Design and Access Statement

for

CHEPSTOW ROAD, CHORLTON ALLEYGATING 09 / 10

REF NO: 115147

Groundwork Manchester, Salford, Stockport, Tameside & Trafford
August 2009

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1.0 Project Background and Site Context

Groundwork is working in partnership with Manchester City Council (MCC) and local residents to develop this project.

The area in which the alley is located contains predominantly traditional brick-built terraced properties containing three bedrooms. The properties have a mixed tenure of owner-occupiers and private landlords with rental tenants.

2.0 Community Involvement

The gating scheme was initiated by a local resident contacting Private Sector Housing and requesting an alley gating pack. The local resident who contacted Private Sector Housing was responsible for obtaining a consent form and completed crime questionnaire, for as many of the properties to be included in the gated area as they could. When this was completed a formal application was made to Private Sector Housing for the alleyway to be closed.

Officers from Private Sector Housing Alley Gating Team visited the site in order to assess the practicality of closing off the alleyway using normal construction methods and standard components. The standard components have received approval from Greater Manchester Police for their suitability for use on schemes of this type.

Initial consultation with the Highways and Development was then undertaken. During this consultation Highways and Development were advised of the description of the alleyway. Their initial reaction to the intended scheme was obtained along with advice on whether the scheme should proceed under Section 129a of the Highways Act 1980, or Section 16 of the Highways Act 1980.

The tenure of occupied properties affected by the scheme was then identified via the land registry. Information was also obtained from residents affected by the scheme and crime statistics obtained from the Crime and Disorder section of Manchester City Council.

Letters were then sent out to all statutory undertakers, telecom operators and all emergency services. Letters were also sent out to all local councilors and civic societies.

Approval was then requested from Highways and Development, identifying any objector's details. A delegated powers report was received by Private Sector Housing following approval from the Head of Engineering Services. This report required comments on Engineering Services and consultation with Ward Members, the Chief Constable, Chief Fire Officer, NHS and all relevant Utilities Companies and Civic Societies. Any objections that were received were assessed by the Director of Housing Services, in conjunction with the Lead Member before the report was signed.

3.0 Existing Alleyway Sites

At present, alley is in average condition. The gating proposals will secure the rear of properties within this area, and create a communal alley area for residents to utilise.

4.0 Design & Layout

The proposals are straightforward and involve installing three double-leaf access gates at the end of each alleyway access, near to where the interior alleys meet the public pavement and street. The proposed gates are standard gates (and locking mechanisms) that have been erected in alleyways throughout Manchester. The design and function of the gate is to deter intruders and, therefore, reduce crime.

The gates are positioned in one of two locations, depending on the architectural surroundings:

1. At the end of the alleyway
    - Where both the right and left sides of the end of the alley have 'high' brick walls, i.e. either a high yard wall or a house, the gate is positioned flush with these high walls
    - This not only looks better aesthetically, but it also means that more of the neighbouring properties' walls are included in the internal gated area
2. Set back from the end of the alleyway
    - Where the front of the house is set back from the public pavement with low brick front garden walls, the gate is positioned at the end of the low brick wall and back 0.5m with the front of the house
    - This looks better aesthetically (especially since metalwork will not be required along the top of the resident's low brick wall) and therefore has a less visual impact on the street-front

Refer to drawing no.'s GM/115147/02 for the exact locations of each gate and to the drawings no.'s GM/115147/03-05 for each elevation of the proposed gates. The gateposts are 2.4m high, but the gate rises up to a height of 2.85m at the middle of the arch. The steel vertical bar gates include balls on the top of each vertical and are to be

painted black (RAL 9005.) Each gate width varies depending on the width of the alleyway.

A master-key lock system and drop-bolts with receivers (in the open and closed positions) allow for convenient opening and closing of gates for pedestrians, from both the inside and outside of the alleyway. The key system should be easy to use by all parties, including the elderly and disabled. Each household backing onto a given alley shall have a key for the gates of that alleyway. The size of the new gates will not restrict the width of the existing alley openings enough to present a problem to people with disabilities and hollow sections have been used to reduce the weight of the gates.

Due to the nature of alleyway gating, wheeled refuse bins will be located by residents outside each of the locked alley gates prior to collections by MCC.

LOCATION OF GATE 1 : Adjacent to 2 Chepstow Road



LOCATION OF GATE 2 : Adjacent to 1 Lynton Road



LOCATION OF GATE 3: Adjacent to 27 Lynton Road

