (posted 20mph speed limit) and low traffic flows.

2.1.2 Sledmere Close is a no-through road and does not form part of the strategic highway network. As such, it is not subject to significant through traffic and experiences low levels of vehicular activity.

Figure 1: Existing Site Location

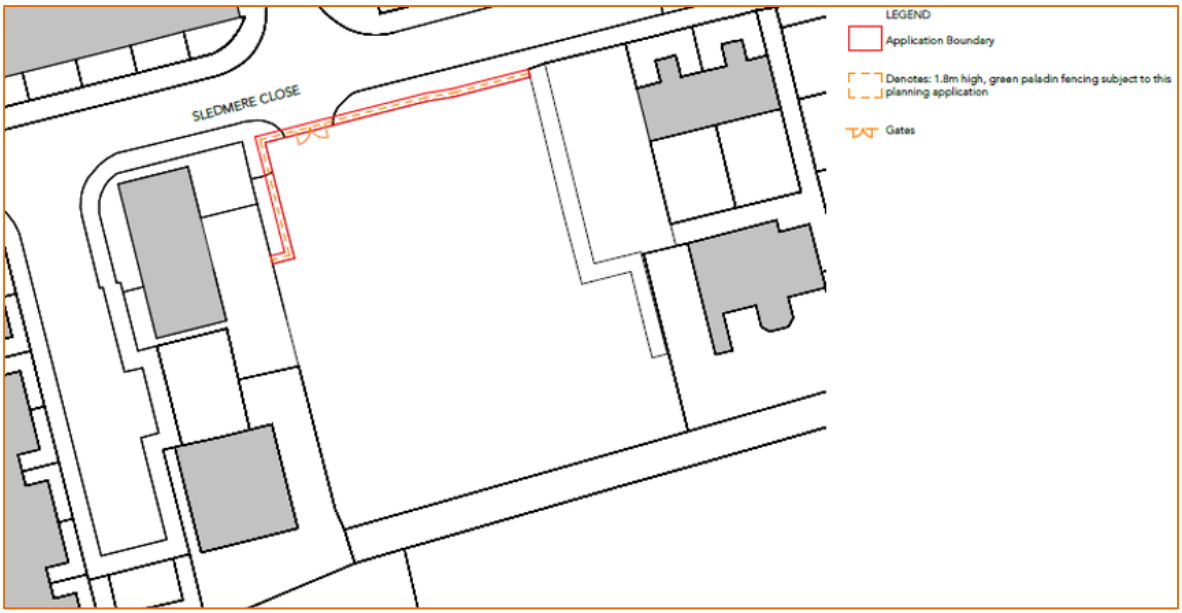


Source: Buttress

3 Proposed Access Arrangement

3.1.1 The proposals comprise the installation of green paladin fencing with a gated access point to enable periodic access for fly-tipping removal and service maintenance. Such access is expected to be infrequent (approximately once every 2–3 months).

Figure 2: Proposed Gate Location



Source: Buttress

3.1.2 The proposed green paladin fencing provides permeability that allows visibility through the structure, enabling drivers exiting the site to observe pedestrians approaching along the footway.

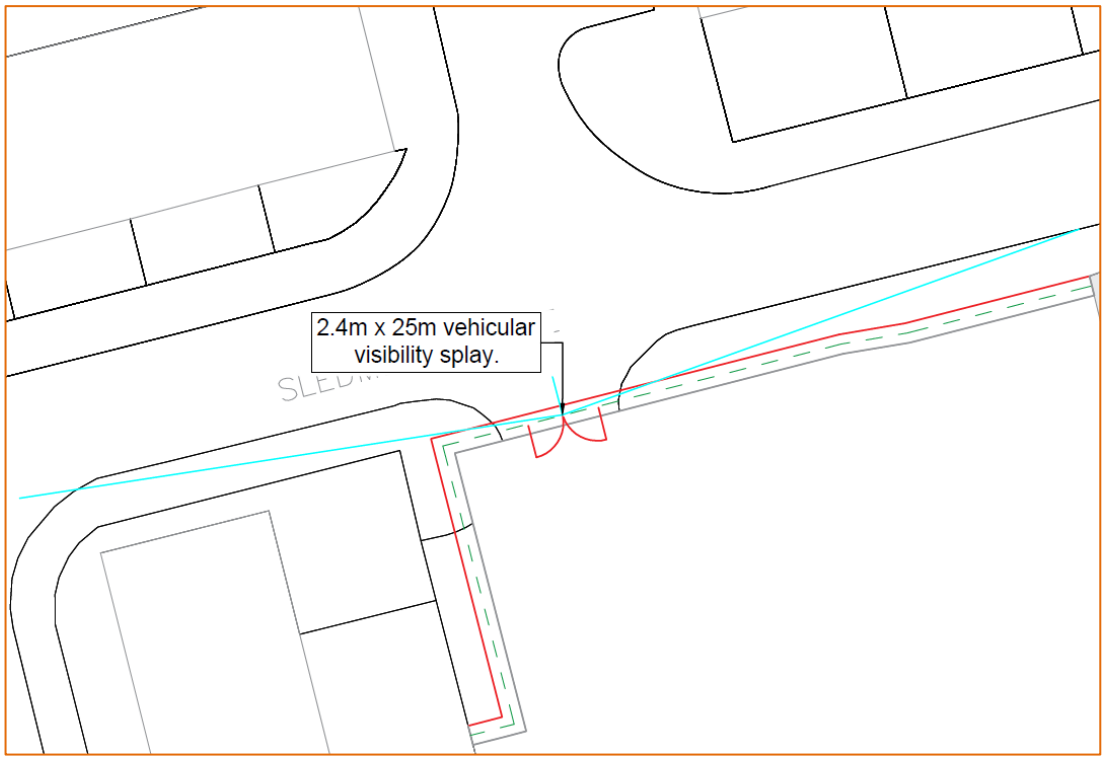
3.1.3 In relation to the installation of the fencing, works will be undertaken from within the site boundary, meaning there will be no requirement to occupy or obstruct Sledmere Close during the installation process. There may be infrequent vehicle movements associated with the delivery of fencing materials and other equipment; however, these will be limited in duration.

