



Heritage Design and Access Statement *including Sustainability* Statement



Site
27 York Road
Chorlton-cum-Hardy
Manchester M21 9HP

Heritage Design and Access Statement *including* Sustainability Statement

1.0 Introduction	3
2.0 The Application Site	3
3.0 Heritage Statement – The Nature of the Asset	5
3.1 Origins and development	5
3.2 Character and relationship of spaces	6
3.3 The Extent of Asset	6
3.4 The Significance of the Asset	8
4.0 Design and Access Statement	11
4.1 Design Objective	11
4.2 Use	11
4.3 Policy Context	12
4.4 Amount	19
4.5 Layout – Landscape	21
4.6 Layout – Internal	23
4.7 Scale	27
4.8 Appearance	28
4.8.1 Materiality	29
5.0 Access	30
6.0 Sustainability Statement	31
7.0 Conclusion	33
8.0 Notes on Report	34
9.0 Appendix	35
9.1 Photo Record	35
9.2 Photo Record – Landscape	42

Heritage Design and Access Statement including Sustainability Statement

27 York Road, Chorlton-cum-Hardy, Manchester M21 9HP

1.0 Introduction: This heritage, design and access statement has been prepared in support of an application for permission to change single occupier main residence property to four self-contained flats made up of an owner occupier flat and three additional flats.

To achieve this, it is proposed to relocate the main stair within a three-storey side extension, raise the existing basement ceiling level to achieve sufficient floor to ceiling space, make subsequent floor level changes to floors to achieve where possible level access across the flats. Remodel the interior and refurbish and renovate existing structure to ensure longevity and sustainability of property within a designated Conservation area

Guidance for heritage, design and access statements emphasises the need for the documents to be appropriate in length. The nature of the property, which encompasses a number of distinct elements with different features, and the extent of the proposed works have driven the length of this document.

2.0 The Application Site

27 York Road sits within the eastern boundary of the **Wilbraham Road/Edge Lane Conservation area**

The area is located approximately 3 miles south east of the City Centre and is immediately north of the previously designated conservation area of Chorlton Green. They share a common boundary

The junction of Wilbraham Road, a major arterial route within the City of Manchester, and Edge Lane in Chorlton has long been recognised as possessing buildings and spaces of character and quality dating back to the late 19th century. The buildings continue to be

