



Land at Church Lane, Moston,
Manchester, Greater Manchester,
M9 4WH

Design and Access Statement

New build C3 Residential
28no. Apartment Building
v.1

February 2022

Prepared by HAD & Co

1. INTRODUCTION

- 1.1 This Design and Access Statement aims to support and explain the proposed erection of a three-storey building, including utilising the roof space and comprising of 28 apartments with associated parking and landscaping on the vacant land at Church Lane, Moston, Greater Manchester, M9 4WH.
- 1.2 It will go through the considerations that have been made regarding the design aspects of the building following the client's brief, local planning policies and previous application comments, as well as the access to and from the building and in and around the newly created spaces.



Fig.1: 3D image for the proposed apartment building which will be 3 stories plus a roof storey, HAD & Co 2022.

2. PROPOSAL

- 2.1 Based on the previously approved application: 076317/FO/2005/N1, granted on 6th June 2006, and taking all the comments into consideration, the new development is to be a residential apartment building in a single block addressing the existing neighbouring building lines, but with its main entrance accessible from a newly created private gated courtyard off the main road of Church Lane.
- 2.2 The design of the building is based on the following key principles:
- The proposal aims to maximise the commercial potential of the site.
 - To bring the derelict brownfield site back into use.
 - To improve the quality of the local environment.
 - To create a focal point on the pivot of the road curve.
 - To improve the definition of the street edge.
- 2.3 The proposal is new apartment building of 28 units arranged over three stories, with one roof storey. There are to be 25 two-bedrooms and 3 one-bedroom units. To increase the green area, the building will be on 34.8% footprint on the total site area and the garden spaces will use 34.5%.

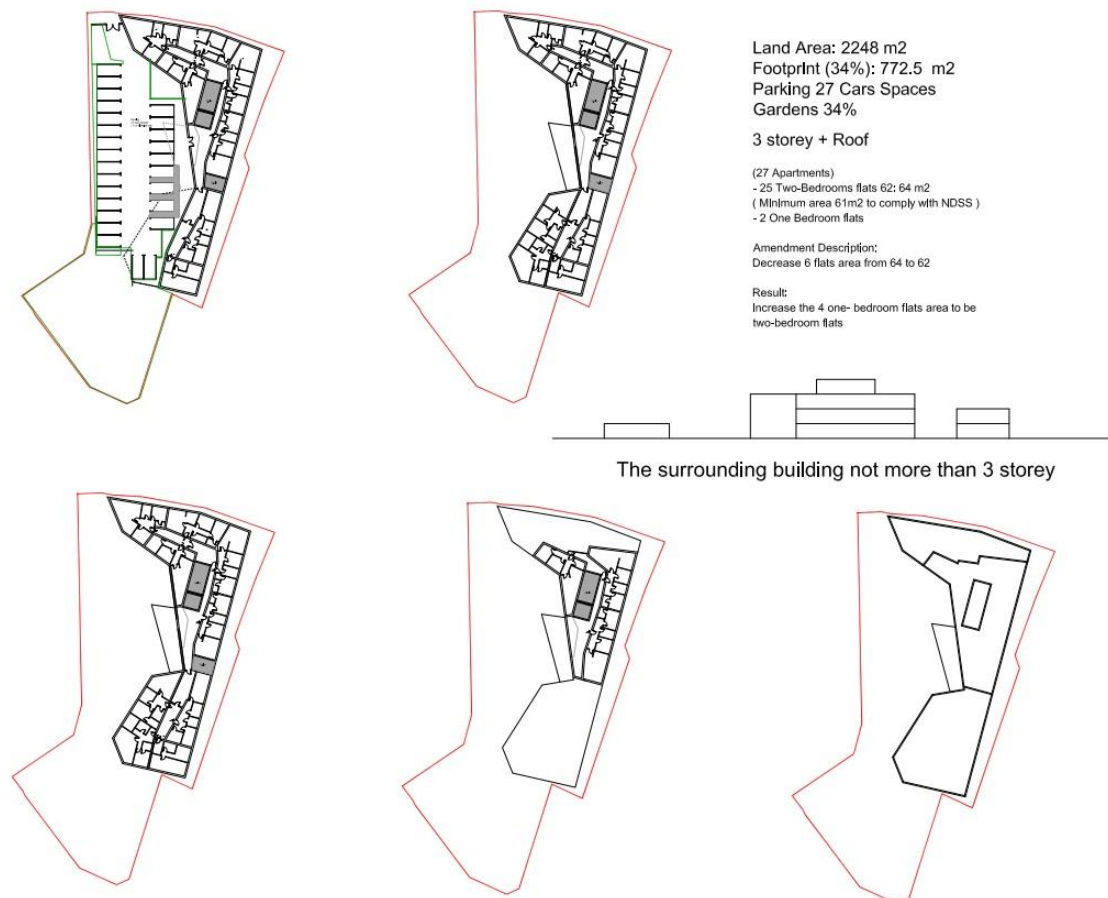


Fig.2: Spatial Analysis and Preliminary Sketches, HAD & Co 2022.



Fig.3: Initial sketch model, HAD & Co 2022.

- 2.4 To ensure that the appearance of the development is acceptable to Manchester City Council, and in the interests of the visual amenity of the area the statement will go through the materials, forms, scale, and processes that have formed the design for this development.
- 2.5 The access to and around the site and other transport considerations will also be discussed in the 'Access' section of this statement, as well as inclusive accessibility to ensure the development is suitable for everybody.

3. SITE

- 3.1 The site is located as vacant Land at Church Lane, Moston, Greater Manchester, M9 4HZ. Church Lane mainly comprises of Victorian terraced housing, but with some areas of significant redevelopment from the post-war period up to the present day.



Fig.4: Church Lane Victorian terraced, Google Street View (2022).



Fig.5: Church Lane redeveloped post-war houses, Google Street View (2022).



Fig.6: Church Lane present day houses, Google Street View (2022).

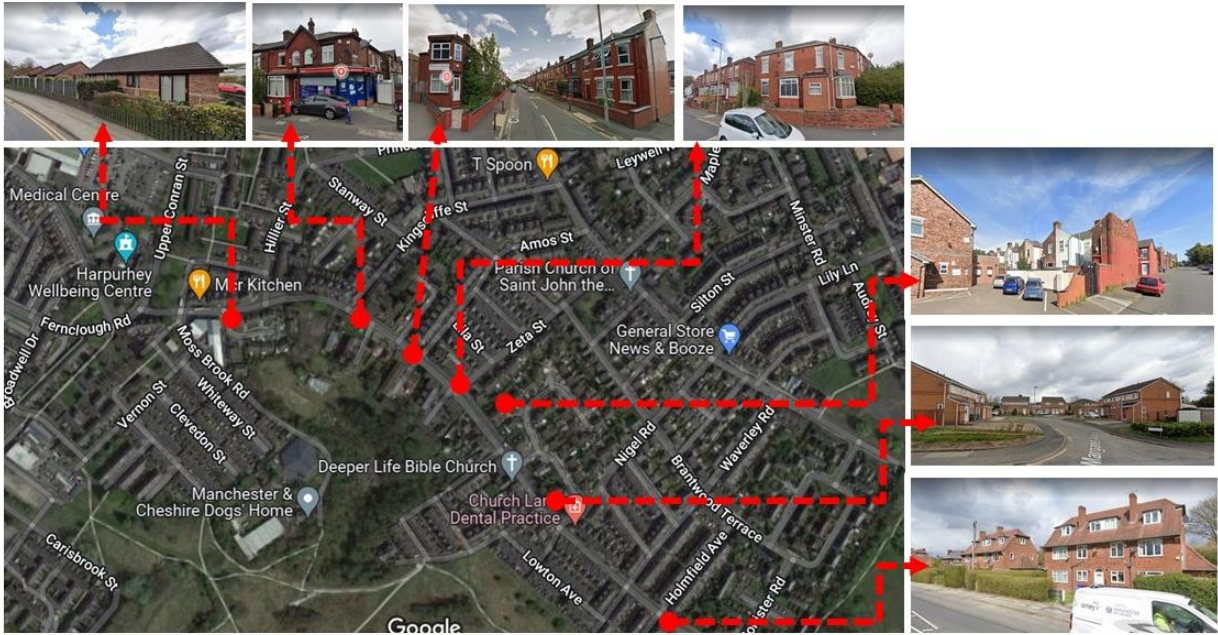


Fig.7: Church Lane, Moston surrounding context, Google Maps, Google Street View (2022).

