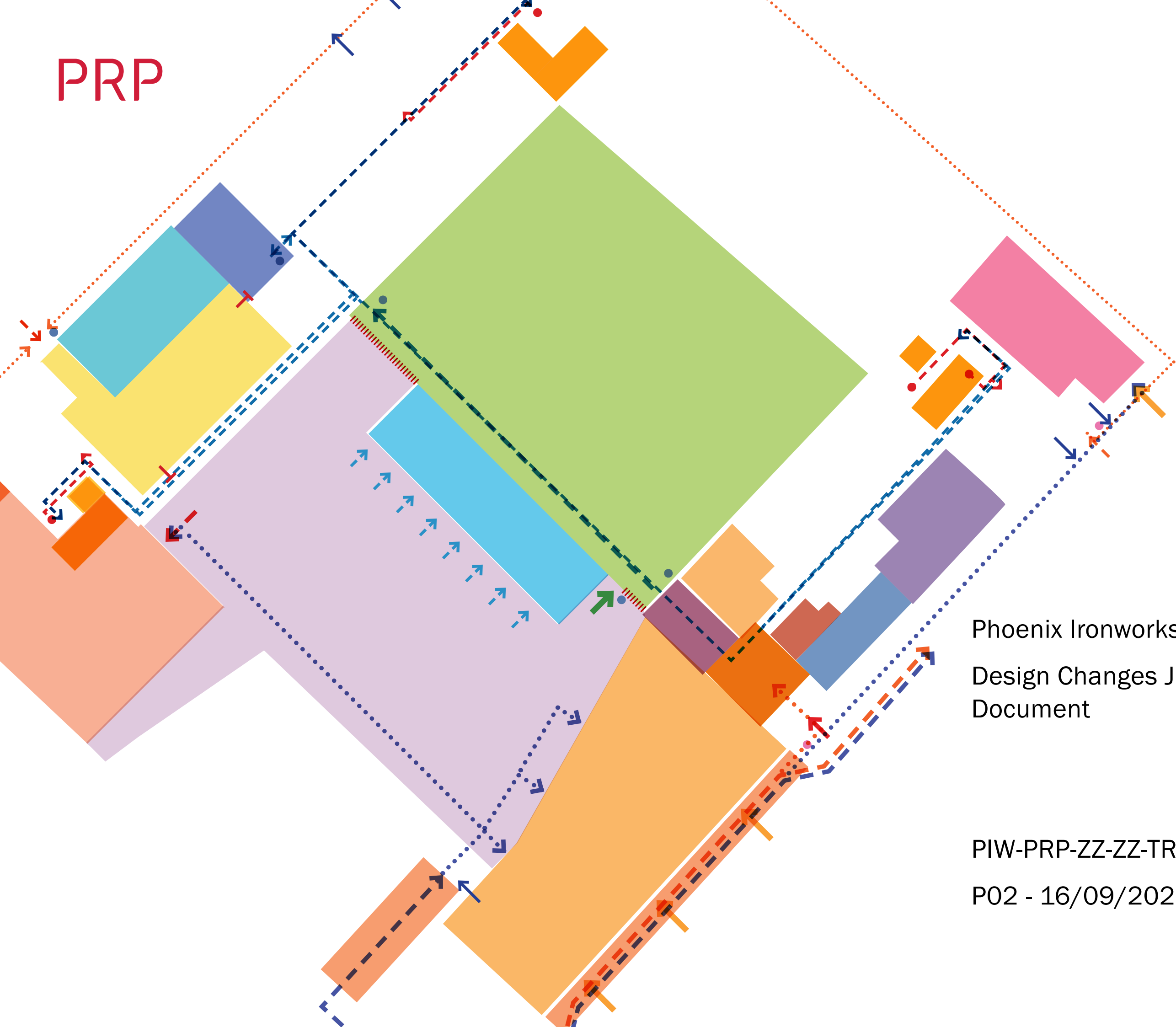


PRP



Phoenix Ironworks

Design Changes Justification  
Document

PIW-PRP-ZZ-ZZ-TR-A-100003

P02 - 16/09/2025

**PRP Job Reference**

B100663

**Issuing Date / Office**

October 2025 / Manchester

**Project Lead**

Sarah Campbell

**Original File Location**

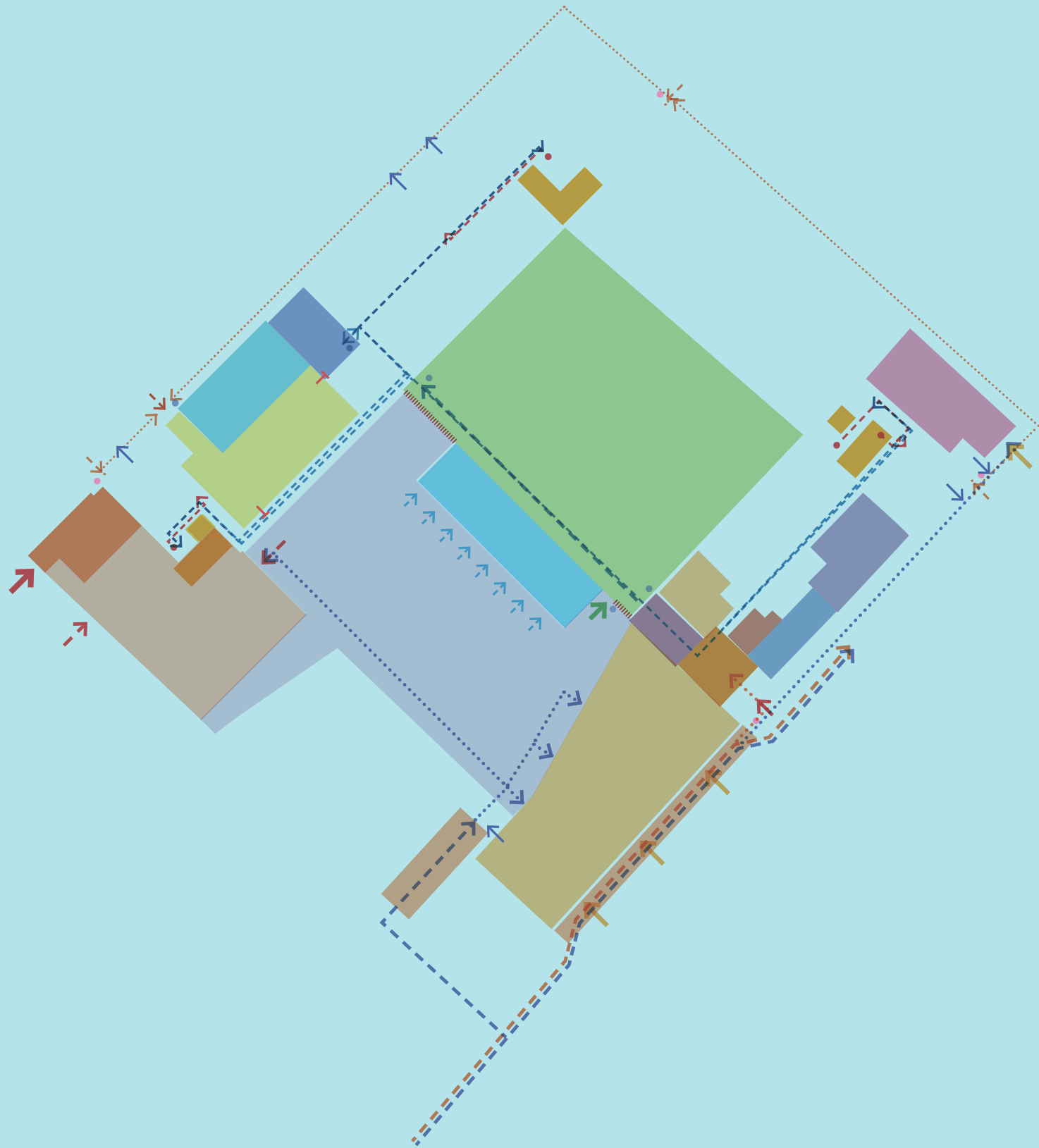
P:\B100663-AC Phoenix Ironworks WDs\PRP Live Data\Presentation\InDesign