Figure 3: Example of Green Paladin Fencing



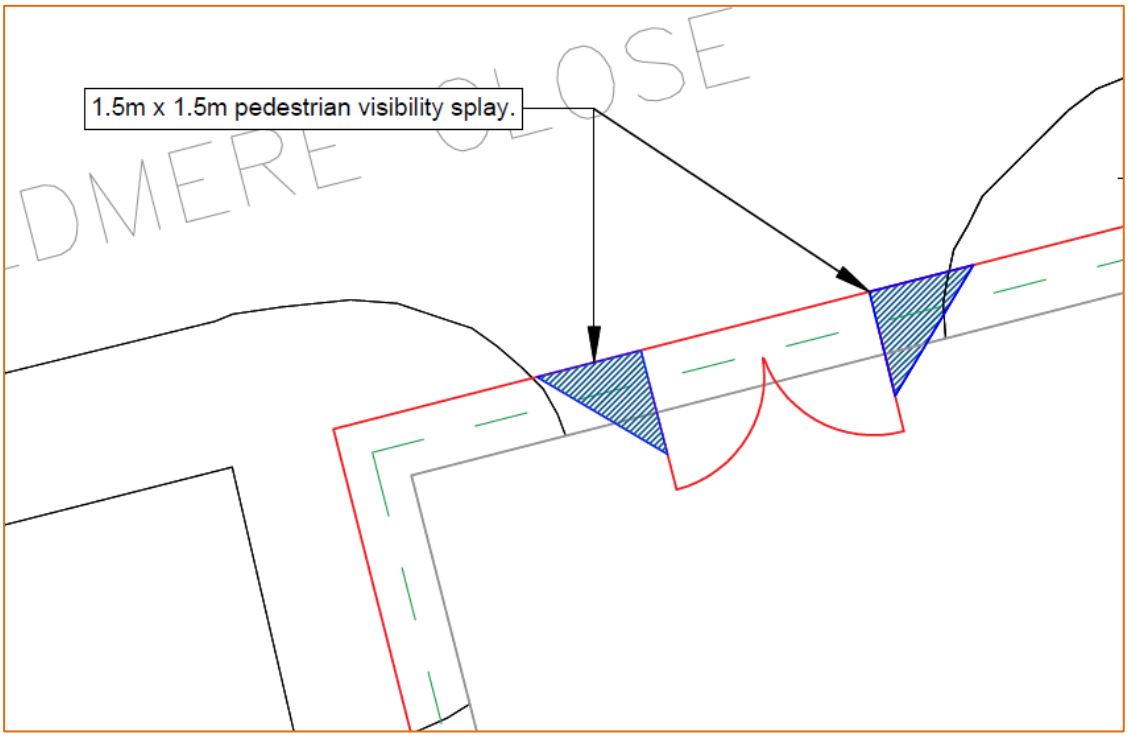
3.1.4 Based on a posted road speed of 20mph, 2.4m x 25m visibility splays are required for vehicles exiting the site (in Manual for Streets), which are achievable in both directions on Sledmere close, as shown below in **Figure 4** and provided in **Appendix A**.

Figure 4: 2.4m x 25m Vehicular Visibility Splay



3.1.5 In addition, pedestrian visibility splays of at least 1.5m x 1.5m are achievable on either side of the gate due to the permeability of the green paladin fencing and is shown in **Figure 5** below.