- 3.2 Predominant materials for the area are red brick for walling and a mix of slate and clay tiles for the roofs. There are banks of mature trees along much of the length of the road of Church Lane. In this respect, the development site has immediate surrounding houses that show off the typical vernacular of Church Lane, with a row of 19th century two storey terraces directly opposite [see Fig.4], and a mix of 1-3 storey post-war [Fig.5] and present-day houses [Fig.6] further down Church Lane and along the streets bordering it.
- 3.3 Immediately to the west of the site is the fenced bungalows of Thorntree Close [Fig.8] and to the east an electricity substation [Fig.9], a single storey building used as a children's nursery and double-storey terraced houses [Fig.10]. To the south is a significant parcel of common land, abutting the boundary of the site, while to the south-east is low-rise community building.



Fig.8: Thorntree Close bungalows, Google Street View (2022).



Fig.9: Georgie Porgie's Nursery in east of the site, Google Street View (2022).



Fig.10: Glenwood Drive double storey houses in east of the site, Google Street View (2022).



Fig.11: The west and the east of the site context, Google Maps, Google Street View (2022).

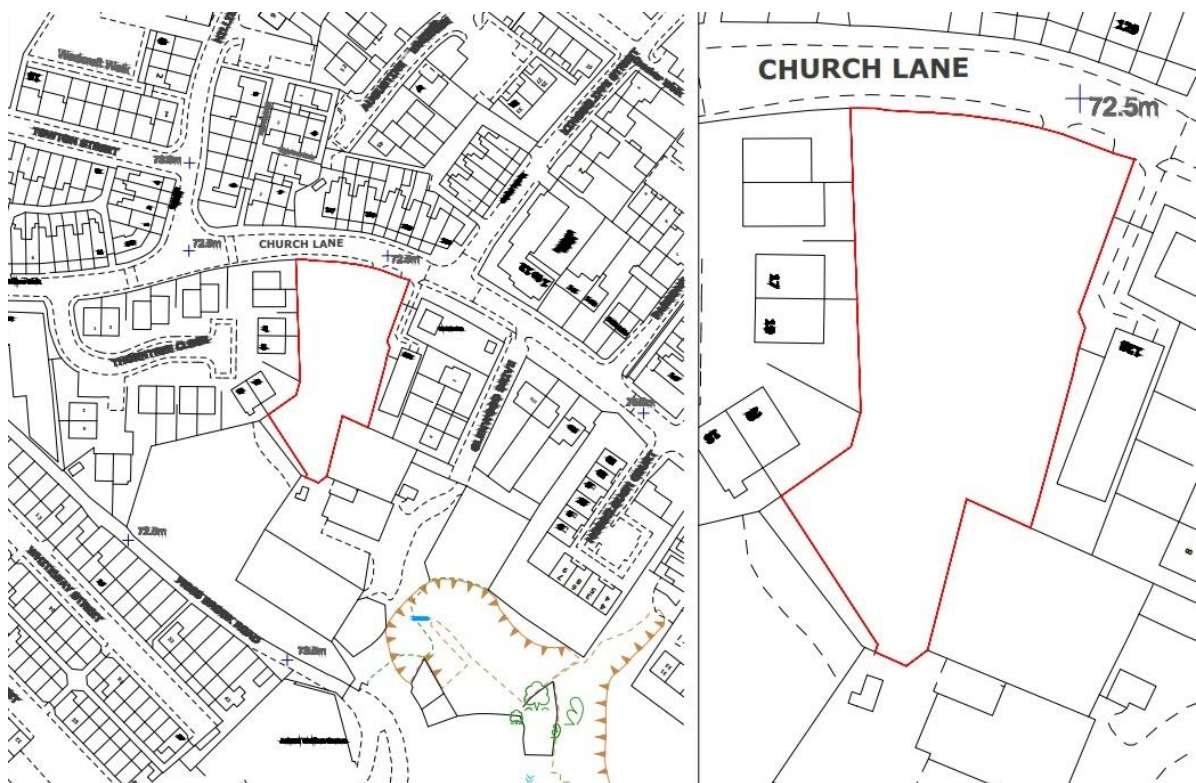


Fig.12: Location Plan indicating the ownership boundary of the site (outlined in red)

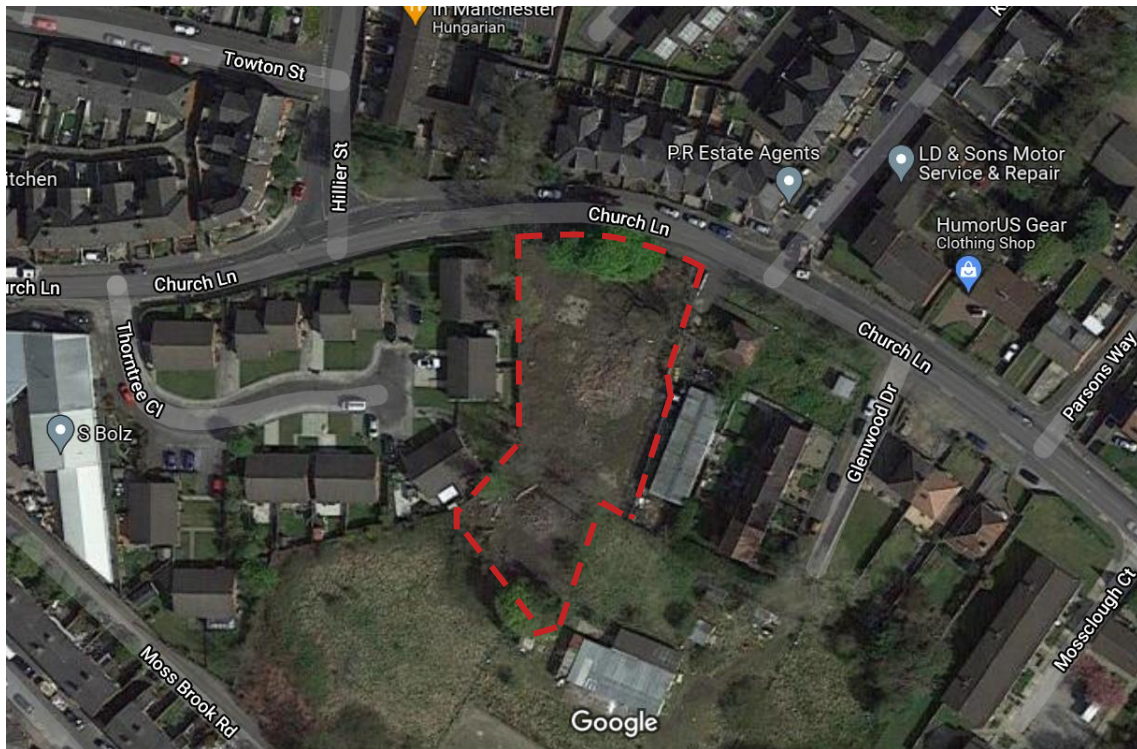


Fig.13: Aerial photograph of site, Google Maps (2022)

- 3.4 This is an ideal site as it already has access from the Highway for the existing garage units (owned by the applicant) and has been vacant for some time. The surroundings are primarily residential, and the site can be suitably screened and landscaped to keep the openness present.
- 3.5 A modest number of 28 units will also fit comfortably into the existing infrastructure of the area, and the construction and management thereafter of the development will benefit the local economy.