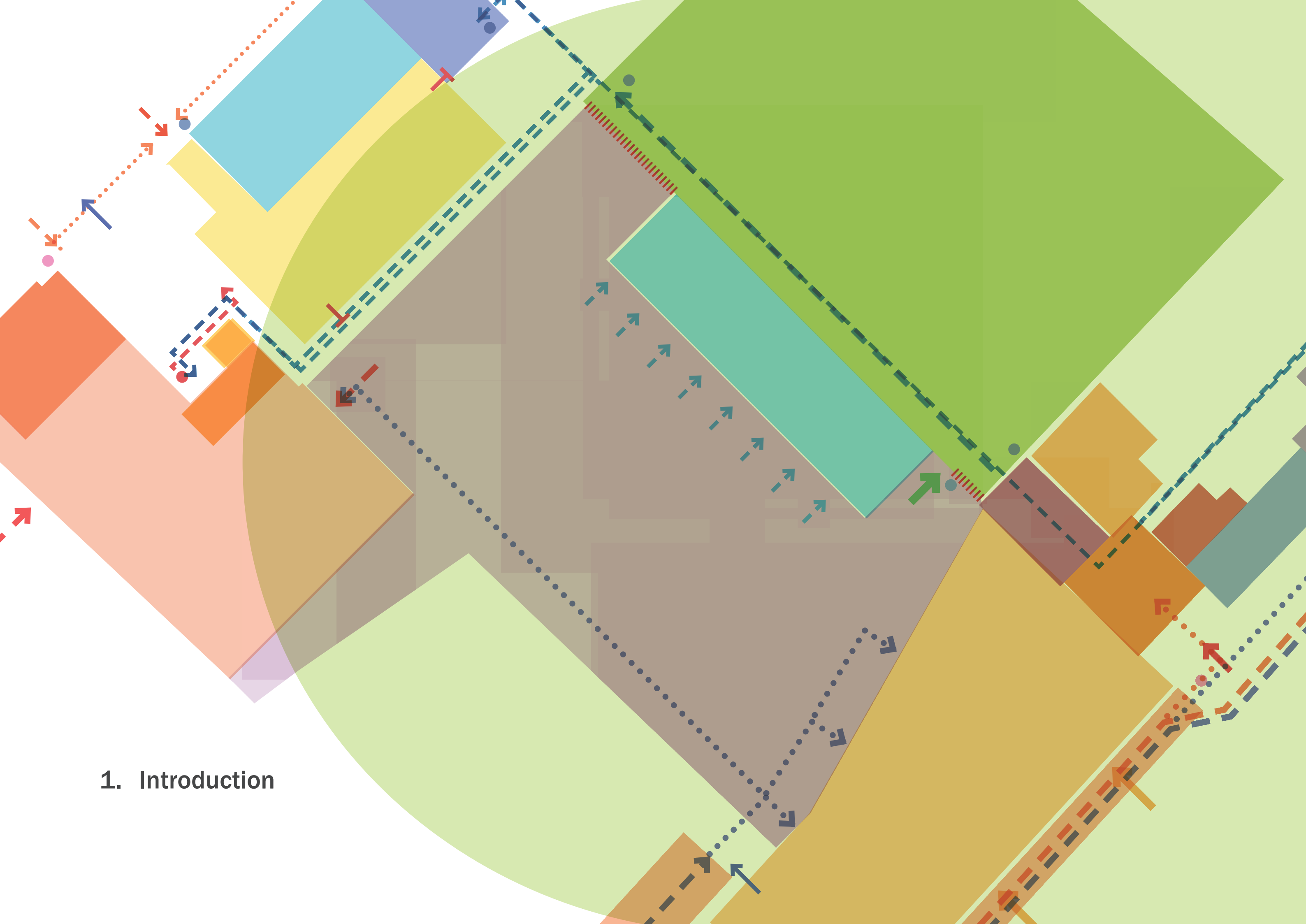
**Revision Date**

P02 16.10.25

Contents

|      |                                                            |    |
|------|------------------------------------------------------------|----|
| 1.   | Introduction                                               | 4  |
| 1.1. | Overview                                                   | 5  |
| 1.2. | Site                                                       | 6  |
| 2.   | Adjustments to Parameter Plans and Volume                  | 7  |
| 2.1. | Building Height                                            | 8  |
| 2.2. | Core 1 extension to roof on level 9                        | 10 |
| 2.3. | Covered walkway                                            | 12 |
| 2.4. | Makers Spaces                                              | 15 |
| 3.   | Façades Adjustments                                        | 18 |
| 3.1. | Window Height adjustments due to terrain and adjacent roof | 19 |
| 3.2. | Window transom height adjustment                           | 20 |
| 3.3. | Double openable window to achieve purge ventilation        | 22 |
| 3.4. | Brick Detailing                                            | 23 |
| 3.5. | Mortar Colour                                              | 24 |