Figure 5: 1.5m x 1.5m Pedestrian Visibility Splay



4 Summary and Conclusion

4.1.1 This TN demonstrates that the proposed access gate and associated vehicle and pedestrian visibility splays at Plot I, Grey Mare Lane Estate, are appropriate for the intended use.

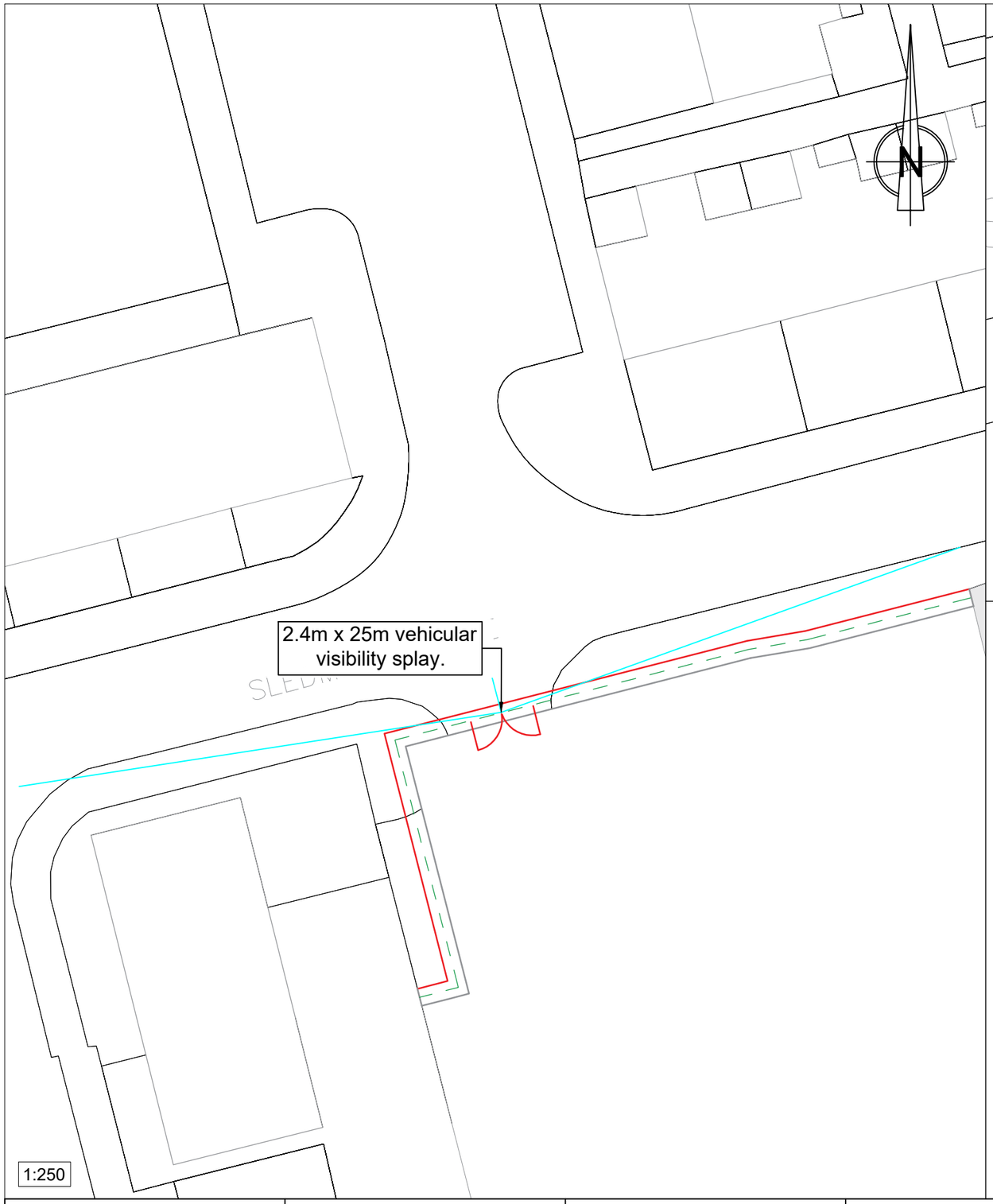
4.1.2 The infrequent use of the access, combined with the low traffic environment and adequate visibility provision, ensures that the development will not compromise highway safety.

