Technical Note

Date: 10 September 2026

Project: 232-236 Palatine Road, Manchester (PLA/2026/00079)

Title: Response to Local Highway Authority Comments

1. Introduction

1.1 This Technical Note has been prepared to provide a response to the consulation comments raised by the Local Highway Authority, Manchester City Council (MCC), on the Transport Statement (TS) prepared for a planning application for a proposed residential development at the above site.

1.2 The planning application relates to the delivery of 88 apartments, including five duplex/town houses.

2. Trip Generation & Site Access Operation

2.1 MCC's response accepts the TRICS trip generation for the baseline and development uses at the site set out in the TS and agree that the site access will operate within capacity. MCC also agree that the development will not have an impact on highway network operation.

3. Highway Safety

3.1 MCC agree with the highway safety study area and state that it has no concerns with highway safety in the vicinity of the site.

4. Site Accessibility

4.1 MCC agree that the site sits in an accessible location and that there are regular bus and tram services in walking distance.

5. Access & Parking

Access

5.1 MCC welcome the inclusion of dropped kerbs and tactile paving at the access and egress locations and accept in principle the visibility splays and swept paths presented. MCC also accept the proposed the dropped kerb crossing point to be provided on Palatine Road.

Car Parking

5.2 The submitted plan included 69 car parking spaces, including four disabled spaces and 30 EV spaces, a rate of 78.4%. As noted in the TS, this fits with the car ownership level in the local area (78.0%). The level of parking is considered appropriate by MCC.

5.3 Subsequent to the submission of the planning application, SK has been advised that MCC's Tree Officer would like to retain two yew trees on the site frontage. The applicant and landscape architect is currently reviewing options to retain these trees and have advised doing so will result in a reduction in car parking at the site by one space (total 68 spaces). This would result in the development providing a parking rate of 77.3%.

5.4 Given the site is located in an accessible location and as the streets fronting the site are subject to existing Traffic Regulation Orders that cover times that would prevent residents from storing a car on street, the slight reduction in parking levels is not considered to be such that it will cause an impact on highway operation or safety. SK believes that this is particularly the case as the

level of parking would only be 0.7% below the historic (2021) car ownership level in the area and as Transport for Greater Manchester TRADS data shows that since 2021 car use has reduced by 8%.

5.5 The requirement for a Parking Management planning condition is noted.

Cycle Parking

5.6 MCC agrees with the level of resident cycle parking proposed.

5.7 MCC has requested that visitor cycle parking is provided in the public realm, and this is noted and agreed.

Off-Site Highway Works

5.8 MCC agree with the off-site highway works, which are:

- Resurfacing of bounding footways
- Two access points on Palatine Road
- Reinstatement of redundant access points as footway on Palatine Road

5.9 The works also include the provision of a dropped kerb crossing on Palatine Road as shown in SK drawing SK22492-101.

5.10 As noted by MCC, the works will be delivered by Section 278 Agreement.

Road Safety Audit

5.11 In the 'informatives' section, MCC advise that a Stage 1 Road Safety Audit (RSA1) is required of the site access arrangements for the planning application stage. The RSA1 has been undertaken independently of the design team by Waterman and is attached as Appendix A.

5.12 The RSA1 confirms that the auditor has raised no issues with the site access layout set out by SK in SK22492-101.

6. Planning Conditions

6.1 MCC state that planning conditions relating to the following will be attached to the planning permission:

- Car Parking & Car Park Management Plan
- EV Charging
- Cycle Parking
- Highway Works
- Waste, Service & Delivery Management Strategies
- Travel Plan
- Construction Management Plan

Appendix A

PALATINE ROAD, DIDSBURY
SITE ACCESS WORKS
STAGE 1 ROAD SAFETY AUDIT

SA 5578
September 2026



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	JC 07 September 2026	NC 07 September 2026	
2	FINAL	JC 08 September 2026	NC 08 September 2026	ASD 10 September 2026

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

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1.0 INTRODUCTION

1.1 This report is for a Stage 1 Road Safety Audit (RSA) carried out on proposals to create a new access to a site on land at 232 – 236 Palatine Road in Didsbury, Greater Manchester. This report was requested by SK Transport.

1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:

Joe Clarbour
Audit Team Leader

Nathan Copley
Audit Team Member

1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.

1.4 The Audit Team visited the site together on Sunday, 06 September 2026 during the daytime. The weather during the visit was dry but overcast and the carriageway surface wet. Traffic conditions were moderate and few pedestrians or cyclists were observed.

1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.

1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.

1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

2.1 The scheme involves delivery of a new access arrangement on the north side of Palatine Road in Didsbury, Greater Manchester. It consists of a separate in / out arrangement for vehicles providing access to and from the on-site car park that will replace three separate access points to the site as it currently stands. The works include creation of a bellmouth junction for each of the in / out access points, kerb / footway reinstatement and dropped-kerbs and pedestrian crossing points provided at each.

3.0 RECORDED INJURY COLLISION HISTORY

3.1 A copy of a transport assessment covering the proposed development has been provided to the Audit Team. It indicates that there have been no collisions in the vicinity of the site over the course of the most recent five-year period.

4.0 DEPARTURES FROM STANDARD

4.1 No departures from standard have been highlighted within the Audit Brief

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:

- Lighting plans
- Drainage plans

6.0 MATTERS ARISING FROM PREVIOUS AUDITS

6.1 No previous audits were provided to the Audit Team for review.

7.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

7.1 No problems were raised as part of this combined Stage 1 Road Safety Audit.

APPENDIX ONE

8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Joe Clarbour MCIHT MSoRSA NH Cert-comp
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Signed.....

Date: 07 September 2026

AUDIT TEAM MEMBER

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Signed.....

Date: 07 September 2026

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Documents & Drawings

- **260512_SK22492_TA01(-02)**

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN


Visibility splay 2.4m x 47m
NO ENTRY
Dropped kerbs & tactile paving at entrances
Existing bus stop
Dropped kerb crossing point with tactile paving
Visibility splay 2.4m x 45m
Dropped kerbs & tactile paving at entrances

waterman aspen

