



BROWN FISHER
ENVIRONMENTAL
REPORTS & PLANNING



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Consultants

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HIGHWAYS TECHNICAL NOTE

Howarth Knowl House
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Report Ref: 246715TRA

Report Date: 20th March 2024





Howarth Knoll House, Wardle Road, Rochdale, OL12 9JD

Highways Technical Note

March 2024

REPORT REF: 246715TRA – 28681-TRAN-0801

CLIENT: Christian Taylor

ENGINEERS: M-EC working in conjunction with Reports4Planning

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
March 2024	-	First issue	Laura Gregson BSc (Hons) GraduateTransport Planner	Dave Godber MCHIT Senior Transport Planner	Tim Rose BA (Hons) MCHIT MTPS Director

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Howarth Knowl House, Rochdale
Our Ref: 28681-TRAN-0801
Highways Technical Note – March 2024

Introduction

MEC Consulting Group Ltd has been commissioned by Reports 4 Planning (hereafter referred to as 'the Client') to produce a Highways Technical Note (TN) in support of a retrospective application for a driveway that provides 1 car parking space at Howarth Knowl House, Rochdale.

Withdrawn application 22/00716/HOUS outlines the development description to be:

'Excavation to front to form vehicular access for parking area with block paving including drop kerb, featuring new steps / internal wall to a raised platform to front and render'

Howarth Knowl House is a 3-bedroom residential dwelling residing on the northeast side of Rochdale, bordering Wardle.

The site is located in the Metropolitan Borough of Rochdale under the jurisdiction of Rochdale Borough Council (RBC) who act as both the Local Planning Authority and Highway Authority.

Former Site Condition

Figure 1 demonstrates the former conditions at the site.

Figure 1: Former Site Layout



Source: Google Maps

The former site consisted of no allocated parking space, pedestrian gateway, steps and vegetation. Parking was provided via either on-street parking or unallocated parking at the rear of the property, accessed via the shared drive visible in **Figure 1**.

Existing Site Conditions

Figure 2 demonstrates the existing conditions at the site that are subject to this retrospective planning application.

Figure 2: Existing Site Layout



Source: Google Maps

The development provides allocation of one car parking space bounded by a retaining wall and steps. The development features a bin collection area adjacent to the parking space.

Visibility

Visibility splays should be measured at an 'x' setback distance of 2.4m in accordance with guidance set out in The Department for Transport's document 'Manual for Streets (MfS)' to replicate the driver's eyeline position. 'Y' distance is measured at 43.0m supporting speeds of 30mph. Therefore, visibility splays of 2.4m x 43.0m are shown to be achievable east and west on Wardle Road from the middle of the parking space on drawing 28681_08_020_01 in **Appendix A**.

Pedestrian visibility is measured at a 2.0m x 2.0m distance from the structure edge adjacent to the parking space exit as shown on drawing 28681_08_020_01 in **Appendix A**. The height of a child is stated to be 0.6m within MfS; therefore, any retrospective wall and vegetation within the identified area will be a maximum of 0.6m in height to ensure safety of all pedestrians using the footway and adjacent drive. Though it is considered standards are already met as visibility is considered to be acceptable per vehicles exiting onto the footway via the adjacent drive; no additional height is added from the former layout and the post feature is unmoved.

Parking Standards

The Rochdale Adopted Core Strategy (October 2016) defines parking standards for the area. The relevant guideline for 2+ bedroom dwellings is extracted in **Table 1**.

Table 1: Schedule of Parking Standards

Development Type	Maximum Standard for Car Parking Provision
2+ Bedroomed Houses outside Town Centres	2 spaces per dwelling, (not including a garage)

A maximum standard of 2 car parking spaces is defined for a 3-bedroom residential dwelling outside Town Centres. The provided parking does not exceed maximum standards. The proposal provides for one parking space with the remaining standard space to be accommodated by existing unallocated rear parking or via on-street parking.

Wardle Road runs north to south between Wardle and Rochdale; the carriageway is approximately 6.6m wide and operates under a 30mph speed limit. **Figure 3** and **Figure 4** demonstrate the carriageway conditions.

Figure 3: Wardle Road Facing North



Source: Google Maps

Figure 4: Wardle Road Facing South



Source: Google Maps

The above demonstrates the existing Wardle Road with sporadic on-street parking evident. It is shown that the carriageway would be able to support the addition of one vehicle parking via on-street methods.

Swept Path Analysis

Swept path analysis of a private car measuring 4.223m x 1.715m has been conducted to ensure vehicles can manoeuvre in and out of the space. Manoeuvres are demonstrated to be achievable on drawing 28681_08_020_02 in **Appendix B**. Swept path analysis outlines the need for two additional dropped kerbs and associated taper.