| 3.6. | Changes to Decorative Brickwork to Jersey Street Entrances | 25 |
| 4.   | Adjustments to the Plans                                   | 27 |
| 4.1. | Ground floor layout changes                                | 28 |
| 4.2. | Changes to Cores                                           | 30 |
| 4.3. | Compliance with Approved Document M                        | 37 |





1. Introduction

## 1.1. Overview

PRP Architects have been appointed by EWC and Manchester Life Development Company to submit a Non-Material Amendment Application (section 96a) to formally approve the changes to the original planning application prepared by CallisonRTKL (now Arcadis).

The original application number is (137346/FO/2023),

The purpose of this document is to outline the proposed changes to the approved scheme, providing justification based on the key themes detailed in the contents section.

All changes are minor and have been made in response to the requirements of ongoing technical design development, compliance with building regulations, and considerations of project viability.

This document should be read in conjunction with the drawings in support of this application.

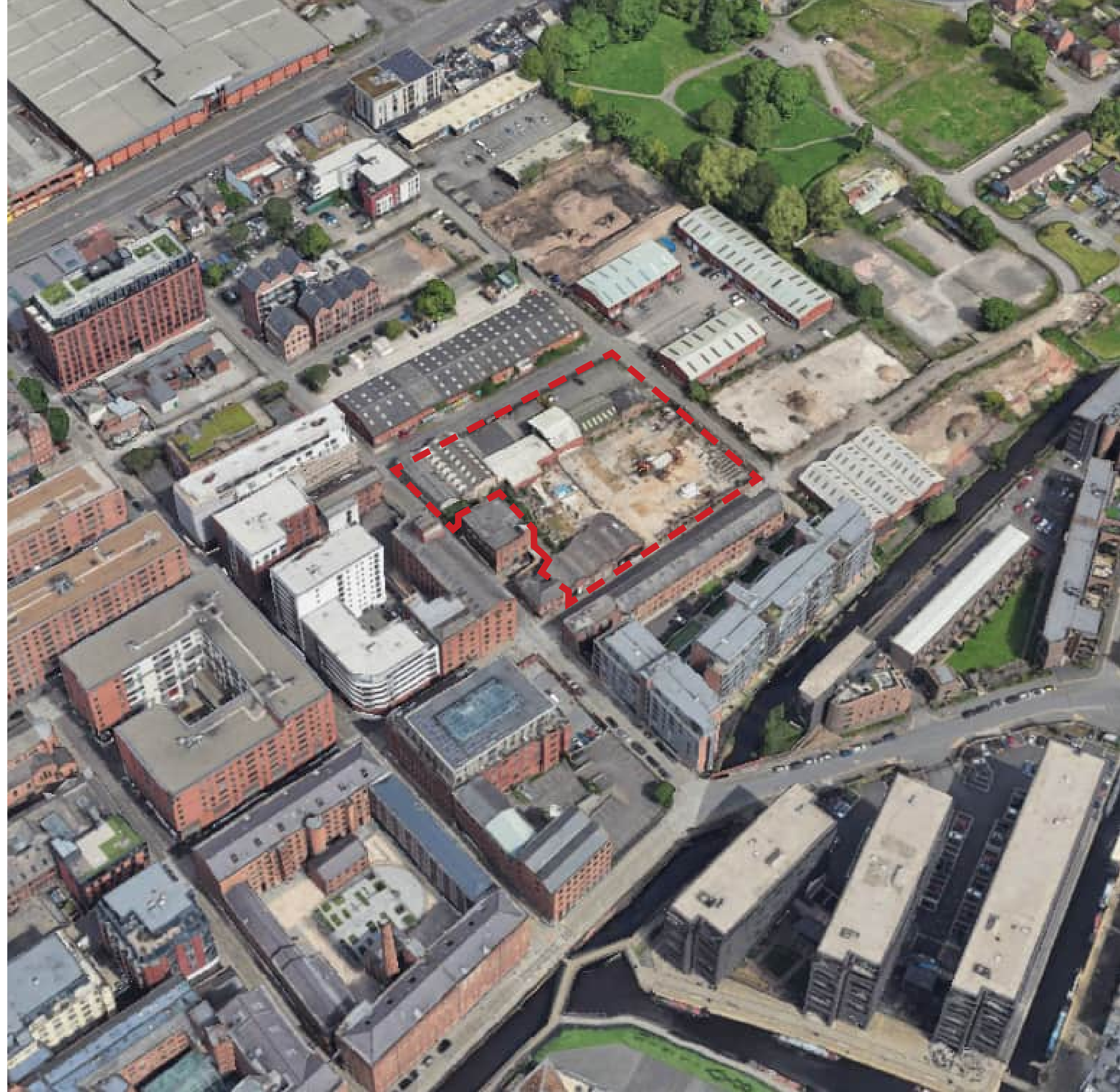
The material textures used in this document are indicative due to the limited capabilities of the software used to create them.

