Warburton
associates

Project Safety Architects Project Managers

PLANNING AND BUILDING CONTROL
13 DEC 2011

PARKWAY GREEN HOUSING TRUST

PROPOSED GARAGE AREA IMPROVEMENTS
2-4 ACKWORTH DRIVE,
BAGULEY, M23 1LD

DESIGN AND ACCESS STATEMENT IN SUPPORT OF PLANNING APPLICATION 28/10/11

The Context of the Project

The work involves the demolition of the existing lock up garages and providing a secure external parking area for the adjacent residents use.

This site, and many of the surrounding houses, are owned by Parkway Green Housing Trust. There are 7nr pre-cast concrete lock-up garages on the site at present, which are in a poor state of repair, and are deteriorating structurally. They are beyond economical repair for long term use.





The vehicular access areas of the site are currently surfaced partly in flagged pavings and partly with tarmac, which is also in poor condition.

Surface water disposal is by means of existing road gullies connected to the mains drainage system.

The boundaries to the adjacent properties are a mixture of hedges and fences of different kinds, and the existing garages also form the boundaries in some places.

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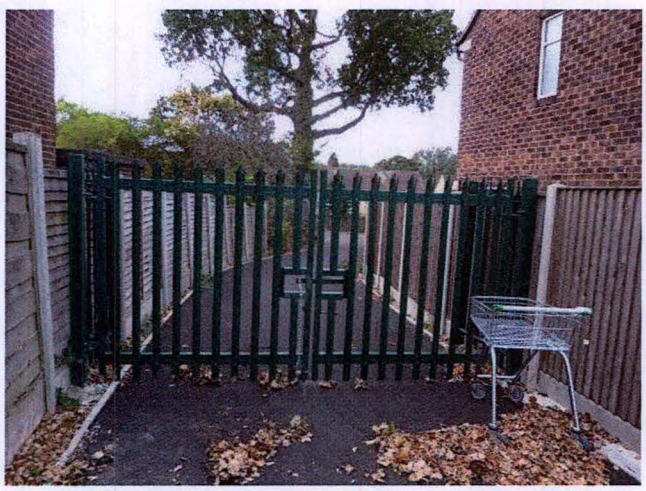
Steel security gates are already installed at the entrance to the site. These will be retained with the addition of new side panel fences within the site to make unauthorised access more difficult, similar to those shown on the photographs below.



The existing gates (to be retained)





Gates of a similar type installed on another site, with additional side panels, as proposed

Parkway Green have reviewed the use of the present garages on this site and found that several of them are vacant, and there is no waiting list for these garages.

Parkway Green have also reviewed the use of their garages on similar sites across the whole of their area, and found that a number of tenants use them as storage facilities (eg for business etc), rather than for car parking, and that some of those tenants live some considerable distance away.

On that basis their conclusion is that

- on almost all of their garage sites (including this one) there are void properties, which they are unable to let
- many of their garages are being used for purposes other than car parking
- in a number of cases they are not being used for the benefit of the adjacent residents
- it would be uneconomical to repair and retain the garages
- the rental income would not cover the cost of providing new garages

There is generally a shortage of on-street and off-street parking space for residents in this area. This proposal is intended to provide a secure off-street parking area for residents in the immediately adjacent properties, so that:

- pressure on the on-street parking is relieved
- the site can be securely locked, to improve resident's peace of mind about the security of their cars
- the parking will be used for the benefit of the adjacent residents, rather than others from areas further away
- adjacent residents may be able to have direct access in to the parking area from the rear of their properties

As a matter of general policy Parkway Green Housing Trust always consult with their tenants and other local residents prior to carrying out any improvement or alteration work of this sort, to ensure that all residents are aware of the details of the proposals, and have a chance to discuss any concerns prior to a final decision being made. Those consultations have already been carried out in relation to these proposals, and the project is now being moved forward in view of their generally favourable responses.

Design

1. Amount

The site area involved is approximately 280m² overall.

The new layout is designed to provide 7nr standard car parking spaces, approx 5m x 2.5m, as indicated on the plans. The proposed layout for the parking spaces follows the layout of the existing garages, to ensure that access can be maintained to all existing gates in to the adjacent properties.

2. Use

The purpose of the proposal is to increase the number of off-road car parking spaces available for use by the residents in adjacent properties, and to improve safety on the adjacent roads for all users by reducing on-street parking.

The new parking spaces will be line painted and allocated to specific residents in the adjacent properties, who will be given keys to the security gates at the site entrance. Spaces will be allocated on the basis of:

- Need (ie to people with special needs through disabilities etc)
- Parkway Green tenants
- Other adjacent owner occupiers

3. Layout

The proposed layout is designed to provide an optimum number of new parking spaces, whilst retaining access to gates etc in to adjacent properties, where those already exist.

The proposal involves:

- Demolishing the existing garages, and tarmac surfacing the site of the garages
- Re-surfacing the existing tarmac and paved vehicular areas
- Checking and overhauling the existing surface water drainage system, including CCTV surveys etc
- Providing new 1800mm high steel security side fences approx 1250mm long inside the existing gates, of similar construction to the gates, to improve security at the sides, powder coated to the same colour as the existing

- Installing 2100mm high timber board fencing (as detailed) to all areas of the boundary where garages are removed, to provide equivalent security to the adjacent properties
- Installing pedestrian access gates in the new fencing where it is appropriate and desired by the residents
- Installing 1800mm high timber board fencing (as detailed), and gates where appropriate, to other Parkway Green owned properties where there is no existing fencing or the existing fencing is in poor repair

We note that the whole of the existing site area is either finished in tarmac or covered by garages with roofs which discharge rainwater on to the adjacent ground. This proposal will not increase the overall size of the existing hard surfaced area, and will therefore not increase the designed volume of the surface water run-off, so we are not proposing to make any alterations to the layout of the existing surface water disposal system

4. Scale

The number of parking spaces provided by this proposal will be the same as the number of garage spaces that already exist, so there will be no overall increase in designed traffic movements.

New fencing where garages are demolished will be a similar height to the existing garages, and to other areas it will be a similar height to the typical rear boundary fences that already exist.

5. Landscaping

At present the whole of the site is either occupied by garages or is tarmac surfaced, and there is no landscape planting within the site area. On completion the existing hard surfaced and built areas will all be tarmac surfaced.

There is a small tree in the corner of the site that we will avoid by reducing the area of the work in that area. The tree will be protected and retained, and the line of the new kerbs will be adjusted as indicated on the plans to ensure that the roots adjacent to the base of the trunk are not disturbed.

We are not intending to make any significant alterations to the existing boundary hedges etc, although care will be taken to avoid damage to the existing planting around the boundaries.

6. Appearance

The new tarmac surface will extend as far as the concrete gravel boards to adjacent fences where those exist, and to new pc concrete edgings at boundaries where there is no existing hard demarcation.

Access

1. Vehicular and Transport Links

This is a long established site with long established traffic, transport, and access regimes. This proposal will not affect those external links in any way, other than reducing congestion caused by vehicles parking on the adjacent roads.

Accessibility will be improved between the adjacent properties and the new parking area by the provision of direct access gates where appropriate and desired by the residents.

2. Inclusive Access

In view of the relatively small number of parking spaces involved we are not proposing to incorporate any permanent specifically designated wheelchair accessible spaces, but the site dimensions would allow certain spaces to be sized for wheelchair users if there is a particular need for such facilities in the future.