

Multi Storey Car Park Feasibility Study

The Golden Lion Site, Wilmslow Road, Didsbury

April 2016

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Contents

- Evaluation Of Site
- Planning Overview
- Car Parking Scheme Options
- Construction Methods
- Programme And Phasing
- Outline Cost Advice

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Evaluation Of Site

- Including site constraints and opportunities

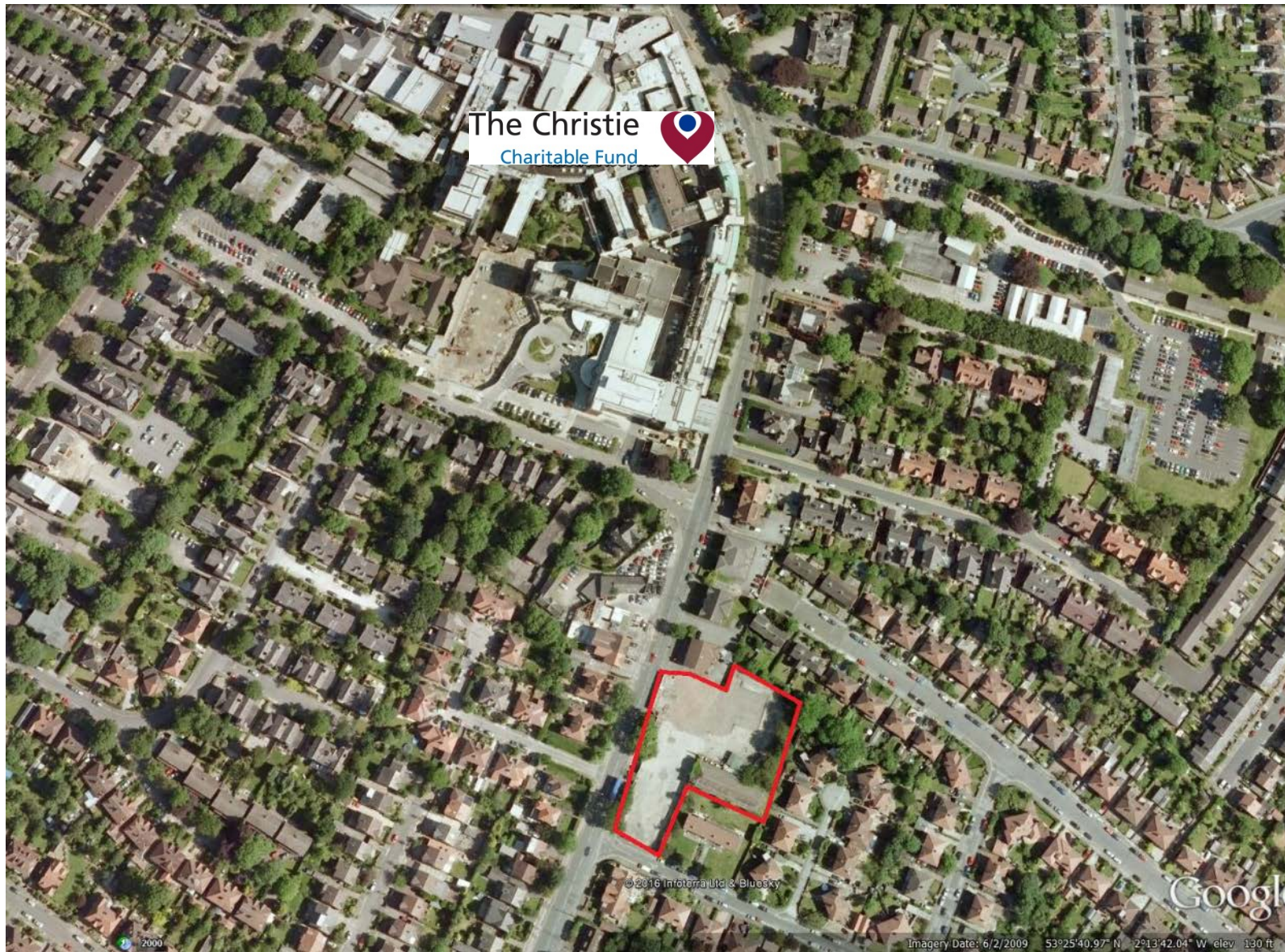
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Evaluation Of Site

Location



Location

Site address: Former Golden Lion PH, 579 Wilmslow Road, Didsbury, Manchester, M20 3QH.

The site is located at the corner of Wilmslow Road (B5093) and Ferndene Road in Withington, South Manchester on the site of the former Golden Lion Public House and Cricket Club. It currently comprises a car park known as “Car Park D” that serves the nearby Christie Hospital complex. The nearest hospital entrance is the Oak Road entrance some 250 metres to the north, where a drop-off facility is available for patients and those with limited mobility.

Evaluation Of Site

Proposal:

- It is understood that The Christie Hospital wish to increase the number of car parking spaces across the hospital complex for the benefit of staff, patients and visitors and have identified the Former Golden Lion PH site as the preferred location for a new Multi-Storey Car Park.

Context:

- The site itself is an unusual 'P' shaped site surrounded on all sides by existing residential and commercial properties. The site is approximately 0.456 hectares (1.13 acres) in size. The existing surface level car park provides 134 spaces, including 31 disabled spaces.
- The western boundary of the site comprises a 1.85 metre high low-level brick wall and paladin fence that fronts onto Wilmslow Road. This, together with a number of large mature trees that lie outside the site's boundary, provide a useful screening buffer from the road and the residential properties opposite.
- The northern boundary comprises a 1.85 metre timber feather edged fence that helps reduce the impact on the side elevation of 577 Wilmslow Road (a commercial unit with residential above) and the rear elevations of 14 to 47 Parkville Road. The timber fencing extends along the eastern boundary of the site, which comprises the rear elevations of 5 to 13 Lynway Drive at the northern end, and the side elevation of 1/2 Ferndene Gardens at the southern end. The eastern part of the southern boundary comprises a 2 metre high brick wall along the rear elevations of 1 to 6 Ferndene Gardens, whilst the western part comprises a short span of low-level brick wall and paladin fence bounded by Ferndene Road with residential properties opposite.
- The site is relatively flat and mostly tarmacked with a number of drainage channels and lighting, CCTV and signage columns of varying heights. However, at the eastern end of the site, there is a small area of soft landscaping comprising a number of trees with loose stones providing drainage, which is a remnant of the site's previous use as a public house with beer garden and formerly a bowling green. This landscaped area provides a useful buffer between the existing car park and the properties on Lynway Drive and Parkville Road and helps reduce the visual impact and noise disturbance arising from vehicles.

Evaluation Of Site

Storey Heights



This plan shows the surrounding buildings and their storey heights

Evaluation Of Site

Usage Plan



This plan shows the usage of the nearby buildings, the site is predominantly surrounded by residential.

Evaluation Of Site

Outlook From Existing Habitable Windows



This plan shows the outlook from surrounding buildings over onto the Golden Lion site

Evaluation Of Site

Site Photos



1



2



3



4



5



6

Evaluation Of Site

Site Photos



1



2



3



4



5



6

Evaluation Of Site

Character & Scale

- The immediate surrounding area of the site is residential and suburban in character and is detached from the main hospital complex, which is highly built up and urbanised in character. The overriding local vernacular comprises 1930s (and later) semi-detached properties built in red brick with bay windows and gable roofs that are set back from the street frontage by front gardens.
- In terms of scale, the buildings immediately surrounding the site are predominantly residential properties of only 2 storeys in height, whereas the main hospital complex comprises a high density of relatively tall buildings (4+ storeys). However, the frontage of Wilmslow Road itself is peppered by a number of buildings that are 3+ storeys in height.

