Highways Department
Development Control

[redacted]

Memorandum

To	Planning Department
From	LW
Date	26th February 2026
Application	144830/FO/2025 - Former Levenshulme Cricket Club Elsa Road

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

TRIP GENERATION AND JUNCTION CAPACITY:

Trip Generation:

A TRICs assessment was undertaken in the TS.

- The methodology is acceptable to Highways.

The TS anticipates that the proposed development will generate 16 two-way vehicle trips in the AM peak and 22 two-way vehicle trips in the PM peak. It is noted that this is equivalent to an additional two-way trips every 2-3 minutes.

Impact on Wider Highway Network

Highways requested that the TS include an assessment of the impact of the development on Barlow Road / Mount Road junction.

Traffic surveys were undertaken at Barlow Road / Elsa Road priority junction Thursday 13th November 2025 and found the following distribution of traffic:

- To and from west of junction = 80%.
- To and from east of junction = 20%.

Applying the proportions to the development traffic indicates that 80% of traffic would travel through Barlow Road / Mount Road junction. The TS states that this equates to an increase of 13 two-way vehicle movements in the weekday AM peak and 17 two-way vehicle movements in the weekday PM peak. This results in 1 additional vehicle at the junction every 3-4 minutes.

Overall results are not considered to be significant and therefore development not considered to have a detrimental impact on the highway network.

HIGHWAYS SAFETY:

Crashmap reviewed for the available 5-year period (2020 – 2024).

The analysis details that no incidents were recorded in immediate vicinity of the site or Barlow Road / Moor Road priority junction.

Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

SITE ACCESSIBILITY:

The site is well accessed by sustainable modes.

Regular bus services and railway services are available within walking distance of the site.

The TS confirms that the site has a GMAL rating of 3.

PARKING AND ACCESS:

Vehicular Access:

Vehicular access is proposed from Elsa Road.

It is requested that the new priority junction access have TROs in place to protect the visibility splay and reduce inconsiderate parking.

The new priority junction access should have dropped kerbs and tactile paving.

Plan '5025-F01 Rev B / Proposed Site Access Plan' demonstrates the new access arrangements at Elsa Road / Hallsville Road / Anchor Close / New Estate Road. The plan confirms that dropped kerbs and tactile paving will be provided across Hallsville Road and Anchor Close. These measures are acceptable in principle, subject to detailed design. It is also requested that TROs be introduced at both priority junctions to protect the visibility splays.

Full depth reconstruction (high spec design) for the footway and carriageway at Elsa Road, Hallsville Road and Anchor Close as they are in poor condition. The works should also include kerb replacement where necessary. This should form part of the S278 agreement and be at cost to the applicant.

Plan '5025-F01 Rev B / Proposed Site Access Plan' demonstrates that a 2.4 x 25m visibility splay can be achieved from the new junction of Hallsville Road / Elsa Road and Anchor Close / Elsa Road. This is acceptable in principle, subject to detailed design.

Plan ‘5025-F01 Rev B / Proposed Site Access Plan’ demonstrates how the new estate road will link to the existing Elsa Road, Hallsville Road and Anchor Close. The proposed arrangement will be subject to further detailed design.

The TS confirms that the new estate road will have 5.5m wide carriageways and 2m footways. This meets MCCs adoptable standards and is acceptable in principle, subject to detailed design.

As per Highways pre-application comments, swept path analysis is required for Plot 26 to demonstrate that a vehicle can both access and exit the plot safely. Although the additional turning space is shown on drawing ‘23118 (PL) 010 H – Proposed Site Layout’, Highways still require the swept path analysis to confirm manoeuvrability. Additionally, swept path analysis is requested for Plots 12, 14, 30 and 31.

Pedestrian and Cycle Access:

Pedestrian and cycle access will be via the new vehicular access from Elsa Road.

An additional pedestrian/cycle access will be provided onto Anchor Close in the north-west corner of the site, this will link with the existing provision located along Anchor Close.

An additional pedestrian / cycle link will be provided from Anchor Close. Plan ‘23118 (PL) 010 H / Proposed Site Plan’ confirms the potential location of this link and suggests how it will link to the existing footway on Anchor Close. This is acceptable in principle and will be subject to detailed design.

