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Ancoats : Pickford Street Car Park
North West Development Agency

Design and Access Statement

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1. New Use as Car Park

The site will become a private secure surface car park. The car park would be managed by Manco, the area based management company responsible for the long term stewardship of Ancoats.

2. Existing Site

Most of the site is occupied by a vacant building on 8-10 Pickford Street, formerly known as 'The Butty Bar' building. This utilitarian building is of no architectural merit, is out of character with Ancoats and would be demolished to allow construction of the car park. A PPG15 Statement has been prepared concerning this and is attached to this planning application. The remainder of the site is already given over to private parking with the three spaces accessed directly from the adopted highway in Pickford Street.

3. Scope of Proposals

The proposals are set out in the two drawings :-

LL301/025 A	Plan of Pickford Street Car Park
LL301/027	Section and Elevation of Pickford Street Car Park

These drawings show the following basic elements of the scheme :-

- Open boundaries of the car park are enclosed with a 3.1m high secure fence.
- Fence formed from architectural weld mesh mounted on an I-beam frame.
- Fair faced concrete plinth to make strong edge to back of footway and protect fence from damage by vehicles.
- Combined pedestrian and vehicle gates : IN from Jersey Street and OUT into Pickford Street.
- Gates of similar materials and finishes to fence.
- Granite sett surface vehicle crossover to the footway in Jersey Street.
- Majority of car park surfaced in hot rolled asphalt.
- Central surface water drainage channel, slotted / covered type.
- Surface water gullies to be connected into sewer in Jersey Street.
- Six parking spaces marked out with paint and numbered.
- Tree pit in the Jersey Street / Pickford Street corner (see below) to be surfaced with resin bound aggregate.
- The fence contains discrete and robust lighting in the form of fluorescent tubes mounted within the web of the top I-beam fence rails.

4. Architectural Character

Drawings LL301/028 and LL301/029 show two existing and proposed views of the car park. The recent MMII development does not form a continuous building line on either side of Pickford Street but does provide a mass on three of the corners at the ends of the street. The proposedcar park site is the fourth corner. Therefore the primary urban design concern is to provide a substantial volume to the corner of Jersey Street and Pickford Street. This is achieved in two ways. Firstly, the fence is designed to be visually substantial with horizontal plinth and rails and to sit on the building line and the fence and gates will be be visually continuous. Secondly, the tree in the corner of the car park will be eventually as high as the surrounding buildings. The architectural style of the fence is contemporary and unfussy. It reflects the industrial origin of Ancoats in being fabricated from durable and high quality materials and robustly dimensioned. A good local precedent for this screen is the fence around the Waulk Mill car park at the corner of Redhill Street and Radium Street.

5. Existing and Proposed Trees

The one existing tree is a semi mature Acer saccarum (sugar maple), an ultimately very large tree. Felling and replacement of this tree is proposed for the following reasons :-

- Its location prevents use of the site as a car park.
- It is already close to the Coates School building and is still growing fast.
- It is not a particularly long lived species and so it would be inappropriate to plan development around it.

A new tree, Platanus x acerfolia (London Plane), is proposed to be planted just inside the Jersey Street / Pickford Street corner of the site for the following reasons :-

- This location and species will not restrict use of the site as a car park.
- This is a strong growing reliable species which will make a contribution for many decades.
- The mature size is substantial and this location provides sufficient space for the tree to form a large volume which will anchor the corner spatially.
- There are three trees of this species in the central part of Pickford Street already. A fourth here would help to bring continuity along the street.

The tree would be planted at 30-35cm girth and in an oversize tree pit with 'tree soil' growing medium. The tree pit would be surfaced over with resin bound aggregate to allow aeration and irrigation of the growing medium.

6. Pedestrian Access

Pedestrian access in and out of the car park is via the two combined access gates. All proposed surfacing is flush and smooth so as to not impede any users. The vehicular crossing over the Jersey Street footway is surfaced with sawn top granite setts and a chamfered kerb which gives priority to pedestrians and provides a smooth and uninterrupted pedestrian surface. (Pickford Street outside the exit gate is already a shared flush surface).

7. Vehicular Access

There are six proposed parking spaces, one of which is sized for blue badge holders. Vehicle access is via the combined entrance and exit gates. The gates will be mechanically operated and controlled by the car park users with a FOB, card or similar system. Visibility is good for all entry and exit movements. The proposed vehicular access is an improvement to the current arrangement where cars leaving the three

existing parking spaces tend to reverse directly into Pickford Street with visibility blocked by the existing building.

8. Security

Security of the car park and users depends on the following principles :-

- The fence and gates are high (3.1m) and relatively unclimbeable.
- The gates are shut and locked all of the time when not affording authorised access
- Access to the gate control system is restricted to legitimate users only.
- Visibility is good into and out of the whole car park area.
- There is lighting controlled by a PIR system mounted in the inside top rail of the fence.