



PROPOSED RESIDENTIAL DEVELOPMENT

C02 CENTRAL DOCK, LIVERPOOL

Produced by OLLIER SMURTHWAITE ARCHITECTS

Design & Access Statement, November 2019

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THE PROJECT

INTRODUCTION

Ollier Smurthwaite Architects have been appointed by Romal Capital to design and prepare documentation for a full planning application for a mixed use residential, commercial and urban design development of 646 apartments on a site located off the proposed Northern Link Road, within the Liverpool Waters site boundary, although there is an outline consent (10O2424) for Liverpool Waters, this proposal is standalone to this.

The site is located at the northern edge of the City Centre, in a currently unused industrial context that is undergoing extensive re-development. Directly opposite to the site is the historic Waterloo Docks.

This barren location, context of re-development and historical location have provided the opportunity to produce a development with a coherent sub neighbourhood within the new Central Docks neighbourhood. As well as still forming a link building, connect the south of the city to the north, in line with the parameters plan of the Liverpool Waters Scheme,

What is proposed is a piece of urban design and architecture, in line with the MOVEMENT parameters plan (007) of the Liverpool Waters Scheme. That not only responds and is conscious of the current context, but also the aspirations to be a catalyst for future development in the area.

The mixed-use scheme is to include a mix of 1 & 2 & 3 bedroom apartments and various types of commercial units at ground floor level. The urban realm provides a series of public and semi-public spaces that will be used by new residents, the existing community, business users and visitors alike.

THE PROJECT

DEVELOPMENT TEAM

Romal Capital - Developer

Ollier Smurthwaite - Architects

Arup - Planning Consultant

Clancy - Structural Engineer

Planit - Landscape Architects

CONSULTANT LIST

SCP - Transport

Buro Happold - M &E, Wind and Daylight/Sunlight

Rob Burns - Heritage

Middlemarch - Ecology

Ecospan - Marine Ecology

Omega Fire - Fire Consultant

ADC - Air Quality

REC - Noise

UNDERSTANDING THE CONTEXT

SITE CONTEXT

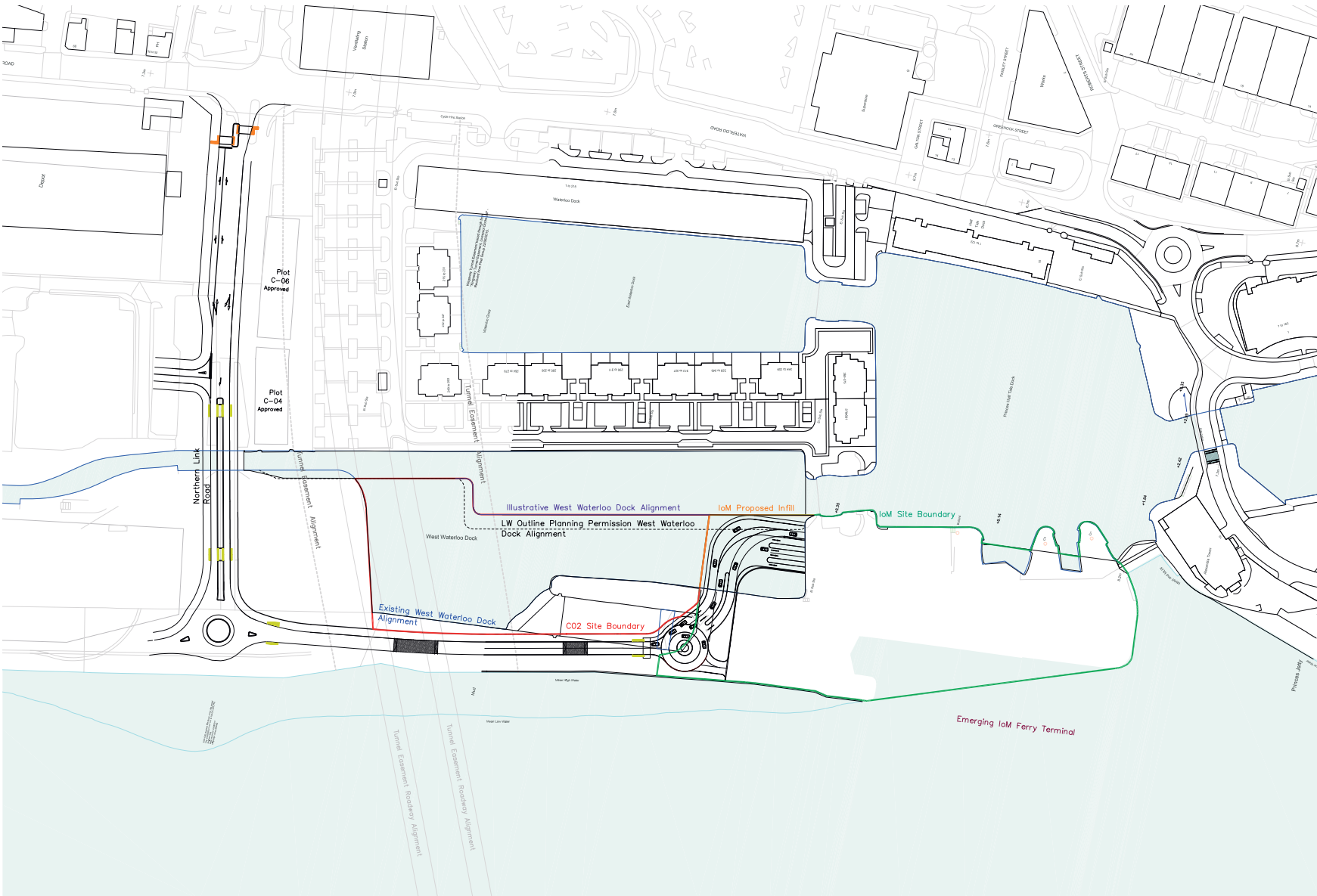
The site is rectangular in shape and comprises approximately 1.2 Hectares in area the majority remains as unfilled dockland and which is partially occupied and partially unused land. The site is located to the west of Waterloo Road, on the edge of Liverpool City Centre. The site lies within the Liverpool ward of Kirkdale and its immediate existing context is industrial in nature.

The site is bounded by both residential & industrial properties. To the north lies a stretch of mostly disused industrial land. To the south of the development site is the historic Waverloo Warehouse building and to the west is the River Mersey. Plots C04 & C06 are located to the South of what is now referred to as Central Docks which provides a link between Liverpool City Centre in the south and the other docks in the north. Liverpool City Council has granted permission for a ferry terminal to be built as a connection to the Isle of Man. The terminal will be built at Liverpool's Princes Half Tide Dock.

UNDERSTANDING THE CONTEXT

LOCATION PLAN

- KEY
- Proposed C02 site boundary
 - IoM Ferry Terminal site boundary
 - Existing West Waterloo Dock Alignment
 - LW Outline Planning Permission West Waterloo Dock Alignment
 - Illustrative West Waterloo Dock Alignment
 - IoM Proposed Infill



UNDERSTANDING THE CONTEXT

LOCAL IDENTITY

The consented Central Docks master plan which is part of the Liverpool Waters outline consent identifies this plot for development as connecting the Cruise Liner Terminal. To Central Docks. However, they also provide an enhancement to the linear skyline, viewed from the Wirral towards the city, and help frame the view of the city along the waterfront. They also introduce the group of buildings from the new access route from Waterloo Road, including the proposed cultural building.

The Cruise Liner Terminal now has consent to move to Princes Dock and therefore the existing Isle of Man Ferry Terminal will need change location. The Isle of Man ferry terminal has now received consent to be relocated. Therefore, plot CO2 will be situated next to the Isle of Man Ferry Terminal and the team have engaged with their design team to ensure that each development works with each other.

The character of the buildings within the Central Dock neighbourhood changes to the south around West Waterloo dock, with the provision of key landmarks such as the Isle of Man terminal and cultural hub buildings.

Together with Plots C04 and C06, these buildings sit at the South side of Central Park. The overall form and character of these buildings is intended to compliment the neighbourhood aesthetic, in direct response to the adjacent presence of the warehouse at East Waterloo Dock

The urban block named Central Docks is an area of significant regeneration within the city centre. Currently a mix of commercial, industrial and residential, this is soon to dramatically change as new developments across the Liverpool Waters. With plots such as C02 being the catalyst for it.

The World Heritage Site boundary misses the urban block, following the line of on the archeological wall and Waterloo Warehouse. The site is within the Buffer Zone. However, the local heritage in close proximity assets are both the historic wall and Waterloo warehouse.

To the south of the site, separated by a proposed new link road, is the Isle of Man Ferry Terminal serving an extensive established transport network. This boundary in many ways marks the beginning of the Central Docks area.