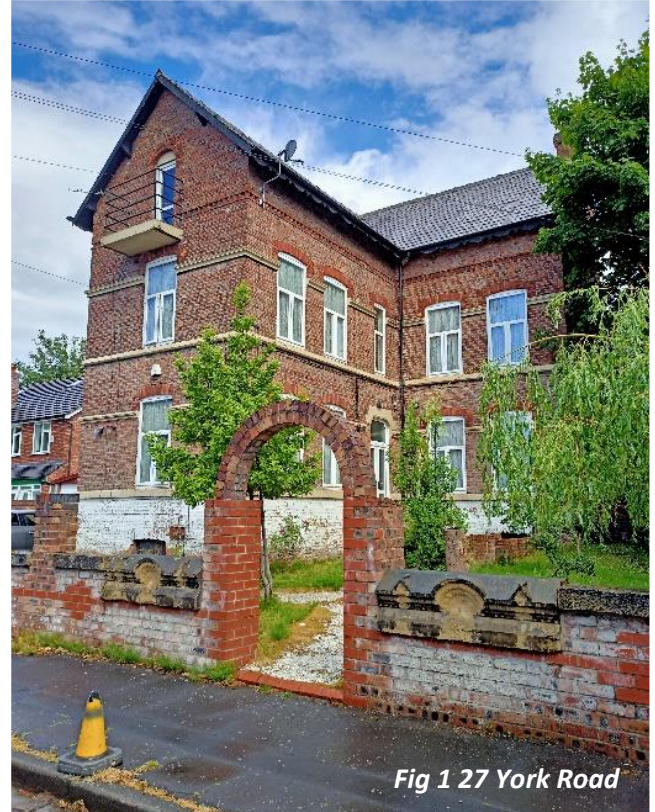


Fig 1 27 York Road

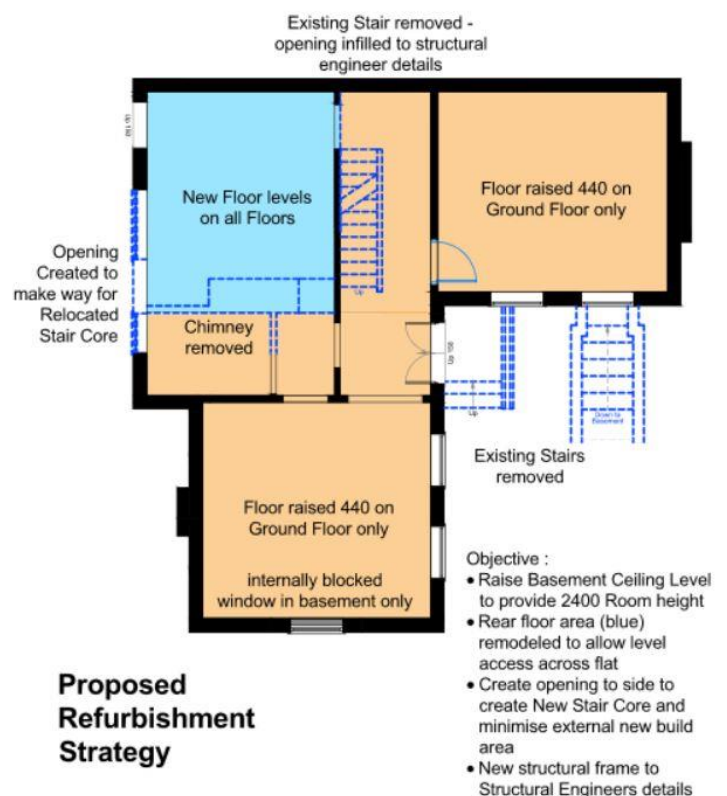


Fig 2 Internal Strategy



Fig 3 Location within Manchester

Fig 4 Location within Chorlton-Cum-Hardy

Fig 5 Site within York Road



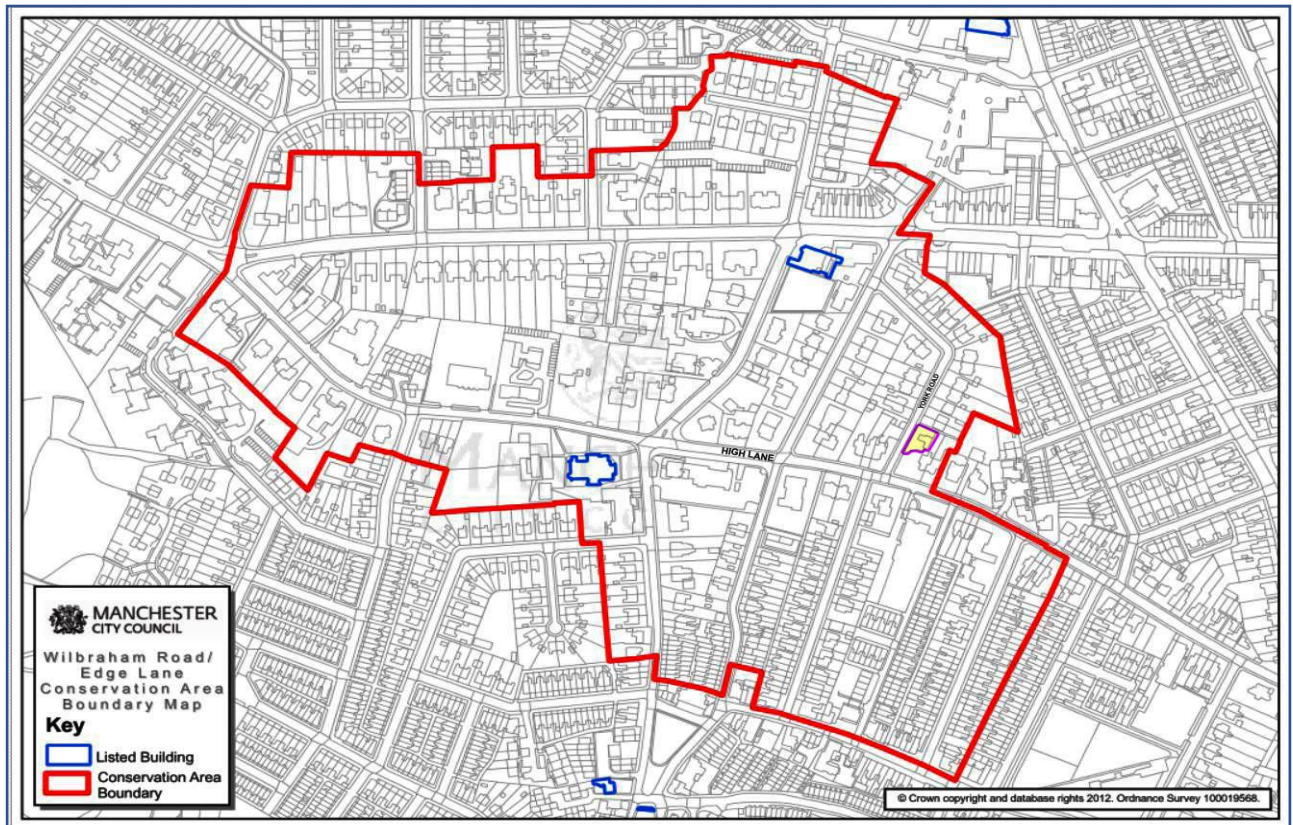


Fig 6 Conservation Area Plan

3.0 Heritage - The Nature of Asset

3.1 Origins and development

- As in many of what are now Manchester's suburbs Chorlton-cum-Hardy was a rural area in the mid-19th century, with only one or two properties and the lanes of Edge Lane and Manchester Road in evidence.
- Both are thought to have existed since the 15th century. The arrival of the railway at Stretford in 1849, allowing ready access to the city centre and the creation of the commuter, brought forward the development of the area for residential and associated uses.
- The second half of the 19th century and the early part of the 20th century saw a transformation in the character of the area, changing it from open fields to a built-up suburban area, although many of the trees were retained and others planted.
- The 'single plot' development of houses progressed initially along Edge Lane and, by the 1860s had extended as far as St Clements Road.
- Individual houses on their own plots were later supplemented by mainly semi-detached houses on Edge Lane, St Clements Road and Whitelaw Road in addition to others at the junction of Wilbraham Road and Manchester Road, close to the new Lloyd and Platt Hotel (1870).
- Most of the area was either developed or included in gardens of the developed areas by 1894. However, the frontage of Wilbraham Road had not, by then, been as well developed as Edge Lane, but much of the frontage was filled in by 1905
- Although still residential in use, the construction of apartment blocks and the conversion of existing buildings to apartments in the late 20th century, have contributed to a change in the character of the area.