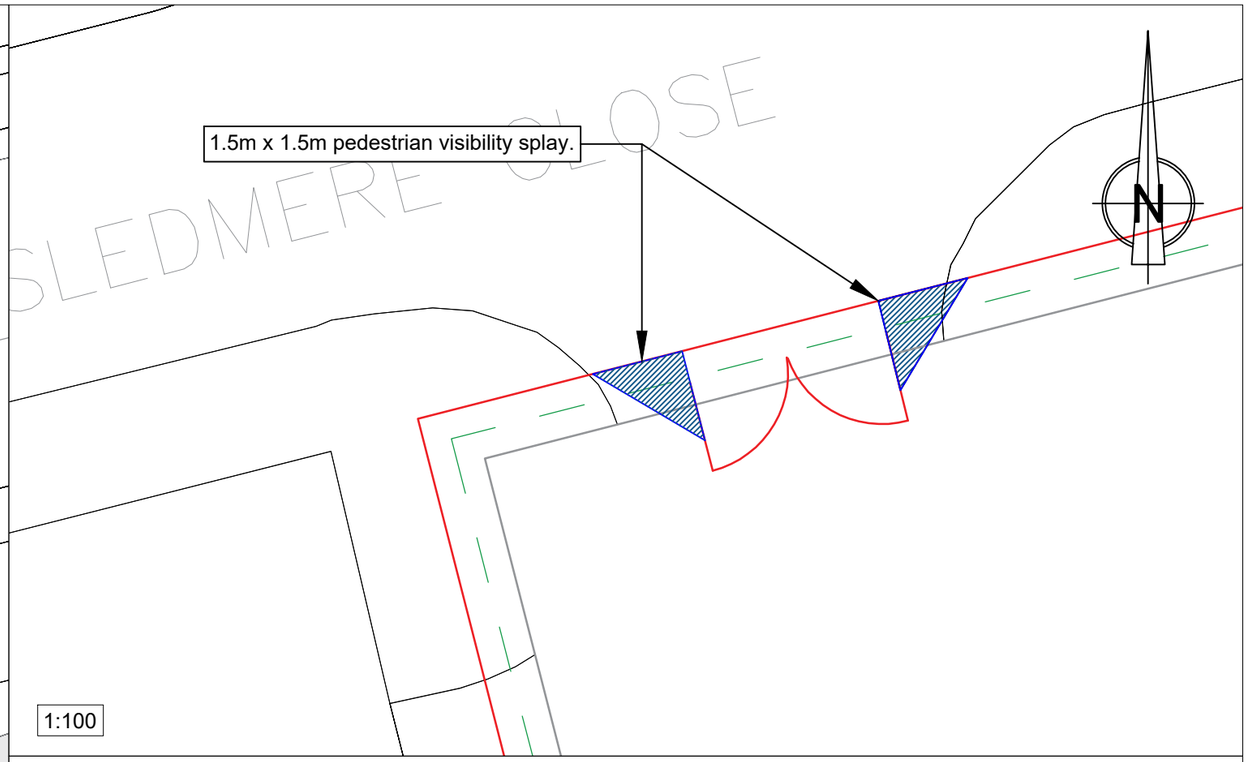
4.1.3 Accordingly, the proposals are considered acceptable in highway terms and comply with the policies outlined within Condition 6. The current version of the NPPF states that, ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’.

4.1.4 As such the proposed development would have no material impact on the operation of local highway network. There is also no reason to believe that it will have a detrimental impact upon highway safety.

4.1.5 As such the impact of the proposals cannot be concluded to be severe, with suitable evidence submitted to discharge Planning Condition 6.

Appendix A Drawing







EXAMPLE OF GREEN PALADIN FENCING

LEGEND

- Application Boundary
- Denotes: 1.8m high, green paladin fencing subject to this planning application
- Gates
- 2.4m x 25m visibility splay
- 1.5m x 1.5m pedestrian visibility splay

NOTES

1) THIS DRAWING IS FOR DISCUSSION PURPOSES ONLY AND NOT FOR CONSTRUCTION
2) THE CONTENT OF THIS DRAWING WILL REQUIRE FURTHER WORK INCLUDING A STAGE 1 ROAD SAFETY AUDIT AND DETAILED DESIGN
3) THIS DRAWING IS BASED ON 3RD PARTY SURVEY INFORMATION

THIS DESIGN HAS BEEN PREPARED IN ACCORDANCE WITH DMRB CD 123 AND TSRGD (CHAPTERS 3, 5 AND 6)

REVISIONS

REV	REVNOTES	DRAWNBY	DATE-D	CHKBY	DATE-C	APPBY	DATE-A
P01	VISIBILITY_SPLAY_PLAN	NC	15/04/26	RF	15/04/26	RF	15/04/26

Stantec

CLIENT: ONE MANCHESTER

PROJECT: GREY MARE LANE ESTATE, BESWICK

TITLE: PROPOSED FENCING PLAN - PLOT I VISIBILITY SPLAYS

STANTEC PROJECT NO.	SCALE @ A3
35664	AS SHOWN

STATUS DESCRIPTION	STATUS
FOR SUBMISSION	S4

DRAWING NO.	REVISION
35664-STAN-XX-XX-DR-TP-2001	P01