Evaluation Of Site

Access & Connectivity

- The site has one existing vehicular access onto Wilmslow Road with entry and exit controlled by a ticketed barrier system. There are parking charges applicable to the current car park, with payment machines available both on-site and at the main hospital complex. There are two pedestrian access points, both onto Wilmslow Road - one at the northern end of the site and the other adjacent to the vehicular access
- The site is very well connected, being located on Wilmslow Road (B5093) in South Manchester, with strong links to the south via the A34 to the M56 J1/M60 J3/4 or via Barlow Moor Road (A5145) onto Princess Parkway (A5103) and M60 J5. To the north, Wilmslow Road eventually turns into Oxford Road (B5117) which runs directly into the city centre, with alternative northbound routes also provided by Princess Road (A5103) via Wilbraham Road (A6010) and the A34 via Dickenson Road (A6010).
- The site is well located on foot or by car to the following destinations, as follows:
 - The Christie Hospital: Oak Road Entrance - 250 metres;
 - Withington District Centre: 700 metres;
 - Disbury District Centre: 850 metres;
 - M56/M60: 3 km;
 - Manchester City Centre: 6 km;
 - Manchester Airport: 7.5 km;
 - Nearest Metrolink stop: West Didsbury - 500 metres;
 - Nearest railway station: Burnage - 1 km.
 - The site also benefits from two bus stops immediately outside on Wilmslow Road (one in each direction) and is served by the following bus services:
 - X57 Manchester - Woodford;
 - 42 Manchester - Stockport;
 - 42A Manchester - Reddish;
 - 84 Manchester - Reddish;
 - 142 Manchester- East Didsbury.

Evaluation Of Site

Constraints

- There are a number of constraints affecting the site that require careful consideration in the layout and design of the scheme to mitigate their impact, or where possible, avoid entirely, in order for the hospital to be a considerate neighbour.
- The greatest constraint of which is the amenity of surrounding residential dwellings due to their close proximity to the site. The immediately adjacent properties are no more than 2-storeys in height and have habitable rooms (i.e. bedrooms) overlooking the site. Neighbours will understandably have concerns relating to overlooking and privacy, loss of sunlight/daylight and overshadowing, noise disturbance, air quality and light spillage from increased vehicle movements associated with a Multi-Storey Car Park. Many of these issues were raised by residents as objections during the course of the application allowing the current use of the site as a temporary car park (see Planning History below).
- This situation is somewhat different to the Multi-Storey Car Park (Car Park C) that was built in 2009 on Palatine Road (see Planning History below), which is surrounded by 3+ storey buildings and forms part of the main hospital complex. Any residential properties that lie close to Car Park C are physically separated from the car park by roads or in the case of the nearest residential property (6 Tatton Grove), do not have any habitable rooms overlooking the site.
- However, the Former Golden Lion PH site, whilst proximate to the Oak Road entrance, is somewhat detached from the main hospital complex and is located in a predominantly residential area. As such, issues concerning residential amenity will need to be treated in a sensitive manner.
- Another constraint is the area of soft landscaping at the eastern end of the site comprising a number of trees. This area provides a useful buffer between the existing car park and the properties on Lynway Drive and Parkville Road and helps reduce the visual impact and noise disturbance arising from vehicles. There are also a number of mature trees on the frontage of Wilmslow Road that lie outside the site boundary, but should ideally be retained. It is likely that the Council would require any existing trees and landscaping to be retained in a planning application on the site and equally they may also seek further landscaping and planting (e.g. on the northern boundary) to mitigate the effects of a Multi-Storey Car Park adjacent to residential properties. However, this would reduce the number of car parking spaces provided at surface level and consequently increase the requirement for additional decks as a result with greater impact on amenity. A balance therefore needs to be struck.

Evaluation Of Site

Constraints Continued

- A further constraint is that there is only one existing vehicular access point onto Wilmslow Road and it is unlikely that the Council's highways engineers would allow another access to be created to serve the development, due to safety concerns. As a result, the position of the existing access will largely dictate the eventual layout and circulation of the site.
- Finally, the southern portion of the site (i.e. the base of the 'P' shaped site) is a constraint in its own right due to its narrow width compared with the remainder of the site. As such, only a limited number of surface level spaces can feasibly be provided in this area. It would be possible to incorporate this area into the footprint of a Multi-Storey Car Park with multiple decks above, but this would result in an unconventional shaped building.

Evaluation Of Site

Opportunities

- As the site is currently in active use as a public car park serving The Christie Hospital, albeit with a temporary five year consent (see Planning History below), the principle of car parking on the site has already been established. Therefore, there is likely to be a case for providing additional parking on the site through a new Multi-Storey Car Park, subject to satisfactorily addressing the constraints identified above, particularly the relationship with neighbouring residential properties. However, consideration should be given to whether consent is sought for a permanent Multi-Storey Car Park or whether consent is again sought for a more temporary construction, as a short-term solution. There may be more planning merit in applying on a temporary basis.
- Despite this, the relatively flat nature of the site without any complex levelling issues means that construction of a Multi-Storey Car Park (whether permanent or temporary) should be relatively straightforward to build. Subject to budget constraints, there is also an opportunity to construct one or more basement levels to provide additional car parking spaces (that would otherwise be provided on an upper deck), without adversely impacting on neighbouring properties.
- The southern portion of the site identified as a constraint above can actually be considered to present an opportunity for alternative uses, but only if a sufficient number of spaces can be achieved elsewhere on the site. For example, a 2-3 storey block of apartments or a small number of 2.5 storey terraced houses could help re-instate the street scene along Wilmslow Road, which has been absent since the former public house was demolished. This could help improve the context of the Multi-Storey Car Park's scale and massing, instead of it being viewed in isolation. In addition, the sale or development of this portion of the site for residential use may also help improve the viability of the overall scheme as a form of enabling development. Of relevance to this, it is noted that the site previously had consent for a part 3/part 4 storey block of apartments (see Planning History below).
- Alternatively, there may also be an opportunity for a commercial (e.g. retail) use on the ground floor of this portion of the site, with possible residential accommodation above.
- In addition, if for any reason a Multi-Storey Car Park were not brought forward on the site and the temporary car park use ceased, then clearly the most favourable and viable alternative use of the land would be for residential development. The density of the surrounding area is approximately 35-40 dwellings per hectare (dph) and at this level it is likely that a minimum of 16 houses could be built on the site (subject to layout). Indeed, if apartments rather than houses were preferred, then a significantly greater number of dwellings could be delivered on the site.



Planning Overview

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Planning Overview

Planning History

- The site has been subject to a number of planning applications over recent years and the most relevant of which are set out below:
- 070179/FO/2003/S1: Erection of 2 four storey and one part 3 part 4 storey block of apartments forming in total 53 self-contained flats with underground parking and associated landscaping - Appeal allowed;
- 072229/FO/2004/S1: Erection of 3 no. 3 storey blocks of, in total, 48 self-contained flats with underground parking, with access from Wilmslow Road and associated landscaping after demolition of existing building - Approved;
- 077801/VO/2005/S2: CITY COUNCIL DEVELOPMENT Erection of temporary contractors compound for a period of 7 months until August 2006 in connection with works to the Wilmslow Road "quality bus corridor" consisting of four cabins and one container. Operating Mondays to Saturdays 7.00 a.m. to Midnight and 9.00 a.m. to 6.00 p.m. on Sundays utilising both Ferndene Road and Wilmslow Road for vehicular access - Approved;
- 082641/FO/2007/S2: Demolition of existing Golden Lion Public House and erection of three, part 3/part 4 storey residential blocks comprising 53 apartments in total with associated private amenity space, basement car parking for 69 cars and repositioning of vehicular access from Wilmslow Road - Withdrawn;
- 086311/FO/2008/S2: Erection of 3 No. x 3 storey buildings to accommodate 48 two bedroomed flats with underground car parking for 61 spaces with associated landscaping - Approved;
- 093553/REP/2010/S2: Application to replace extant planning permission 086311/FO/2008/S2 in order to extend the time limit for implementation up to September 2014 - Approved;
- 101910/FU/2013/S2: Change of use of vacant site to temporary contractors car park for 62 cars, until June 2014 - Approved;
- 102281/DEM/2013/S2: Prior Notification of demolition of Withington Cricket Club building - No objection;
- 106636/FU/2014/S2: Change of use of site to form a 154 space temporary car park for a period of 5 years, for use in connection with The Christie Hospital – Approved
- 107985/JO/2015/S2: Variation of condition no. 3 attached to planning permission
- 106636/FU/2014/S2 to allow the temporary car park to open between 0700hrs and 2300hrs - Approved;
- 109572/JO/2015/S2: Variation of condition no. 2 to planning permission ref: 106636/FU/2014/S2 to allow alterations to car park to allow increased disabled parking spaces - Approved.