Fig 7 Aerial View

3.2 Character and relationship of spaces

- *The spaces within the conservation area are based on the street pattern, so spaces are essentially linear, their width determined by the distance buildings are set back from their road boundaries.*
- *The spaces are characterised by the front gardens to individual properties, sometimes containing mature trees, by the brick or stone boundary walls and their related gateposts, by the pavements, kerbs and highway surfaces.*
- *As identified in other suburban districts within the city the rear gardens of properties that line streets provide an important amenity facility to the wider area, because they can be viewed from the roads between buildings. They can be regarded as being within the public realm, even though they are privately owned.*
- *Collectively, gardens, both front and rear, provide important spatial characteristics relevant to the conservation area*

3.3 The Extent of the Asset

- The property is a Late Victorian three storey plus basement detached building, sits towards the eastern edge of the Wilbraham road/Edge lane conservation area. The building has no statutory designation.
- The building is a large Victorian property that originally appears to have been part of a larger holding of five properties (circa 1894 map below).
- By the turn of the century, and towards the post war period the single plot was split up to at least eight plots, with side extension accommodating new entrances to detached properties split to create semi-detached properties
- The plot for 27 York road seems to have been even smaller at this point, but subsequently included the parcel of land fronting York Road
- The property is the end property on York road and one of only two detached buildings on the road. The other property is a late 20th century building.
- The road currently houses majority apartment conversions of large Victorian semi-detached buildings, the majority of which are 1 and 2 bed

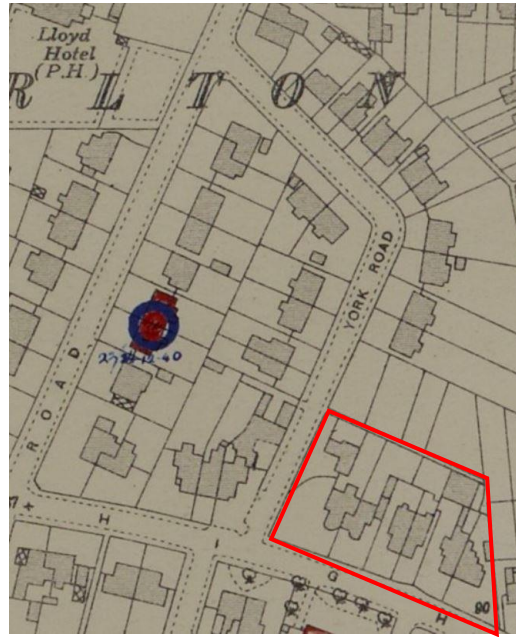
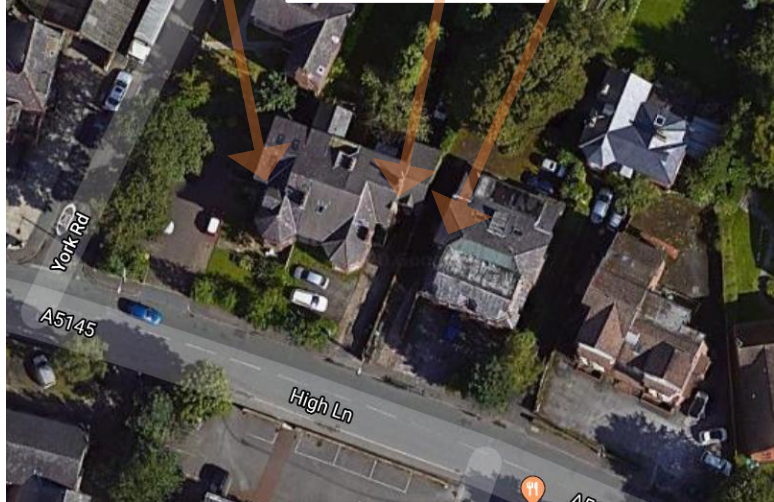
Fig 8 1894 Plan**Fig 9 1947 Plan**

Fig 10 The building was originally part of a larger holding, which was subsequently broken up. With large detached houses made into semi-detached properties and access via side extended entrances

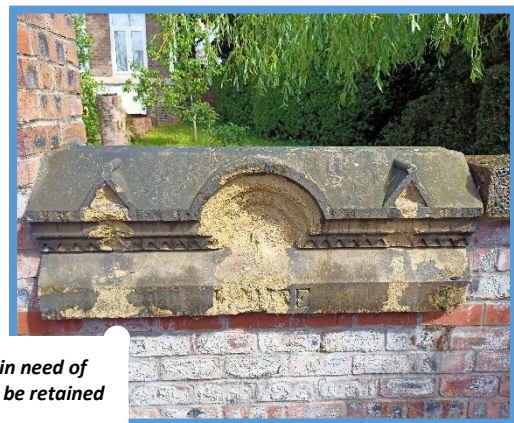


3.4 The significance of the asset

- The **scale and form** of the building are what sets the building apart from the immediate surrounding buildings.
- The **surrounding properties** are predominantly semi-detached with front parking and rear amenity space. The application site has both amenity and parking to the front and side with no rear area.
- It governs a **reasonably long frontage along York road** with brick wall and stone coping, it retains its original stone name feature, although this has degraded to the extent that the wording on one cannot be fully read whilst the other can be deduced to say 'Home'. The actual York Road boundary brick wall seems to be a later addition with a mix of older and newer bricks, (replacing a presumed stone wall) with the stone coping retained from an 'original' wall and laid upon the brick wall. The wall has suffered from efflorescence, but carries a diamond and horizontal banding pattern, which doesn't seem to have suffered the same issue.
- **The efflorescence of bricks** is apparent in various patches of the main existing house, leaving the brickwork looking a bit dishevelled. The lower part of the building has brickwork painted white, which has blistered or started to come off.
- The **condition of the chimneys** will need to be appraised as the top courses are out of alignment with the lower courses. The roof line has parts bowing or sagging and the roofline (decorative bargeboard) is in need of repainting.
- The **windows** do not follow the predominant vertical sash style attributed to the Victorian era in the area; these being changed over twenty years ago (1998). Whilst not following the prevailing style, the windows that have replaced them do help to accentuate the vertical scale of the building.
- The **pebble dashed garage** is out of sync with the area and reinforces a sense of lack of empathy for the host building. The amenity space is compromised by poorly planned trees and overgrown hedge line which make the area feel smaller than it is on plan.
- The notable features of the era – front garden; garden wall; stone accents, decorative bargeboards; are muted by the condition. Some non-prevalent features like the multiple stone string courses, long frontage speak of a proud individual property which would have been quite pronounced in its day.
- The property whilst maintaining a presence on the street, the significance is somewhat let down by the condition. The proposed works seeks to ensure the property maintains its scale, street presence and character, whilst adapting to the needs of the present and providing a character building to accommodate/support the changing requirements for housing provision in a popular District centre, the largest in Manchester

