PART DEMOLITION OF EXISTING BOUNDARY WALL, FORMATION OF NEW VEHICULAR AND PEDESTRIAN ACCESS POINTS & GATES
at
THE BRITISH MUSLIM HERITAGE CENTRE
WHALLEY RANGE, MANCHESTER M16 8BP

DESIGN AND ACCESS STATEMENT



BRITISH MUSLIM HERITAGE CENTRE

MAY 2012

NUNEHAM COURTENAY ARCHITECTURE

1.0 CONTEXT

1.1 Being a facility of national significance, the majority of visitors to the site arrive by car. The principal entrance and exit point for these is the recently improved & enlarged entry point at the North east corner of the site from College Road. This provides access to the main car parking areas which are located at the rear (South) of the building. The original, central, access onto College Road – a listed structure in its own right; is seldom used except for limited, formal occasions.

1.2 Access into the site can, generally, be adequately managed through the new main entrance point as noted above, as visitors – even to the larger gatherings; tend to arrive over an extended period of time.

1.3 However, at the end of these large gatherings everybody is then trying to leave at the same time. This not only puts a strain on the single exit point, but also creates congestion and potential road safety implications etc on College Road when a large amount of cars suddenly add to the existing routine traffic in that immediate area.

1.4 The Trustees are very mindful of the inconvenience and potential implications this puts onto their immediate neighbours and wish to address the problem by creating an alternative exit point from the site onto Clarendon Road which could be used to disperse the traffic more evenly onto the surrounding highway network.

2.0 USE

2.1 The proposed works, therefore, are primarily intended to facilitate improved vehicle egress from the site and reduce traffic congestion on College Road and the surrounding highway network.

2.2 In addition, a separate pedestrian / personnel gate is provided adjacent to the vehicular gate in order to keep foot and vehicle traffic separate to minimise the potential of collisions.

3.0 AMOUNT

3.1 The extent of work has been restricted to that necessary to achieve the use aims outlined above.

3.2 The works comprise a new supplementary gated vehicle access/egress point and pedestrian/personnel gate onto Clarendon Road. The overall extent of the work is determined by the dimensional constraints imposed by the rhythm of piers and recessed panels of the existing brick wall elevation to Clarendon Road.

4.0 LAYOUT

4.1 The works are located at the South East corner of the site. This position will give the most direct access to the existing overflow car parking area and links with the existing network of access routes within the site.

4.2 This location was also chosen as the extent of boundary wall affected by the works can clearly been seen, from inside the site, to have been rebuilt in the past and is, therefore, not part of the original construction fabric (fig 1).

5.0 SCALE

5.1 The new gates have been designed to fit within the existing brick wall panel and pier horizontal rhythm. The height of the gates reflects that of the existing construction. The scale of the proposals, therefore, is appropriate and commensurate to the setting and location.

6.0 APPEARANCE

6.1 The overriding feature of the Southern boundary of the site along Clarendon Road, is the visual separation resulting from the existing, approximately 2.3m high, brick wall. This runs the full length of the boundary and effectively prevents any views into or out of the site at ground level (Fig 2).

6.2 The proposals maintain this visual separation by using solid, timber clad gates which will complement the brickwork and provide a suitable contrast to the more formal stone and open metal railings to the College Road main frontage.

6.3 The remaining works comprise rebuilding wall piers etc in reclaimed brickwork, to match the existing construction and blend into the street scene.

7.0 LANDSCAPE

7.1 The layout within the site remains unchanged. No trees within the site are affected by the proposals. Existing, possibly self-seeded, tree within Clarendon Road footpath adjacent to new gate position to be removed & footpath made good.

8.0 ACCESS

8.1 The proposed works are primarily intended to allow traffic to disperse from the site more smoothly and, thus, alleviate traffic congestion on College Road at the end of large gatherings. The primary access point into the site remains the College Road entrance.

9.0 HIGHWAYS

9.1 As a result of pre-application consultation with Malcolm Ash of MCC Highway Support Services it was confirmed that the proposals – facilitating a secondary egress to alleviate traffic congestion on College Road; would have a positive effect on highway safety around the site for all stakeholders.



Fig 1



Fig 2