Planning Overview

Planning Policy

- The National Planning Policy Framework (NPPF) provides national guidance to local planning authorities. At the heart of the planning system is a presumption in favour of sustainable development. The NPPF does not specifically address car parking for health related uses, but there is a need to take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.
- Manchester City Council is the local planning authority that would be responsible for determining the planning application and the following policies from the Core Strategy (adopted 2012) and Unitary Development Plan (adopted 1995) are therefore relevant:
- Core Strategy Policy SP1 (Spatial Principles): requires development to make a positive contribution to neighbourhoods including creating well designed places that enhance or create character and protect and enhance the built and natural environment and make a positive contribution to the health, safety and wellbeing of residents;
- Core Strategy Policy DM1 (Development Management): requires development to have regard to a number of issues, the most relevant being:
 - Appropriate siting, layout, scale, form, massing and detail;
 - Impact on the surrounding area in terms of design, scale, character and appearance;
 - Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
 - Accessibility: buildings and neighbourhoods should be fully accessible to disabled people and by sustainable transport modes;
 - Community safety and crime prevention;
 - Vehicular access and car parking;
 - Flood risk and drainage.

Planning Overview

Planning Policy Continued

- Core Strategy Policy T1 (Sustainable Transport): encourages delivery of a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, including improving access to transport services and facilities for disabled people and people with mobility impairments;
- Core Strategy Policy T2 (Accessible Areas of Opportunity and Need): requires development to provide appropriate car parking facilities that meet the following requirements for medical and health facilities:
 - Maximum car parking spaces: 1 space per 2 staff plus 4 spaces per consulting room;
 - Minimum disabled parking spaces: up to 200 bays - 3 bays or 6% of total capacity (whichever is greater); over 200 bays - 4 bays plus 4% of total capacity.
- Core Strategy Policy EC9 (South Manchester): supports further employment and economic development at The Christie Hospital;
- Core Strategy Policy EN1 (Design Principles and Strategic Character Areas): requires appropriate development along the radial routes into the City Centre to be commensurate in scale with the prominence of its location;
- UDP Policy WB2 (Withington and Burnage): requires proposals for the expansion and/or redevelopment of The Christie Hospital on Wilmslow Road to have regard to the need to minimise any impact upon the environmental quality and character of the area, residential amenity and traffic movements;
- UDP Policy DC26 (Development and Noise): where a proposal might generate potentially unacceptable levels of noise adjacent in residential areas or close to hospitals, an assessment of the likely impact and the measures proposed to satisfactorily deal with this will be required, such as:
 - engineering solutions including screening by purpose-built barriers;
 - layout solutions including consideration of the distance between the source of the noise and the buildings affected by it and screening by natural barriers;
 - administrative steps including limiting operating times, restricting activities or specifying an acceptable noise limit.

Planning Overview

Planning Policy Continued

- The Christie Strategic Planning Framework was prepared by The Christie NHS Foundation Trust and provides a spatial context for future growth at the site to enable development to be brought forward in a manner that respects its neighbourhood. The Framework was approved and endorsed by the Council's Executive Committee in June 2014 and the Planning and Highways Committee must have regard to it when determining planning applications relating to the hospital site.
- Section 7 of the Framework sets out the following Design Principles that must be taken into consideration when designing proposals at The Christie:
 1. Ensuring that the existing character of surrounding streets is preserved;
 2. Maintaining and enhancing existing street frontages by respecting established boundary treatments, landscape treatments and building set-backs and following the established relationship of buildings to the street;
 3. Establishing parameters for development that identify the maximum height and scale of new built form that can be accommodated without prejudicing local character or amenity;
 4. Ensuring that important street views that contribute to local character are not adversely affected by development;
 5. Ensuring that the setting of the Conservation Area, and the of the Grade II listed Red Lion PH, are not adversely impacted;
 6. Where existing properties back onto the site ensuring that residential amenity, privacy and security to these dwellings is maintained by the boundary treatment, landscape buffer and position and scale of new buildings.
- In relation to the former Golden Lion PH site, paragraph 8.25 of the Framework states that any new development must respect the amenity of surrounding residential properties. A domestic scale of 2 to 2.5 storeys would be appropriate. The existing mature trees on the edges of the site should be retained, unless they are shown to be in poor condition. A strong interface to the public street, with well maintained landscaping, will help ensure that new development integrates with its surroundings.

Planning Overview

Content Of Planning Application

- A planning application for a Multi-Storey Car Park on this site would likely need to be supported by the following documents and information (*those documents marked with an asterisk may also be required by the Council):
 - Plans:
 - Location Plan;
 - Existing Site Plan;
 - Proposed Site Plan;
 - Proposed Floor Plans;
 - Proposed Elevations;
 - Proposed Boundary Treatments;
 - Proposed Lighting Scheme;
 - Existing Street Scene;
 - Proposed Street Scene;
 - Proposed 3D Visualisations*
 - Daylight, Sunlight and Shadow Analysis*
 - Design & Access Statement;
 - Supporting Statement, including:
 - Overall car parking strategy at The Christie;
 - Assessment of alternative sites;
 - Proposed hours and operational use;
 - Pedestrian routes;
 - Disabled facilities.

Planning Overview

Content Of A Planning Application

- Travel Plan;
- Tree Survey;
- Transport Statement*
- Noise Impact Assessment*
- Crime Impact Statement*
- In terms of the application fee that would be required to accompany the planning application, this is calculated on the amount of new floorspace being created by the Multi-Storey Car Park, as follows:

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Scheme Options

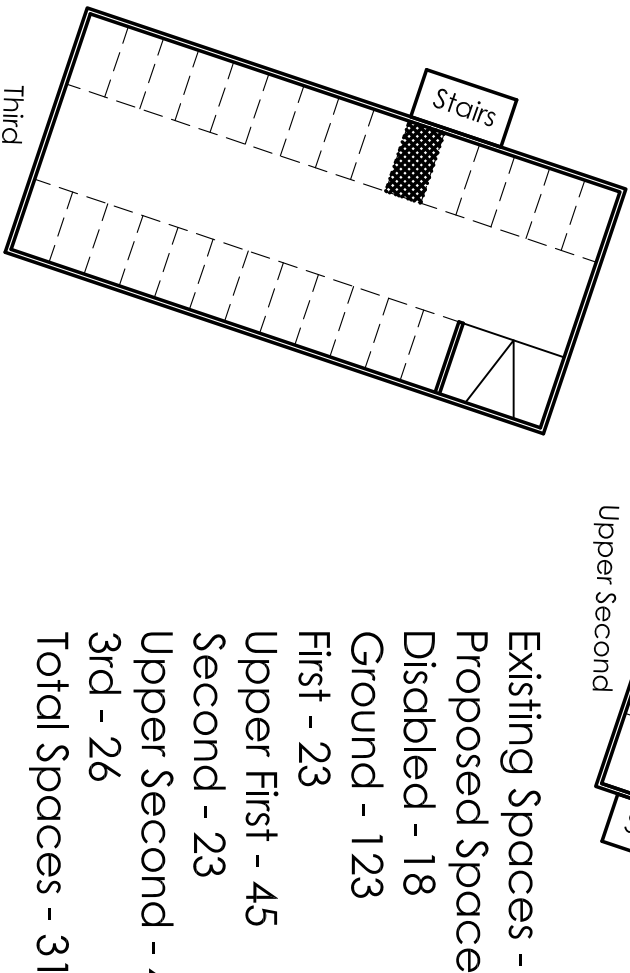
- Consideration has been given to options to both include basement construction and a wider site area to the south of the access point. In both instances this would lead to an uneconomical development and therefore two scheme options for the land to the north of the existing access point have been considered.
- Both options increase current levels of car parking by approximately 180 spaces and are based on split level decks worth the highest positioned adjacent to Wilmslow road.
- The ramp position in scheme 1 is preferred as it provides a more direct access to the upper levels, however option 2 removes any requirement to give way.