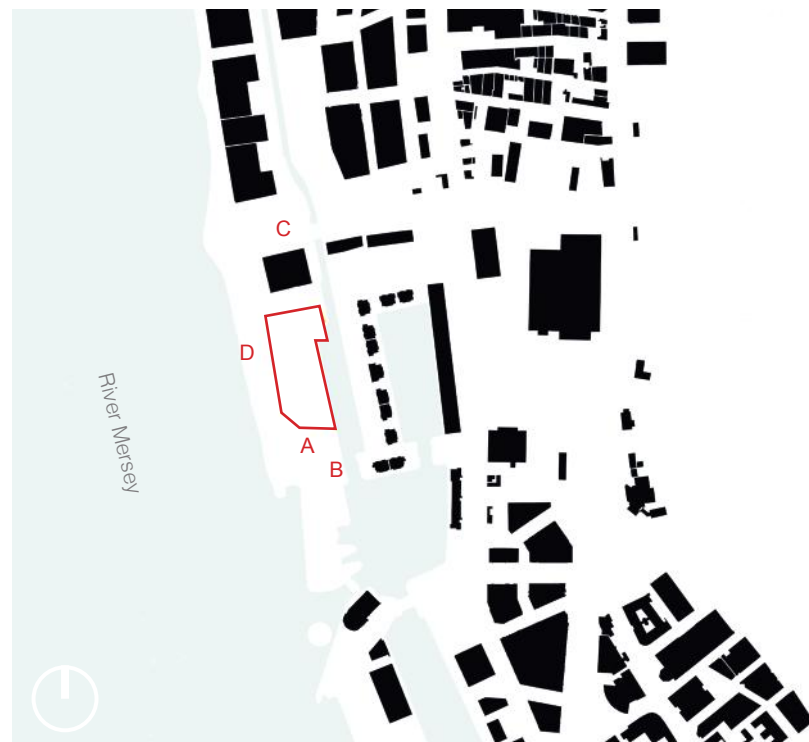


WEST WATERLOO DOCK, c2010

UNDERSTANDING THE CONTEXT

SITE PHOTOS

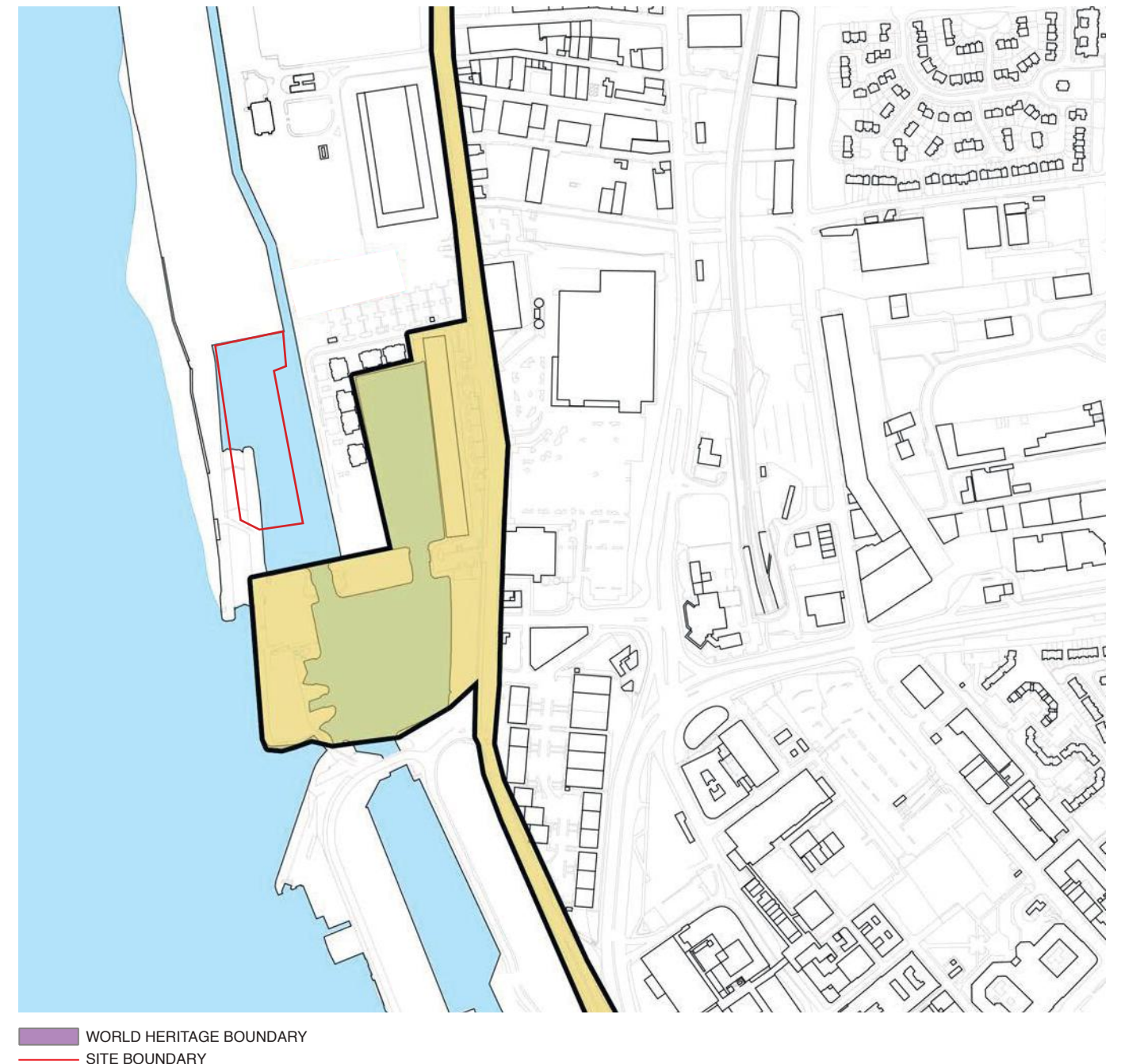
The site is part of Waterloo Quay, located north of the Liver buildings. It consists of a combination of derelict dock and scrub land, with the River Mersey to the west and West Waterloo Dock to the east.



UNDERSTANDING THE CONTEXT

WORLD HERITAGE

The Liverpool Maritime Mercantile City World Heritage Site is deemed to have outstanding universal value primarily due to Liverpool's role in international shipping trade and the resultant buildings and structures of the port and mercantile city, and its role in the mass movement of people due to both its involvement in the Trans-Atlantic Slave Trade and its involvement in European emigration. All development proposals within the WHS are considered for their potential direct impact upon the outstanding universal value of the WHS. Developments are also considered for their potential positive effects on the townscape, such as by re-instating a street frontage, utilising derelict or disused land and re-connecting different parts of the city, as well as their positive economic benefits in providing investment and activity. Though the C02 plot does not sit within the WHS boundary it is within the WH 'Buffer Zone'. This is the area that surrounds the WHS and provides the context for the WH assets. Therefore C02 will have to take into consideration the WH conditions and provide a suitable context, which compliments the WH assets.



UNDERSTANDING THE CONTEXT

EXISTING USES

The application site is located in a predominantly industrial area, and is served by some local amenities, the majority of which are either located Southward toward the City or Northward toward Bootle, a brief summary of which is as follows-

The Manual For Streets (MFS) states that walkable neighbourhoods are typically characterised 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, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km. Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site. The plan shows the reachable areas within 400m coloured bands from the site.

On the opposite side of Waterloo Road there is a Costco that provides household goods, as well as a deli and pharmacy services. Further South of Waterloo Road, approximately 200m a greater concentration of local amenities can be found, such as public houses, takeaways and tourists.



AERIAL VIEW OF CENTRAL DOCKS

- | | |
|-----------------------|--------------------------------|
| ■ Residential | ■ World Heritage Site Boundary |
| ■ Light Industrial | ... Railroad |
| ■ Parks & Green Areas | □ Site |
| ■ Education | ● GP Surgery |
| ■ Retail & Leisure | ● Post Office |

UNDERSTANDING THE CONTEXT

LINKAGES & VIEWS

The site currently sits amongst unsympathetic previous infill docks.



UNDERSTANDING THE CONTEXT

CURRENT MASTER PLAN

Plot CO2 sits within the context of the Central Docks neighbourhood as described in the Liverpool Waters Outline Consent (10O/2424). Central Docks partially comprises a cluster of tall buildings which provide a new dynamic urban grid focused around parkland and open space, and very much the business, leisure and entertainment fulcrum of Liverpool Waters. The scale and use of the area changes to the south around West Waterloo dock, with key landmarks such as proposed the Isle of Man Ferry terminal and cultural building.

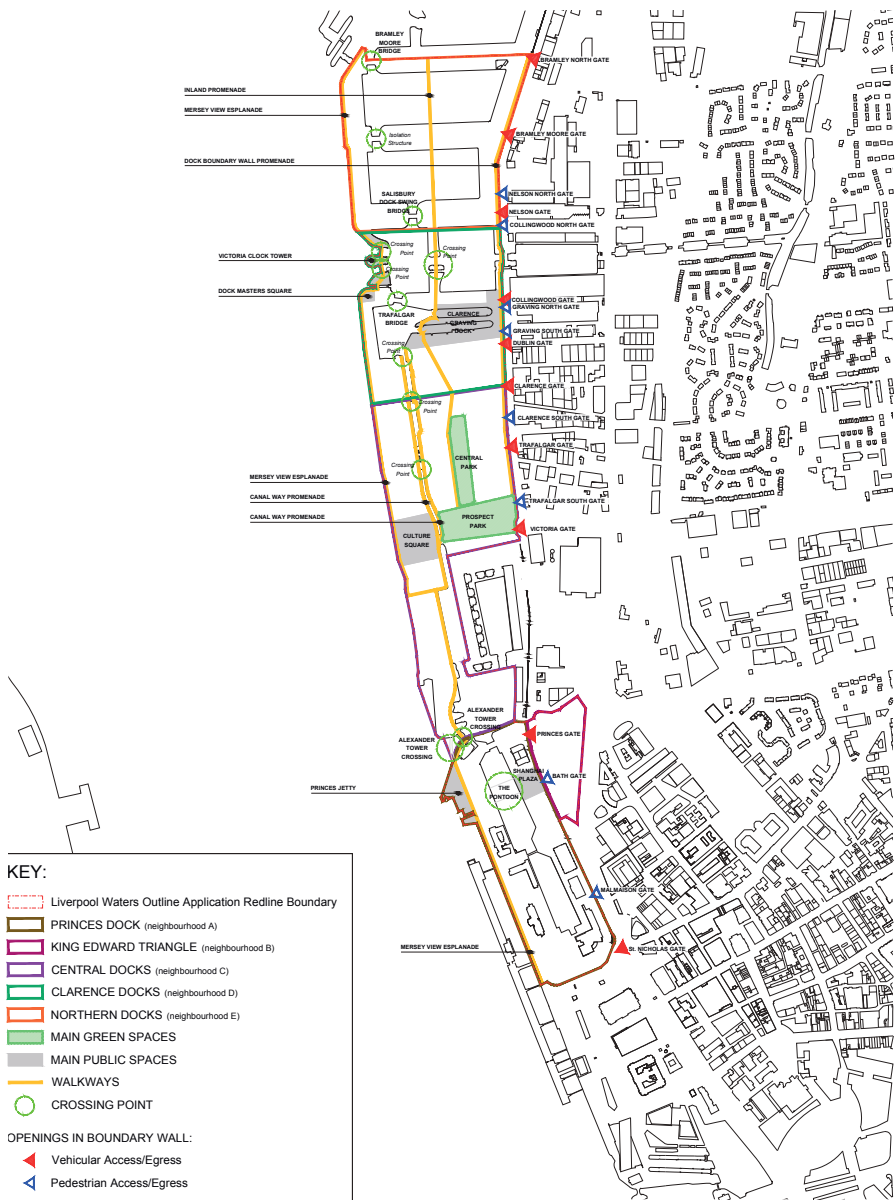
Despite its present dereliction the development site has international heritage importance. As former docks, much of the site is dominated by water and the general extents of dereliction extends into much of the adjoining lands. In view of its prominent and central location, the site provides a massive opportunity for regeneration in a sustainable manner. The location in relation to the City Centre and areas east of the site suggest that the prime land uses should be commercial offices and residential. A strong network of roads adjoins the site based on its former use offering high accessibility. The principal land uses at Liverpool Waters will be commercial, offices and other business uses, residential development and tourism-related uses. The amount of each of these uses is specified for each of five neighbourhoods in Liverpool Waters: A ‘Princes Dock’; B ‘King Edward Triangle’; C ‘Central Docks’; D ‘Clarence Docks’; and E ‘Northern Docks’ reflecting the character and location of each neighbourhood and a balance of land uses.

