# Design and Access Statement

Ref: 113484
Address: 197 Ashley lane, M9 4NQ

1. Site Context.

Housing in the area of the site is predominately terraced and semi-detached, with relatively few flats and detached houses. Houses are relatively small with either two, or three bedrooms. The age profile is similar to that of the UK as a whole, with a mixture of singles, couples, families and retired people.

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 the visited the site. This was in order to access 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 the occupied properties, affected by the installation, was then indentified via the land registry. Information was also obtained regarding the adopted status of the areas involved in this closure. Witness statements were obtained from the 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 for existing bollards to be removed to the rear of 181 Ashley Lane and the side of 2 Stonehead Street and replaced by a double gate and black powder coated paladin fencing. Double gates are to be fitted between 193 and 195 Ashley Lane and existing bollards to be removed also a double gate is to be fitted to the side of 205 Ashley Lane and existing bollards to also be removed. Approx 63 meters of black powder coated paladin fencing from the side of 205 Ashley Lane round to the rear of 193 Ashley Lane thus creating an alleyway as per drawings attached.

5. Outline of Access

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