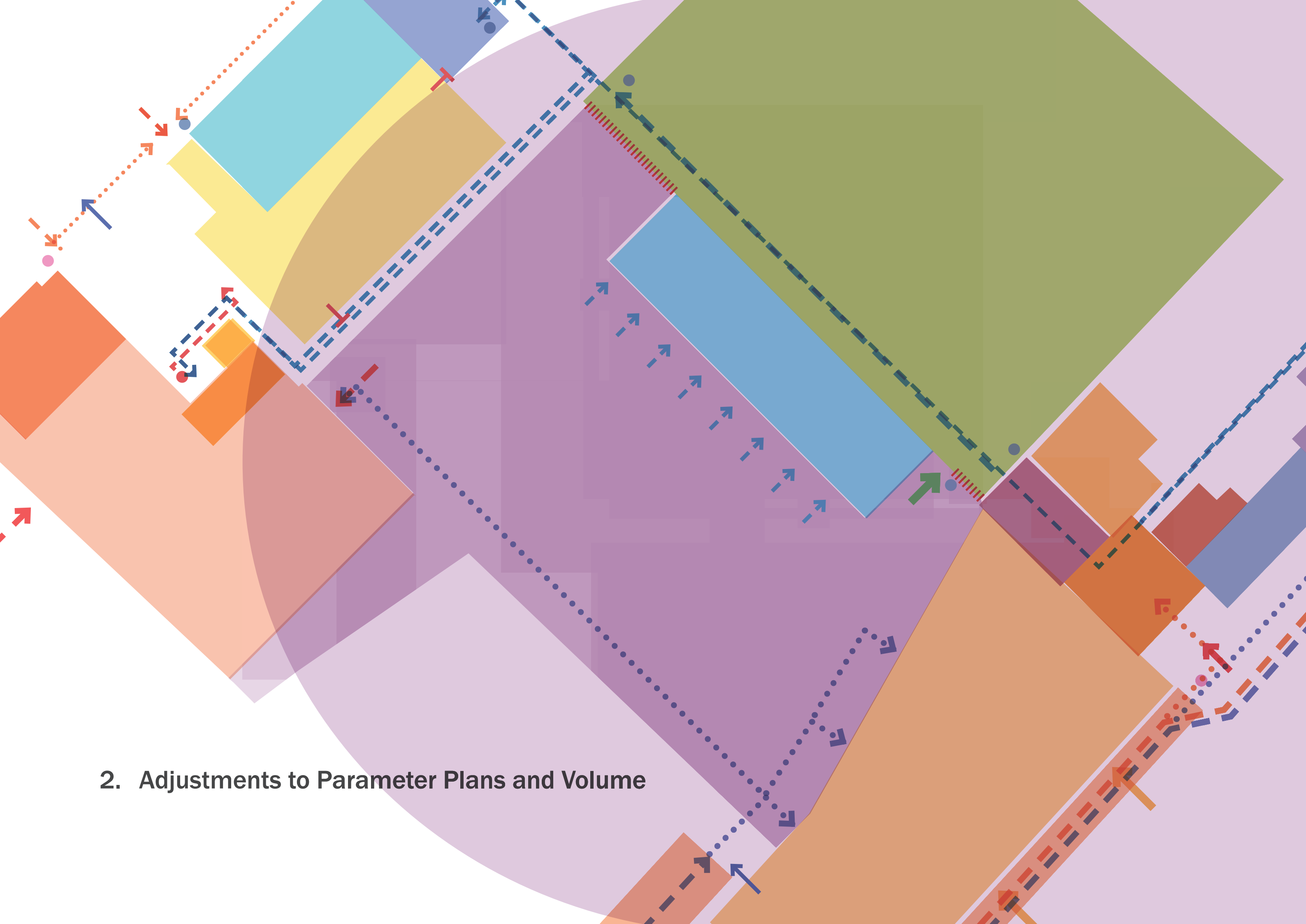


## 1.2. Site

The site is located to the east of Manchester City Centre, it is bounded by Jersey Street to the south, Naval Street to the north, Radium Street to the west, and Poland Street to the east. Surrounding land uses include residential properties, offices, and industrial buildings.

The site lies within the Ancoats Conservation Area, and the wall along Jersey Street is recognized for its historical and heritage significance.



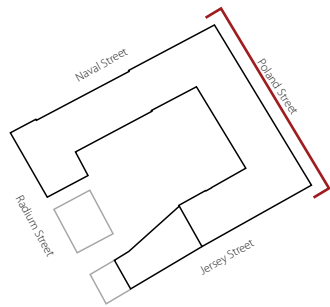


## 2. Adjustments to Parameter Plans and Volume

2.1. Building Height

The consented design was based on a typical floor-to-floor height of 3,075 mm. The proposed design seeks to slightly reduce the overall building height by decreasing the typical floor-to-floor height to 3,000 mm.

The elevations shown on the right and the following page illustrate this reduction in building height. In our view, this adjustment does not adversely affect the building’s massing or its overall visual impact.

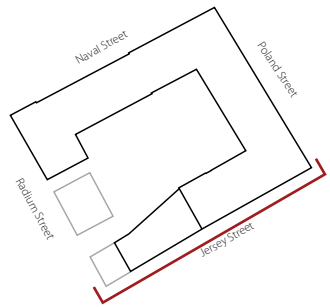


Poland Street Elevation

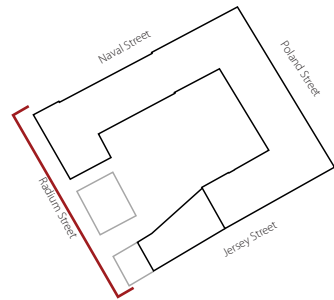
Key

--- Consented Building Height

Please note the perimeter roof guard rail is collapsible and can be folded down when not in use, making it concealed from sight when not needed.