Although this is a stand alone application to Liverpool Waters, the vision and CD masterplan has been referenced when considering the architectural materials and landscaping of the area.

- Key
- PRINCES DOCKS (neighbourhood A)
 - KING EDWARD TRIANGLE (neighbourhood B)
 - CENTRAL DOCKS DOCKS (neighbourhood C)
 - CLARENCE DOCKS (neighbourhood D)
 - NORTHERN DOCKS (neighbourhood E)



Plan showing Liverpool Waters

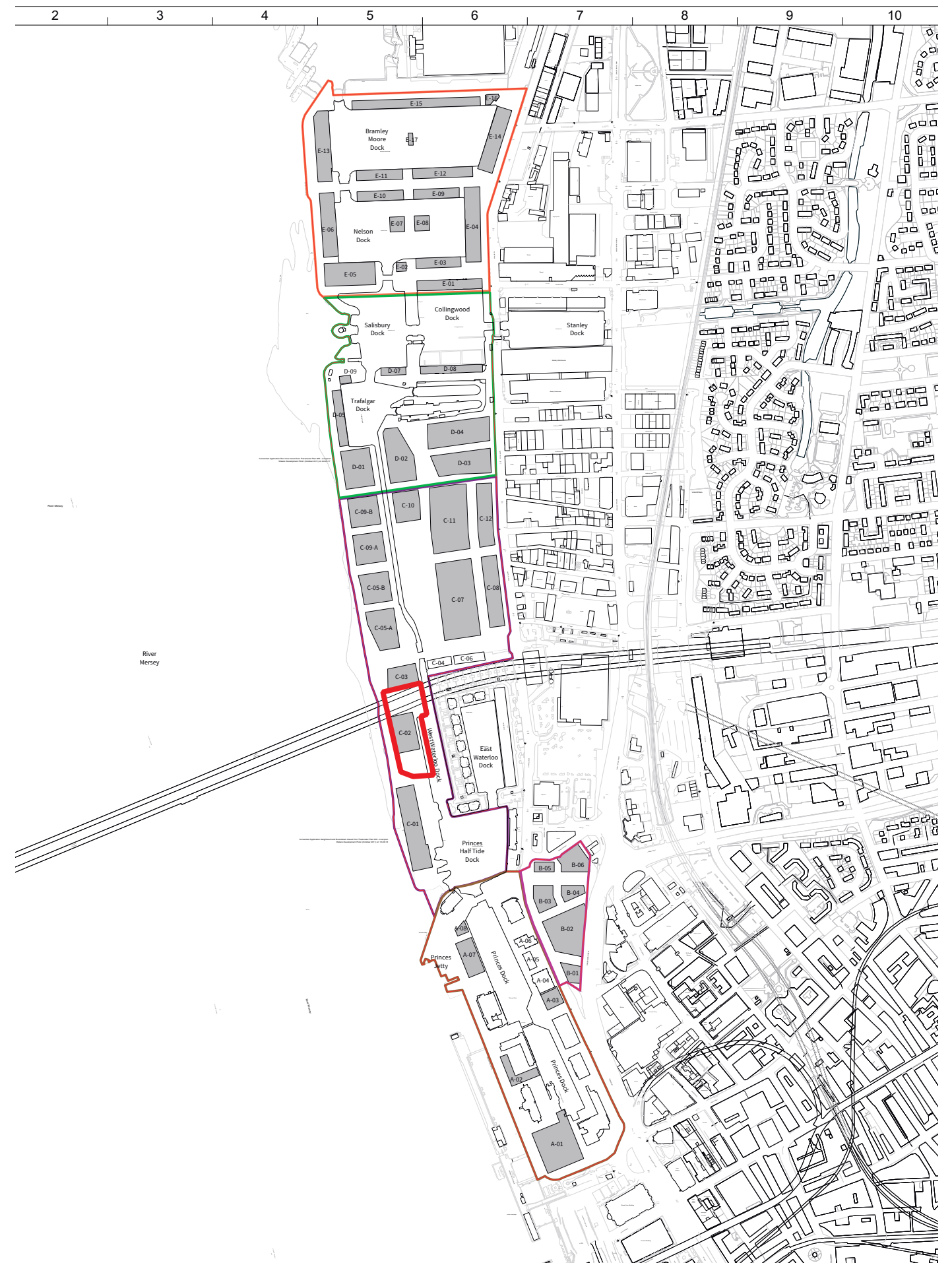


UNDERSTANDING THE CONTEXT

PARAMETER PLAN - PLOT NUMBERS

The Liverpool Waters Parameter plan, shown to the right, assigns numbers to each plot. C-02 is situated within the Central Docks Neighbourhood (Neighbourhood C).

- Liverpool Waters Outline Application Redline Boundary
- Prince's Dock (Neighbourhood A)
- King Edward Triangle (Neighbourhood B)
- Central Docks (Neighbourhood C)
- Clarence Docks (Neighbourhood D)
- Northern Docks (Neighbourhood E)
- Development Plots
- 'Commenced' standalone Applications



UNDERSTANDING THE CONTEXT

PARAMETER PLAN - HEIGHTS

The Parameter Plan outlines recommended heights for the buildings on each plot. The recommended building height for C-02 is 30m.

- Low-rise building - below 21m
- Medium-rise building - 21 to 45m
- High-rise building - over 45m



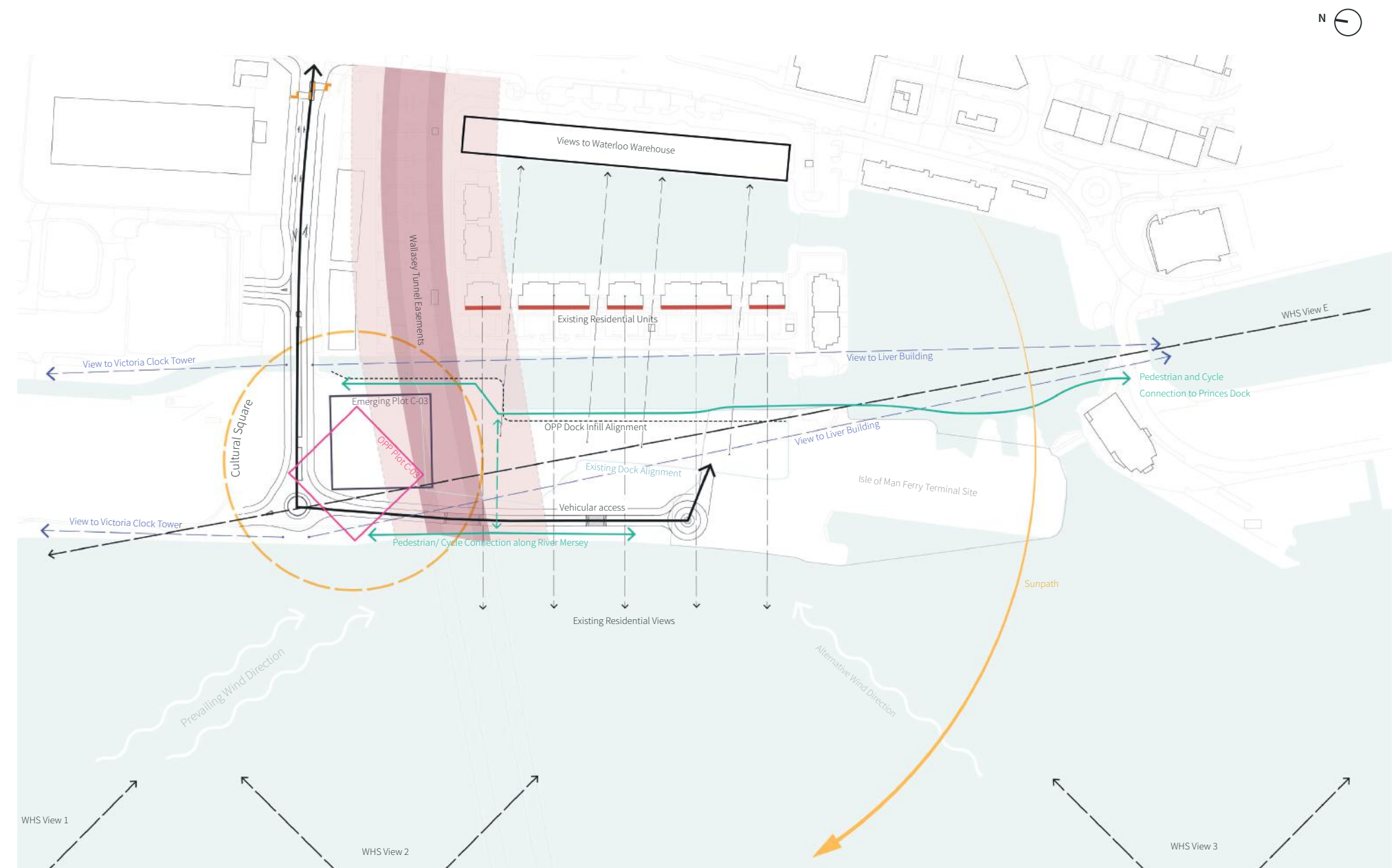
UNDERSTANDING THE CONTEXT

MASTER PLAN PRINCIPLES

Planit-ie are responsible for producing a set of master plan principles to which developments will take into consideration as part of their design process. The Central Docks neighbourhood is split by the Northern Link road, dividing the site into a Northern and Southern Central docks. The image shown to the right shows the key principles set out for the Southern Central Docks area.