Fig 11 Aerial view**Fig 12**

The stone features in need of remedial work are to be retained

**Fig 13 Stone Coping****Fig 14 Boundary Wall**



4.0 Design and Access Statement

4.1 Design Objective

The aim of the proposed work is to develop the property to improve its appearance, its utility and flexibility, its thermal performance and reduce its carbon footprint. The overall approach aims to improve the contribution the property makes to its setting without degrading its significance. Those older features which contribute to the significance, will be subject to sympathetic repair / refurbishment. The choice of materials will be in keeping with those used in adjacent properties, respectful of the period whilst also adding to the conversation between property, street and area.



Fig 16 Proposal

4.2 Use

The property was originally bought around 35 years ago by the present owner, when the property was split into three flats with the basement used as storage, over 20 years ago the property was made into a single household, with the owner making use of the whole property for him and family.

Presently the owner lives by himself with a relative, so the house is too big for two people and greatly underutilised. Previous attempts to put the property on market as a single-family dwelling has shown little interest from larger families. The owner whilst keen to downsize also wants to stay at the present address, for both sentimental and convenience reasons.



Fig 17 Existing Front Elevation

Chorlton

The site sits within the designated Wilbraham/Edge Lane Conservation Area and the largest District Centre in Manchester, the site is centrally placed, which means that there is a broad range of community facilities within a 10-minute walk. The location of the site close to established community, retail and open space facilities, close to public transport nodes which are positive characteristics which need to be maximised through the provision of high-quality housing provision.

The need for housing is a national concern, and identification and utilisation of viable sites and exploiting potential of existing stock, whilst retaining the 'character' of an area actively promoted and encouraged.

4.3 Policy Context

(Policies relating to **sustainability and environment** are found within the **Sustainability Statement**)

Chorlton and Barlow Moor have the following **Manchester Core Strategy Policy (2012-2027)** referencing the area. How the proposal seeks to meet the policy is noted below in **bold blue**

SP1 – Spatial Principles 1

- , the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.
The proposal seeks to provide high quality housing within a characterful setting.
- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport
The site sits within 10 mins walk of the Metrolink and Bus Station connecting residents with the city centre and wider areas
- Make a positive contribution to neighbourhoods of choice including:-
 - Creating well designed places that enhance or create character.
 - Making a positive contribution to the health, safety and wellbeing of residents
 - Protect and enhance the built and natural environment.
 - Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
 - Improve access to jobs, services, education and open space by being located to reduce

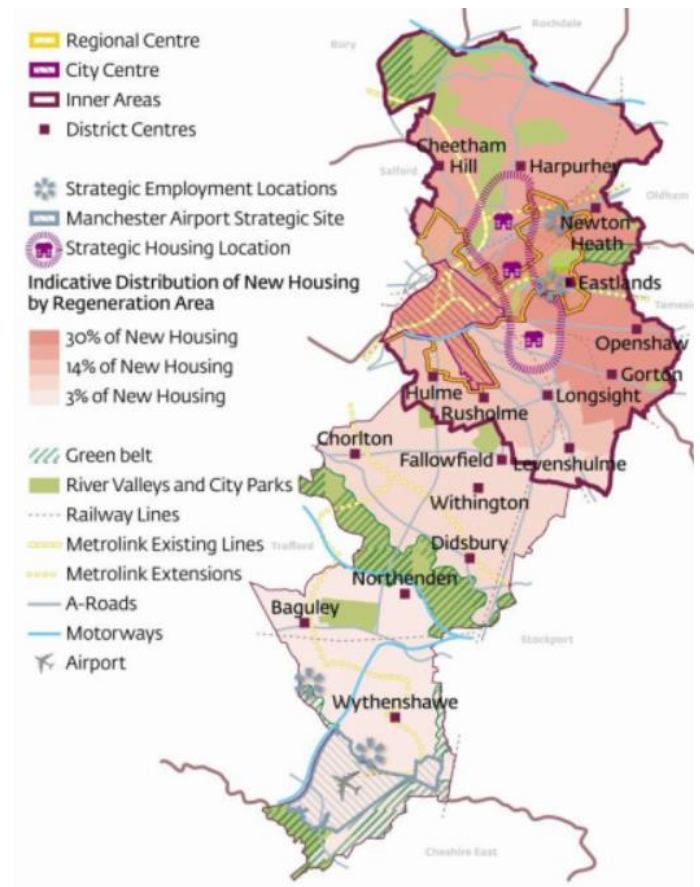


Fig 18 MCC Spatial Strategy

- the need to travel and provide good access to sustainable transport provision.
- *The property respects the existing vernacular and, in its location, actively encourages exploration of local amenities and open spaces, local transport nodes with wider city and regional reach to support jobs, services and education opportunities*

EC9 Economy and City Centre

- *Improving public transport, walking and cycling connectivity between residential neighbourhoods and employment locations such as the City Centre, district centres, Trafford Park and Manchester Airport, particularly orbital connectivity.*
The sites location supports this
- *The South Manchester area is popular with families and skilled workers and provides a significant workforce for the City. It is considered the only area in the City (apart from the City Centre) that currently offers the opportunity to attract and retain a significant number of higher income groups.*
The proposal will be for high-quality housing using materiality that both respects the surroundings, but affirms a quality lifestyle which will provide higher income earners with both the location and sense of place
- *Most residents travel to work outside South Manchester to the major employment centres such as the City Centre and Manchester Airport.*
The site offers proximity to local travel nodes with out reach to surrounding areas and also close to the surrounding motorways (M56, M6, M602 etc)

Policy H6-Housing

- *South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes*
- *There is a need for higher densities within District Centres to meet the need for affordable housing and new or specialist housing in other areas to provide alternative high-quality housing for people wishing to downsize. It is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property*

The proposal increases the current housing density provision from 2 to 12 residents, whilst managing to retain the accommodation, amenity and parking standards. It proposes a minimal size extension which allows the under-utilised property to have four generously sized flats, of sufficient quality to meet the needs of those wishing to downsize and meet the discerning standards of higher income earners.

