Design and access statement.

Ref. 100412

Address. Melrose Street.

1. Site context.

The properties around the area of the site are predominantly terraced housing with up to three bedrooms. These are occupied by nearly as many single parents as traditional two parent families with many school age children and families that are larger than the national average.

2. Community Involvement.

The gating scheme was initiated by contact from a local resident, with Private Sector Housing, to request an alley gating pack, which was subsequently provided to the tenant.

The local resident who contacted Private Sector Housing was responsible for obtaining a consent form and completed crime questionnaires, for as many of the local participants to be included in the gated area, as were available at the time. When this exercise was completed a formal application was made to Private Sector Housing for the alleyway to be restricted to local participants only.

Officers from Private Sector Housing alley gating team then visited the site. This was in order to assess the practicality of restricting access to the alleyway/s using approved construction methods and standard security components. The standard components for this scheme have received approval from Greater Manchester Police for their effective security provision and suitability for use on schemes of this type.

The residents were then fully appraised with regard to the design, extent and possible duration of works for the proposed scheme.

Initial consultation with the Highways and Development was then undertaken. During this consultation Highways and Development were advised of the descriptive site conditions which prevail and are unique to these particular alleyways. Their initial reaction to the intended scheme was obtained, along with advice on which statutory instrument would govern the procedures, i.e. Section 129a of the Highways Act 1980, or Section 16 of the Highways Act 1980.

The tenure of occupied properties, affected by the installation, was then identified via the land registry. Information was also obtained regarding the adopted status of the areas involved in this closure. Witness statements were obtained from residents affected by the scheme and crime statistics obtained from the Crime and Disorder section of Manchester City Council.

At this juncture letters were then sent out to all statutory undertakers, telecom operators and all emergency services. Communications were also provided to all local councillors and civic societies.

Approval was then requested from Highways and Development, in addition at the time, all comments and objections were also provided. 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 Utility Companies and Civic Societies. Any objections raised and lodged were assessed by the Director of Housing Services in conjunction with the Lead Member before the report was signed.

3. Evaluation of Site Assessment and Consultation.

From the site assessment and consultation it can be seen that there is a problem with anti-social behaviour in the area of the site. It is thought that this anti-social behaviour may be reduced by the introduction of an alley gating scheme.

4. Outline of Design.

It is intended to increase the height of the wall at the back of 45 Culcheth Lane to 2.4m, supply and fit double metal gates to the side of 2 Melrose Street, to supply and fit metal railings to the top of the wall at the front of 2 Melrose Street to increase the effective height to 2.4m, to supply and fit a singl metal gate to the back of 51 Culcheth Lane, to supply and fit metal railings to the back of 2 to 12 Melrose Street, to supply and fit metal railings to the back of 14 to 26 Melrose Street, to supply and fit double metal gates to the back of 36 Melrose Street, to supply and fit metal railings to the back of 28 to 36 Melrose Street, to supply and fit metal railings to the back of 8 to 38 Tetlow Street, to supply and fit metal railings to the back of 8 Tetlow Street, to supply and fit metal railings next to Bank Court parking spaces and to supply and fit double metal gates between Daisy Bank Court parking spaces and the communal area.

5. Outline of Access.

All components are designed to be as accessible to people with disabilities as practicable.