Some of the principles are set out below;

- Pedestrian and cycle routes connecting North and South.
- Retaining visual links to the Waterloo Warehouse.
- Allowing for a perimeter around the proposed cultural building for the 'cultural square'.
- Visual links back towards the historical land marks within the city.
- Taking into consideration the Kingsway tunnel that runs under the site.



UNDERSTANDING THE CONTEXT

MASTER PLAN PRINCIPLES

Connectivity:

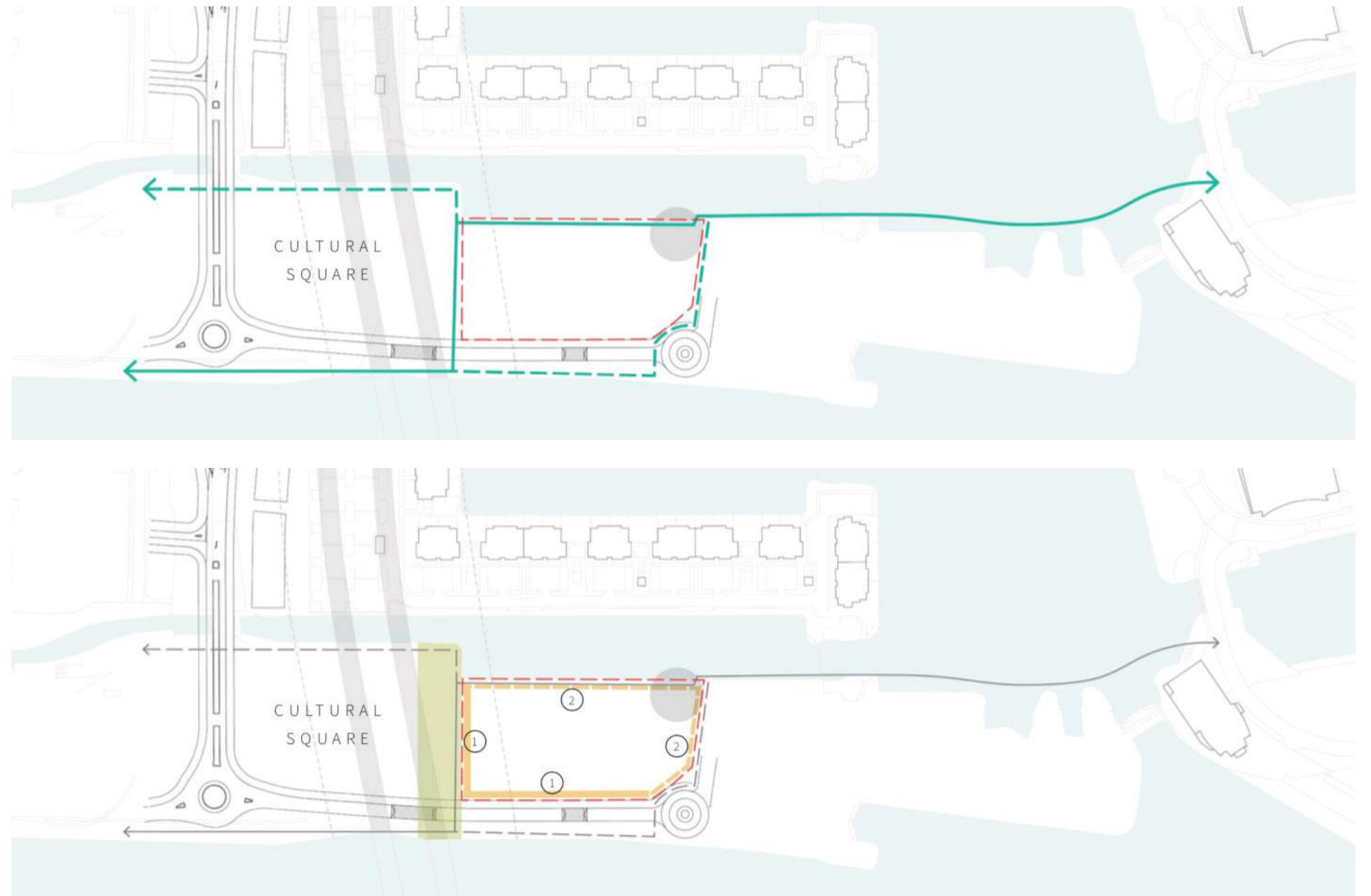
- Development must facilitate shared pedestrian and cycle routes along the frontage of the River Mersey and West Waterloo Dock.
- Development must allow for a future pontoon link to Princes Dock to land and not cause additional length to such a route.

Use:

- Development must animate the pedestrian routes, with positive ground floor uses which respond to the setting. Consideration must be given to the amenity of the existing residents to the east of West Waterloo Dock.

Public Realm:

- Public realm, as an extension of the Cultural Square, must be considered atop the tunnel easement area, to protect river views, provide adequate breathing space to the Cultural Building and enable a pedestrian/cycle connection between the river and the dockside. Development must front onto and animate this space through positive ground floor uses, as one of the primary active frontages of the scheme



UNDERSTANDING THE CONTEXT

MASTER PLAN PRINCIPLES

Heights:

- Massing cannot exceed 30m AOD, as set out in the LW Height Parameter Plan. This ensures the plot draws precedent from the height of the Albert Dock. It also ensures the adjacent Plot C-03 can be distinguished from key views within the wider masterplan.

Views:

- Respect a range of views to, from and through the site. Short range river views should be maximised, as should views eastwards, across West Waterloo Dock and towards East Waterloo Dock and the Waterloo Warehouse.
- Visual connection to important WHS assets such as the Liver building and Victoria clock tower must be maximised from the public realm.

Architecture:

- The design language should act as a backcloth to the adjacent landmark of the Cultural Building, and build on the emerging warehouse style, developed by C-04/ C-06 and reflecting Waterloo Warehouse.

Thresholds:

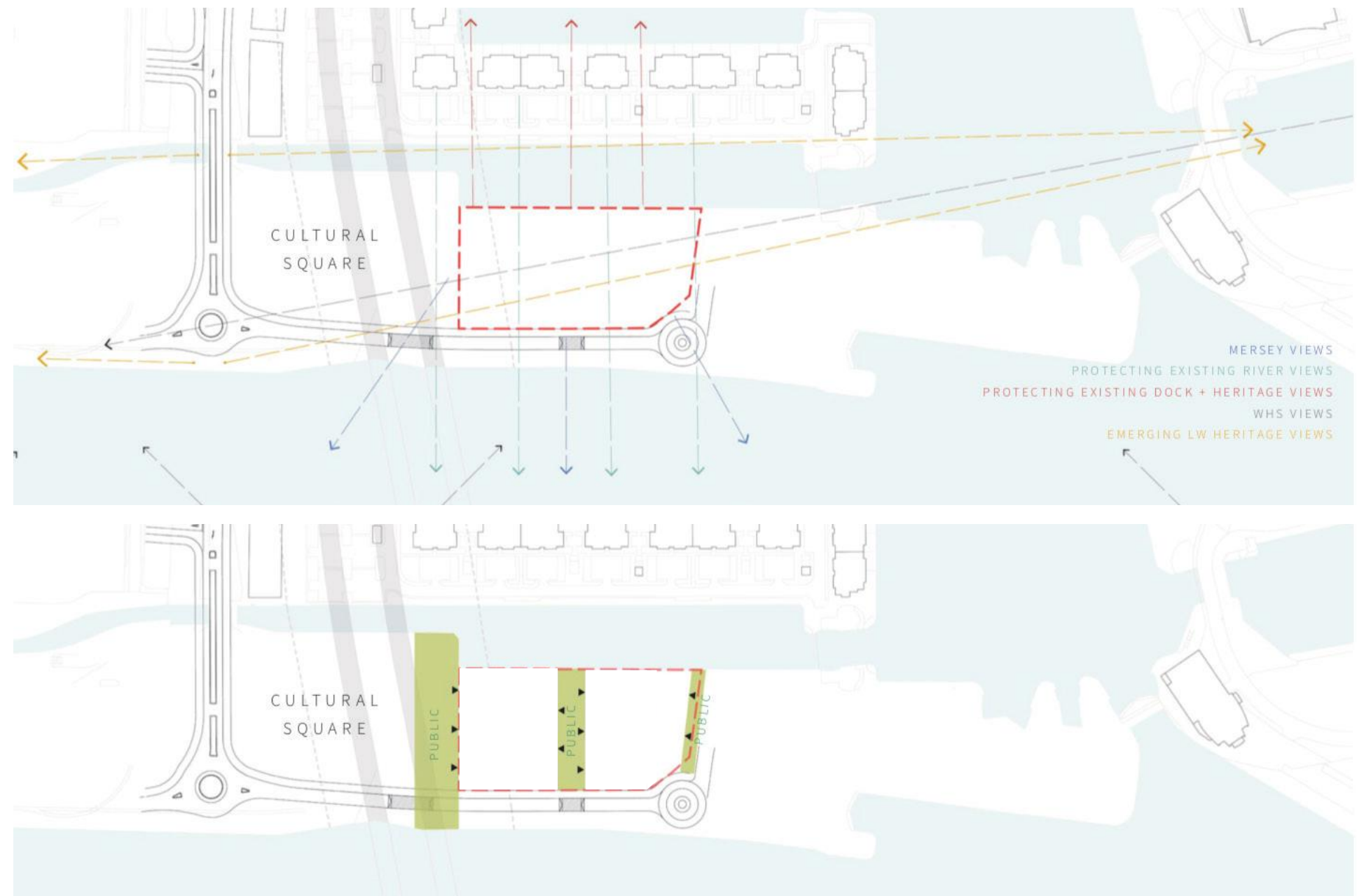
- The development should make a clear distinction between the public and private realm. Primary entrances must be provided from the public realm, whilst communal spaces provide the opportunity for external amenity for residents. Both areas allow views to permeate through the site.

