Design and Access Statement

Temporary Car Park at Wenlock Way, West Gorton

16.12.2013

Background

Following recent proposals to reconfigure the layout of the on site car parking at MCC's Wenlock Way offices in West Gorton, due the to the development of the Drama Hub (application no. 102895/VO/2013/N2), it is proposed that a temporary car park is formed, utilising vacant residential plots to provide space for overspill car parking and to mitigate the potential of on street parking on various streets surrounding Wenlock Way.

The Site

It has been proposed that alternative car parking is provided for a temporary period on land immediately south of Wenlock Way offices bounded by Kelsall Street, Gortonvilla Walk, Witterage Close and Wenlock Way.

This land is located within the West Gorton Masterplan, Phase 2 area, where houses have recently been demolished on plots 16A, 16B and 12B of the demolition programme (see attached plan PY40036 99/01). As part of the demolition programme the original plan was to soil and seed and erect a knee high rail around these plots while the land is left vacant in advance of new housing being developed as part of phase 2 of the Masterplan. The same treatment has been delivered on the surrounding plots which will remain vacant until the area is redeveloped for new housing.

The surrounding uses of the site include Wenlock Way offices to the north, which are used by various MCC departments, vacant former housing land to the East, the Social Club and Gortonvilla Walk Shopping parade to the South and the Medical Centre to the West which is separated by small vacant plot which was previously occupied by Lloyd Court.

The Proposal

The proposal is for a temporary change of use of the vacant residential plots from C3 to a Car Park (Sui Generis) use.

It is anticipated that parking for up to approximately 100 vehicles will be required to accommodate overspill from Wenlock Way as a result of remodelling the car park to accommodate the new Drama Hub. It should also be noted that a number of vehicles are already being parked in the vicinity around Kelsall Street and Skarratt Close and it may be beneficial to formalise this arrangement to reduce the negative impact on surrounding streets and the Medical Centre car park. The proposed site of the temporary car park has been identified as the preferred overspill location for users of the MCC buildings at Wenlock Way.

The car park will be open to other users through the day and will be useable 24/7 by a small number of MCC staff/ teams, who work on a 24/7 basis, if necessary. The

location selected allows MCC's existing security at Wenlock Way to overlook the site. The security at Wenlock Way operates 24/7 and will observe the use of the car park.

The temporary car park will be bounded by a knee high rail and concrete bollards where necessary (to retain public rights of way). The proposed knee high rails are the same as those currently being used to bound other vacant sites in the areas and will provide a consistent approach. The bounded area of the car park will be approximately 3,630 sqm consisting of existing hard-standing areas (to which access will be retained) and the vacant plots.

The surface treatment will consist of Highways Agency MoT Type 1 stone, with fines finish and will cover the vacant residential plots, an area of approximately 2,173 sqm. This will be a permeable surface with a compact finish which will allow drainage and prevent material being carried from the site onto the highway.

The existing hard-standing areas consist of the existing street lighting. These lights are still connected, will be retained and will provide adequate lighting to the car park. The location of the street lighting is shown in the attached existing street lighting plan.

All existing trees within the site boundary will be retained.

The change of use to a temporary car park will have no detrimental impact on the delivery of the West Gorton Masterplan and will not act as a constraint to the future development of this land for housing purposes. It will minimise on-street parking in other parts of the estate while works are being undertaken within the Fujitsu Complex.

Access

Access on to the site will be via the existing adopted highway (Witterage Close) which will then provide access onto the 3 former residential plots where the new parking areas will be formed. To gain access to these plots, existing public rights of way will need to be crossed. The rights of way will not be stopped or closed off and traffic will be adequately controlled by the changing levels on site, which will be treated to allow vehicle access. The layout is designed to encourage one way circulation and all parking areas can be accessed this way. The crossing points will be formed by laying down 200m reinforced concrete to protect the existing footpaths.

Waste

MCC will be responsible for clearing any waste from the site, litter or dumped articles. Waste will be removed for disposal to an appropriate off-site waste disposal facility.

Operational and Maintenance Strategy

The car park is intended to serve users and visitors of the MCC buildings at the Wenlock Way offices at West Gorton. However, it will also be accessible to the public but it is not envisaged there will be much demand from the general public to use the facility, other than visitors to MCC offices. It is expected that the car park will cater for overspill parking from the existing car park at Wenlock Way offices and also for cars

that are already using Kelsall Street, Skarratt Close and the Medical Centre as parking areas.

The security at Wenlock Way will keep the site secure and keep observation of the area to ensure it is operating properly. Appropriate signage and markings will be put in place to ensure that the car park area operates properly and that the correct circulation and parking layouts are followed. The layout is designed to enable easy circulation across the site, encouraging a one way system which is legible. The designated crossing areas will ensure the impact on the retained public footpaths is minimal. In addition, footfall from pedestrian traffic other than car park users is expected to me minimal across the site.

The car park will be maintained by the City Council's property department and will form part of the Wenlock Way offices site as an area to be maintained in addition to the existing estate. This ensures any damage to boundary treatments or the surface can be dealt with efficiently.

Flood Risk and Drainage

The site sits within the West Gorton Masterplan which was granted outline planning approval on 01/11/2012 (099219/OO/2012/N2) and as part of the application a Flood Risk Assessment (FRA) was carried out. These surveys were carried out by AECOM and consulted the Environment Agency, United Utilities and Manchester City Council. The FRA concluded that parts of West Gorton are at risk of fluvial, pluvial and groundwater sources of flooding but this is considered to be more of a risk within flood zones 2 and 3 and do not directly relate to this site, other than the potential of groundwater flooding. It is not considered necessary for a full FRA to be prepared as part of this application as the proposed surface treatments are not expected to increase the risk of flooding relative to the previous use of the site. The overall hard-standing surface area has been reduced following the demolition of the housing on these plots and the retained hard-standing areas are unchanged.

The FRA identifies that the site is not within a flood zone, but is situated within the Conurbation Core Critical Drainage Area (CDA). These areas are particularly sensitive to increased surface water run off from new development. As the overall area of hard-standing is reduced and the new proposed surface material is permeable it is not envisaged that surface run off will increase from the site as the result of the surface treatments. In addition, the existing hard-standing areas are served by United Utility combined public sewers which are retained and capable of removing waste water from around the site (see attached UU water waste plans). The FRA also highlighted that it can be assumed that there are a number of private systems (foul and surface water) and highway drainage systems (surface water) discharging into the combined public sewers.