The new estate road should provide dropped kerbs and tactile paving at potential crossing points / desire lines.

Adoption:

If adoption is required the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; layout, drainage, street-lighting, surfacing, stats etc.

Driveways:

The TS confirms that 2-bedroom and some 3-bedroom dwellings will have 1 parking space and some 3-bedroom houses and all 4-bedroom houses will have 2 parking spaces.

This provision is acceptable in principle.

Driveways should be 6m x 3m.

EV CHARGING

Plan ‘23118 (PL) 010 H / Proposed Site Layout’ confirms that EV Charging is in place on each driveway. This meets MCCs Electric Vehicle Charging Strategy of 1 EV ChargePoint for each dwelling.

CYCLE PARKING:

Plan ‘23118 (PL) 260 / Proposed Bin Store’ confirms that each dwelling will have access to a cycle store within the red line boundary of the site. The store will accommodate 2 cycles. This is acceptable to Highways.

BOUNDARY TREATMENTS:

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.

It is requested that vegetation at the site access and driveways are not placed to impinge on visibility.

REFUSE AND SERVICING:

Plan ‘23118 (PL) 260 / Proposed Bin Store’ details the proposed bin store locations. This is acceptable in principle.

Plan ‘23118 (PL) 260 / Proposed Bin Store’ demonstrates that’s bins will be taken to the footway in front of each property to be collected. This is within MCCs GD04 standards and is therefore acceptable in principle.

Swept path analysis has been undertaken (Plan ‘23118 (PL) 260 / Proposed Bin Store’) and demonstrates that the waste vehicle can enter and egress the estate road in forward gear. It is noted that there are areas of overhang on the southern extent of the estate road.

Plan ‘23118 (PL) 260 / Proposed Bin Store’ does indicate that the refuse vehicle will overrun onto the footway at the southernmost turning head. Highways would have concerns regarding the potential impact this may have on pedestrian and cyclist safety. In addition, Highways are concerned that repeated vehicle overrun could damage the footway structure, leading to increased maintenance requirements and the potential creation of trip hazards in this area.

A Waste and Service Management Plan should be included in the conditions of any planning consent.

STAGE 1 ROAD SAFETY ADUIT:

An independent S1 RSA ‘Proposed Access Arrangements - Elsa Road, Levenshulme. Stage 1 - Road Safety Audit, January 2026’ has been undertaken.

The Road Safety Audit confirms that the audit team had access to the Proposed Site Access Plan, Proposed Site Layout and accident data.

A site visit was undertaken on 22 January between 12:55 – 13:15.

- The weather was overcast and carriageway surface damp.
- Traffic was light and no pedestrians or cyclists were observed.

The Road Safety Audit identified 4 ‘problems’.

- Problem 1: lack of pedestrian crossing facilities on desire lines.
    - Recommendation: suitable pedestrian crossing provision to be installed at Anchor Close, Hallsville Road and Elsa Road.
    - Noted Designers Response. Agree. Should be picked up as part of the detailed design and S278 works and paid by the applicant.

- Problem 2: Defects within the carriageway could pose a collision hazard or a trip hazard.
    - Recommendation: resurface.
    - Noted Designers Response. MCC request that the carriageway is resurfaced in this location. Scope to be agreed as part of the S278 agreement but suggest as a minimum this include Elsa Road to the junction with Barlow Road and Hallsville Road and Anchor Close along the extent of the site boundary.

- Problem 3: Lack of give-way markings at the junctions.
    - Recommendation: Give way markings to be provided at junctions in site.
    - Noted Designers Response. Agree. Should be picked up as part of the S278 / S38 works and paid by the applicant.

- Problem 4: Lack of pedestrian crossing facilities on likely pedestrian desire lines.
    - Recommendation: suitable pedestrian crossing provision be provided on desire lines throughout the scheme and suitable intervisibility be achievable to/from the crossings.
    - Noted Designers Response. Agree. Should be picked up as part of the S278 / S38 works and paid by the applicant.