Fig.14: Entrance to site from Church Lane Street, Google Street View (2022)

4. DESIGN

4.1 PROCESS-

- 4.1.1 Church Lane mainly comprises terraced housing, with the predominant materials being red brick walls and slate and clay tiled roofs. The road has banks of mature trees along much of its length, adding greenery to the street scene. The new proposal utilises familiar local materials and textures with in an updated contemporary manner and keeping the green boundaries present.
- 4.1.2 The design of the building is based on the following key principles:
- The proposal aims to maximise the commercial potential of the site.
 - To bring the derelict brownfield site back into use.
 - To improve the quality of the environment local into use.
 - To create a focal point on the pivot of the curve of the road.
 - To improve the definition of the street edge.



Fig.15: The Surrounding terraced houses on Church Lane Street, Google Street View (2022)

- 4.1.3 The site has previously had an approved planning application for a new build apartment building for 25 apartments over 3 storeys: App No.: 076317/FO/2005/N1. Using this approval, a new scheme has been designed to comply with the same policies and the new policies of Manchester City Council's latest Core Strategy- please refer to the accompanying Planning Statement for further information.

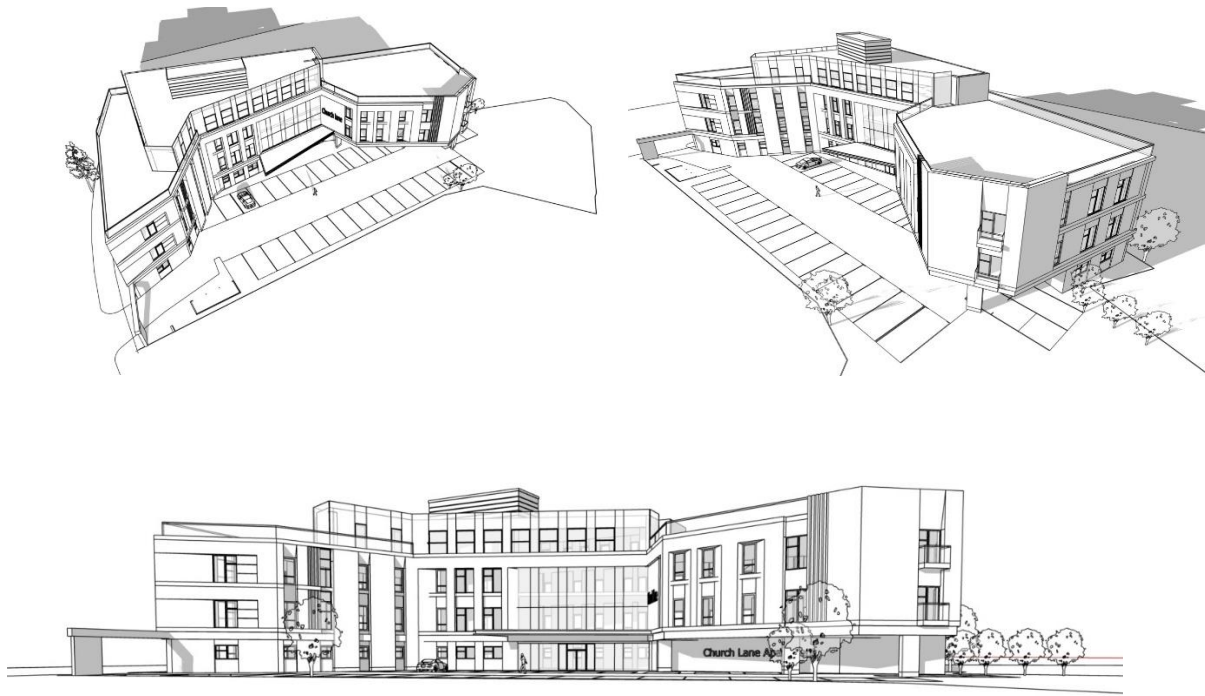


Fig.16: Proposed Massing Model, HAD & Co 2022.

- 4.1.4 The form, shape and orientation of the building has been designed using the existing site lines, terrain and nearby building boundaries and their positioning. The scale and massing of the building has also been influenced by the surrounding structures and the landscaping will also form an integral feature of the overall development.
- 4.1.4 The materials being used for this proposal aim to respect the existing surrounding materials found on nearby buildings whilst also provided a more modern take to compliment the style and form of the new build. Red brickwork will form the majority of the walls to reflect the neighbourhood with alternate light and dark grey cladding and dark grey brickwork to the lower floor. Slate grey zinc cladding will be used for the roof as a nod to the slate tile roofs in the vicinity. Dark window frames and doors will be installed to compliment the neutral tones of the street scene and the rest of the chosen wall materials.



Fig.17: The proposed site plans, HAD & Co 2022

- 4.1.5 During the previous planning applications, the site was identified as possibly having culverted stream running beneath it, whilst United Utilities records (submitted during the previous application) appear to show the pipe running below the Thorntree Close area. The client has elected to locate any buried services within his demise at the earliest opportunity before starting any development. A survey will be conducted shortly, and the results submitted to Manchester City Council in due course.

4.2 USE-

- 4.2.1 The previously developed land, currently a mixture of shrubs and overgrown grassland, is secured with fencing as a vacant site, has historic use as a garage site and residential complex "Brook Villas" [see Fig.18-20] however is no longer in use. It will be proposed to be developed with the erection of an apartment building over three stories with a roof terrace that will also act as another usable level, a private parking area for the residents and landscaped surroundings that will soften the overall scheme and keep an element of greenery for the site.