Jersey Street Elevation

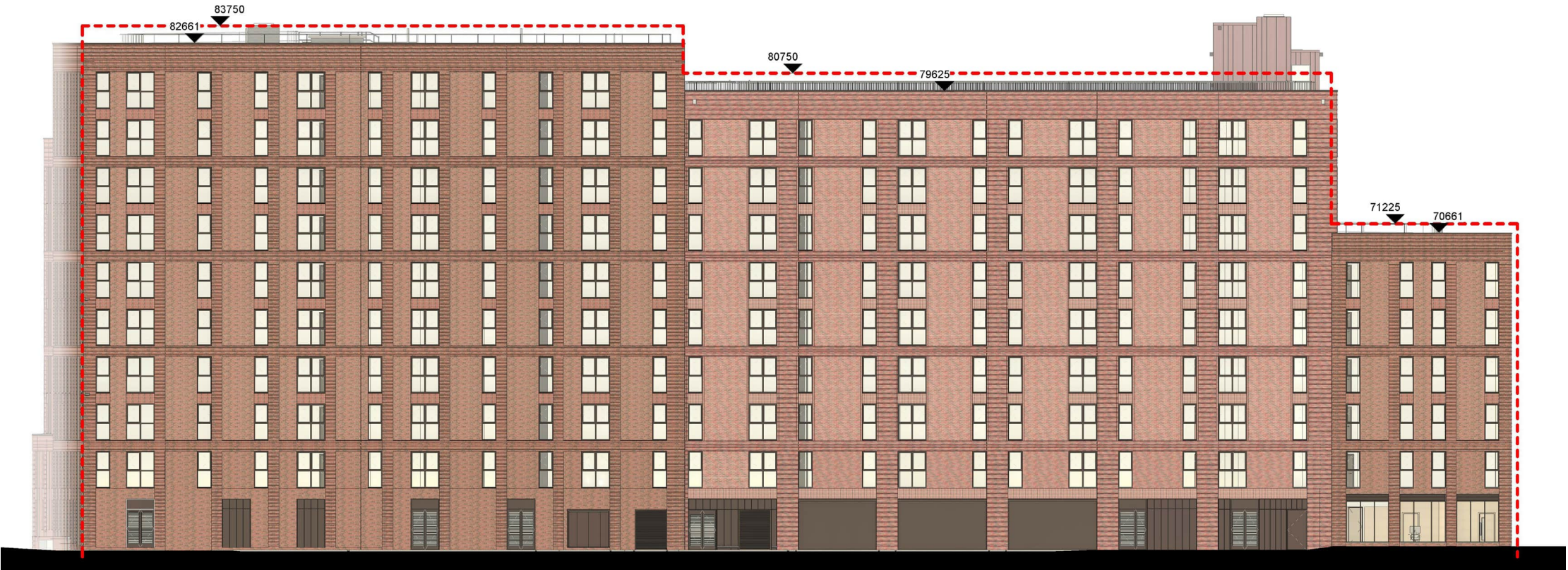
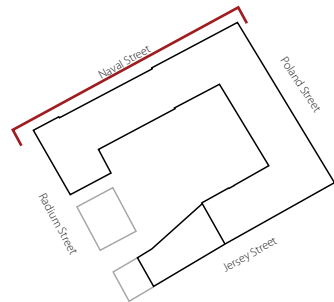


Radium Street Elevation

Key

--- Consented Building Height

Please note the perimeter roof guard rail is collapsible and can be folded down when not in use, making it concealed from sight when not needed.



Naval Street Elevation

2.2. Core 1 extension to roof on level 9

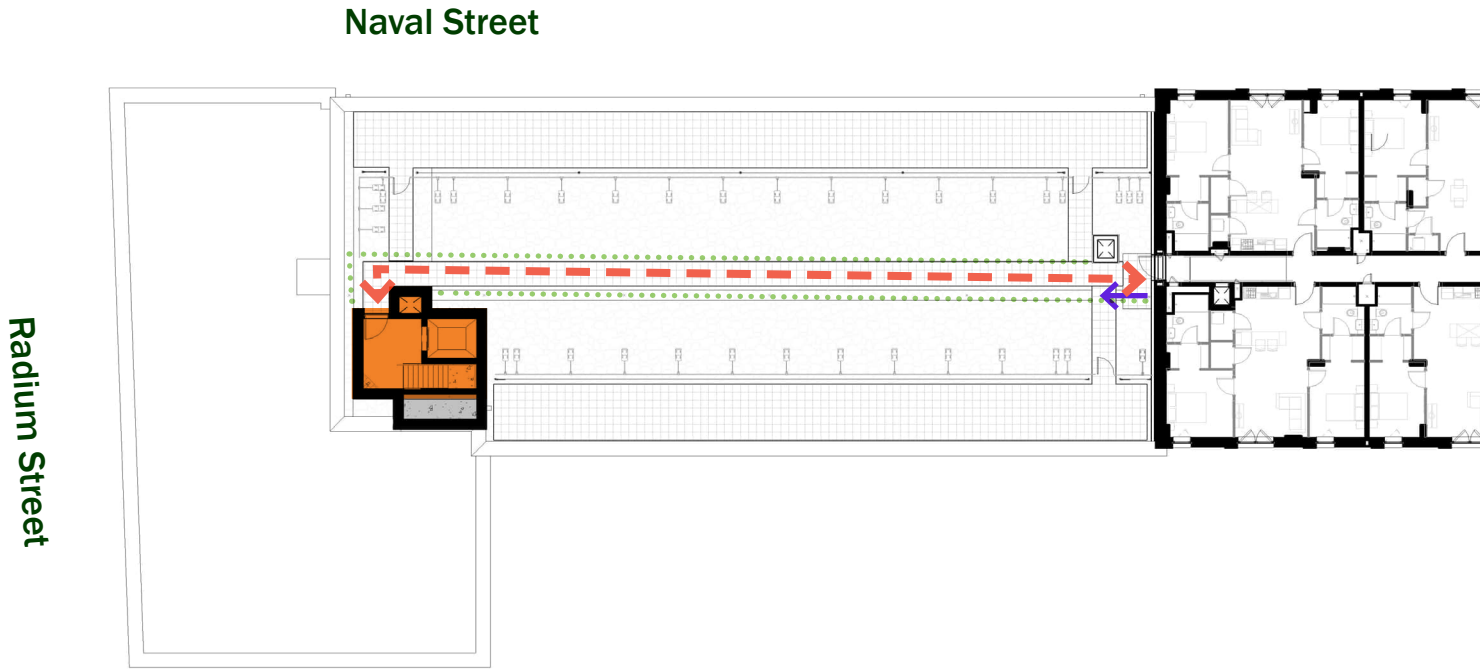
Although this does not constitute a design change to the consented scheme, we have further developed the design of the roof core extension where escape from the upper most floor is provided across the roof.

To minimise the visual impact at the roof edge, the volumes above the stair and lift overrun have been stepped back.

