THE REDEVELOPMENT OF NEEDHAM HALLS, PALATINE ROAD, DIDSBURY, MANCHESTER



PLANNING - DESIGN AND ACCESS STATEMENT
in support of
SITE ENTRANCE GATES to
HOLME AND SPATH ROADS

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Introduction

This planning – design and access statement has been written in support of our retrospective application for gates to the entrance off Spath to Needham hall and our proposed gates to the access to the semi basement car parking below Block B off Holme road. Our proposed design for each gate and gate posts is shown on our attached drawing number 072-00-4002C. Each gate will be almost identical in design but with a small variation due to the differing widths of the two entrance roads. This supporting statement is divided into four sections as highlighted below:

1.0 Historic Precedent – for an enclose site
2.0 Consultant Recommendation- Secure by Design / Crime Impact Statement
3.0 Local Precedent – for gated developments
4.0 Implied approval from our previous planning approvals

1.0 Historic Precedent- for an enclose site

The stone wall which encloses the site has three existing entrances each of which has always had a gate or barrier of some form.
(i). The entrances off the corner of Palatine Road and Spath Road was the principle access into the grounds when the main house was originally designed and used as a single residence. This entrance is gated and we propose to retain and refurbish the existing gates and gate posts.



(ii). The entrance off Spath Road was probably only formed when the house was converted into a Halls of Residence in the 1950's – 1960's. The entrance clearly has gate posts despite the fact that the gates were probably removed during the sites time as Halls and replaced with a barrier.



(iii) Finally the entrance off Holme Road which was used as access to the rear area of the site and garages during its time as halls of residence. This entrance had gates, posts and a barrier prior to our development.



Clearly since this site was enclosed by stone walls back in the 19th century it was also gated.

2.0 Consultant Recommendation- Secure by Design/Crime Impact Statement

In line with current planning policy we consulted with Mr Steve Elsden, Architectural Liaison Officer for Greater Manchester Police Crime Prevention Unit, on the requirements of the 'Secured by Design' and Crime Impact Statement. This statement, compiled by Mr Elsden, was submitted to support the application for the re-development.

The approved design proposals for the layout and design of the development were influenced by his 'Secured by Design' advice.

In line with Mr Elsden's advice our design forms a private cul de sac which is the most effective 'Secured by Design' road layout, within the existing enclosure of the boundary wall. This wall is fairly low in places and therefore he recommended this be enhanced by supplementing the existing hedge directly behind the wall, where necessary. This existing enclosure is clearly useless with unsecured entrances and he recommended that all the entry points be gated. Our approved design as a consequence as no public access into or across the site.
The entrance off Spath Road has been retained as the principle access and enlarged to facilitate two-way traffic movements. All visitor traffic and surface parking are to be accessed via this route.
The access off Holme Road will serve purely as the entrance to the underground parking garage beneath block C.

3.0 Local Precedent

There are clear local precedents for gates onto residential developments for both single houses and groups of houses and apartments in Didsbury and the surrounding area. We include photographs of just a few in the immediate vicinity.



The Trafalgar Place Development – Entrance & Gates
Off Palatine Road



Larke Rise – Entrance & Gates



Riverside Court – Entrance & Gates
Off Palatine Road



Riverside Court – Entrance & Gates
Off Palatine Road



Cairncroft Apartments – Entrance & Gates
Off Holme Road

Of the five developments shown above only one has the history of being a fully walled or fenced site prior to the development. Clearly the council has approved the use of extensive amounts of new fencing and gates in each of these developments.

4.0 Implied approval from our previous planning approvals

Whilst our approved site plan does not indicate gates, we feel there is ample evidence in our approved documentation and drawings (Planning approval reference - 082214/FO/2007/S2) to indicate our intension to have vehicular gates to our entrance off Spath Road and Holme Roads. Indeed we feel that the approved documentation would suggest we already do have approval for the gates at present, subject to approval of the detail design. The following list of submitted approved drawings and documents clearly indicate it was our intention to have gates.

(i). Our Planning Design and Access Statement dated February 2007 see section –'Secured by Design' pages 7-8.

(ii) Our Street Scene Studies produced at Manchester City Council's instigation – see drawing 072/00/1301B. This drawing clearly shows gates on the elevation.

(iii) The Crime Impact Assessment report undertaken by Greater Manchester Police Crime Prevention Unit compiled by Mr S Elsden and submitted as part of the application

Conclusion

With current planning policy encouraging developers to consult Architectural Liaison Officers from Police Crime Prevention Units, we feel it would be churlish for developers not to follow their recommendations. We also feel that there is both a local and historic precedent for this site to be gated. Finally, we feel our existing planning approvals where gates are shown on the elevations and described in both the Crime Impact Statement, and our design & access statement indicates we already have implied planning permission for these gates.