Fig.18: Historic map of location, OS maps 1890's



Fig.19: Historic map of location, OS maps 1950's

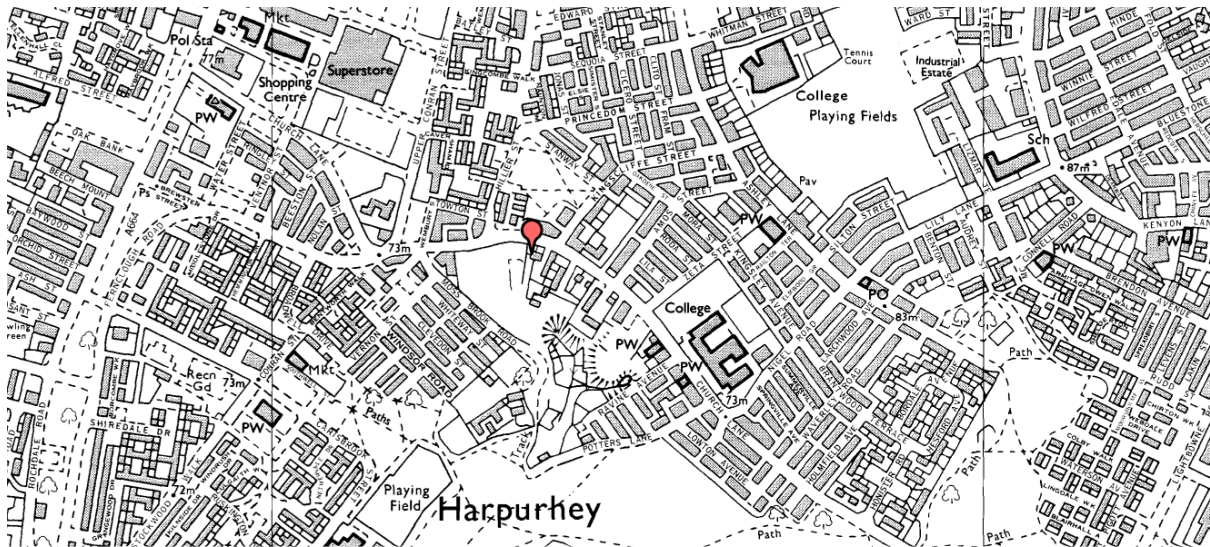


Fig.20: Historic map of location, OS maps 1990's

- 4.2.2 The building proposed will be built for residential purposes providing much-needed family accommodation for the ever-growing population of Manchester. As the city grows; high-quality sustainable homes will be a must and this scheme hopes to provide 28 of these for small families or couples and single people alike.
- 4.2.3 The immediate surrounding areas are predominantly residential. Harpurhey Shopping Centre is minutes away so the infrastructure to support additional homes is also sufficient with the following amenities within walking distance of the site:
- **Convenience:** shop- "Newmarket" 121 Church Lane <1 min; food- "mcr kitchen" 3 Willow Bank- 2 mins; food- "Hopewell" 182 Church Lane- 4 mins; salon- "Miss Mitchells" 180 Church Lane- 4 mins; DIY- "OMPF" 12 Clevedon St- 4 mins
 - **Healthcare:** pharmacy- "Cohen's Chemist" 102 Church Lane- 2 mins; GP- Willow Bank Surgery, 1 Willow Bank- 2 mins; GP- "Conran Medical Centre" 77 Church Lane- 4 mins
 - **Employment:** mechanics/ convenience shops/ florist/charities, along Church Lane- 2 mins; "Lidl" Upper Conran St- 5 mins; "ASDA" Harpurhey Shopping Centre- 7 mins; Harpurhey Shopping Centre- 9 mins.
 - **Leisure:** "North City Family and Fitness", Upper Conran Street- 6 mins; "Harpurhey Park" Carisbrook Street- 7 mins.
 - **Education:** "WMB Day Nurseries" Moston Lane- 7mins and Carisbrook Street- 9 mins; "Moston Lane Community Primary" Moston Lane- 9 mins; "Oasis Academy" Alfred Street- 11 mins; "Lily Lane Primary" Kenyon Lane- 12 mins.
 - **Religion:** "Celestial Church of Christ" Osborne Road- 2 mins; "Holy Trinity C of E" Goodman Street- 8 mins; "Deeper Life Bible" Church Lane- 4 mins; "Masji Al Noor" Moston Lane- 13 mins.
- 4.2.4 The land has history of being previously built upon and used as a residential complex named "Brook Villas". From looking at historic maps [Fig.17-19], the buildings can be seen on the site from 1890 up to the 1990's. Unfortunately, there is not much information that can be found online for these buildings and as to the reason why these were demolished.
- 4.2.5 Due to the close proximity of the existing shopping centre and predominately residential area, no other commercial uses could be considered suitable for the

location. Harpurhey and Moston has a vast choice of community centres and similar focus groups that are sufficient to meet the local demand, so building something to rival these on a site this size would also not be viable and unfortunately the financial implications mean this cannot be an option for the applicant.

- 4.2.6 With the history of the site, the surrounding areas and existing infrastructure considered; residential use is the preferred fit.

4.3 AMOUNT & LAYOUT-

- 4.3.1 As the site is quite wide and has a residential context, the new building will need to respect the hierarchy of the site, so the building's form is decided from an intent to maximise the footprint of the building in order to minimise its height.
- 4.3.2 The irregular planform is generated by maintaining a distance of 20-24m to the neighbouring buildings' habitable room windows. Generally, three stories in height, it rises to four stories locally, set back from the street parapet to remain sympathetic to the existing street context and building lines. The clear and simple building edge provides a strong building line to the street and helps to reinforce the site entrance as a gateway into the development.
- 4.3.3 For reference, the footprint, massing, and street entrance follow the precedent of the previous consent 070112/FO/2003/N1, granted on 29th March 2004 and 076317/FO/2005/N1, granted on 6th June 2006.
- 4.3.4 By widening and narrowing, the form of the building helps define two pockets of space within the site– the hard paved courtyard parking area directly off the highway entrance and green garden amenity space at the extreme south of the site. This ensures that the space is genuinely viable as leisure space for residents, particularly when read in conjunction with the common land to the south that also hosts a more natural aesthetic and is the furthest away from the traffic and noise.

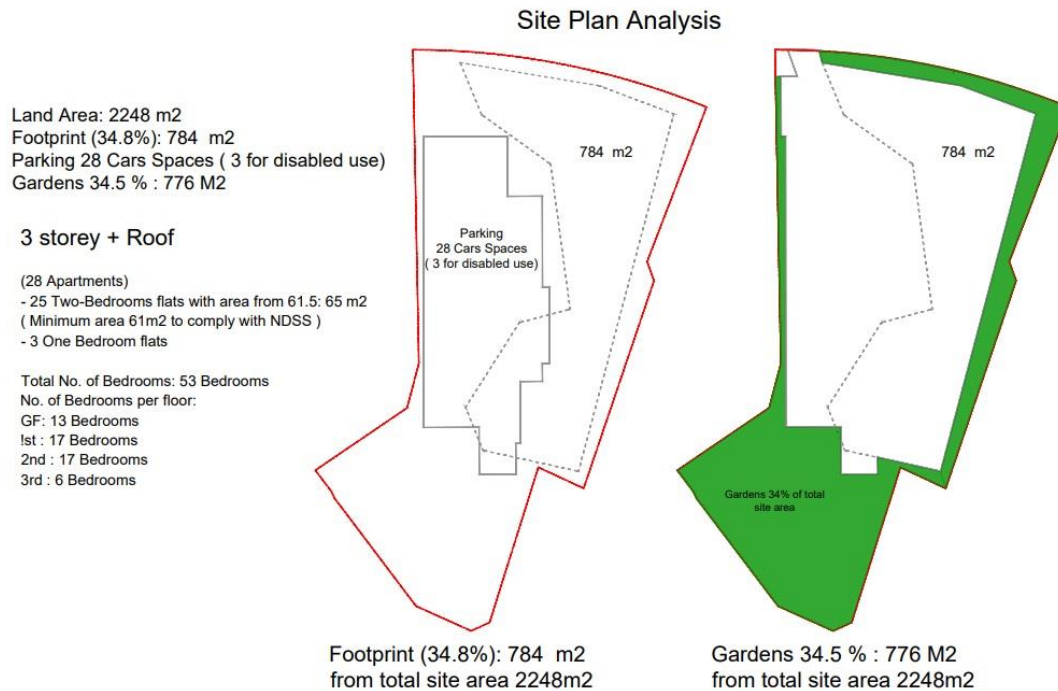


Fig.21: The proposed site plan for the apartment building indicating the ownership boundary of the site, the building footprint with the proposed gardens (highlighted in green) and the parking boundary.