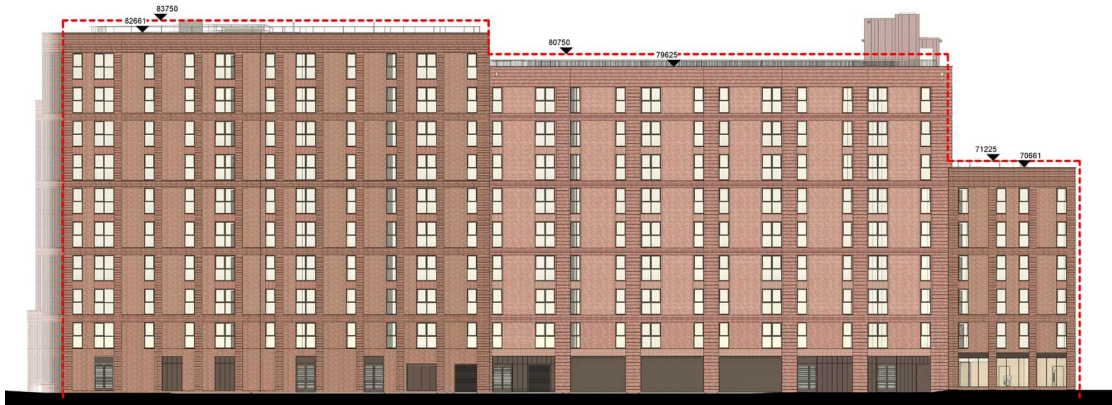
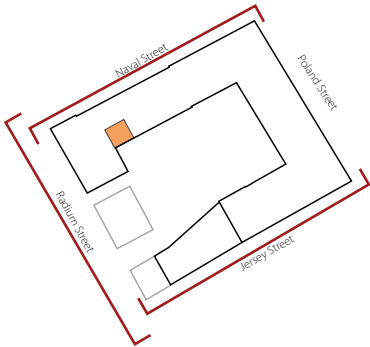
The small shaft adjacent to the stair overrun must extend 500 mm above the roof level due to technical requirements.

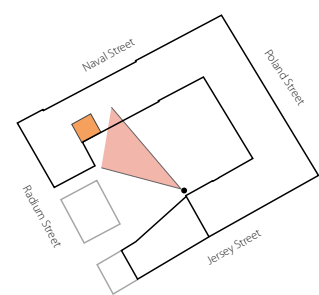
To reduce the visual impact, the walls have been clad in zinc, allowing them to complement the building's existing material palette.

The plan and elevations to the right illustrate Core 1 projecting above the roof-line. The following page includes views of the Core 1 overrun from street level, the public square, and the semi-public garden.

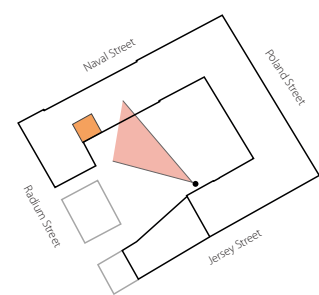


- Key**
- ← Access access to roof
  - ↔ Means of Escape across the roof
  - ..... Railing 1100mm
  - Consented Building Height

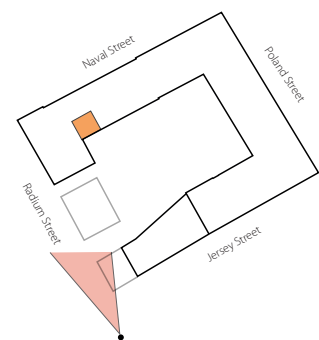




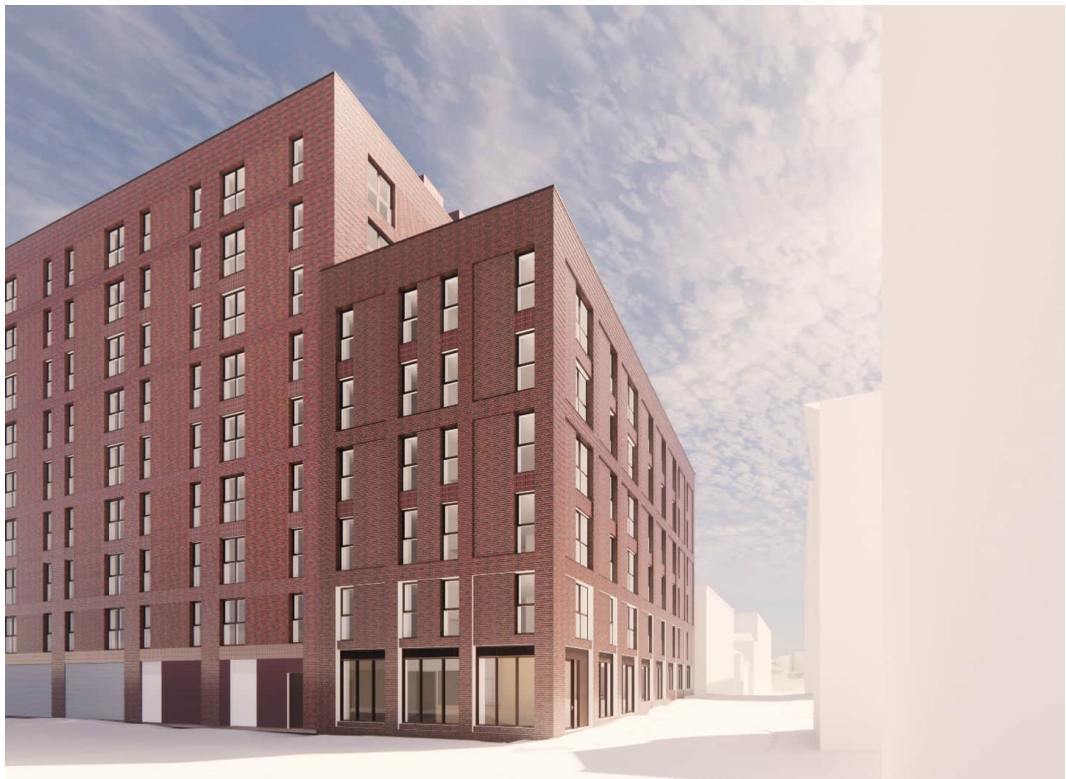
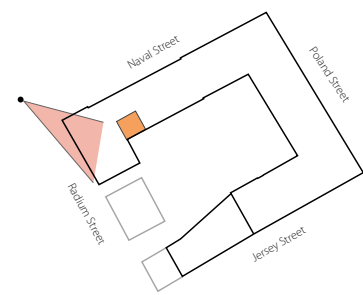
View from public Courtyard



View from Semi-Private residents garden



View from Radium Jersey Street Corner



View from Radium Naval Street Corner

2.3. Covered walkway

To achieve significant cost savings and support the overall viability of the project, the curtain walling has been removed from the walkway corridor linking the two blocks on Jersey and Naval Street.