Micro-climate:

- Development should seek to minimise adverse wind conditions by considering massing orientation against the predominant wind directions.

Servicing / car parking:

- Where possible, servicing, car parking access and other inactive uses should be consolidated along the southern boundary of the site.



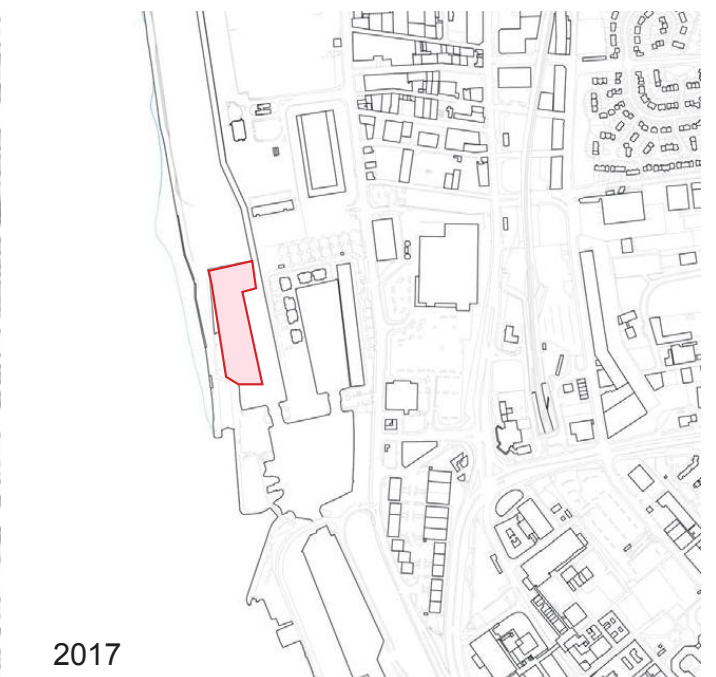
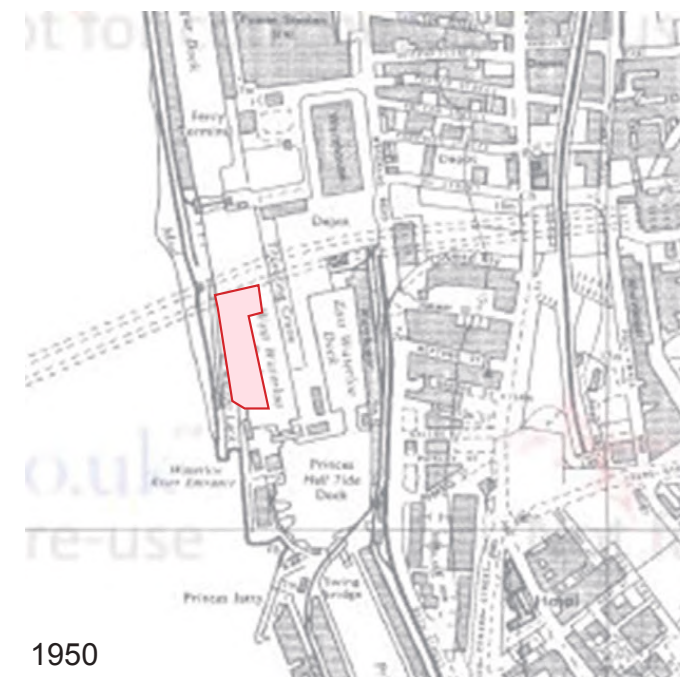
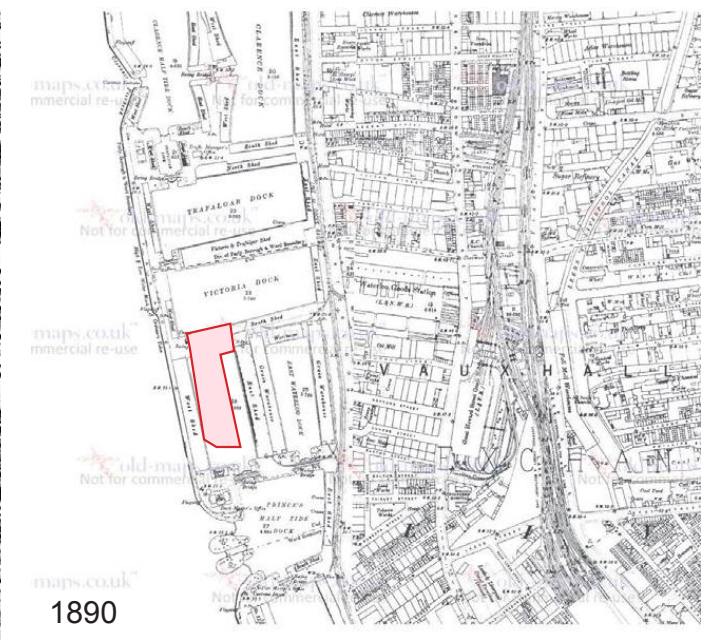
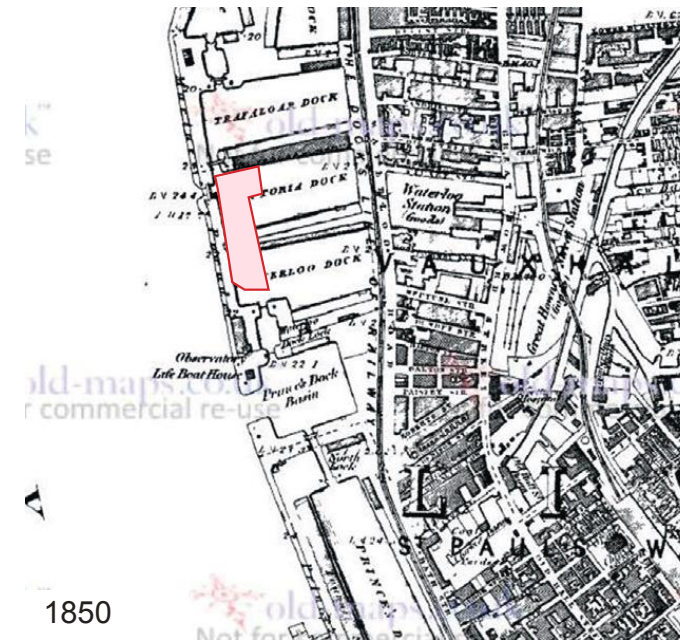
UNDERSTANDING THE CONTEXT

HISTORICAL MAPPING

From the historical maps opposite, it is clear to see the docks surrounding the development site have become gradually more sparse. In 1843 an observatory was built here for astronomical and meteorological observations and to provide accurate time for ships' chronometers. Adjacent to this was the Victoria Dock, named after Princess Victoria. The dock was specifically open for sailing ships and originally had its own entrance, as can be seen from the 1950s map.

Between 1844 & 1921 the dock was used as the Ordinance Datum for the British Isles. However this was later closed by 1890, but the dock itself was expanded and remained un modernised until 1929.

In 1972 the body of the dock was filled in as part of the construction of a ferry terminal for the British and Irish Steam Packet Company. The remainder of the dock was closed in 1988 and has remained this way until present.