- 4.3.4 The proposal is a new apartment building of 28 units arranged over three stories, with one roof storey also hosting communal amenity space. 25no. of two-bedroom units and 3no. of one-bedroom units. To increase the green area, the building will be on 34.8% footprint on the total site area and the gardens will form 34.5%.
- 4.3.5 Total number of bedrooms in the building is 53 distributed over the three stories as follows: the ground floor consists of 7 apartments with 13 bedrooms, the first and second floors follow the same pattern of 9 apartments with 17 bedrooms on each floor. The third floor is the roof storey which contains 3 apartments with 6 bedrooms.
- 4.3.6 The building contains two-bedrooms flats and one-bedroom flats with all their utilities as typical self-contained residential units. The two-bedrooms flat floor areas measure between 61.5m² to 65m² to comply with the UK NDSS (Nationally Described Space Standards) and the one-bedroom unit floor areas range from 45m² to 49m².
- 4.3.7 Parking spaces have been included in the design. There will be 28 dedicated car parking spaces including three wider spaces for disabled users. There has also been external bike storage provided to allow for 9 cycles- alternatively the residents could store their bikes within their apartments. A separate bin store has also been included which is located near the entrance from the highway for easy access for the refuse collection service.
- 4.3.8 The layout of the apartments have made full use of the window locations to ensure all habitable spaces have adequate access to natural daylight, ventilation, and outlook. The existing trees and landscaping have also determined the orientation of the building.

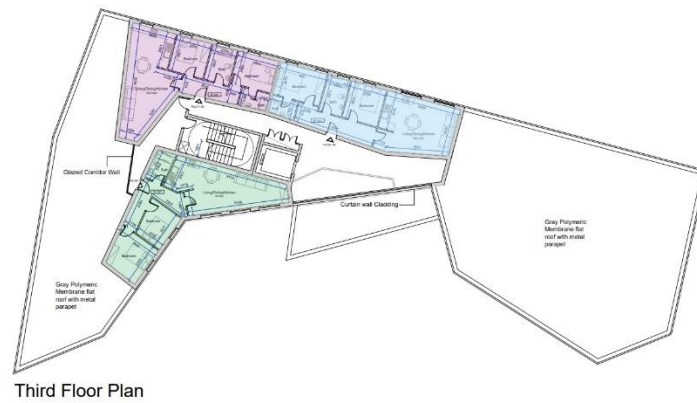
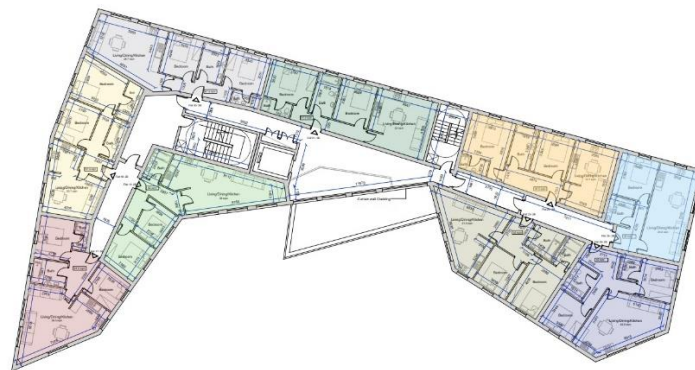
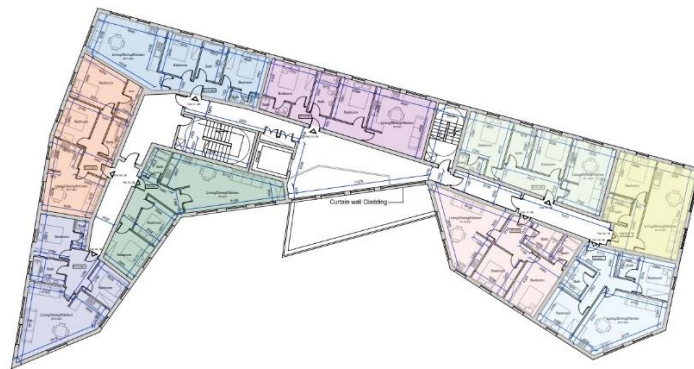


Fig.22: Proposed Floor Plans for the apartment building, HAD & Co 2022

- 4.3.9 The site will be secured with fencing around the boundary following Secure by Design guidance. The development will bound on all sides by a new galvanised steel paladin fence, coloured green to soften the appearance, approximately 2.4m high and made unclimbable. The majority of the site can be monitored from the north part where the main building is to be erected, and the difficult to survey garden spaces to the south will have additional dense planting along the boundary to act as a further deterrent to trespassers. The entrance off Church Lane will have an automated vehicular gate with electronic fob access and a secured separate pedestrian gate.
- 4.3.10 Other features to secure the development and keep the proposed residents safe will include: the latest locking and security mechanisms for communal areas and individual flat doors and windows. CCTV in all communal areas and the site boundaries to keep the goings on monitored. Emergency lighting, alarms and emergency evacuation routes and communication continually given and tested regularly. There will also be a maintenance team employed to ensure the complex is kept clean and safe with any repairs seen to immediately.



Fig.23: Example of contemporary access gates

4.4 SCALE-

- 4.4.1 The apartment building will hold a footprint of around 784m² which is 34.8% of the total site area of 2248m².
- 4.4.2 The floor to ceiling heights for each level have been kept as low as comfortably possible to match the surrounding levels and will be arranged over three stories with a smaller roof storey to match the aesthetics of the surroundings.
- 4.4.3 As the site lies next to two-storey and one-storey houses, the new building will need to respect the height of its context. The building has been positioned furthest away from the bungalows of Thorntree Close so not the appear overbearing or overshadow the single storey properties. The nearest neighbour is situated across the road of Church

Lane at 16.5m away and is a double storey terraced house. This row of terraces have front apex roof features making them appear taller than they are. This exaggerated scale has also helped to form the height of the proposed building.



Fig.24: church lane houses directly opposite the site, Google Street View (2022)

- 4.4.4 The irregular plan formation is generated by maintaining a distance of 20-24m to the neighbouring buildings' habitable room windows to respect the surroundings and existing neighbouring occupants' privacy. This also helps to arrange the proposed spaces internally and provide a comparable scale of housing to suit the area and existing houses arrangements.
- 4.4.5 The scale of the proposed structure has also considered against the existing size of the site available for development. As the size of the site allows itself to host a large building, the scale has been influenced by the footprint of around a third of the available floor space. To remain in keeping with the existing building pattern of the area, the building will be positioned as close to the existing buildings and Highway's access as possible- however the site here is at its narrowest.
- 4.4.6 The narrow site therefore means the creation of housing is limited to apartments; arranged around the edges to gain the maximum natural light for each proposed habitable space without impacting existing neighbours. The number of units gained does not use the full potential of the site so the additional levels above will help to increase that number and will also give the site and its proposed building the grandeur it deserves. Should the building be limited to only 2 storeys, it would appear squat and insignificant as a new build structure for this area of Manchester. If the building height increase from it's currently proposed 3 storeys with roof storey, it would be seen as overbearing and out of keeping with the rest of the surroundings.
- 4.4.7 The roof storey has been designed at a smaller scale to the other levels and glazed balustrades to the roof level help subdue the overall height of the building so it can remain at a modest and acceptable height where the extra spaces to the roof are "hidden" from the on-looker's viewpoint.



