

The Grove, Ashton Old Road, Manchester

Transport Note

Client: KMM Homes

Date: 28 March 2024

Prepared by: LCW

Job No 325863

Approved by: ME

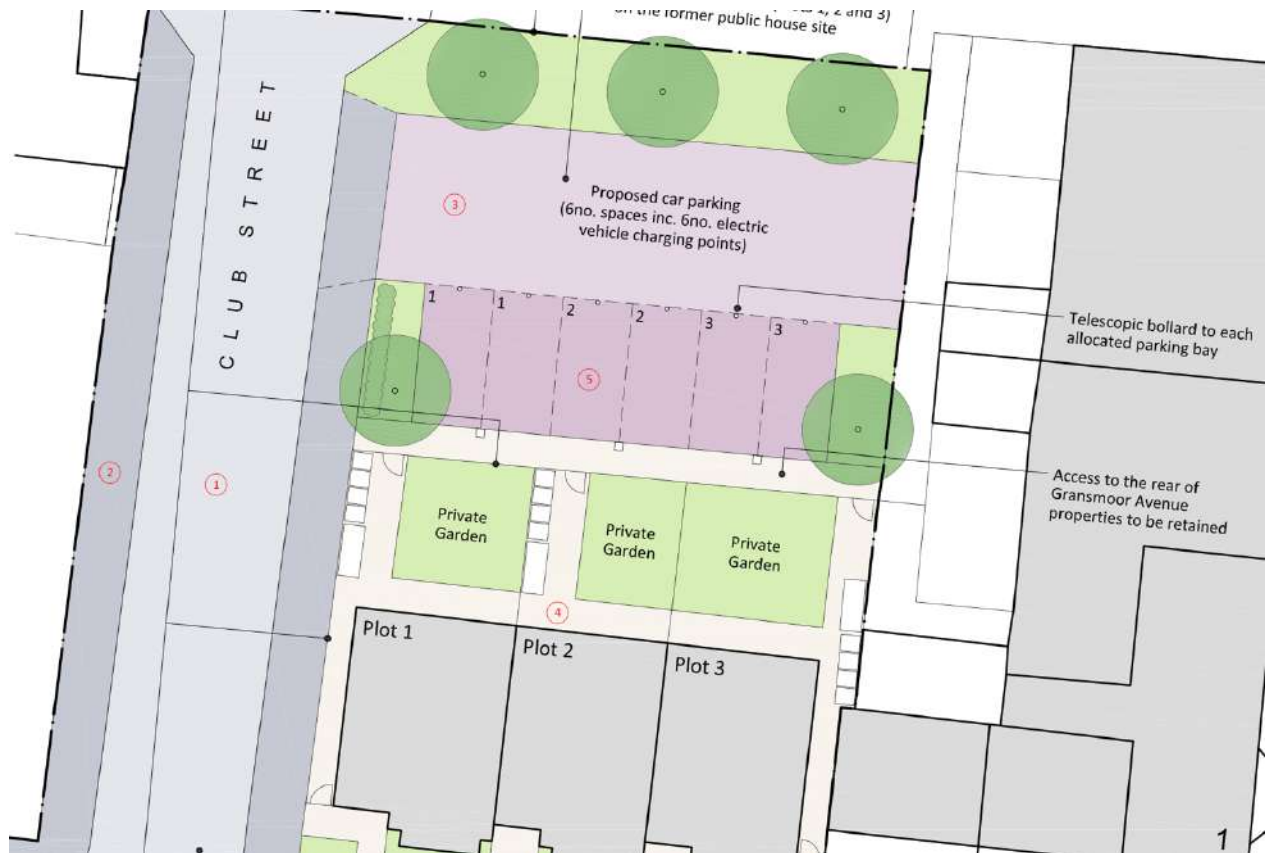
1. Introduction

- 1.1.1 This note has been prepared by Mode Transport Planning ('Mode') on behalf of KMM Homes (the 'Applicant') to review a proposed change to the approved parking layout for 3 dwellings off Ashton Old Road, Manchester.
- 1.1.2 The original scheme (app no. 133433/FO/2022) was approved with a parking provision of 1 space per dwelling. 2 parking spaces were located on the eastern side of Club Street and 1 which was located to rear of one of the dwellings, within its demise, also located off Club Street.