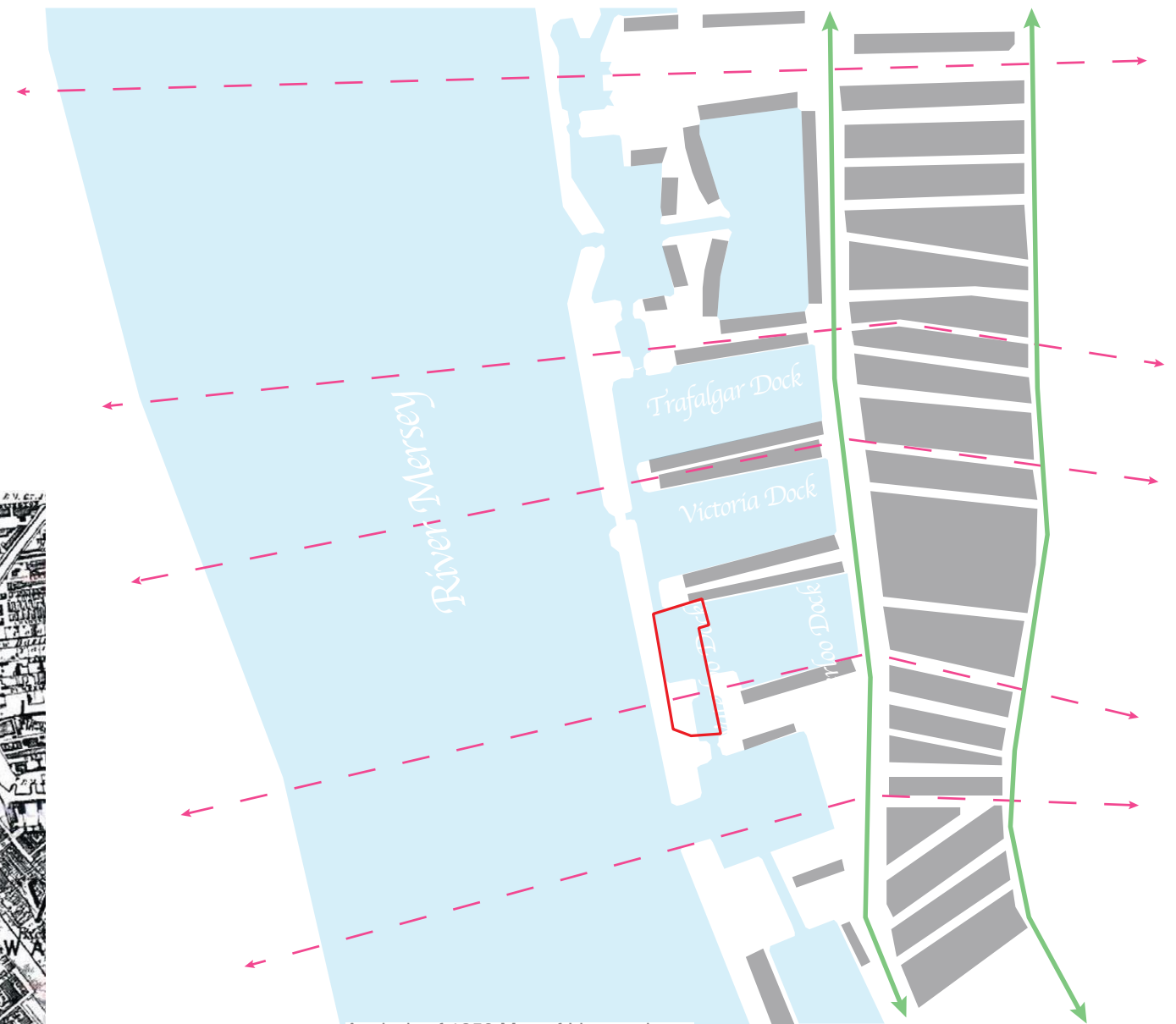
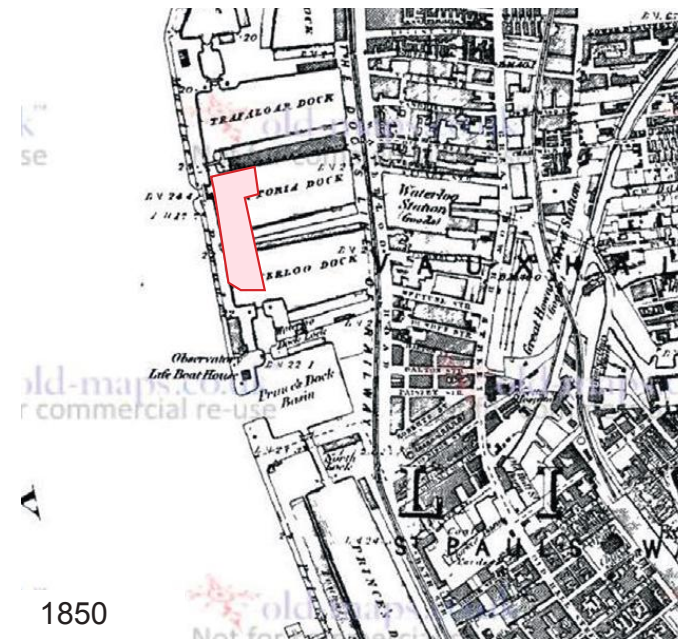
— Site Boundary

UNDERSTANDING THE CONTEXT

HISTORICAL MAPPING

Waterloo Dock opened in 1834, as a single water body, aligned laterally in an east-west orientation. To the north Victoria and Trafalgar also had a lateral geometry, as did Princes Half Tide Dock to the South.

Buildings were aligned to the dock edges.

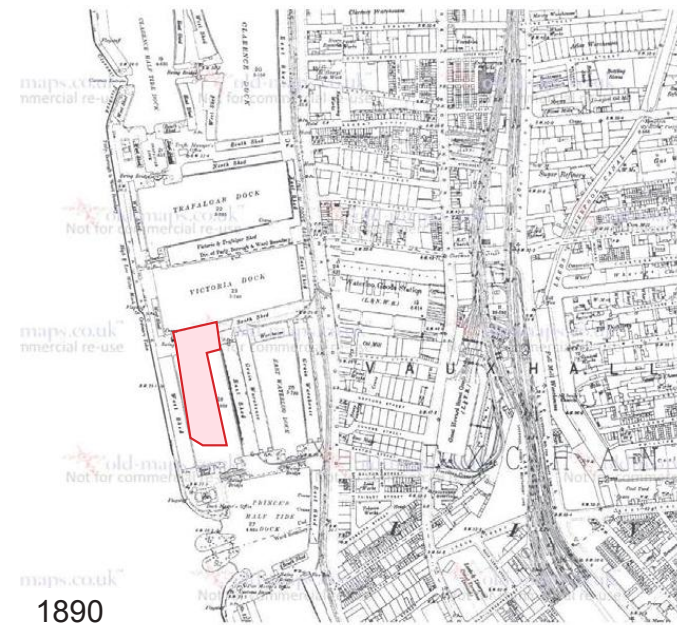


UNDERSTANDING THE CONTEXT

HISTORICAL MAPPING

In 1869, Waterloo Dock as a single entity was split into two separate basins, forming a longitudinal orientation aligned north-south. This allowed the water basins to specialise in corn warehousing, and provided a larger quayside area.

Buildings were again aligned to the dock edges.

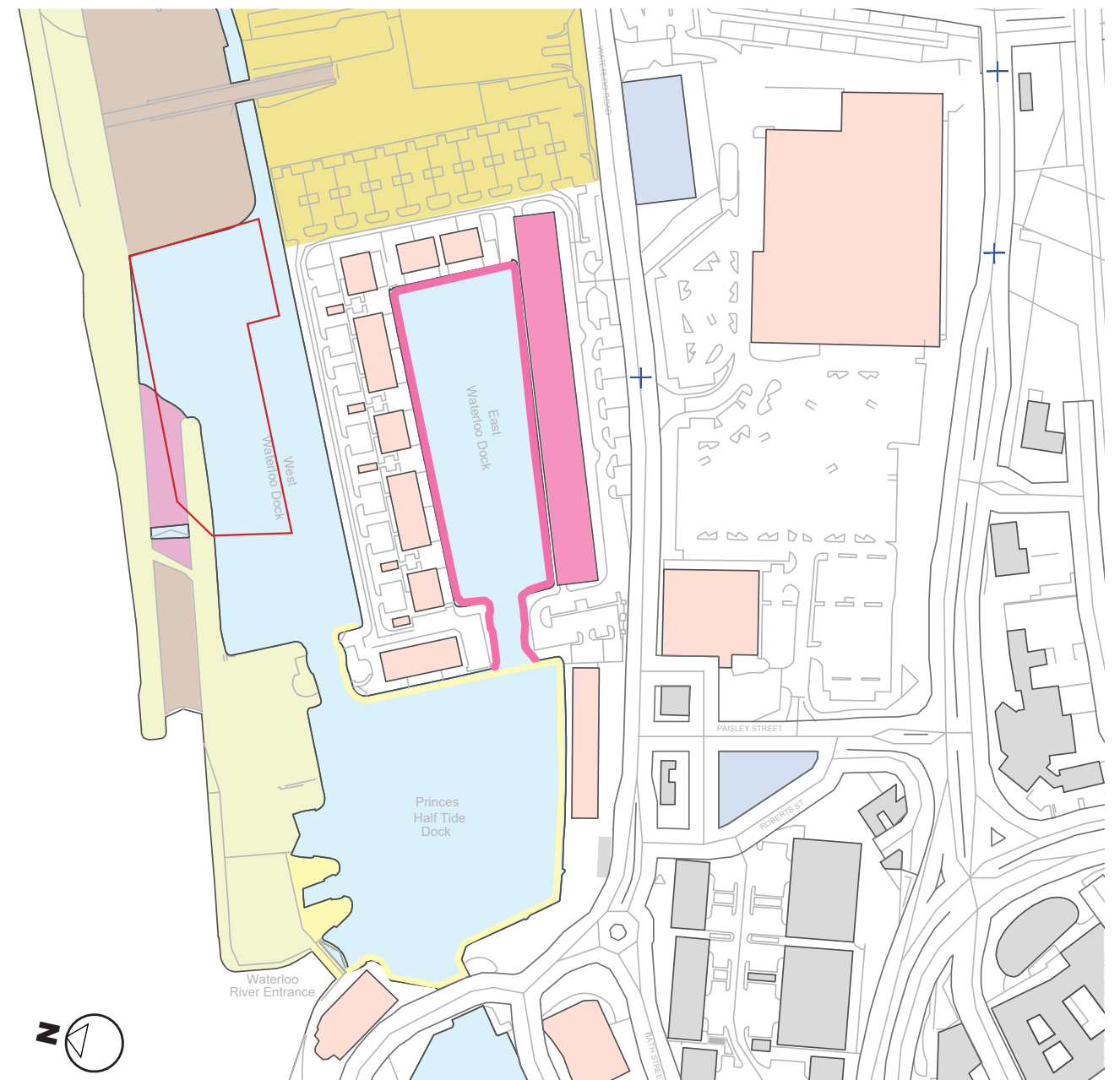


UNDERSTANDING THE CONTEXT

HISTORIC TIME LINE

The diagram to the right makes use of the current site map to illustrate the different elements within and around the proposed site and the associated date of construction. As the diagram indicates the two older, and most valuable, elements are the East Waterloo Dock and Princess Half Tide Dock. These represent highly significant historical features and the elements within the proposed site are much recent additions.

- Existing Context
- C.2005-present
- C.2000
- C.1980-90
- C.1970
- C.1950
- C.1890
- C.1860
- Water



UNDERSTANDING THE CONTEXT

LOCAL HISTORY

One of the key attributes of Liverpool, and a fundamental reason for the inscription of the WHS, is the presence of the docks. At their peak the operational docks ran for c.12km north to south along the Mersey waterfront, and were a feat of engineering marked by innovative water management techniques and advances in cargo handling, that made them the most effective docks of the period.

By 1771, the area of Pier Head had also been reclaimed, with the central area of that location occupied by George's Dock, and linked to Canning Dock via George's Dock passage to the south. Further change came with the construction of George's Dock Basin and George's Ferry, which effectively created a series of small 'islands' linked by swing bridges. Figure 1 shows the situation in 1810, a snapshot of this part of the city made by a German cartographer. At this stage, the northern docks, including Waterloo and Victoria Docks were not constructed, the map clearly showing that area still within the River Mersey.