Fig.25: The Proposed Street scene 3D model, HAD & Co 2022.

4.5 LANDSCAPING-

- 4.5.1 The site has been organised to optimise the amenity space provision. The outdoor space has been provided to the south of the site closest to existing greenery areas and also the boundaries of the site will also form part of the garden amenity spaces for the complex. This ensures it is as flexible and practical as possible for the residents' needs and can be easily access by them whenever they wish.
- 4.5.2 The site is currently bounded by a mix of unsightly but secure palisade and closed-board timber fencing on three sides, it is proposed to replace this with a new steel paladin fencing coloured green; this will be masked in the garden area by new perimeter conifer hedge planting. Along the east and north boundaries is a 3-4m wide green strip, offering the ground floor homes their own green space. Existing new and proposed trees will also bound the site reflecting the trees framing Church Lane.

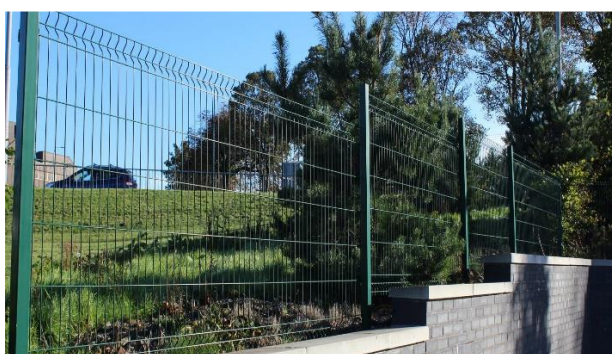


Fig.26: Example of Green Paladin Fencing

- 4.5.3 Existing trees also frame the site and additional ones will be planted to further enhance the screening of the site and keep the greenery of the location prominent. Should any trees need to be removed to allow the construction to go ahead, these will be replaced on a two for one basis elsewhere on the site.
- 4.5.4 The parking courtyard is conceived as a small urban space, with stone setts and contrasting borders for the car parking bays. The same materials run continuously from the entrance to the gardens, and from the west perimeter to the building edge, with no kerbs.

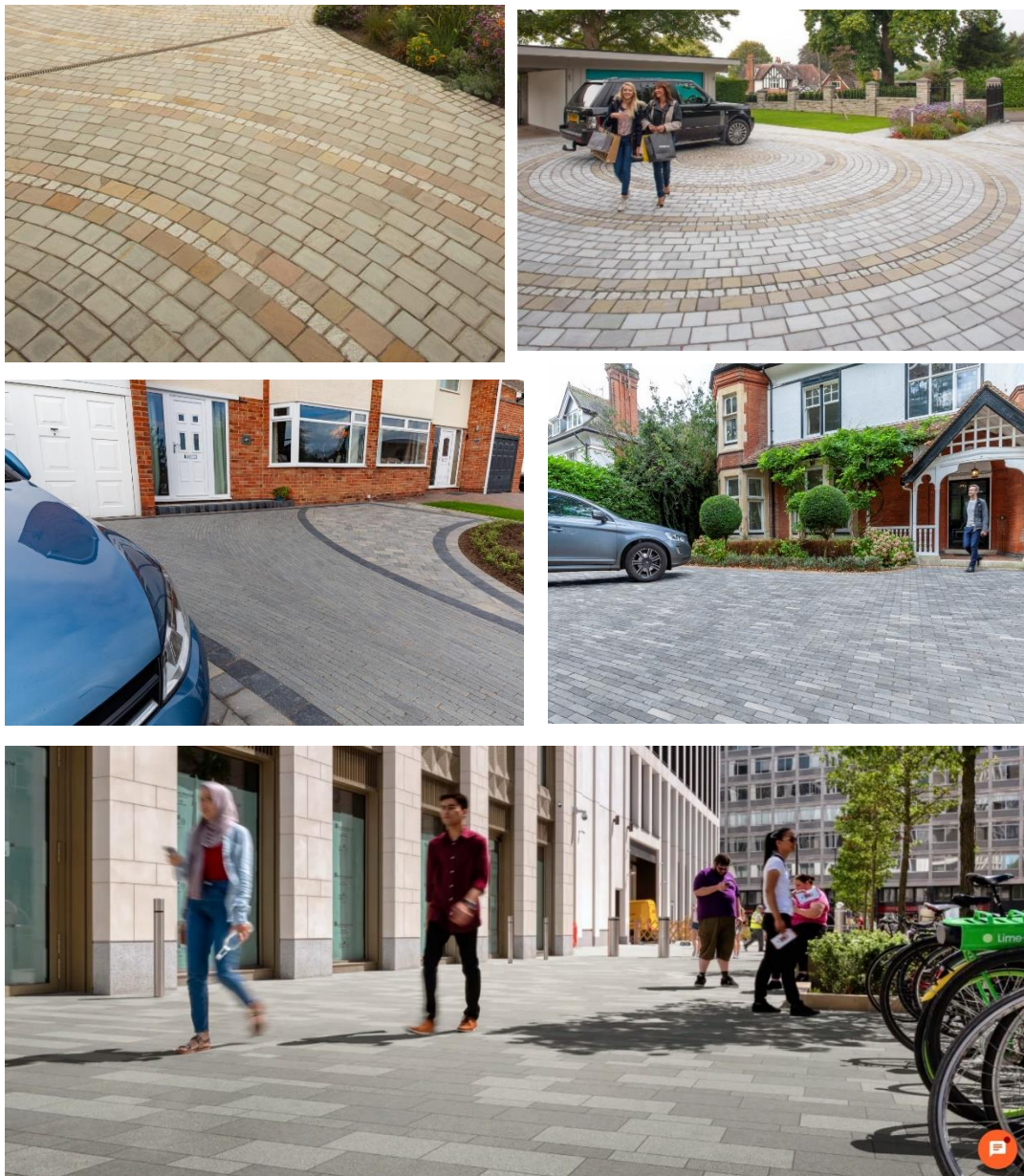


Fig.27: Example of car park materials, <https://www.marshalls.co.uk/>

- 4.5.5 The site has a protected tree on its northern edge – a mature Horse Chestnut. This will be the subject of the recommendations by an arborist, so that the development is compatible with the adjusted spread of the tree. This will also be an opportunity to review its impact on the roadway, currently over hanging the footpath to some degree. Elsewhere on the site we understand there is Japanese knotweed, and this will be treated by a specialist contractor and be resolved prior to any further works taking place. Wherever possible the existing mature and semi-mature trees will be maintained in place, with additional planting brought in as described above.
- 4.5.6 Although each resident does not have their own individual parcel of land to call their own, the surrounding communal garden spaces will be regularly maintained, and outdoor furniture will be provided to encourage the residents to use the space and also take part in planting and looking after the outdoor spaces to give them that connection to nature and enjoy the fresh air whilst living here.



Fig.28: Examples of fixed communal garden furniture

4.6 APPEARANCE-

4.6.1 Following local planning policies and the existing surroundings, the proposed building has a red brick shell wrapping around the elevations with dark and light grey zinc cladding, and in “elZinc Natural” for the light grey and “elZinc Lava” for the dark grey. The ground floor elevation will be covered with dark gray bricks. The third floor is clad in light grey zinc to identify it as the roof storey and the area directly above the entrance will be a curtain wall of glazing to emphasize the building’s entrance. The flat roof zones are not accessible to residents as outdoor space has already been provided in the garden areas of the site.