2. Proposed Car Parking Revision

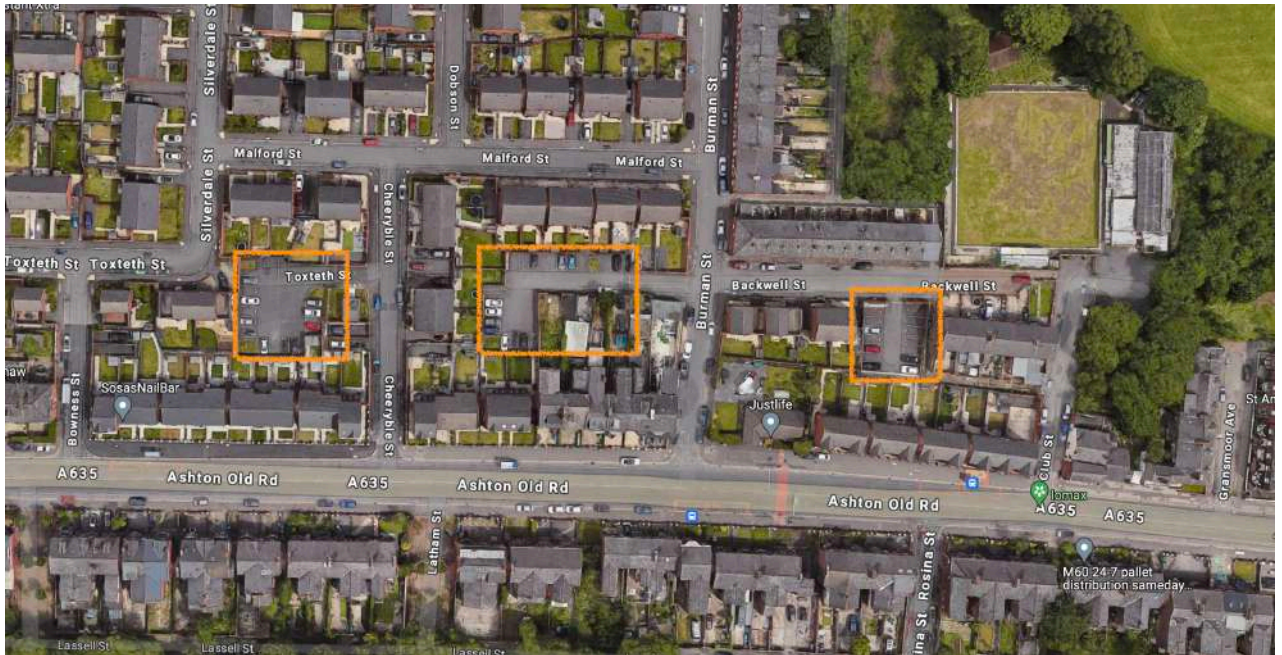
- 2.1.1 The proposed revision to the approved scheme seeks to create a private rear parking court behind the 3 dwellings and to increase the parking provision to 2no. spaces per dwelling.
- 2.1.2 The proposed parking area will be delivered on vacant land within the ownership of the Applicant.
- 2.1.3 The parking court will include a 6m wide aisle and all spaces will benefit from a telescopic bollard to provide additional security and electric vehicle charging points (EVCP).
- 2.1.4 The proposed rear parking court layout is shown in [Figure 2.1](#).

Figure 2.1 : Proposed Rear Parking Court Layout



- 2.1.5 The provision of a rear parking court in this location and for the quantum of residential dwellings it will service is deemed appropriate in this location. Both *Manual for Streets* and *Car Parking: What Works Where?* guidance recommend the use of rear parking courts for up to 10 dwellings.
- 2.1.6 There are also already examples of rear parking courts in the surrounding residential estate, which is a relatively new development in the area. Rear parking courts have been provided off Backwell Street, Burman Street, Toxteth Street, Sellars Street and Gransmoor Road to serve residential dwellings. The nearest ones to the proposed site are identified in [Figure 2.2](#).
- 2.1.7 It should be noted that all of the local rear parking court serve more spaces than are included as part of the proposed scheme.

Figure 2.2 : Local Rear Parking Courts



- 2.1.8 The change to the parking arrangement will have some obvious highways safety benefits by removing the need for vehicle manoeuvring in close proximity to the junction with Ashton Old Road. It will also enable the provision of a new footway on the eastern side of Club Street.
- 2.1.9 The existing spaces are only overlooked by side windows from 1 existing dwelling and 1 proposed dwelling. The proposed rear parking court arrangement will be overlooked to the rear of all the proposed dwellings, as well as the rear of existing dwellings on Gransmoor Avenue.
- 2.1.10 The proposed parking area will be regularly passed by pedestrians and vehicles accessing the new development to the north, which will create a steady stream of additional surveillance.
- 2.1.11 The parking area will be constructed with a different surface treatment to the highway network to clearly indicate that it is private. In addition to this, the spaces will be allocated and numbered to the corresponding dwellings, with the dwellings forming part of the title of an individual dwelling they would be managed by residents like any other private driveway.
- 2.1.12 Relevant signage will be included at the entrance to indicate the private nature of the parking area. In addition, as noted previously, each space will have its own telescopic bollard and an EVCP.
- 2.1.13 It is noted that the rear parking courts in the adjacent residential estate are secured via gates (either a swing or sliding); however, the use of a gate in this location, and for a lower number of parking spaces, is not deliverable from both a functional and practical perspective.

- 2.1.14 There is insufficient space to provide either a swing or sliding gate of the size required at the 6m wide entrance to the parking court, without adversely impacting on Club Street and on the usability of all parking spaces.
- 2.1.15 A sliding gate would impact the pedestrian connection to Club Street and a swinging gate, opening inwards, would require vehicles to manoeuvre to the end of the parking area to allow for the opening of the gate. Both options would impact the ease of access into the first parking space and would result in vehicles waiting on Club Street whilst the gate opens.
- 2.1.16 On this basis, to provide additional security for vehicles parked in each of the 6 spaces, a telescopic security bollard will be provided for each space.
- 2.1.17 There is a trade-off between providing boundary treatments to screen the parking area to enforce the private nature and security benefits of passing surveillance. Given the additional surveillance to the rear of dwellings some planting is proposed between the spaces and Club Street to enforce the private nature of the area.