Policy C6 Centres

- *Redevelopment in Chorlton will provide a substantial increase in retail, alongside improvements to other commercial and community services. New development should also make a contribution to the character of the centre, including a range of unit sizes and environmental improvements*

- *Chorlton is the largest shopping centre in Manchester outside of the City Centre. Already highly accessible by public transport, the centre is further enhanced by the recent Metrolink extension. It performs well, particularly in terms of retail and commercial services, though the centre has more limited civic and community provision. Chorlton is recognised for its significant independent retailing sector, which makes a significant contribution to its character.*

The proposal in its design intent has sought to retain the character of the area through remediation, refurbishment and new build, balancing the need to repair and improve the existing condition of the property, whilst also giving it a new lease of life which will only seek to rejuvenate the character, by making the site more animated and instilling sense of place.

EN1- Environment

Design Principles and Strategic Character Areas

- *New development needs to retain the identity and focus of activity associated with the historic District Centres.*
The proposal supports this through its design intent

Policy EN3 -Environment

Heritage

- *Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.*
- *New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.*
- *Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.*

Whilst the property isn't listed as a heritage asset, it sits proud within the conservation area as a dutiful patron of the prevailing Victorian character, with its scale and design features. It has over the years become seemingly muted in the background, either as a result of its condition, or its detachment from the line of properties on York Road. You catch a glimpse of it as you pass the junction of York road and High Lane, which is enough to support the area character.

The historic maps show that it once stood as part of a larger holding, which have subsequently been parcelled to smaller plots. The long frontage on York Road retains the properties majestic qualities, and scale. The proposals will both enhance the property but also return it to the street, by tweaking the density, and animating the site, with its increased amenity space and landscaped areas it again takes hold of the essence of the Victorian era properties with large fronted gardens and single plot aesthetic.

National Planning Policy Framework (Feb 2019)

5. Delivering a sufficient supply of homes

59. To support the government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay

63. Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer)

8. Promoting healthy and safe communities

91. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

(c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

92. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

(e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

The reasons and way in which the property supports this is listed above, but can be captured by three attributes of the proposal, them being promoting Location benefits/services, enhancing character and providing high quality desirable housing.

9. Promoting sustainable transport Considering development proposals

110. Within this context, applications for development should:

(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

The site is within 10 mins walk of the largest District centre in Manchester, Metrolink station, bus stations and cycle network, all of which promote non vehicular use and sustainable forms of transport.

17. Making effective use of land

117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions

118. Planning policies and decisions should:

(d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively

The proposals seek to take an underutilised property and maximise the property/site in terms of viable units, amenity provision and parking, and support the housing need. It reaches out to the high earners seeking location and those downsizing from other larger properties, offering opportunities for those properties released to be bought by growing families who seek the larger property in favourable locations that are harder to find.

Achieving appropriate densities

122. Planning policies and decisions should support development that makes efficient use of land, taking into account:

- (a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- (b) local market conditions and viability;
- (c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- (d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

123. Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:

(a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport.

The location of the site and proximity to travel nodes, the location in terms of closeness to the celebrated Chorlton centre with its array of independent establishments means the site is of high demand. There is currently only two people living in the large detached property, it is far too big at the moment, attempts to sell on the open market have been met with offers from developers who are looking to vastly undercut the value to obtain it. The client, a long serving local businessman (nearly sixty years in Manchester), has now the means to develop the property himself, which allows him to both increase the density of the site, whilst downsizing and retaining a flat for himself to stay at the location he has lived at for over thirty five years and holds significant memory. Old and New will come to reinvigorate the property and create an album of new memories.

The proposal will improve the condition and longevity of the property and address current issues which give it a dishevelled appearance, through remediation, refurbishment, remodelling and new build. The balance of retaining the character of the conservation area whilst also meeting the present need for increased housing provision and providing new families/aspiring professionals/those downsizing to come and sow new beginnings.

12. Achieving well-designed places

127. Planning policies and decisions should ensure that developments:

(a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

(c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

(d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

The proposals are a long-term investment by the owner occupier to ensure longevity of the property, to release the potential of the under-utilised property and site. The remedial work and improvements in condition of the property will ensure this local asset is maintained and in good stead to face the future needs.

The changes with its singular point of entry/exit also should the times change allow adaption back to singular property, with no material changes to the outside. This ensure that the changes proposed now allow the property resilience in the future, whilst retaining the character and scale of the original property and surrounding vernacular.

The materiality of the proposal mixes existing brickwork with contemporary umbra sawtooth brick, this mix acknowledges the history of the property, but adds a contemporary touch. The other materials like timber and concrete, heritage railing, ivy screens and hedges ensure the modern additions are grounded and serve to only enhance the property in its setting,

16. Conserving and enhancing the historic environment

185. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

(c) the desirability of new development making a positive contribution to local character and distinctiveness; and

(d) opportunities to draw on the contribution made by the historic environment to the character of a place.

192. In determining applications, local planning authorities should take account of:

(a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

(b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

(c) the desirability of new development making a positive contribution to local character and distinctiveness.

