Design and access statement.

Ref. 105667

Address. 84, Tuffley Road, Newall Green, Manchester. M23 2SW.

1. Site context.

This type of estate is generally made up of low rise terraced accommodation inhabited by single parents and traditional two parent families with many school age children. Amongst the residents there are a proportion of couples whose children have left home. The terraced accommodation in the main provides three bedrooms but this would appear insufficient for the size of families involved.

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 consultation process and the details gleaned it is apparent that there are a number of problems associated with anti-social behaviour in the area. It is felt that the impact of this situation could be significantly reduced by the introduction of a restricted alley gating scheme. This would confine access to the local residents only.

4. Outline of Design.

It is intended to place double metal gates between 3 Wreenkin Ave and 80 Tuffley Road and mesh fencing between 86 Tuffley Road and the existing fencing at the side of Newall Green Baptist Church.

5. Outline of Access.

The existing paving and road finishes are not subject to any works; however any disturbances will be repaired to match the existing as close as possible. The finishes, as existing to the alleyways, may present some difficulties for persons with disabilities.

The gating arrangements and the component parts have been designed to alleviate as many problems for people with disabilities, as far as is practicable under the prevailing site conditions. Each installation is specifically designed for the area covered by the scheme.