To the north of George's Dock, there followed a series of construction projects in quick succession. Princes Dock was completed in 1821.

The next phase of dock construction was overseen by Jesse Hartley, between 1824 and 1860, the pre-eminent engineer who more than doubled the dock accommodation in the city. Clarence Dock and Clarence Graving Dock opened in 1830, with Waterloo Dock completed in 1834. By 1836, Victoria and Trafalgar Docks were open, and along with Waterloo Dock they formed a uniform trio of inter-connecting water spaces, with river access gained through the Victoria Dock lock gate. However, this access was closed after just 10 years, meaning that access could only be gained through the dock network. This made the trio of docks the first real examples of spine.



1960



1952



1915



1880

UNDERSTANDING THE CONTEXT

LOCAL HISTORY continued

All of these docks were built into the river, and archaeological excavations in advance of the Leeds-Liverpool canal link demonstrated that the majority of reclaimed land around the Trafalgar and Victoria Docks comprised quarry waste and beach sand mixed with waste brought from the city branch dock.

The Dock Act of 1844 was followed by the construction of 8 new docks, including Albert Dock to the south. From 1830, Hartley's dock retaining walls, previously of sandstone, were constructed in the much harder granite. Hartley's successor, GF Lyster, was responsible for re-modelling a number of the docks., Including Princes Basin in 1868, which was re-modelled and re- named as Princes Half-Tide Dock.

East Waterloo Dock became the specialist grain dock, with huge brick warehouses with colonnades. The three buildings were located on all three sides of the dock, with that on the northern quay being shorter than those to east and west.

In 1929, a modernization programme was undertaken that saw the in-filling of Clarence Dock, Clarence Half-Tide Dock and part of Victoria Dock, whilst Trafalgar Dock was substantially re-ordered, and a power station was constructed within the in-filled Clarence Dock. Figure 4 show the Waterloo warehouse complex in 1920, with Victoria Dock to the north.

With the provision of lock gates as part of the re-modelled West Waterloo Dock in 1949, which allowed direct access to the Mersey, Victoria Dock was used as a small container port in the 1970's. However, this proved short-lived, and the Dock closed in 1988. Following its in-filling, it was partially re- excavated with the construction of the Leeds-Liverpool canal link in 2007.



UNDERSTANDING THE CONTEXT

WATERLOO WAREHOUSE

Waterloo Warehouse is a red brick building with pitched roof. The facade is formed of small windows with continuous sill level bands conveying the large storey heights. The elevation is symmetrical and divided into 6 bays, with lift towers located between the 2nd and 3rd bays and between the 4th and 5th bays. The rusticated ground floor base consists of segmented arches and square piers constructed in granite. The warehouse is positioned close to the edge of the water.



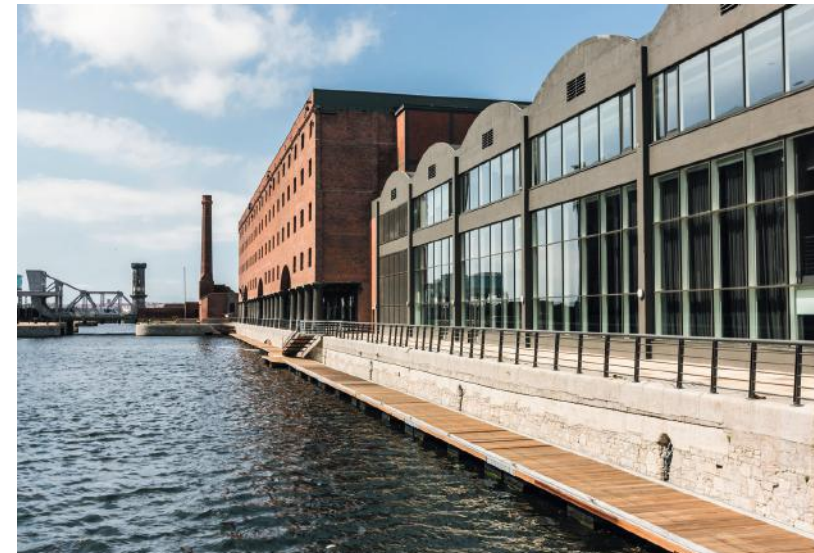
UNDERSTANDING THE CONTEXT

WIDER HISTORICAL CONTEXT

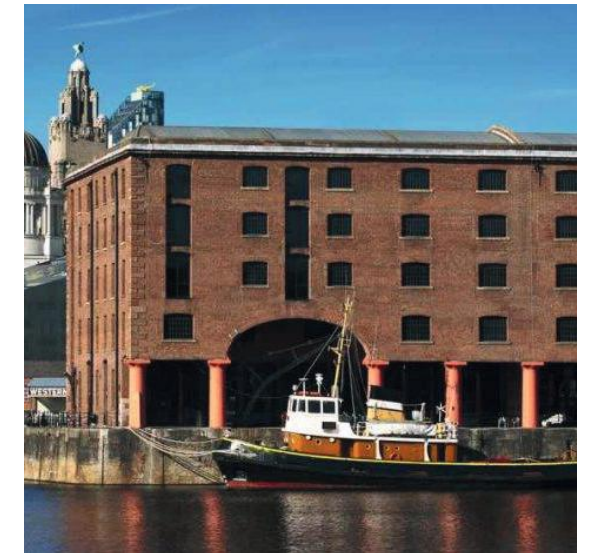
Nearby remaining historical dock buildings consist of large scale red brick buildings exhibiting monolithic facades animated by small punched windows, and in some instances by horizontal banding and vertical piers, generating a strong visual rhythm.

Ground floors are demarcated in both form and material, consisting of stone or steel piers between often arched openings to loading bays and waterside colonnades.

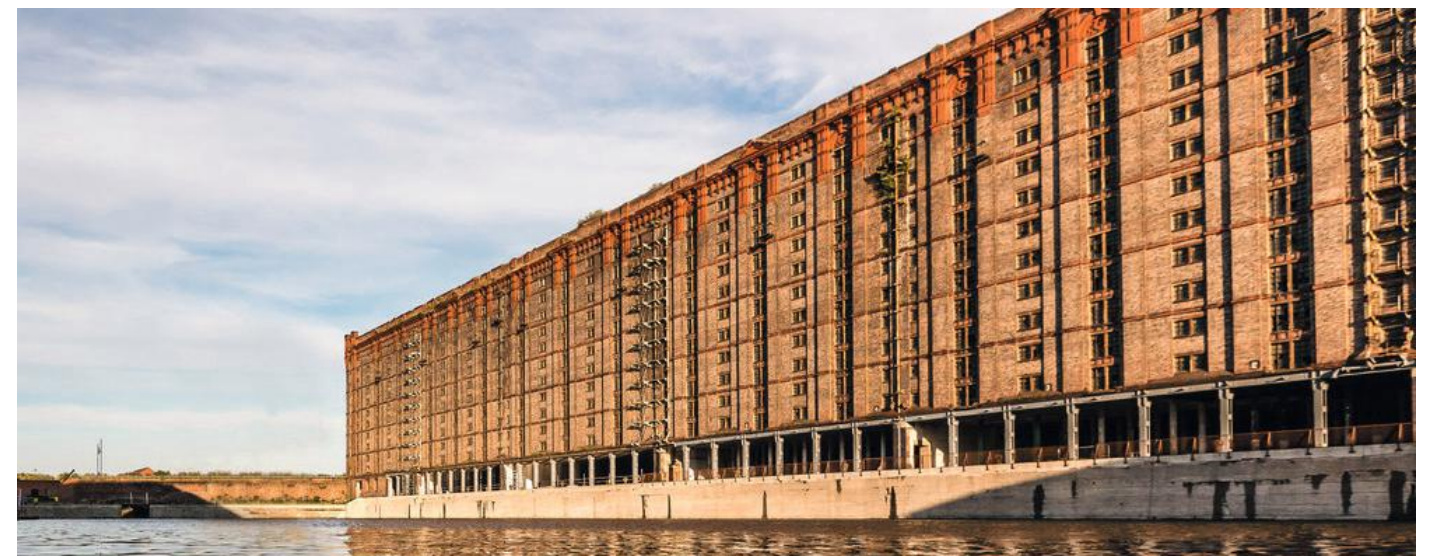
All existing historic dock buildings front onto bodies of water.



Titanic Hotel, Stanley Dock



Albert Warehouses, Albert Dock



Tobacco Warehouse, Stanley Dock

UNDERSTANDING THE CONTEXT

WORLD HERITAGE VIEWS

The development site is located within the buffer zone and also directly opposite the Waterloo Warehouse, a historic landmark. It is therefore important for the design proposal to consider the impact the development will have upon the Liverpool city scape, from the designated views set out by the World Heritage SPD. "The visual character directly contribute to the outstanding universal value". what the development will ensure is to maintain, "its relationship with the river, the locations of landmark buildings and the urban form and skyline".

Though the SPD acknowledges that no technique is perfect to demonstrate that the above characteristics are maintained, because "many views are dynamic and change as the viewer moves". There 'Key Views' throughout the city, each with its own unique characteristic, that any development should consider.

The only key building near the development site is the Waterloo Warehouse. There are no key vistas to be maintained within the World Heritage Buffer zone.

Careful consideration will also need to be given to views of the River Mersey and surrounding dockland, It is stated in the SPD: important connects to be maintained, "views of the river from the dockyard, from within historic buildings....".

The development site will consider 3 distant views of the World Heritage Site. These are Vale Park, New Brighton, Wallsey Town Hall and Woodside Ferry Terminal. As well as views from the river itself. As stated before the relationship to the water is fundamental to Outstanding Universal Value.

Consideration of the above will ensure that the proposed development "is brought forward in a manner that respects the network of views to, from and within the WHS.