To summarise, and in addition to the works outlined above, the following works should also be incorporated in response to the findings of the RSA:

- Pedestrian crossing provision (dropped kerbs and tactile paving) to be installed at Anchor Close, Hallsville Road and Elsa Road.
- Installation of give way markings.
- Pedestrian crossing facilities located along key desire lines throughout the scheme, ensuring appropriate visibility is provided at each location.

<u>OFF SITE HIGHWAYS WORKS:</u>

In addition to the highways works requested above the following off-site highways works should be included:

- Road-marking refreshment & 20mph TRO at Elsa Road (to extend into the site also).
- Double-yellow TRO to maintain safe levels of visibility at Elsa Road / Barlow Road.
- Lighting provisions and drainage will need further investigation / review with MCCs Statutory Approvals Team.
- Potential relocation of utility covers from Elsa Road carriageway.

TRAVEL PLAN:

An Interim Travel Plan has been provided as part of the application.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

CONSTRUCTION MANAGEMENT:

An Outline Construction Environmental Management Plan has been submitted.

The outline CEMP confirms that the site will be secured by a mixture of weldmesh type fencing, hears fencing and hoarding. Hoarding should be discussed with MCCs Highways Licensing Team – see below.

Site parking will be provided. This is acceptable to Highways. The Site Manager should also be responsible for ensuring contractors / staff do not park inconsiderately in the surrounding area.

The CEMP confirms that a dilapidation survey will be undertaken. This is welcomed by Highways.

The CEMP confirms that site access will be via Elsa Road. Temporary access points (Section 50) should be discussed with MCCs Highways Licensing Team – see below. Site deliveries will be limited to between 09:30 – 15:00 Monday – Friday.

Traffic Management will be in place and developed with contractors. It is requested that the contractor engage directly with the Event and Network Management Team (via highwaynetworkmanagement@manchester.gov.uk) to arrange a site meeting, following which an agreed Traffic Management Plan can be developed.

Dust Management is noted.

Noise and Vibration Management is noted.

Waste Management is noted.

Whilst the above is noted it is requested that a full Construction Environmental Management Plan is developed and should include:

- The duration/phasing of construction works and associated vehicle trips;
- Confirmation of display of an emergency contact number;
- Wheel Washing, dust suppression measures and schedule for maintenance of drains and gulleys;
- Requirements for any tower crane, including arrangements for delivery, assembly and removal
- Routing of construction traffic and associated swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Site set up plan highlighting location of welfare facilities, material and plant storage, waste storage and loading/unloading areas;
- Impact on adjacent TROs including loading bays, bus stops/shelters (to be agreed with TfGM), taxi bays etc.
- Traffic Management measures for vehicles, pedestrians and cyclists;
- Details/mitigation of any impacts on street furniture, crossing points, highway layout, lines etc.
- Details/mitigation of any proposed utility connections and how these will be coordinated and managed to reduce impacts on the highway.
- The management and coordination of construction activities with reference to ongoing/imminent construction works in the locality; and
- Highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The following informatives should also be included in any subsequent permission:

- The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, skips and temporary access points (Section 50) with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.
- The applicant is required to discuss and agree any requirements for temporary pedestrian and traffic management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.

The applicant is requested to engage directly with the Event and Network Management Team (via highwaynetworkmanagement@manchester.gov.uk) to arrange a site meeting to discuss the potential traffic management, temporary lane/road closures and construction arrangements. Following which an agreed Traffic Management Plan can be developed.

SUGGESTED CONDITIONS:

EVC
Cycling
Off-Site Highways Works:

- Vehicular access from Elsa Road.

- TROs at Elsa Road / Hallsville Road and Anchor Close / Elsa Road junctions.
- Dropped kerbs and tactile paving at new priority arrangement Elsa Road / Hallsville Road / Anchor Close / New Estate Road.
- Dropped kerbs and tactile paving will be provided across Hallsville Road and Anchor Close.
- TROs at Hallsville Road and Anchor Close
- Full depth reconstruction (high spec design) for the footway and carriageway at Elsa Road, Hallsville Road and Anchor Close.
- Kerb replacement where necessary.
- An additional pedestrian / cycle link from Anchor Close
- Pedestrian crossing provision (dropped kerbs and tactile paving) to be installed at Anchor Close, Hallsville Road and Elsa Road.
- Installation of give way markings.
- Pedestrian crossing facilities located along key desire lines throughout the scheme, ensuring appropriate visibility is provided at each location.
- Road-marking refreshment & 20mph TRO at Elsa Road (to extend into the site also).
- Double-yellow TRO at Elsa Road / Barlow Road.
- Lighting provisions and drainage will need further investigation / review with MCCs Statutory Approvals Team.
- Potential relocation of utility covers from Elsa Road carriageway.

