

The convent is situated on Livesey Street in the district of Collyhurst, Manchester. The topography is almost a flat site, the building is enclosed by means of a solid 225mm brick boundary wall which is approximately 2 metres high. The convent is also on the same site as St Patrick's Roman Catholic Church which dominates Livesey Street.

Vehicular access is permitted within the grounds although there are no designated car parking bays.

The proposed step lift works is for one of the Sisters who resides there, it will also provide an access point for other members of the community who need to safely access the Convent.

The proposed works can be constructed with an understanding and consideration that if it was required to be removed in the future there would be minimum works required to reinstate back to original, without any alterations to the fabric.

This statement has been created as proportionate to the scheme

Number 1

FEATURE: External Brick façade constructed using decorative solid 225mm outer faced Brickwork

DESCRIPTION: Existing Decorative Brickwork (oversail courses, corbelling, terra cotta bricks) constructed using traditional building methods – tight horizontal bed and brick perps. Built circa 1845 Romanesque in style with Art décor influence.

SIGNIFICANCE: Low (the aesthetics will be slightly compromised)

PROPOSED WORKS: installation of Mechanical Steplift, none of the proposed works are to affect or alter the existing façade and could be removed at a later date, if necessary or no longer required with minimum disruption and cost.

POST IMPACT: No affect to the façade or loss of fabric, slight amendment to the aesthetics due to the installation of mechanical steplift. However, not visible from the highway due to the existing 2000mm high brick boundary wall.

Number 2

FEATURE: Existing front steps leading up to the secondary entrance door – LHS of the main convent entrance.

DESCRIPTION: Existing front steps to secondary door have been re-modelled approximately 10 / 12 years ago using modern Bricks and Precast Concrete decorative pavings.

SIGNIFICANCE: Low

PROPOSED WORKS: Remove existing steps and form a top-level landing using matching bricks with a cast in-situ concrete Plinth / landing. Consideration to keep top plinth separate by way of flexcell joint between abutments, Aco drainage to prevent any water potential penetration, also, re-form a new set of shallow steps adjacent to proposed lift location with metal handrails to sides and protection to top landing

POST IMPACT: Aesthetically, upon approaching the Convent – LHS of main entrance door, it will look slightly differently, due to the mechanical steplift and re-formed shallow steps adjacent, all this work

could be constructed with a view to removal in the future and the reinstating of a series of shallow steps covering the full width of site location – as existing.

Number 3

FEATURE: Existing low level wall + metal handrails

DESCRIPTION: Concrete low level wall / Plinth to separate yard from cellar area / windows including metal handrails

SIGNIFICANCE: Low

PROPOSED WORKS: existing low level wall / plinth and metal handrails won't be affected by our proposed works

POST IMPACT: low level wall / plinth not affected by our proposed works, therefore, no visual alterations proposed to wall / rails

Number 4

FEATURE: Convent Grounds / site area affected by proposed works

DESCRIPTION: Area surrounding site is currently for foot traffic, although vehicles can access this area, the work location is positioned within a recess – LHS of main entrance door, creating access to the secondary entrance doorway.

SIGNIFICANCE: Low

PROPOSED WORKS: there will be no works undertaken that will impact on the surrounding site area, However, Aesthetically, once within the grounds of the Convent you will notice the Mechanical steplift, there will still be access for pedestrians and vehicles that won't be affected.

POST IMPACT:

Aesthetically, once within the grounds of the Convent you will notice the Mechanical steplift, there will still be access for pedestrians and vehicles that won't be affected.

Care would still need to be taken for pedestrians on site regardless of our proposed works impacting further.