The proposal through its remediation, refurbishment, remodelling and new build, its materiality and intent seek to make a positive contribution to local character and distinctiveness, and enhance its 'value' in the conservation area, and instil an overriding sense of place.

The improvements ensure a long-term investment into making the property and site resilient to change and welcoming at the same time. It continues the conversation between property and street. The culmination is to make the property desirable as not just an artefact gathering dust on a stage set, but a positive contributing actor. It isn't dormant pastiche but part of a vital and vivid present and enduring benefit to future residents



4.4 Amount

The proposals seek to minimise the additional build on site, thus allowing to maximise the amenity space available to residents. The number of flats has also been minimised to ensure the property balances the need for parking and amenity with not underutilising the existing house potential

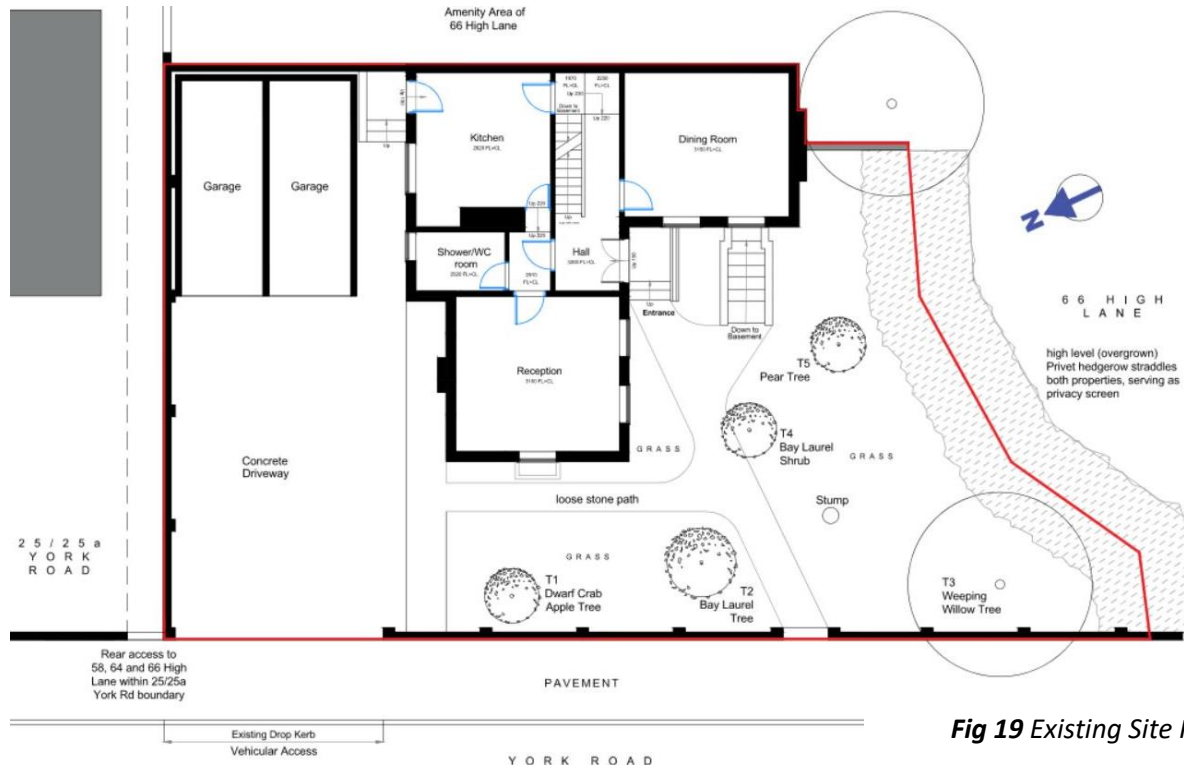


Fig 19 Existing Site Plan

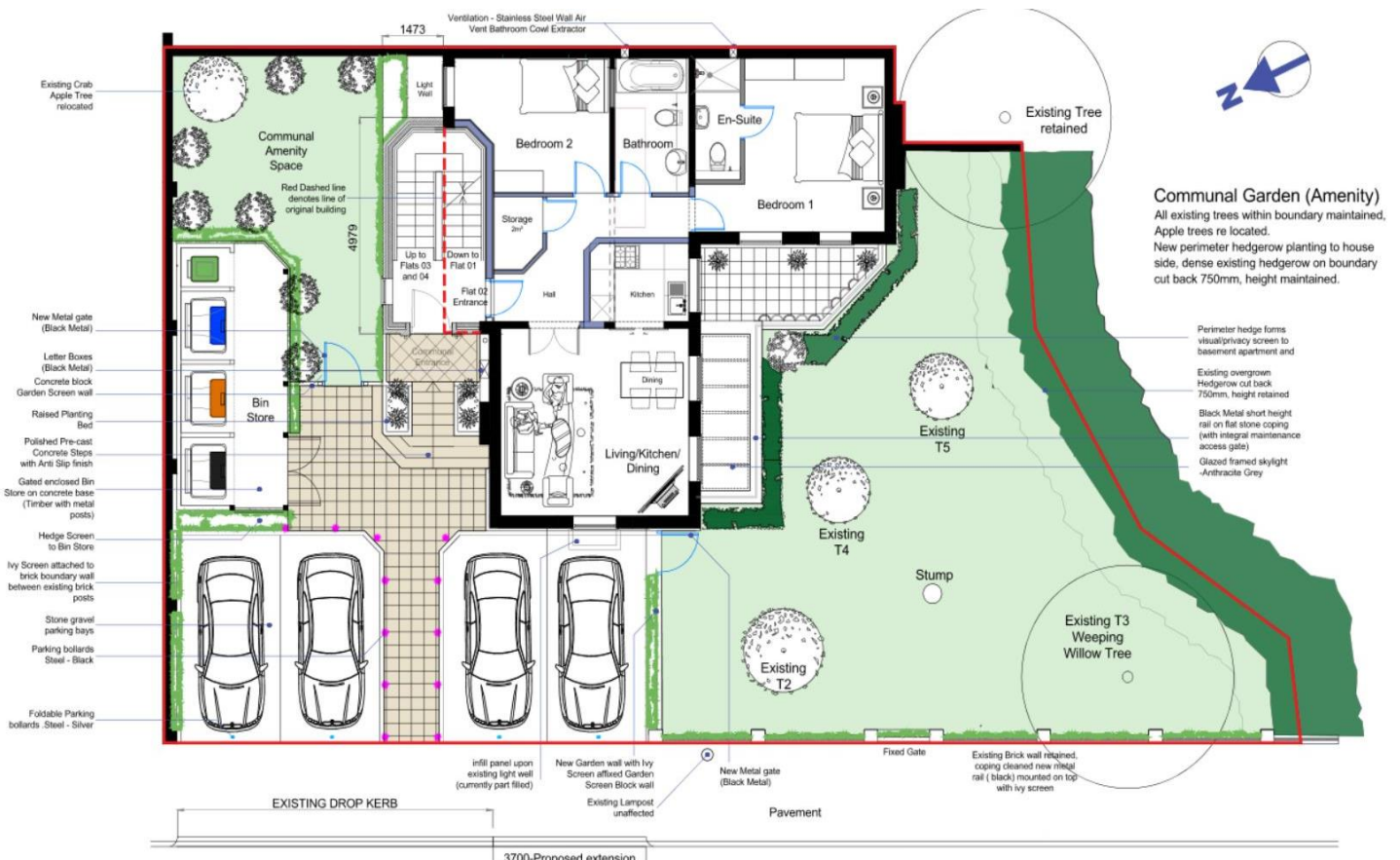


Fig 20 Proposed Site Plan

- The existing site includes an unused double garage.
- The existing trees have been randomly placed around the grassed area, which appears smaller due to the pathways and overgrown hedge. The trees are in varying conditions, but none which can be classed as having significant value. The proposal maintains the existing tree but proposes moving the Crab Apple tree from the front to the rear amenity space. The existing overgrown hedge is proposed to be cut back 750mm, thus releasing amenity space.