The walkway will be retained as a separate external structure with a solid roof, maintaining connectivity between the two residential blocks.

Additionally, a railing and gate will be installed at the rear of the private makers' units to provide a secure boundary to the private gardens.

Key

Main Residential Entrance

Main Circulation Cores

Main access to building

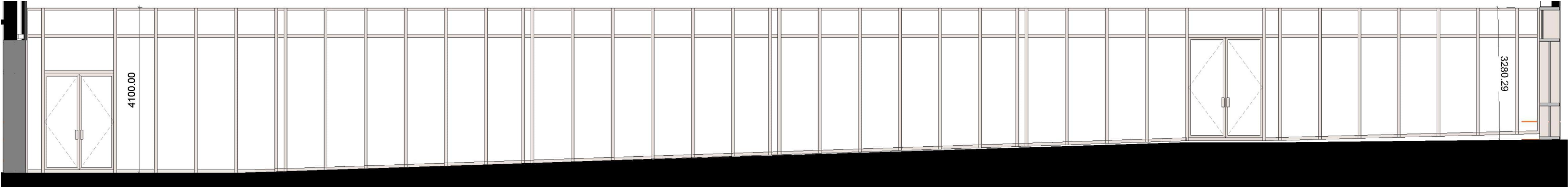
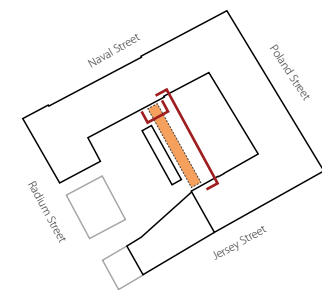
Internal access from main lobby to cores

External gate to the Residents garden

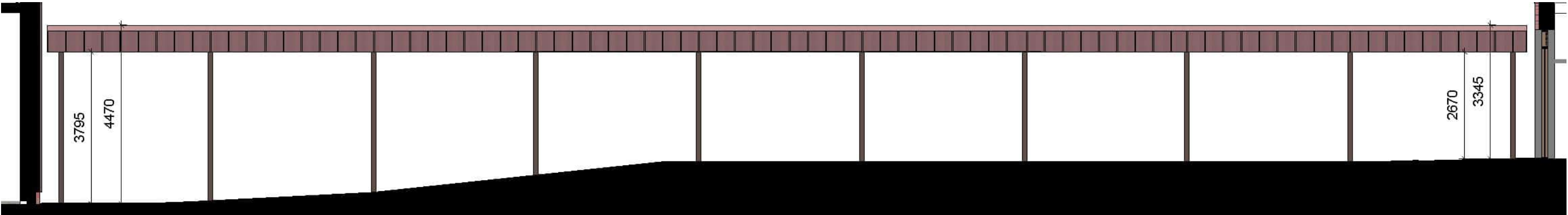
Semi-private Residents Garden

Covered Walkway

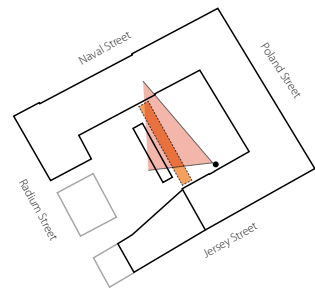




Covered walkway elevation - Consented Design



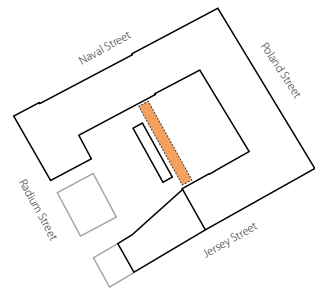
Covered walkway elevation - Proposed Design