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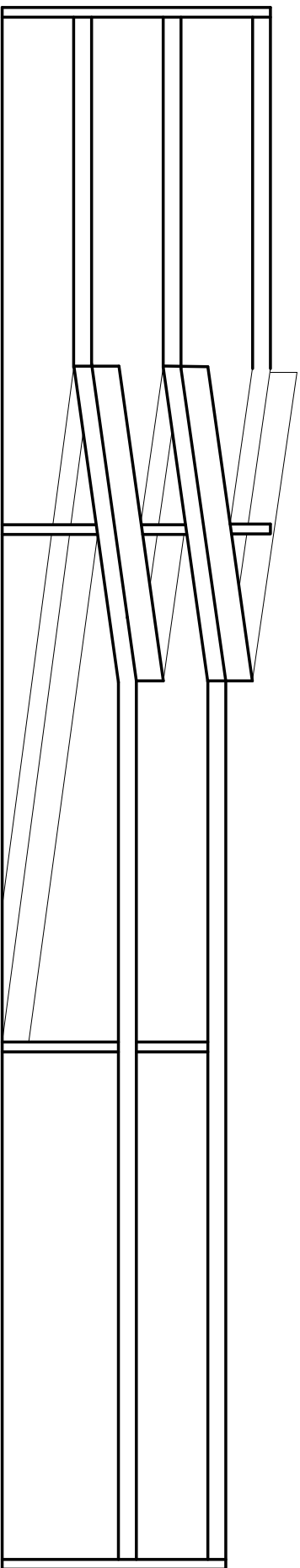


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Scheme 1



Existing Spaces - 134
Proposed Spaces;
Disabled - 18
Ground - 123
First - 23
Upper First - 45
Second - 23
Upper Second - 45
3rd - 26
Total Spaces - 313



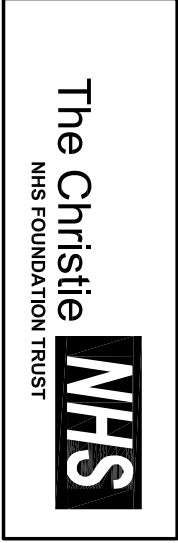
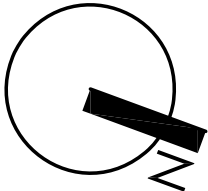
A

B

Scale 1/200

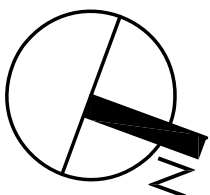


This drawing provides an indicative cross section of the
MSCP from points A-B looking towards the north of the
site

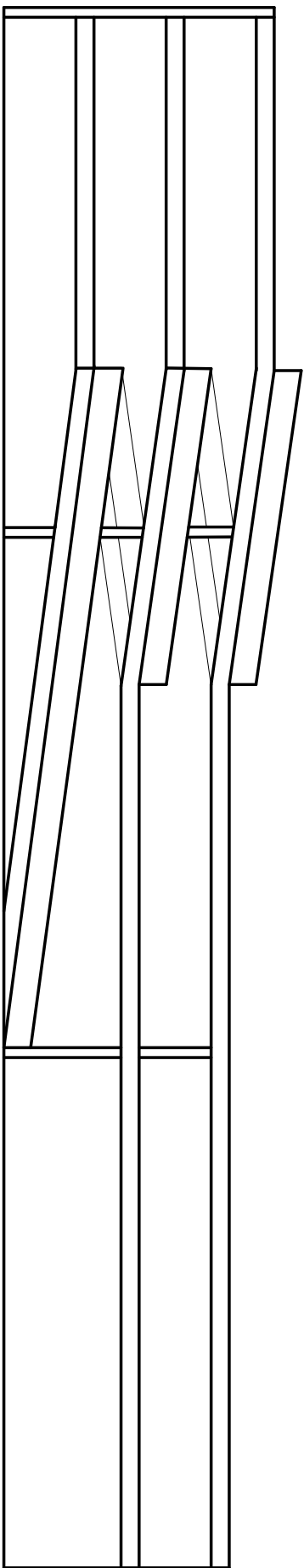


Location	GOLDEN LION SITE WILMSLOW ROAD			
Site	PROPOSED MSCP SCHEME 1			
Scale	1/500	@ A3	Ref	Checked
Scale				04/04/16
drawing no.	899-SCH-1013			

Scheme 2



Total Spaces 309



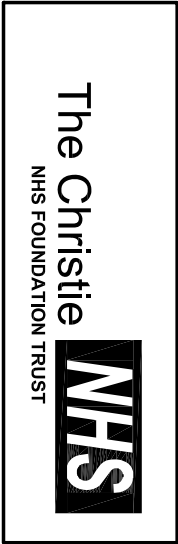
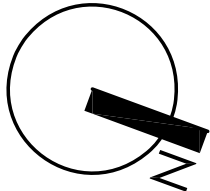
A

B

Scale 1/200



This drawing provides an indicative cross section of the
MSCP from points A-B looking towards the north of the
site



Location	GOLDEN LION SITE WILMSLOW ROAD			
Site	PROPOSED MSCP SCHEME 2			
Scale	1/500	@ A3	Ref	Checked
Scale				04/04/16
drawing no.	899-SCH-1014			

Construction Methods

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Construction Methods

- It is acknowledged that speed of construction is an important factor and therefore the two principle construction methods to consider are either steel frame or pre-cast concrete frame. An in situ concrete structure is not appropriate from a construction programme perspective.
- Of the two a steel frame requires a reduced lead in time and also is more flexible on site with the limited amount of construction space.
- The Emerson Group Contracts division have constructed a number of steel framed car parks with pre-cast concrete up floors. A typical example is Spring Street Car Park in Wilmslow, constructed for Macclesfield borough council as a joint venture with The Emerson Group.



Phasing & Programme

- In order to maintain a degree of car parking on site during construction a phased approach is suggested.
- In phase 1 the structure to the rear of the site would initially be built and then this area released for parking (at ground floor level only).
- Phase 2 contains the access ramps and therefore no access to upper levels upon completion of phase 1. To maintain a safe working area there would be a zone beyond the phase 2 construction works to facilitate joining the two phases together.
- An overall programme period of 44 Weeks is anticipated as per phasing programme.