Waste Management Strategy
Service Management Strategy
Travel Plan
Full CMP

INFORMATIVES:

A S278 agreement is required for works to the adopted highway – a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable. Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:

Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link:

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

FURTHER HIGHWAYS COMMENTS 25TH JUNE 2026:

UPDATED LAYOUT:

Further plans have been submitted and suggest slight reconfiguration of the proposals.

Plan '23118 (PL) 010 S Proposed Site Layout' confirm the updated layout.

Plan '23118 (PL) 500 A Site Management Strategy' confirms that the proposed carriageway and footway are intended for adoption. Areas of hard and soft landscaping have been identified and are understood to be maintained by a management company. Ongoing maintenance of such works should be taken forward by the applicant and be secured via planning condition, to ensure the ongoing maintenance of the proposed soft landscaping.

It should be ensured that all footways are a minimum of 2m to meet MCC's adoptable standards.

Plan '5025-SP02 Rev A' shows dropped kerbs and tactile paving at the junction of the new access road with Hallsville Road, Elsa Road and Anchor Close. Dropped kerbs and tactile paving should be provided at all crossing points within the new junction, as previously requested. The detailed specifications can be agreed during the detailed design stage.

With regard to resurfacing, Highways would typically seek the resurfacing of carriageways and footways adjacent to the site frontage.

In response to TROs:

- TROs should be implemented around the new junction to ensure it remains unobstructed and that visibility splays are maintained.
- TROs should also be implemented at the Hallsville Road / Anchor Close junction to prevent obstruction and preserve visibility splays.

Thank you for confirming that the junction of Elsa Road with Anchor Close and Hallsville Road will be resurfaced. Highways typically request the footways bounding the site are resurfaced, this will include Anchor Close.

DRIVEWAYS:

Plan '23118 (PL) A Site Management Plan' demonstrates the driveway dimensions for some of the proposed driveways.

However, Highways notes that the remaining driveways appear to be 4.8m x 2.4m. As per Highways initial comments driveway spaces should be 6m x 3m.

Thank you for providing swept path analysis (Plan: '5025-SP002 Rev A (Tracking – Large Car'). The Plan demonstrates that a large car can access, manoeuvre and egress driveways for Plots 26, 12, 14, 30 and 31.

REFUSE MANAGEMENT:

Plan '23118 (PL) 300 Rev F / Proposed Refuse Collection' details the proposed bin store locations. This is acceptable in principle.

Plan '23118 (PL) 300 Rev F / Proposed Refuse Collection' demonstrates that's bins will be taken to the footway in front of each property to be collected. The majority of properties are within MCCs GD04 standards and is therefore acceptable in principle. It is noted that Plot 17, Plot 22, Plot 28, Plot 37 and Plot 38 are outside of the 30m drag distance.

Plan '5025-SP01 Rev E Swept Path Analysis' does indicate that the refuse vehicle will overhang the footway at the southernmost turning head. It should be noted that Highways would have concerns regarding the potential impact this may have on pedestrian and cyclist safety. Appropriate safety measures for pedestrian and cycle safety should be in place.

BOUNDARY TREATMENTS:

Plan '23118 (PL) 330 H Proposed Boundary Treatments' has been submitted.

It should be ensured that soft landscaping is managed to ensure that visibility splays are kept clear.

The proposals are acceptable in principle, subject detailed design.

SUGGESTED CONDITIONS:

EVC
Cycling
Off-Site Highways Works:

- Vehicular access from Elsa Road.
- TROs at Elsa Road / Hallsville Road and Anchor Close / Elsa Road junctions.
- Dropped kerbs and tactile paving at new priority arrangement Elsa Road / Hallsville Road / Anchor Close / New Estate Road.
- Dropped kerbs and tactile paving will be provided across Hallsville Road and Anchor Close.
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