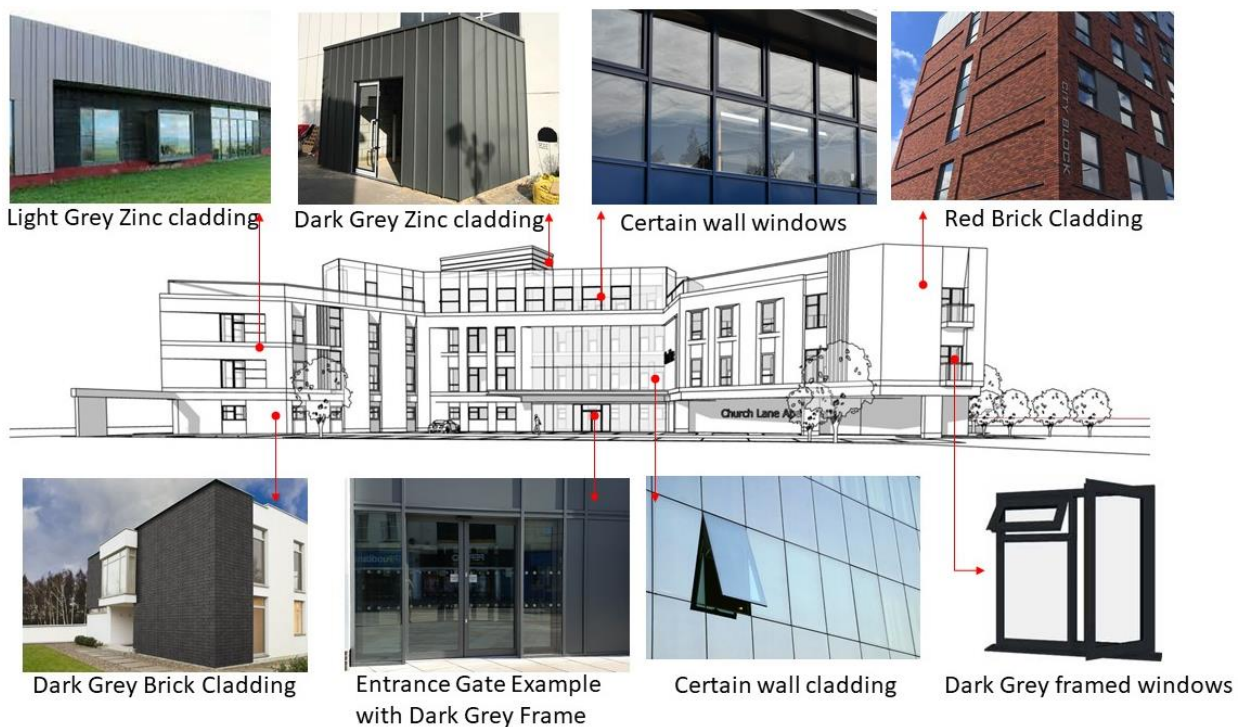


Fig.29: Examples of the external brick and cladding materials

- 4.6.2 The entrance to the building is marked by a generous cantilevered canopy, with a distinctive steel support and using the curtain wall glazing to emphasize the building entrance. This element is continued via the soffit of the first-floor overhang to provide a visual connection to the garden spaces at the southern end of the site.



Fig.30: 3D mock-up of proposed apartment building viewed from courtyard, HAD & Co 2022.



Fig.31: 3D mock-up of proposed building viewed from Church Lane entrance, HAD & Co 2022.



Fig.32: 3D mock-up of proposed glazed entrance for the apartment building, HAD & Co 2022.

- 4.6.3 Windows are treated as deeply recessed punched openings in the facades framed by grey cladding, using two standard modules- an openable window unit, and a projecting oriel bay unit. Dark window frames are made of powder-coated aluminium, with timber inner faces. The façade treatments create necessary variations in rhythm, light, and shade, whilst establishing the building brick façade as a continuous surface. The embellishments and recessed openings allow more natural light to flood into the internal spaces at different times of the day.



Fig.33: The Proposed Elevations for the new apartment building, HAD & Co 2022.

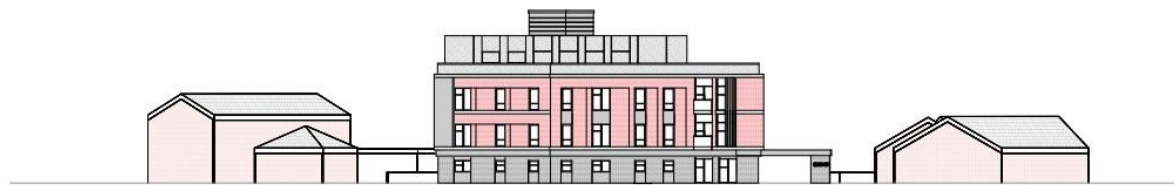
- 4.6.4 The ground floor walls will use a dark grey brick that will also extend as part of the boundary treatment to the access from the Highway. This darker material will almost hide the lowest level so the red-brick first floor and second floor levels will appear as though floating above at double storey height. This affect helps to bring the building back in scale with its surrounding context yet also allows it prominence along the street scene of Church Lane as a new contemporary and stand-out feature for this area of Manchester.



South Street Scene Elevation



West Street Scene Elevation



Church Lane Street Scene (North Elevation)

Fig.34: Street scene elevations for the proposed apartment building and the existing context, HAD & Co 2022.

5 ACCESS

5.1 VEHICULAR & TRANSPORT LINKS-

5.1.1 The area is poorly served for trains, and there is no tram station nearby. However, the 77 bus route travels along Church Lane. The MANCAT campus to the north, and Rochdale Road to the west are also on major bus routes to and from the city centre.

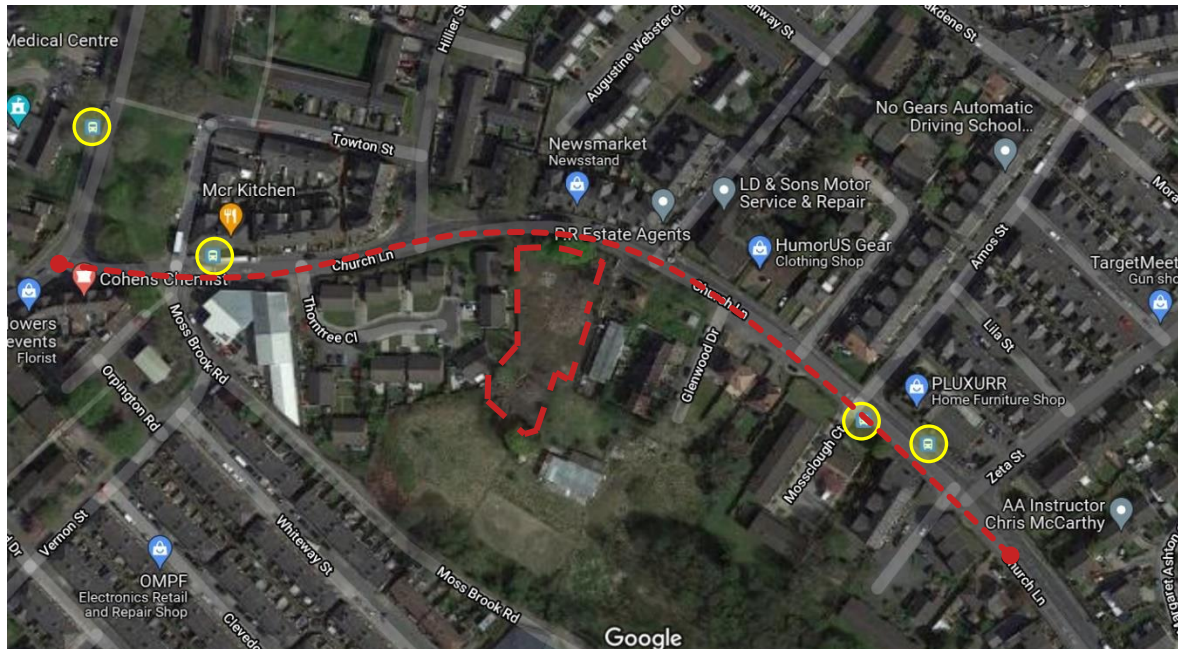


Fig.35: Highlighting public transport along Church Lane Road, Google Maps 2022.