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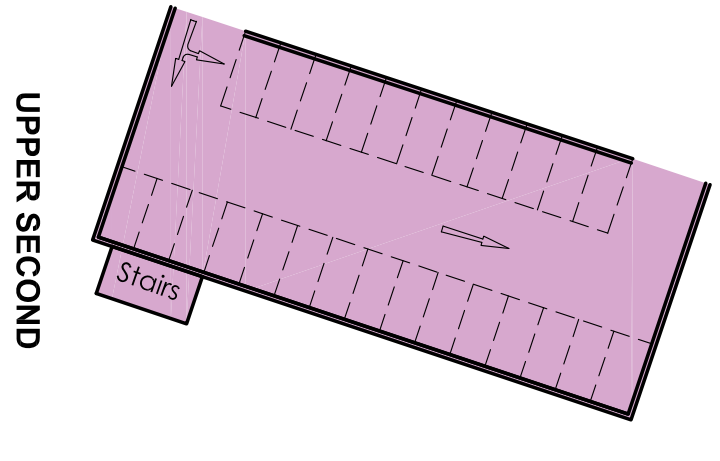
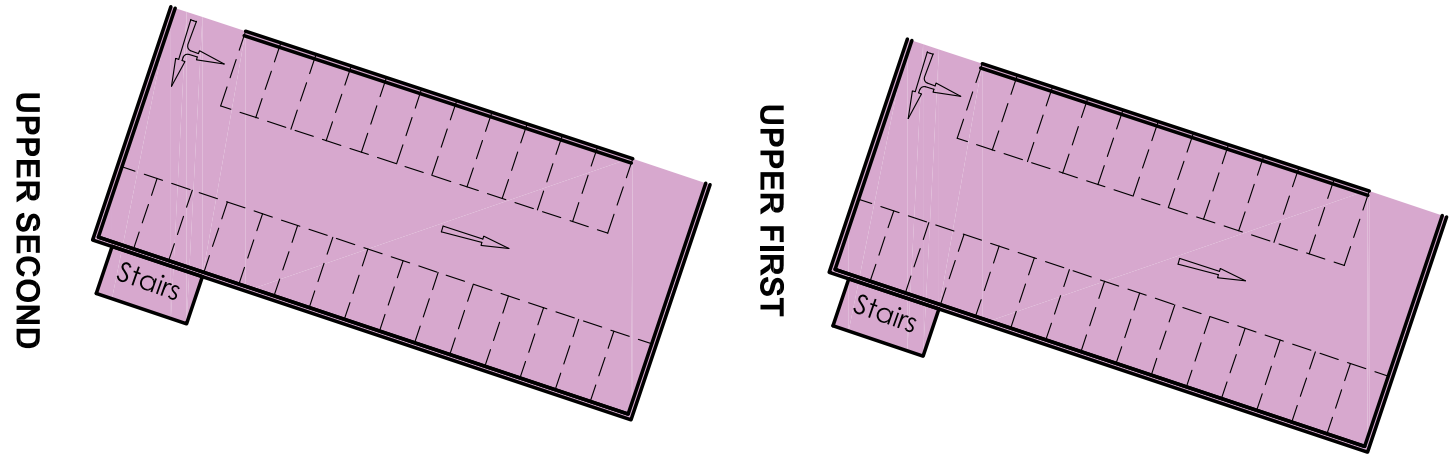
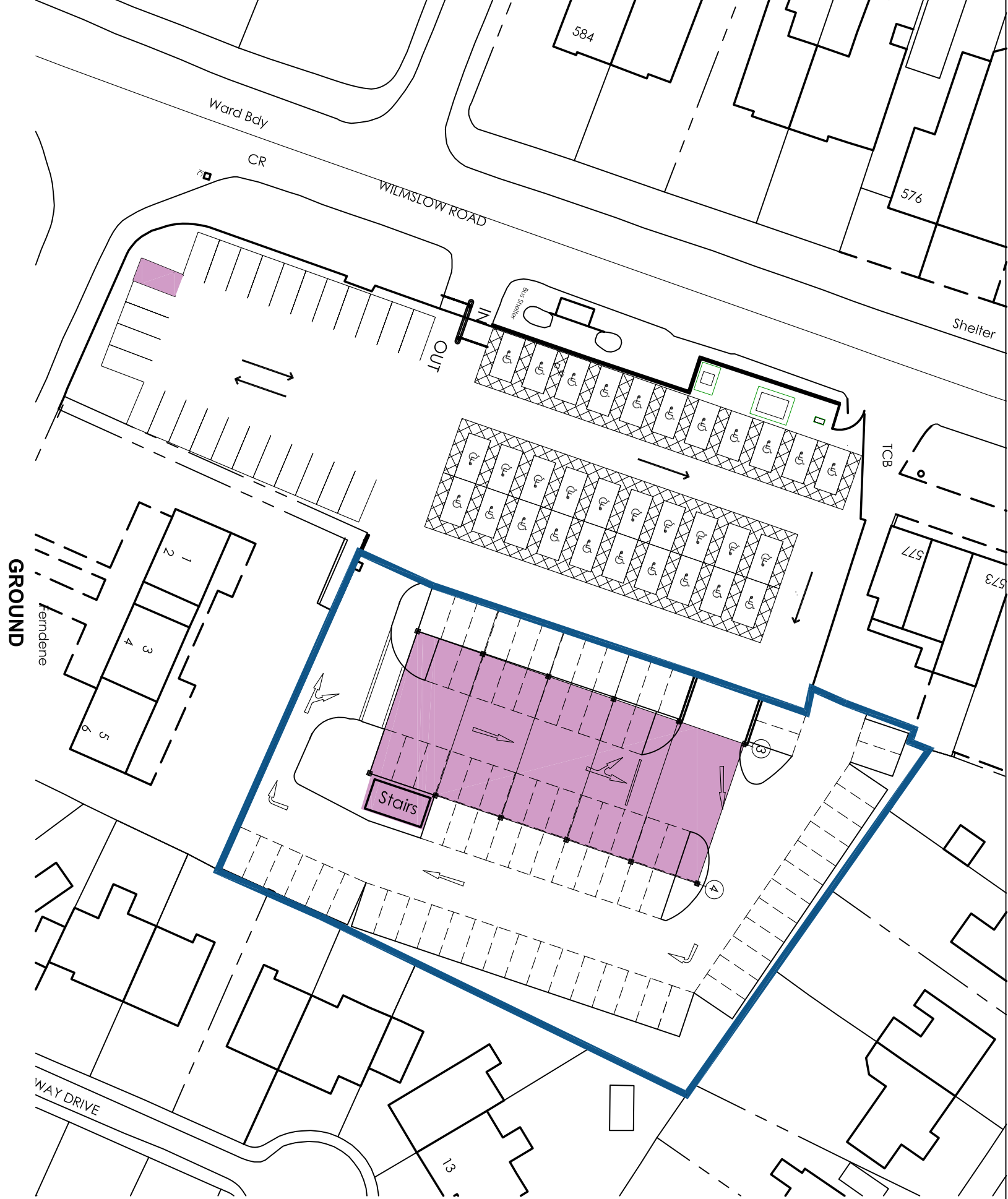
Phase 1 of MSCP

Construction Site

Boundary

- Phase 1:
- Addition of 1 extra space to the right hand of the existing car park as indicated.
 - 2 storey construction between grid lines 3 & 4 to create the rear part of the upper first deck and the upper second deck.
 - Erection of access stair to the rear.
 - Surface level car park to the rear of the site.

Spaces retained during phase 1 works = 58 spaces



PHASE 1 OF MULTI-STOREY CAR PARK

The Christie

NHS

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Location

GOLDEN LION SITE

WILMSLOW ROAD

Site

SCHEME 1

PHASE 1

Scale

1/500

@ A3

18/03/16

Drawing no.