The proposal actually decreases the built area whilst simultaneously increasing the amenity space

<i>Existing</i>	Site Area	= 336m ² / 0.08 acres
	Building Gross External Area	= 85.6m ²
	Garage Building Area	= 31m ²
	Site Density	= 34%

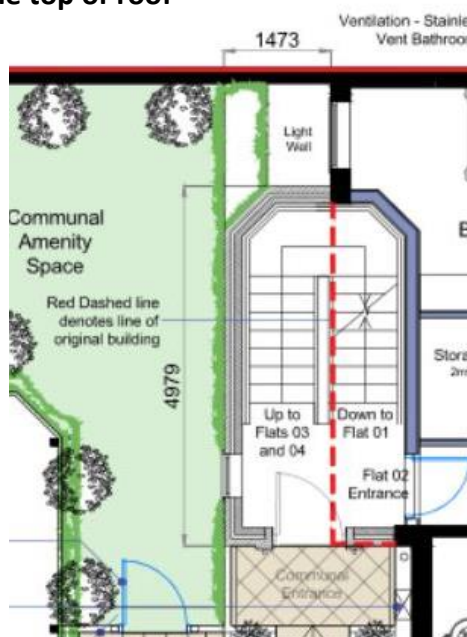
Total Build area which includes the main property and built garage area = **116.6m²**
 Amenity area = **120m²**

<i>Proposed</i>	Site Area	= 336m ² / 0.08 acres
	Building Gross External Area	= 99m²
	Site Density	= 29.5%
	Landscaped Amenity Area	= 133m² (equiv 33.25m²/flat)

- The total build area has *decreased* **17.6m²**, and
- amenity space *increased* by **13m²**.
- The built density has *decreased* by **4.5%**,
- The house is currently occupied by the owner occupier and one relative as a single residence
- The proposal seeks to change to **four 2 bed 3 person flats/residences**, with the owner occupying one flat and renting/selling the other three.
- The total occupancy will **increase from 2 people to maximum 12**
- There are proposed **four designated parking spaces**, 1 for each flat.

The extension adds a **width of 1473mm** to the existing, and is **4979mm long** and **10975mm high to the top of roof**

Fig 21
Extension
Plan



Heritage Design and Access Statement

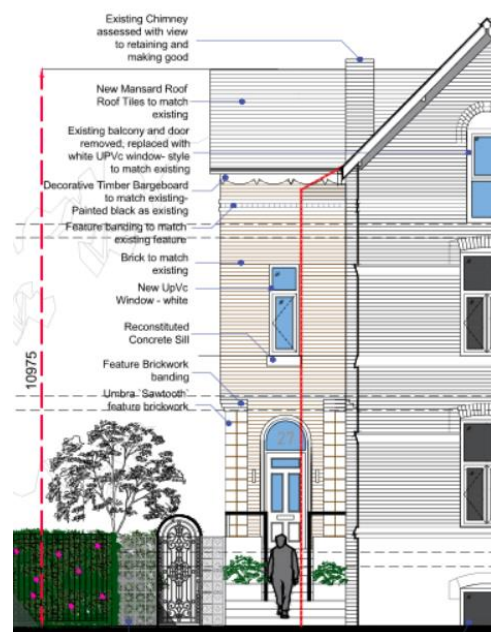


Fig 22 Extension Elevation

4.5 Layout - Landscape



External

Fig 23 Proposal Context Aerial

The proposed layout formalises and 'tidies' up the existing site, removing the double garage, increasing the amenity space and retaining the existing trees, the side extension is minimal and facing a gable side with no habitable rooms. The existing drop kerb will be extended by 3.7m.