Conclusion

The parking space is constructed to standards set out by RBC with acceptable visibility provided. The development benefits the public highway by providing a space for a car that would have previously used means of on-street parking. The development does not add severe impact to Wardle Road, and instead benefits, and thus the retrospective application should be considered acceptable in terms of transport.

REGISTRATION OF AMENDMENTS

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March 2024	-	First issue	Laura Gregson BSc (Hons) Graduate Transport Planner	Dave Godber MCIHT Senior Transport Engineer	Tim Rose BA (Hons) MCIHT MTPS Director

Appendices

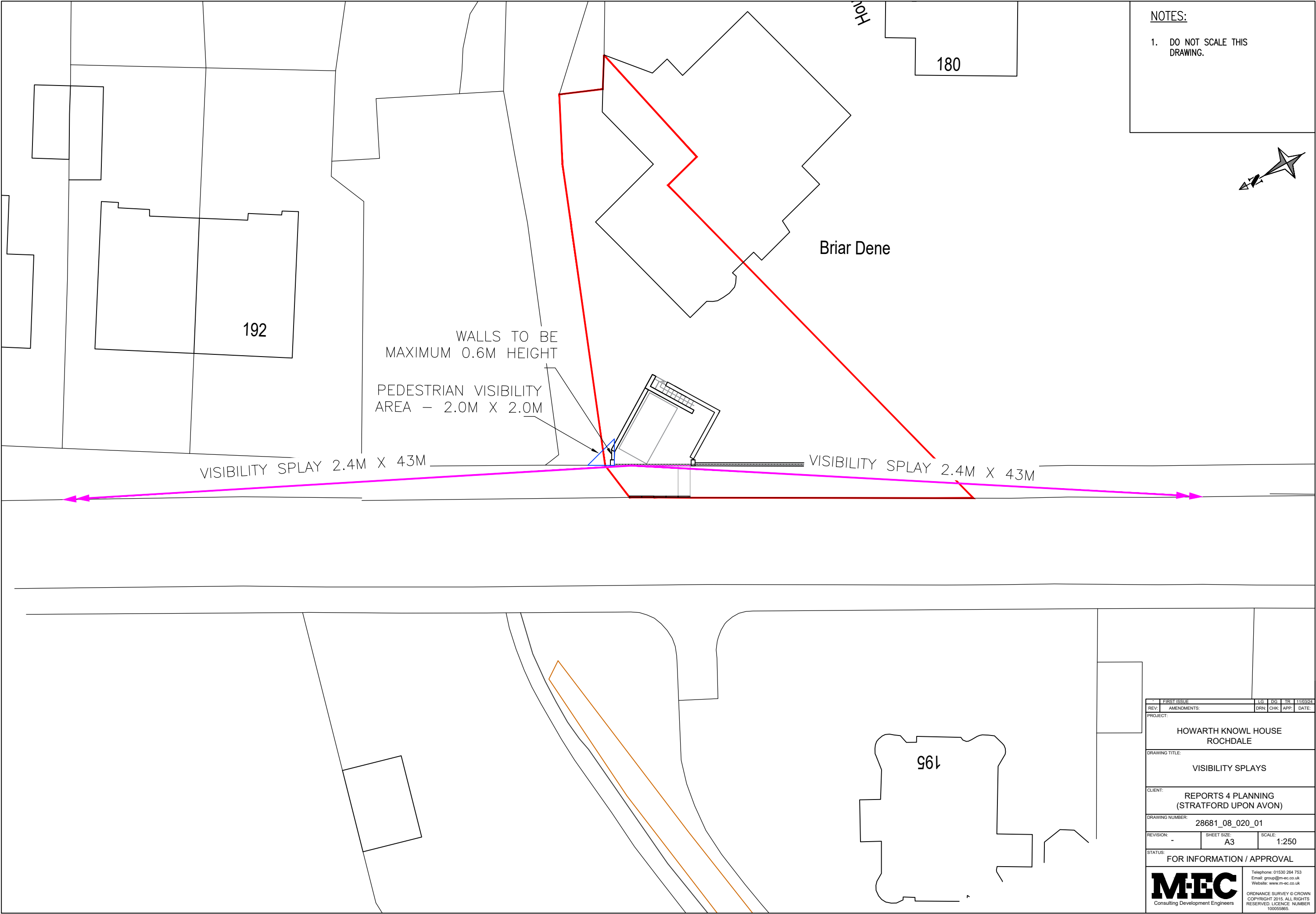
- A. 28681_08_020_01 – VISIBILITY SPLAYS
- B. 28681_08_020_02 – PRIVATE CAR SWEPT PATH ANALYSIS

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APPENDIX A: VISIBILITY SPLAYS



NOTES:

1. DO NOT SCALE THIS DRAWING.

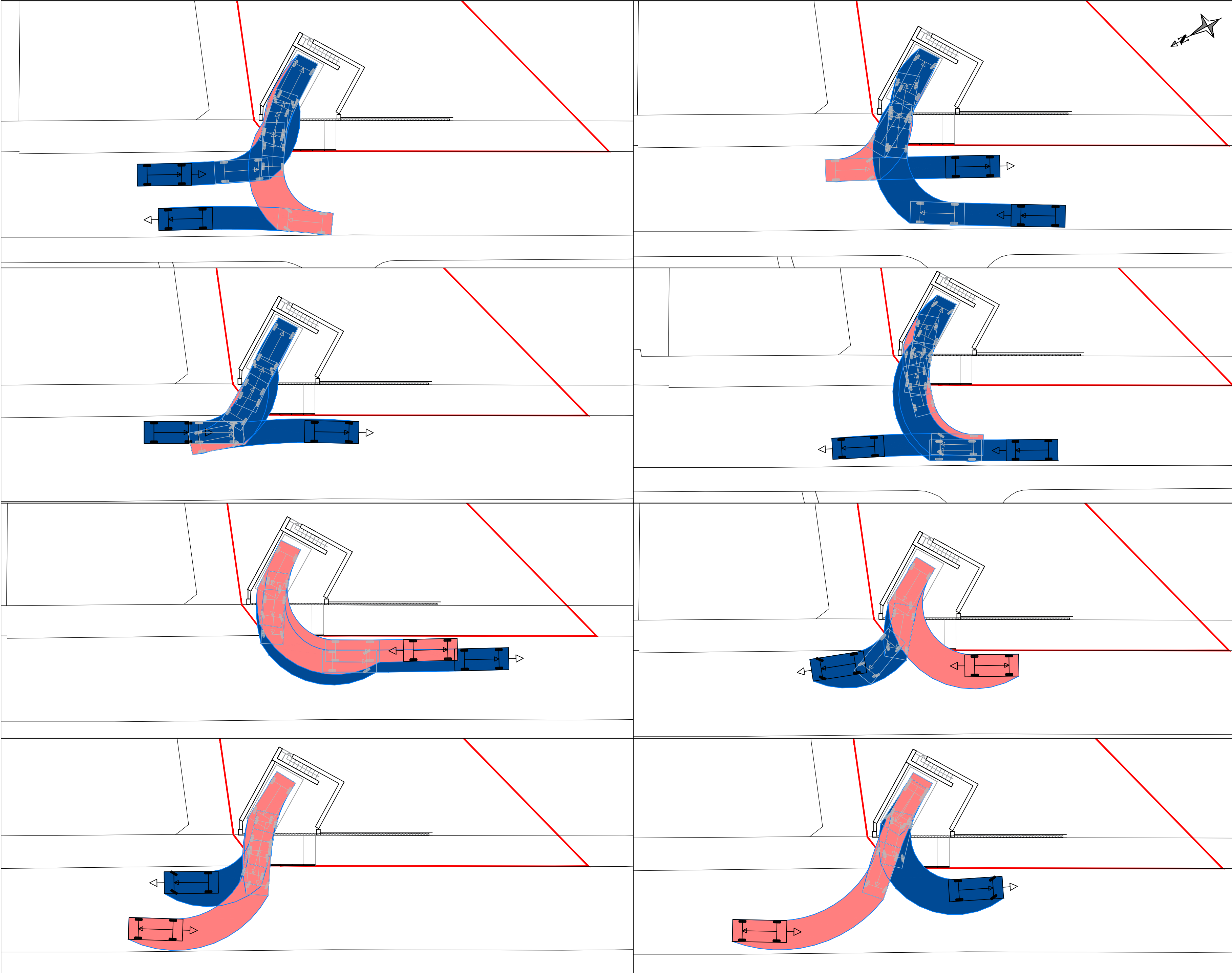


REV: FIRST ISSUE			LG	DG	TR	11/03/24
AMENDMENTS:			DRN	CHK	APP	DATE
PROJECT:						
HOWARTH KNOWL HOUSE ROCHDALE						
DRAWING TITLE:						
VISIBILITY SPLAYS						
CLIENT:						
REPORTS 4 PLANNING (STRATFORD UPON AVON)						
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APPENDIX B: PRIVATE CAR SWEPT PATH ANALYSIS



NOTES:

1. DO NOT SCALE THIS DRAWING.

Vehicle name

Private Car

Description

Design Bulletin 32

Overall length (m)

4.223

Overall width (m)

1.715

Maximum track width

1.629

Kerb to kerb radius

6.790

4.223

2.692

0.769

0.769

1.715

0.769

REV	FIRST ISSUE	LG	DS	TR	11/03/24
REV	AMENDMENTS:	DRN	CHK	APP	DATE

PROJECT:

HOWARTH KNOWL HOUSE
ROCHDALE

DRAWING TITLE:

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CLIENT:

REPORTS 4 PLANNING
(STRATFORD UPON AVON)

DRAWING NUMBER:

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