

Design and Access Statement

Arran Street Passageway Alleygating

AS03

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1.0 Project Background and Site Context

This alley-gating project is funded by Shared Prosperity Funding (SPF) secured through Greater Manchester Combined Authorities (GMCA).

Manchester City Council (MCC) is working in partnership with its approved contractor Commsec in order to design and commission this project.

The area in which the alley gates are to be located is centred around a square, with two sides comprised of existing residential stock incorporating 2 and 3 bedroom properties. One of the sides is comprised of commercial units fronting Moston Lane, and the other is a Bowls Green separated from the area by a fence.

2.0 Community Involvement

The gating scheme was initiated by Neighbourhood Officers. Officers from the Neighbourhoods 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.

Officers have consulted with residents which would be affected by the scheme through a formal consultation process and have been supported, with no objections raised. This formal consultation involved both a paper and online set of questions, with residents able to answer whichever one was convenient for them.

Initial consultation with the Council's Legal Department 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 that the scheme should proceed under a Public Space Protection Order pursuant to The Anti-Social Behaviour, Crime and Policing Act 2014.

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 Designing Out Crime team at Greater Manchester Police.

Letters were then sent out to all statutory undertakers, Civic Societies telecom operators and all emergency services. Local Councillors were also consulted and approval sought before proceeding.

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 alleyway at Arran Street is in poor condition, with waste mismanagement rife and residents reporting Anti-Social Behaviour in the form of people using the area to urinate

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/114622/ 01-02 for exact positions of each proposed gate.

Please refer to drawings no. GM/114622/03-04, for a 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.