Design and Access Statement

for

HACKNESS ROAD ALLEYGATING 08 / 09

Groundwork Manchester, Salford, Stockport, Tameside & Trafford
October 2009

Design & Access Statement

1.0 Project Background and Site Context

This alley-gating project is funded by the Housing Investment Framework (HIF).

Groundwork is working in partnership with Manchester City Council (MCC) and local residents to develop this project.

The area in which the ally is located contains predominantly small, traditional brick-built terraced properties containing two or three bedrooms. The properties have a mixed tenure of owner-occupiers and private landlords with rental tenants.

2.0 Community Involvement

The gating scheme was initiated by Private Sector Housing. Officers from Private Sector Housing Alley Gating Team visited the site in order to assess the practicality of closing off the alleyway using normal construction methods and standard components. The standard components have received approval from Greater Manchester Police for their suitability for use on schemes of this type.

Groundwork has been managing the consultation process which has involved meetings, drop in sessions, door knocking and postal questionnaires. Consultations have been carried out with the local community to explain the alley-gating process and the design and location of the actual gates. By engaging local residents in the design and decision making process, community ownership is created which will ensure the long term success of the alley-gating.

Initial consultation with the Highways and Development was then undertaken. During this consultation Highways and Development were advised of the description of the alleyway. Their initial reaction to the intended scheme was obtained along with advice on whether the scheme should proceed under Section 129a of the Highways Act 1980, or Section 16 of the Highways Act 1980.

The tenure of occupied properties affected by the scheme was then identified via the land registry. Information was also obtained from residents affected by the scheme and crime statistics obtained from the Crime and Disorder section of Manchester City Council.

Letters were then sent out to all statutory undertakers, telecom operators and all emergency services. Letters were also sent out to all local councilors and civic societies.

Approval was then requested from Highways and Development, identifying any objector's details. 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 Utilities Companies and Civic Societies. Any objections that were received were assessed by the Director of Housing Services, in conjunction with the Lead Member before the report was signed.

3.0 Existing Alleyway Sites

At present, the alley within the Hackness Road Gating Scheme is in average condition. The gating proposals will secure the rear of properties within this area, and create a community facility for residents to utilise.

4.0 Design & Layout

The proposals are straightforward and involve installing 2.4m height double-leaf vehicular access gates at the end of each alleyway, near to where the interior alleys meet the public pavement and street. The proposed gates are standard gates (and locking mechanisms) that have been erected in alleyways throughout Manchester and Salford. The design and function of the gate is to deter intruders and, therefore, reduce crime.

Some walls will be required to be raised to 2.1m height using additional courses of brickwork, to ensure end-properties do not become vulnerable to intrusion, and the scheme appears visually cohesive.

The gates are positioned in one of two locations, depending on the architectural surroundings:

1. At the end of the alleyway
    - Where both the right and left sides of the end of the alley have 'high' brick walls, i.e. either a high yard wall or a house, the gate is positioned flush with these high walls
    - This not only looks better aesthetically, but it also means that more of the neighbouring properties' walls are included in the internal gated area
2. Set back from the end of the alleyway
    - Where the front of the house is set back from the public pavement with low brick front garden walls, the gate is positioned at the end of the low brick wall and flush with the front of the house
    - This looks better aesthetically (especially since metalwork will not be required along the top of the resident's low brick wall) and therefore has a less visual impact on the street-front

Refer to drawing no.'s GM/117585/ 01-02 for exact positions of each proposed gate.

Please refer to drawings no. GM/117585/03-04, for standard elevations of the proposed double-leaf gates. The gate posts are 2.4m high, but the gate rises to a height of 2.75m at the middle of the arch. The steel vertical bar gates include balls on the top of each vertical and are to be painted black (RAL 9005.) Each gate width varies depending on the width of the alleyway.

A master-key lock system and drop-bolts with receivers (in the open and closed positions) allow for convenient opening and closing of gates for pedestrians, from both the inside and outside of the alleyway. The key system should be easy to use by all parties, including the elderly and disabled. Each household backing onto a given alley shall have a key for the gates of that alleyway. The size of the new gates will not restrict the width of the existing alley openings enough to present a problem to people with disabilities and hollow sections have been used to reduce the weight of the gates.

Due to the nature of alleyway gating, wheeled refuse bins will be located by residents outside each of the locked alley gates prior to collections by MCC.

LOCATION OF GATE A : Adjacent to 17 Hackness Road



LOCATION OF GATE B : Adjacent to 20 Eleanor Road



LOCATION OF GATE C: Adjacent to 4 Eleanor Road



LOCATION OF GATE D: Adjacent to 3 Hackness Road