5.1.2 The site provides one car space for each apartment, with three of the 28 spaces (or just over 19%) oversized and therefore suitable for disabled residents. It is anticipated that not all residents will own a private vehicle, hence opting for an apartment style accommodation, so the number of provided car parking spaces can also assist visitors to the site that may travel via a private vehicle.



Fig.36: Proposed car parking for 28 car spaces, HAD & Co 2022.

- 5.1.3 There is also bicycle storage provided in the car park for up to 9 bicycles. Alternatively, residents can store their bikes inside their own apartments, or it can be arranged to provide internal storage for bicycles near the main entrance zone. Cycling as a form of transport is becoming increasingly popular and is set to continue to rise as the infrastructure to support this around local areas starts to improve.

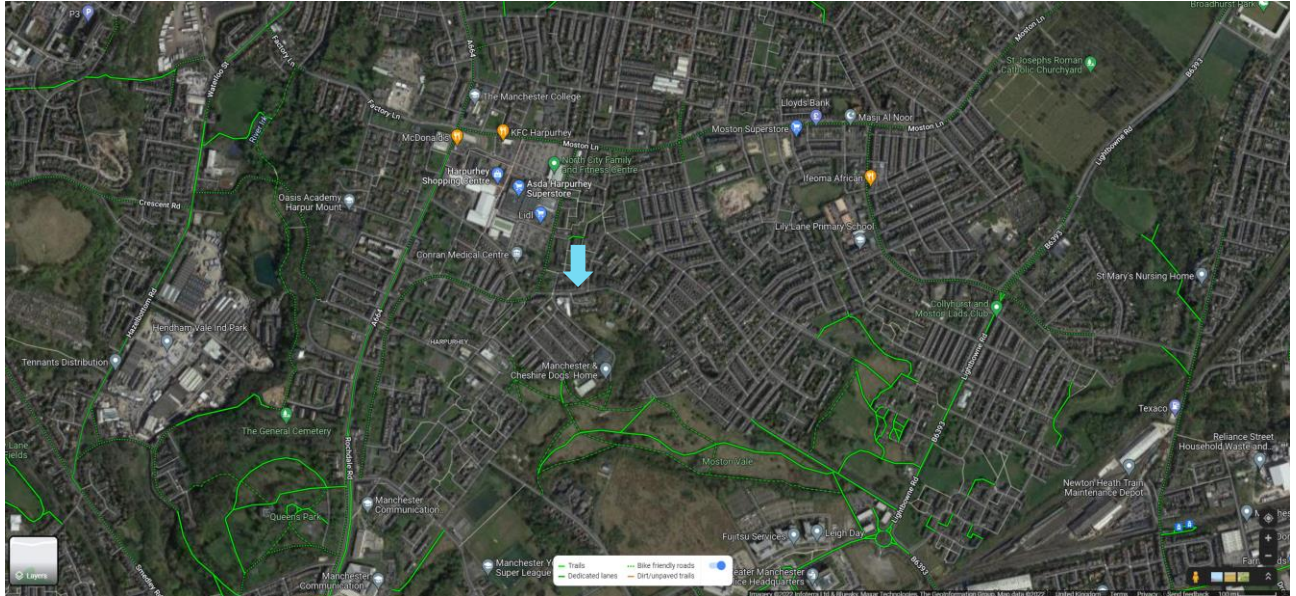


Fig.37: Map showing cycle lanes around and near the site, highlighted in green, Google Maps 2022.

- 5.1.4 Vehicular entrance to the site is through an automatic electric metal gate, clad in timber, which secures the courtyard and main entrance to the complex. Exit onto the curve of Church Lane has followed the previously agreed principles of the preceding application for the site by siting the new entrance at the west end of the Church Lane boundary, maximising visibility splays.
- 5.1.4 Church Lane has direct links to the arterial routes of the Rochdale and Oldham Roads, with easy access into the city centre of Manchester, or out to the M60 orbital. There are also many nearby amenities provided within walking distance, as has previously been mentioned in 4.2.3. The 'Manual for Streets' states that "Walkable neighbourhoods are typically characterized by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot". However, this is not an upper limit as PPS134 also states "walking offers the greatest potential to replace short car trips, particularly those under 2km." (Manual for Streets, 2007, p45, 4.4.1).

5.2 INCLUSIVE ACCESSIBILITY -

- 5.2.1 As mentioned above, the building will be served by three disabled car parking spaces. The car park is designed as a continuous paved surface, with no kerbs or level changes, ensuring that it is as accessible as possible to all. The main entrance has a low-profile threshold suitable for wheelchair use, and with no trip hazard. A lift with door openings suitable for wheelchair use calls at all levels of the building and the corridors are generously sized to make manoeuvring easy within the block.
- 5.2.2 The building is designed to ensure that all flats are suitable for use by disabled people. They will meet and, in some cases, exceed the standards in the current Building Regulations Part M so that even disabled visitors can comfortably navigate their way around the complex. Should the occupant require specialist equipment to be installed to aid their disability, then the apartments will be adaptable for such.
- 5.2.3 The proposed site access and evacuation points will be located on the street of Church Lane. Evacuation procedures and emergency drills will be periodically communicated via the building management company to ensure all persons can escape in the event of an emergency should the need arise in the future. This will include the regular testing of emergency alarms and prevention technologies as well as regular risk and security assessments for all areas of the site.

5.3 REFUSE HANDLING & SERVICE FACILITIES-

- 5.3.1 A secure enclosure for residents' refuse has been provided adjacent to the main entrance from the Church Lane. This will form a timber storage unit with lockable access gates and provide wheely bins internally for residents, with some provision for segregation of recyclable products.



Fig.38: examples of bin store

- 5.3.2 There will be internal bins for communal areas so the spaces are always kept tidy, and the management company will also monitor the refuse situation and keep the communal areas clean.
- 5.3.2 The proximity to the highway ensures that refuse collection can be managed by the waste contractors and management company, without the need for excessive resident management. The waste collection company will also have access to the store to prevent the large wheely bins being left out on the pavement. This arrangement is to be set up by the applicant prior to occupation of the apartments.



Fig.39: The location of bin store and collection point highlighted in red.

6 CONCLUSION

- 6.1 Following the clients brief, readily available design guidance, planning policies; the proposed redevelopment has been designed with the end user in mind. The design aims to have minimal detrimental impact on the site and surroundings and help to elevate the area with a new contemporary and stylish building for this area of Manchester.
- 6.2 The orientation, scale and positioning of the building seeks to reflect the existing context and also keep the greenery of the site evident. All proposed building works will use high quality materials with the aim of enhancing the site along with relevant planting and landscaping to coincide with the ambition of providing a new lease of life to the aging vacant site, whilst also providing desirable accommodation of a growing population.





Fig.40: Rendered 3D images of the proposed apartment building, HAD & Co 2022.