899-SCH-1011A

Phase 2 of MSCP

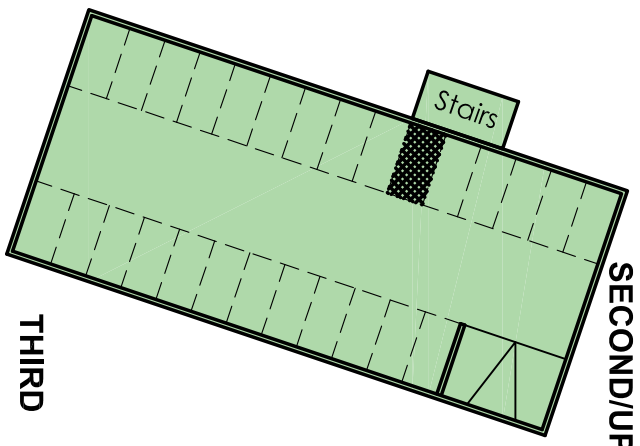
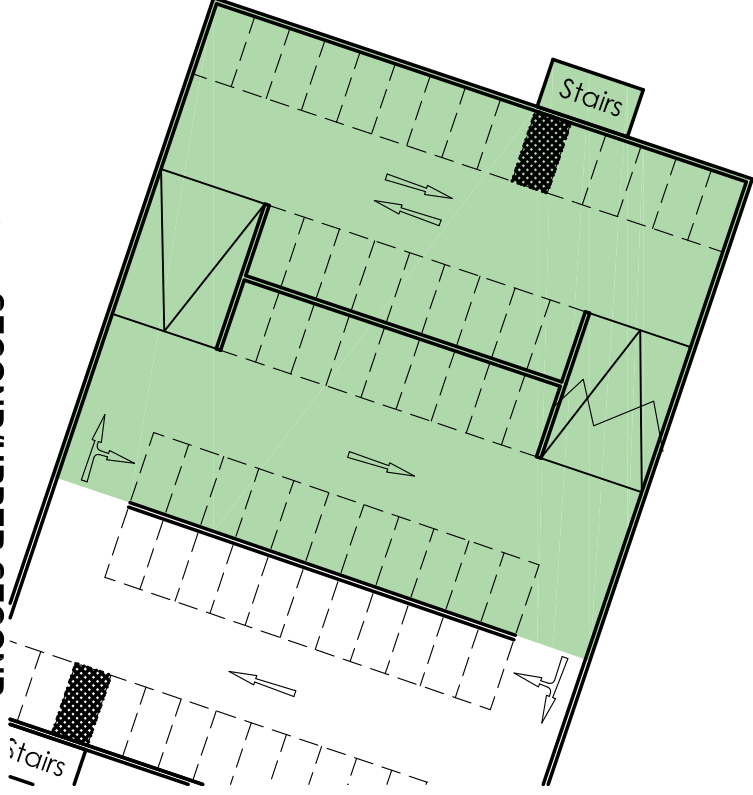
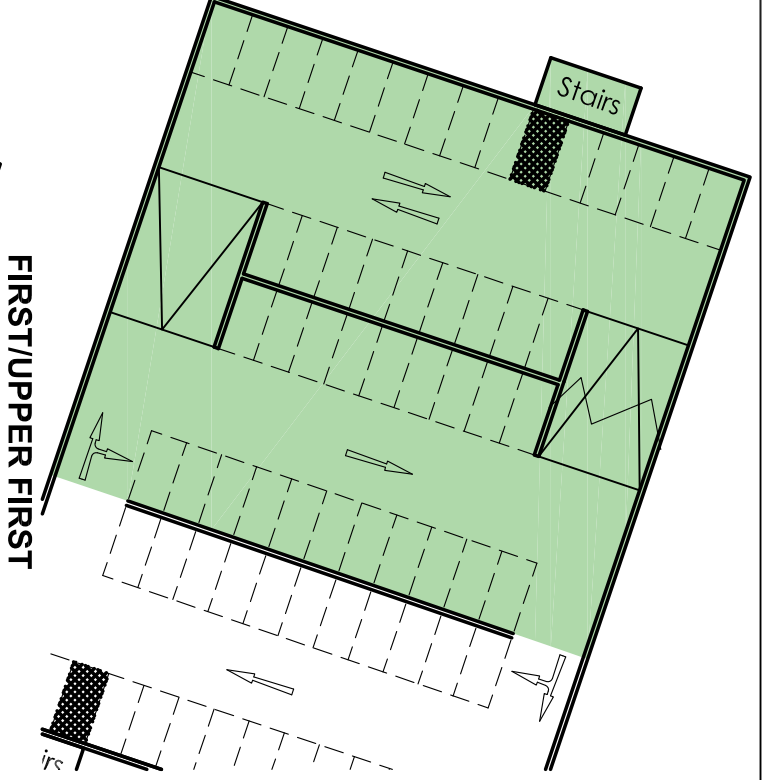
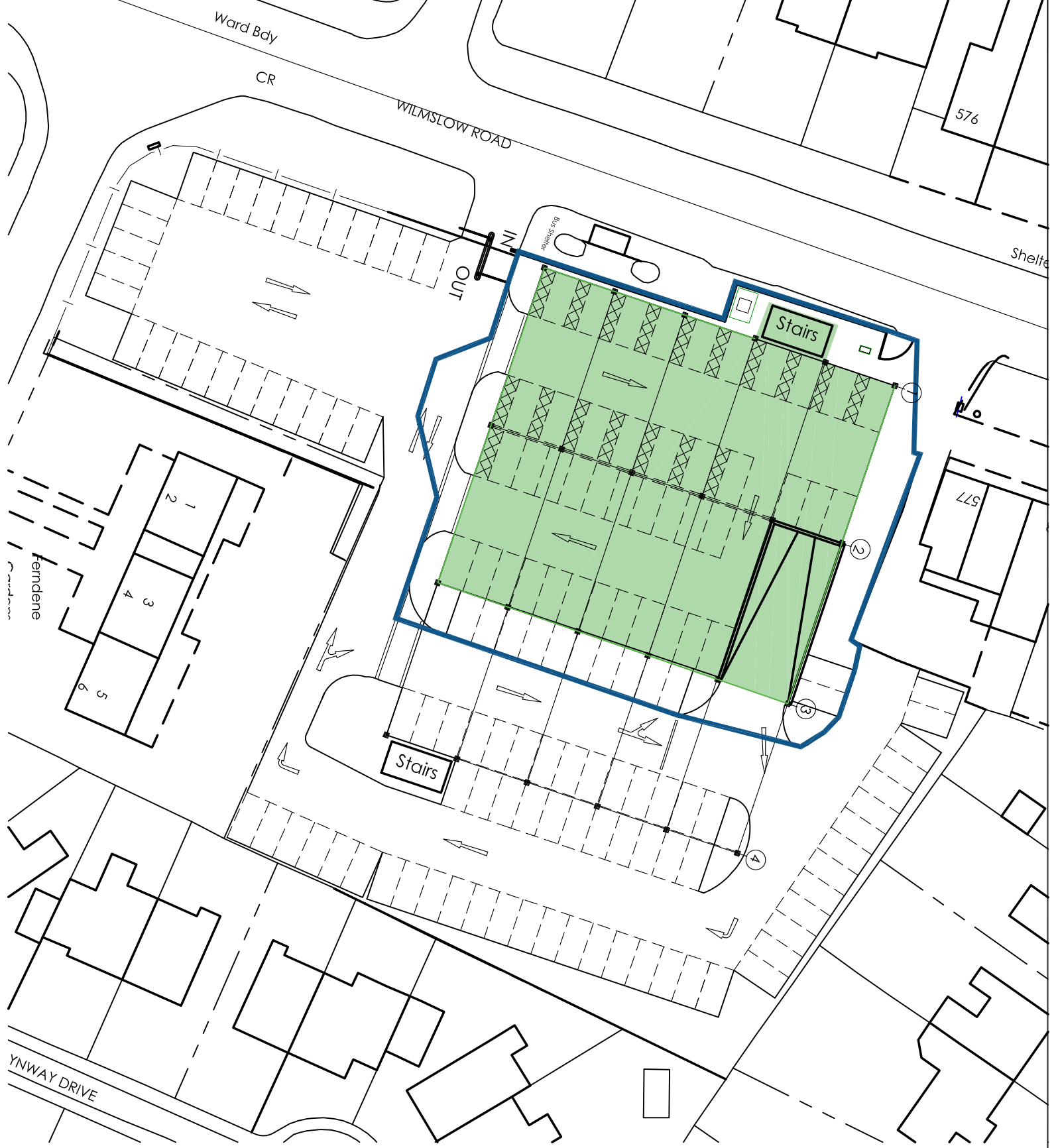
Construction Site

Boundary

Phase 2:

- 3 storey construction between grid lines 1 & 2 to create the front part of the first deck, second deck and the third deck.
- 2 storey construction between grid lines 2 & 3 to create the front part of the upper first deck and the upper second deck.
- Ramps added to create access between decks.
- Erection of access stair to the front.
- Surface level car park to the front of the site.

Spaces retained during phase 1 works = 85 spaces



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NHS

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Location

GOLDEN LION SITE

WILMSLOW ROAD

Info

SCHEME 1

PHASE 2

Scale

1/500

@ A3

18/03/16

Drawing no.