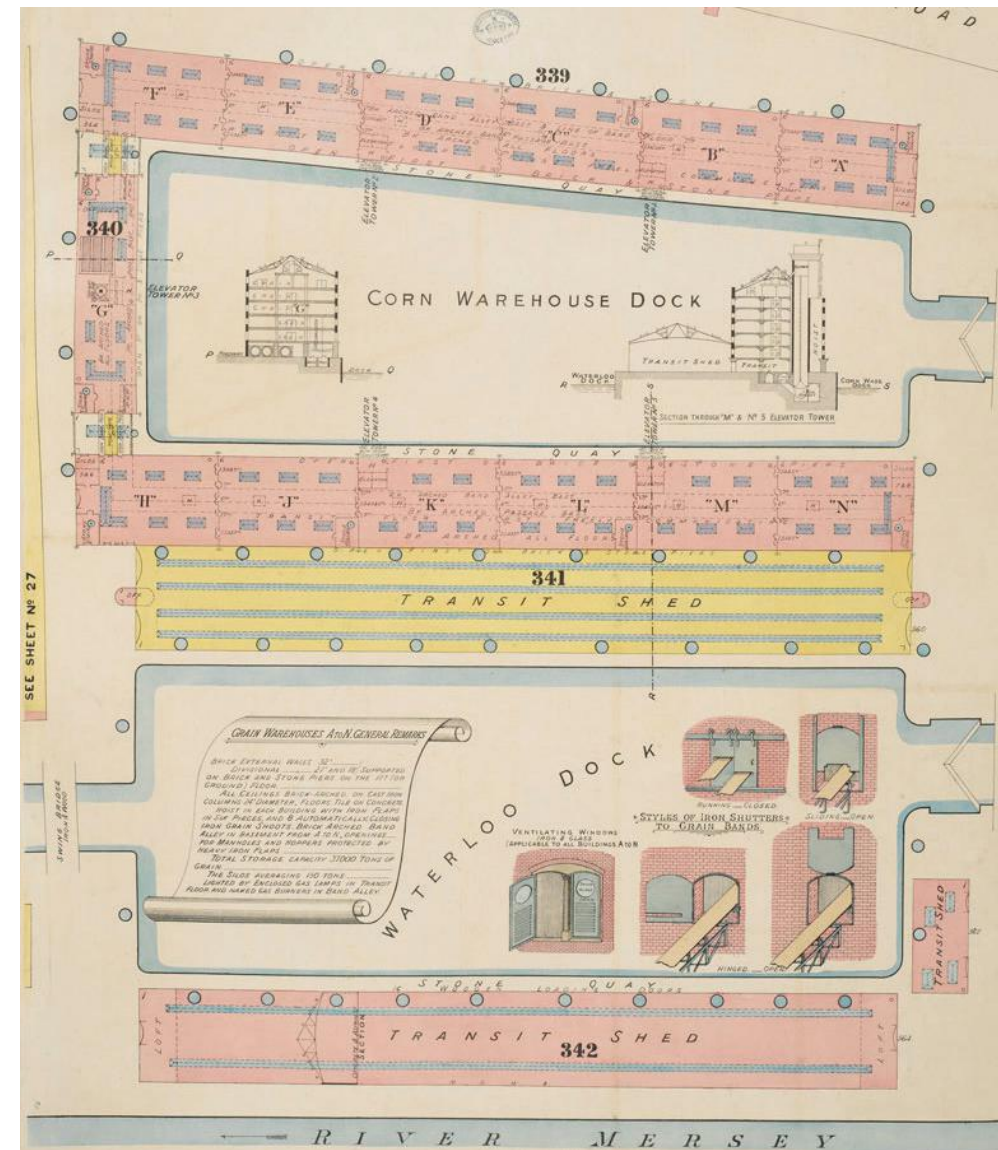
Map Showing impact of WH views on Waterloo Warehouse

UNDERSTANDING THE CONTEXT

HISTORICAL SITE LAYOUT

The site historically consisted of two docks with long linear warehouse buildings and transit sheds situated between Waterloo Road, the docks and the River Mersey. East Waterloo Dock became the specialist grain dock, with huge brick warehouses with colonnades. The three buildings were located on all three sides of the dock, with that on the northern quay being shorter than those to east and west. The long warehouses had granite bases with limestone floors, of 5 working storeys, plus basement and mezzanine. These levels housed machinery and conveyor belts, operated hydraulically, which in turn worked three bridges, ten ship capstans, and 24 gate engines. West Waterloo Dock provided a passage between Victoria Dock and Princes Half-Tide Dock, as well as berths for ocean going vessels. It had long transit sheds on its east and west quays, with a smaller one to the south. The northern warehouse was destroyed in the air-raids of 1941, whilst the western warehouse was demolished in 1969, along with the smaller transit buildings. The eastern warehouse remains, although it was converted into residential accommodation in the 1980's, and is now a grade II listed building. The site of the northern warehouse is now partially a car-park for the residents of the former eastern warehouse.

For more on the history of the site please refer to the accompanying Heritage Assessment.



Historical plan of site



Historical drawing of site

UNDERSTANDING THE CONTEXT

ADJACENT SITE INTERFACE

There is planning consent (application 18F/3231) for a development located adjacent to the proposed development site. This plot is known as plot C01 in the Liverpool Waters Outline Consent and is located in the southern boundary of the C02 site, however the 18F/3231 was subject to a standalone and sits away from the LW Outline Consent.

The adjacent site plan has been extracted from the Design and Access Statement for 18F/3231.

The D&A for the IOM ferry terminal reads:

Subject to the CO2 Development plot coming forward, the following details will need to be considered and amended to enable the potential future connection between the two developments:

- *Alteration of proposed IOM retaining wall to account for proposed infill in West Waterloo Dock to meet proposed infill in IOM site.*
 - *Alteration of IOM cantilevered path to meet proposed pedestrian link on CO2 plot.*
 - *Detail design of levels and interfaces.*
 - *Detail design of materials, finishes and handrails*
- Note: All of the above is subject to detail design and each scheme acquiring planning permission.*

The area of infill required between C01 and C02 as identified in the image to the right does not fall within the boundary line of this application, therefore as stated in the Isle of Man's applications, detailed discussions between the two design teams will be held to ensure consistency between the two sites.

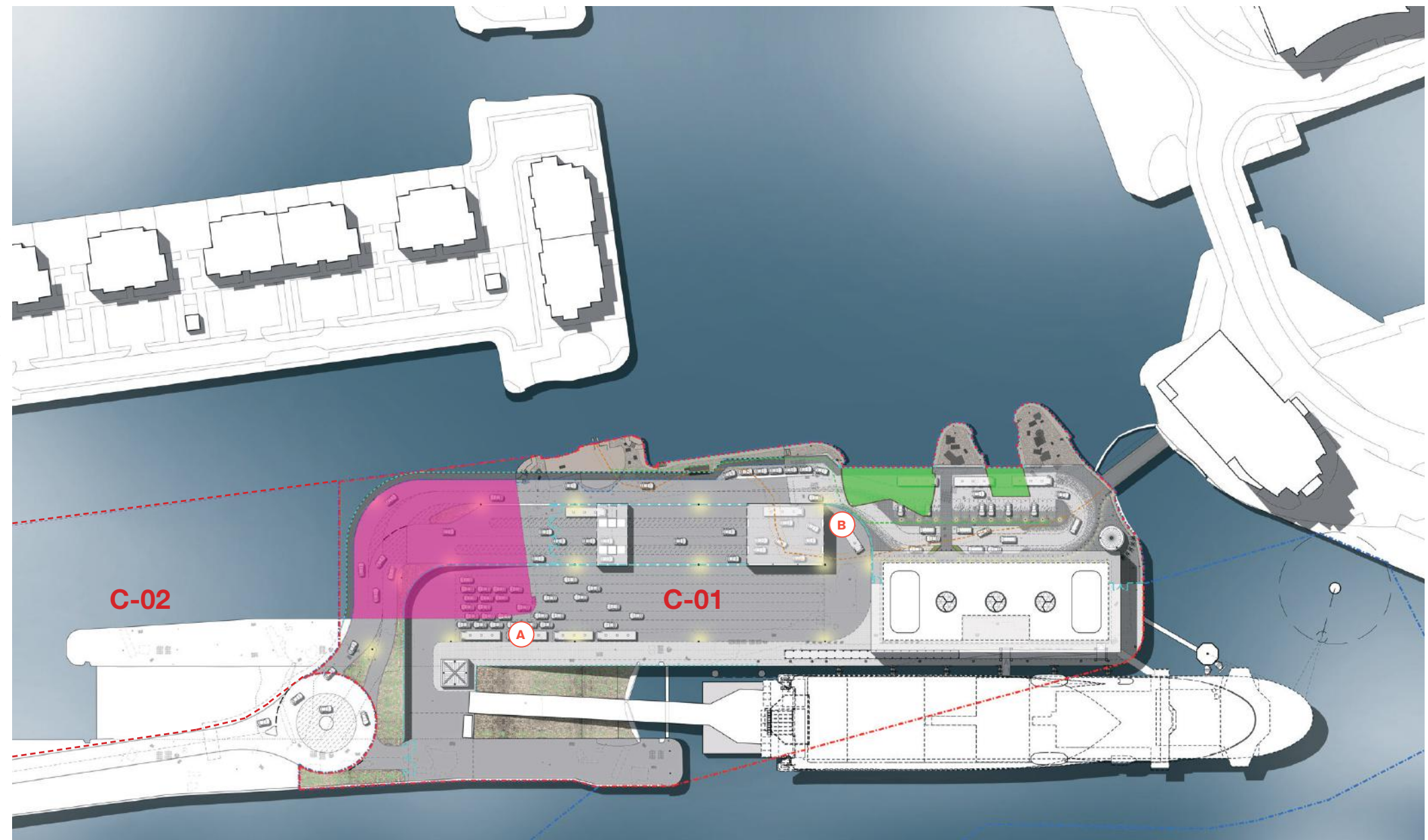


Image extracted from Design and Access Statement for application 18F/3231

UNDERSTANDING THE CONTEXT

ADJACENT SITE INTERFACE

Proposed site plans with and without C02 link, extracted from Design and Access Statement for application 18F/3231