Private and semi-private space (driveway) are clearly demarcated.

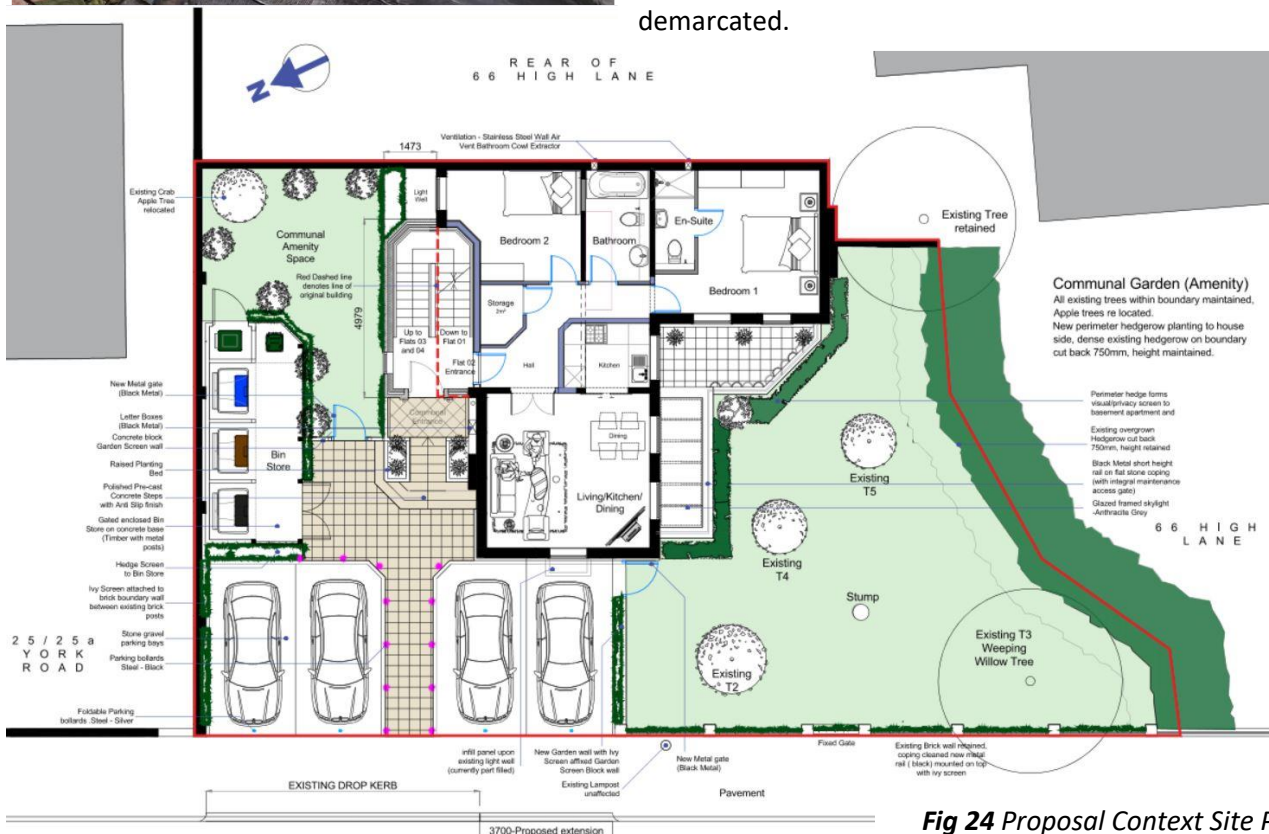


Fig 24 Proposal Context Site Plan

- **The amenity spaces are separated by decorative concrete screens**, which provide a permeable barrier, allowing visual connection but separating the space. Decorative Metal Gates further tune into the area character. The use of ivy and 'vertical garden' screens add to the landscape, resulting in walls that are evergreen and adds to the intended air of quality and permanence.
- **The existing hedge which astride the property at 66 High Lane to the side is currently overgrown**, extending into the site by a significant amount, reducing the visual/physical space amenity available. The proposal looks to cut this back around 750mm. The height whilst also a bit high, detracting from the view from High Lane, does provide a privacy barrier to the amenity space on site preventing overlooking into the private space, so will be retained.
- **The Boundary wall has suffered extensively from efflorescence**, and stone coping upon it is discussed later under Appearance/Materiality is sought to be retained and arched original opening retained but metal fixed gate added.
- **The extension has been purposefully kept minimal width**, by moving the stairs to straddle new and existing spaces. The side facing 25a has just the one window overlooking the new landscaped amenity space. Bedroom windows are set back on existing building and the extension chamfered to allow light in yet retain privacy. The rear of the extension has been pushed back from the boundary with the rear amenity space of 66 High Lane, again to reduce visual /shadow impact on the neighbouring garden space, whilst also allowing space for a lightwell to the basement level flat.



Fig 26 Bin Store



- **The Bin Store** supports the overall ethos of the design in being functional but aesthetically pleasing and enforces the demarcation of spaces. The store is accessible by the residents with lights coming on (during low light hours) upon opening the door. The lights are placed on the internal face of the existing boundary wall to ensure minimal light spillage to the adjacent property.
- **The use of hedgerows, ivy and vertical garden screens** are used along the perimeter of the 'open' area, to provide a 'soft' timeless look, the screens are maintenance free, and allows to be used to cover the deteriorated but structurally stable boundary brick wall, upon the boundary railing (set on house side of railing), the basement floor skylight, private courtyard and light well. Creating a barrier and demarcation which softens what would otherwise be a series of walls and surfaces into a cohesive language, which remains restrained against the scale and character of the building.