899-SCH-1011B

PHASE 2 OF MULTI-STOREY CAR PARK

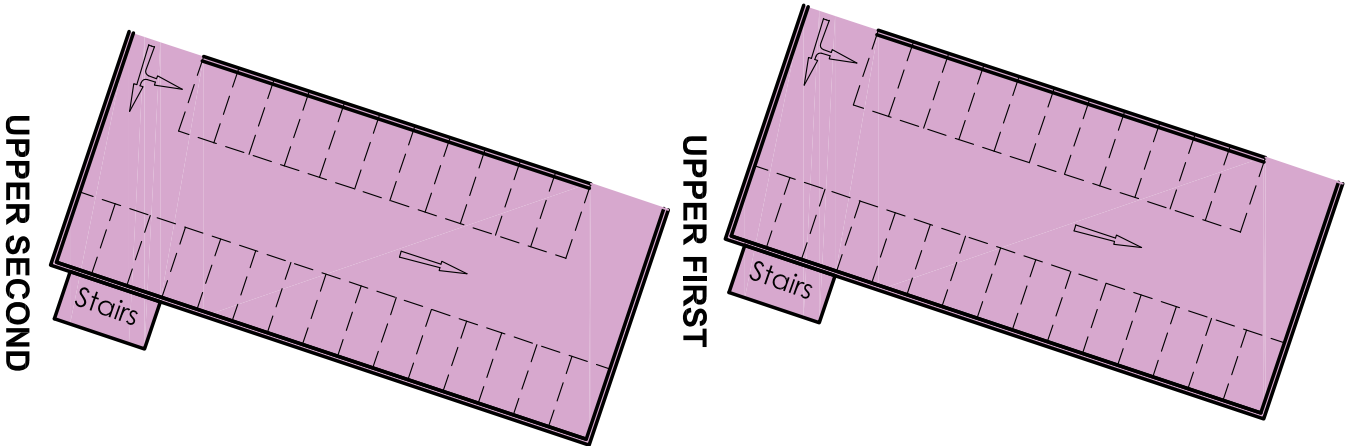
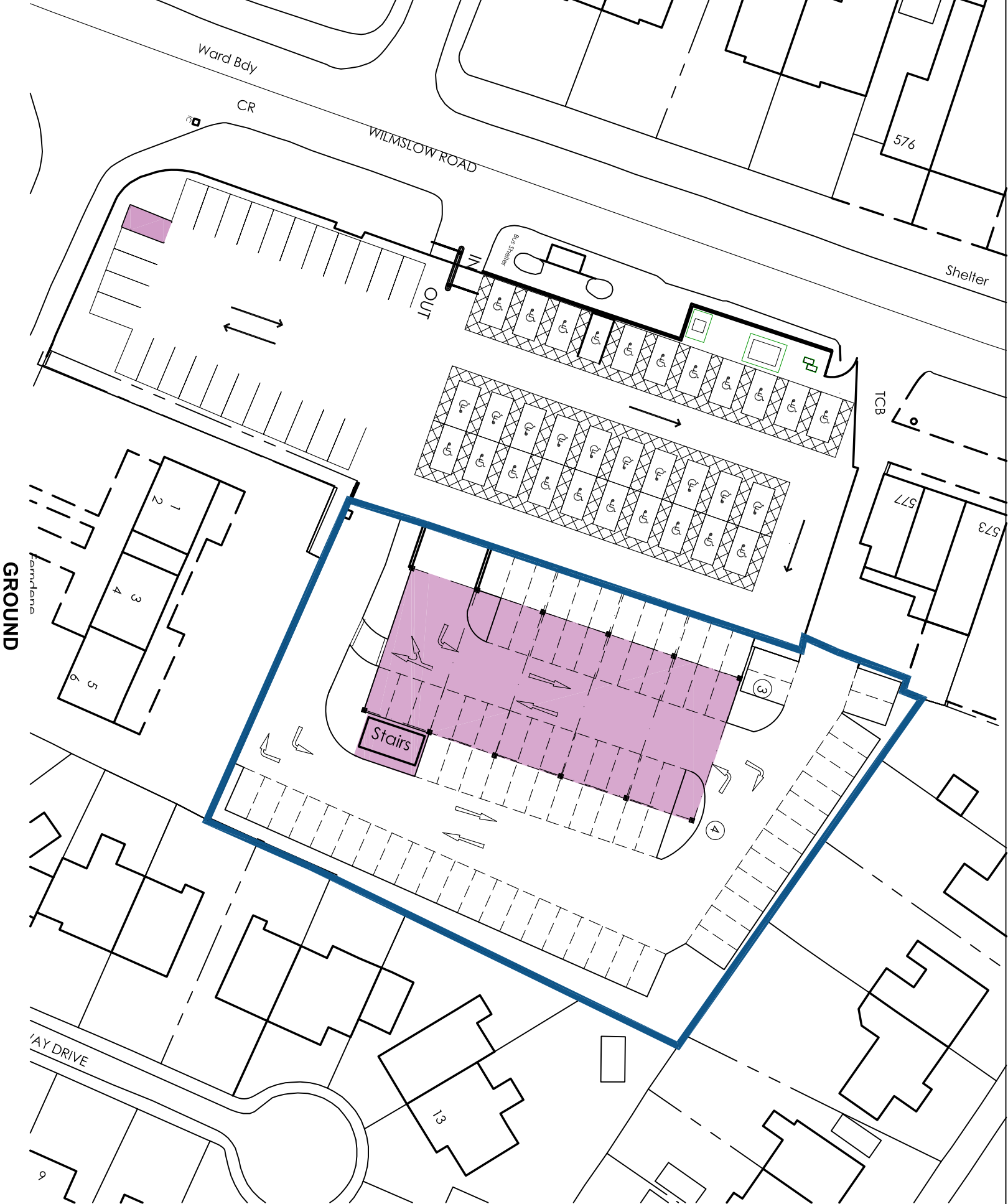
Phase 1 of MSCP

Construction Site

Boundary

- Phase 1:
- Addition of 1 extra space to the right hand of the existing car park as indicated.
 - 2 storey construction between grid lines 3 & 4 to create the rear part of the upper first deck and the upper second deck.
 - Erection of access stair to the rear.
 - Surface level car park to the rear of the site.

Spaces retained during phase 1 works = 58 spaces



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Location
GOLDEN LION SITE
WILMSLOW ROAD

Site
SCHEME 2
PHASE 1

Scale
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Rev
Checked
Date
18/03/16

Drawing no.
899-SCH-1012A

PHASE 1 OF MULTI-STOREY CAR PARK

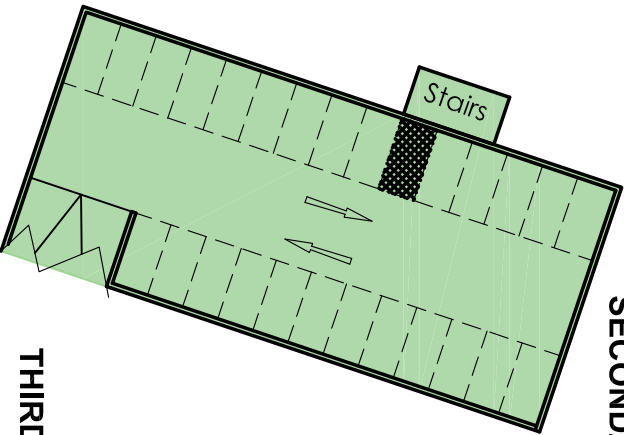
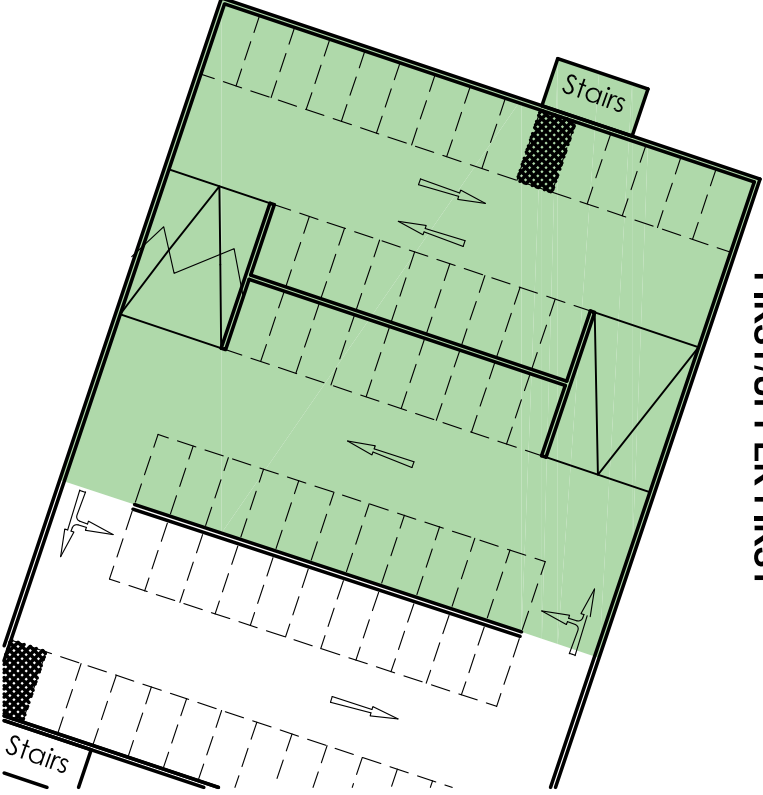
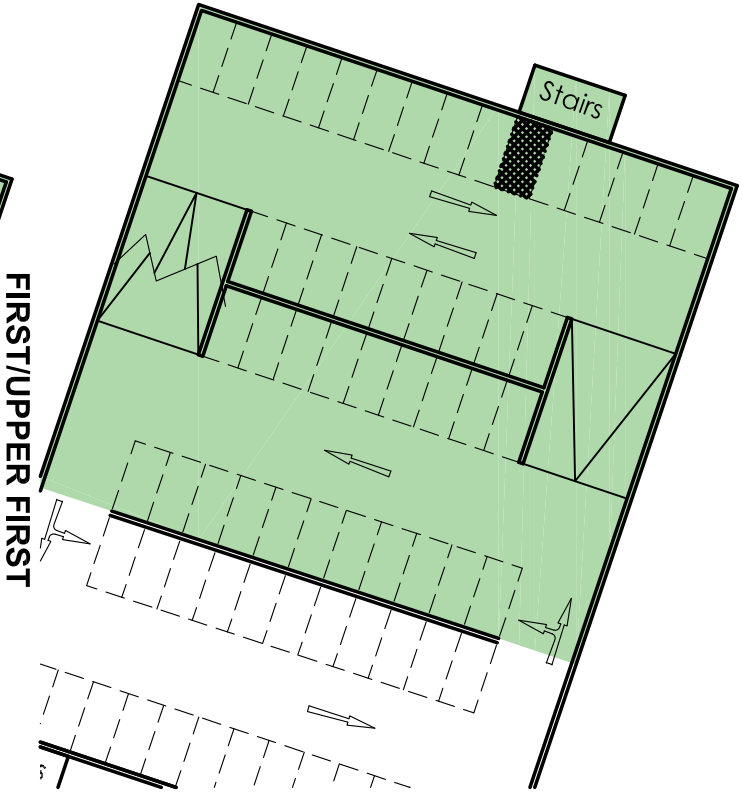
Phase 2 of MSCP

Construction Site
Boundary

Phase 2:

- 3 storey construction between grid lines 1 & 2 to create the front part of the first deck, second deck and the third deck.
- 2 storey construction between grid lines 2 & 3 to create the front part of the upper first deck and the upper second deck.
- Ramps added to create access between decks.
- Erection of access stair to the front.
- Surface level car park to the front of the site.

Spaces retained during
phase 1 works = 85 spaces



PHASE 2 OF MULTI-STOREY CAR PARK

The Christie
NHS FOUNDATION TRUST



Location
GOLDEN LION SITE
WILMSLOW ROAD

Site
SCHEME 2
PHASE 2

Scale
1/500 @ A3
18/03/16

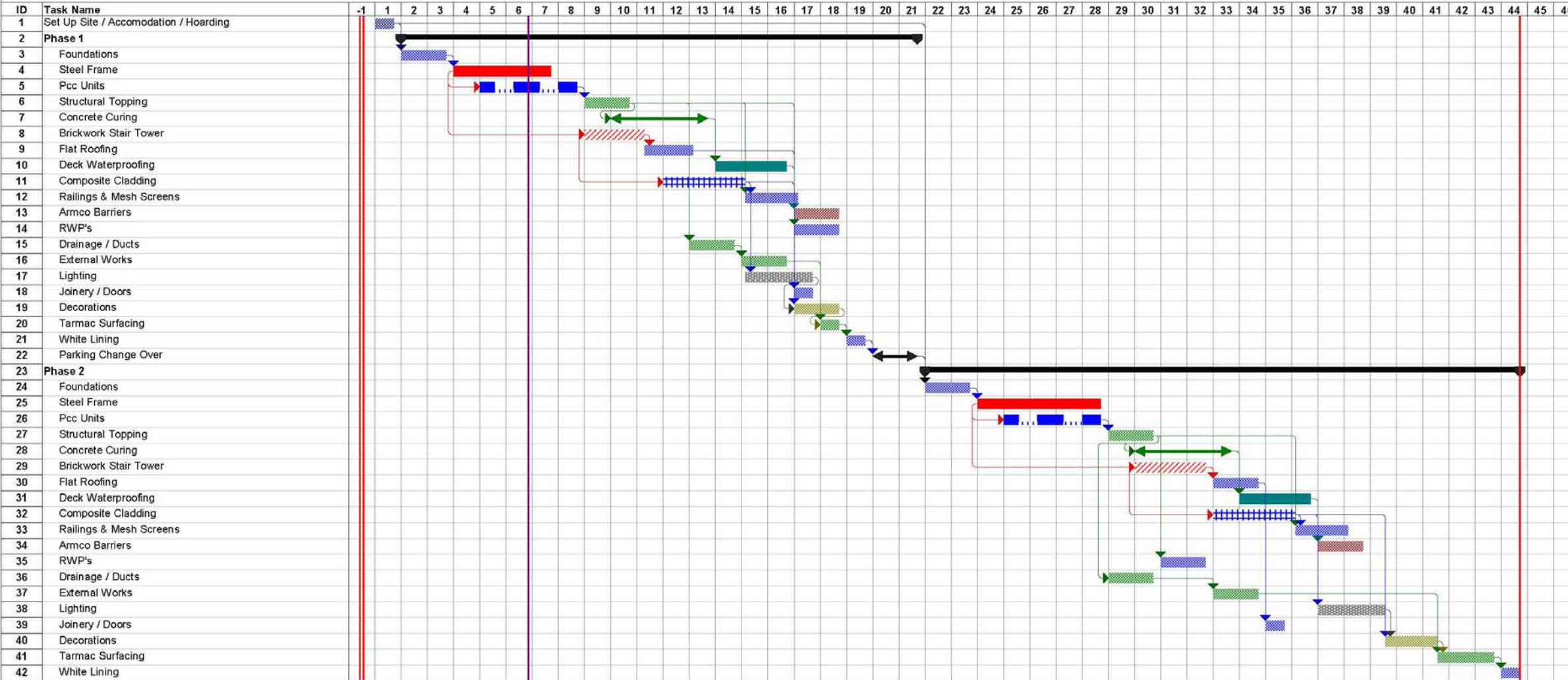
Drawing no.
899-SCH-1012B



Programme

Goldon Lion Car Park
The Christie

FEASIBILITY PROGRAMME



Outline Cost Advice

- The cost for car parking space are based on experience gained in similar projects.
- It is assumed that the frame will be steel with precast concrete floors and ramps.
- The car park will be typically open sided to allow the appropriate degree of natural ventilation balanced with visual amenities for adjoining properties and meeting the requirements for fire separation with open / unprotected areas meeting the standards of the Building Regulations.
- It is advised that deck levels would be finished with elastomeric coatings to offer waterproofing at the top deck and demarcation of spaces at lower levels.
- It is assumed that foundations will be single, probably mini piles to minimize foundation size and depth of excavation, no service diversions are included and it is recommended that a full services search be undertaken.
- Cost are normally quoted on a cost per space basis, however given that car parking already exists on site the most appropriate measure for assessment would be as a cost per net additional car parking space.



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Charitable Fund



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