View from semi-private residents garden - Consented Design



View from semi-private residents garden



View from Radium Naval Street corner - Proposed Design

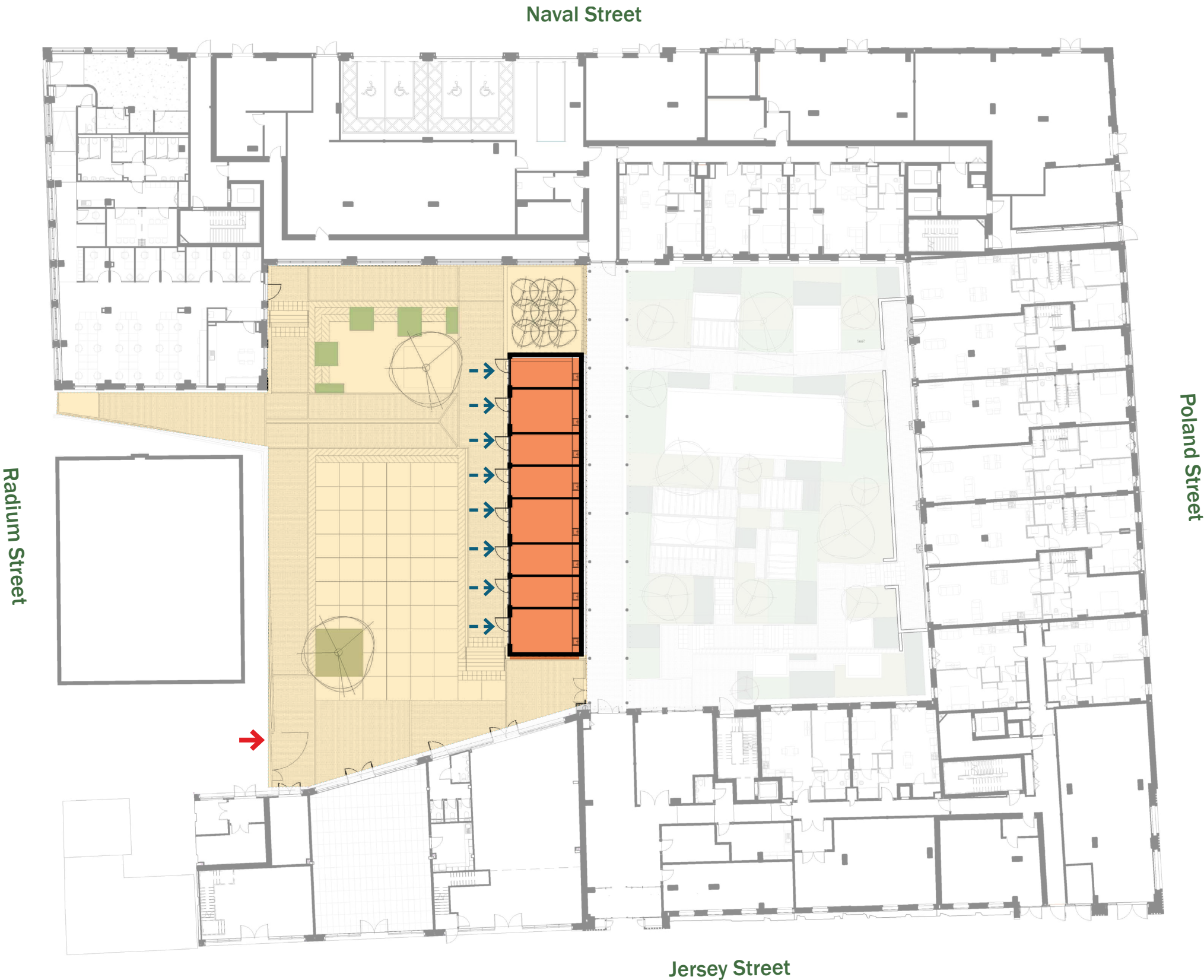


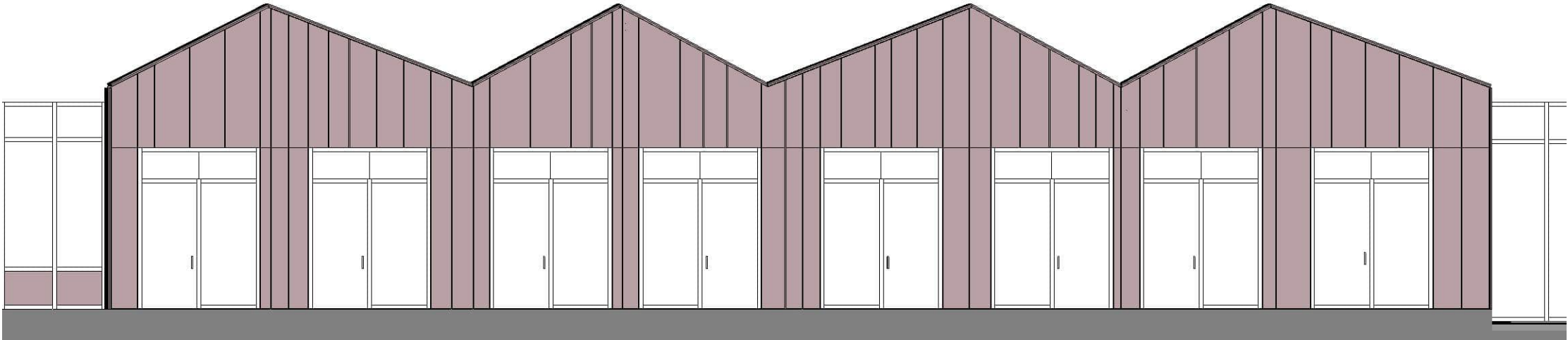
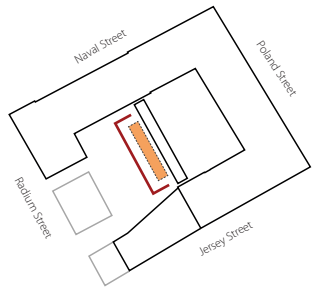
View from Radium Naval Street corner

2.4. Makers Spaces

The design of the private makers units within the courtyard has been refined from the original planning approval to offer a small saving towards project viability, we have retained the approved façade materials and distinctive saw-tooth roof form, while making only minor adjustment to reduce the roof pitch and overall ridge height without compromising the architectural intent or character of the scheme.

- Key**
- Makers Spaces
  - Public Courtyard
  - Main access to public Square
  - Entrances to Makers Units

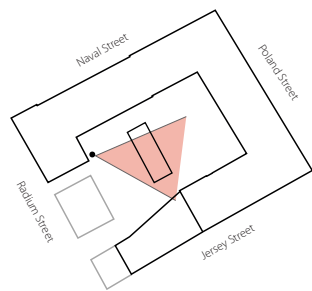




View from public internal courtyard - Consented Design



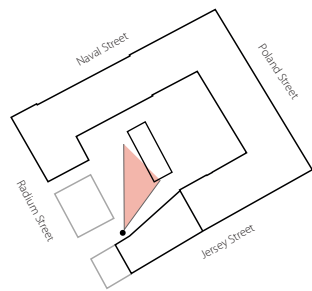
View from public internal courtyard - Proposed Design



View from corner of the Public Square



View from Inside of the Maker Unit looking out to Public Square



View from entrance in Public Square



### 3. Façade Adjustment

3.1. Window Height adjustments due to terrain and adjacent roof

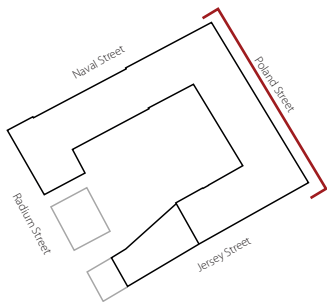
As part of the design development, the building’s external envelope has been evaluated. To achieve the required thermal performance standards, the roof build-up depths have been increased, resulting in a corresponding rise in window cill levels at the ground, and second floors where they interface with set-back roofs.

Additionally, detailed surveys of the surrounding terrain and adjacent roads revealed conflicts between the consented design’s window locations and the existing topography. To resolve these issues, smaller windows have been introduced.

The elevations to the right and on the following page illustrate the locations where the revised window types have been incorporated.



Consented design: Poland Street Elevation



Proposed design: Poland Street

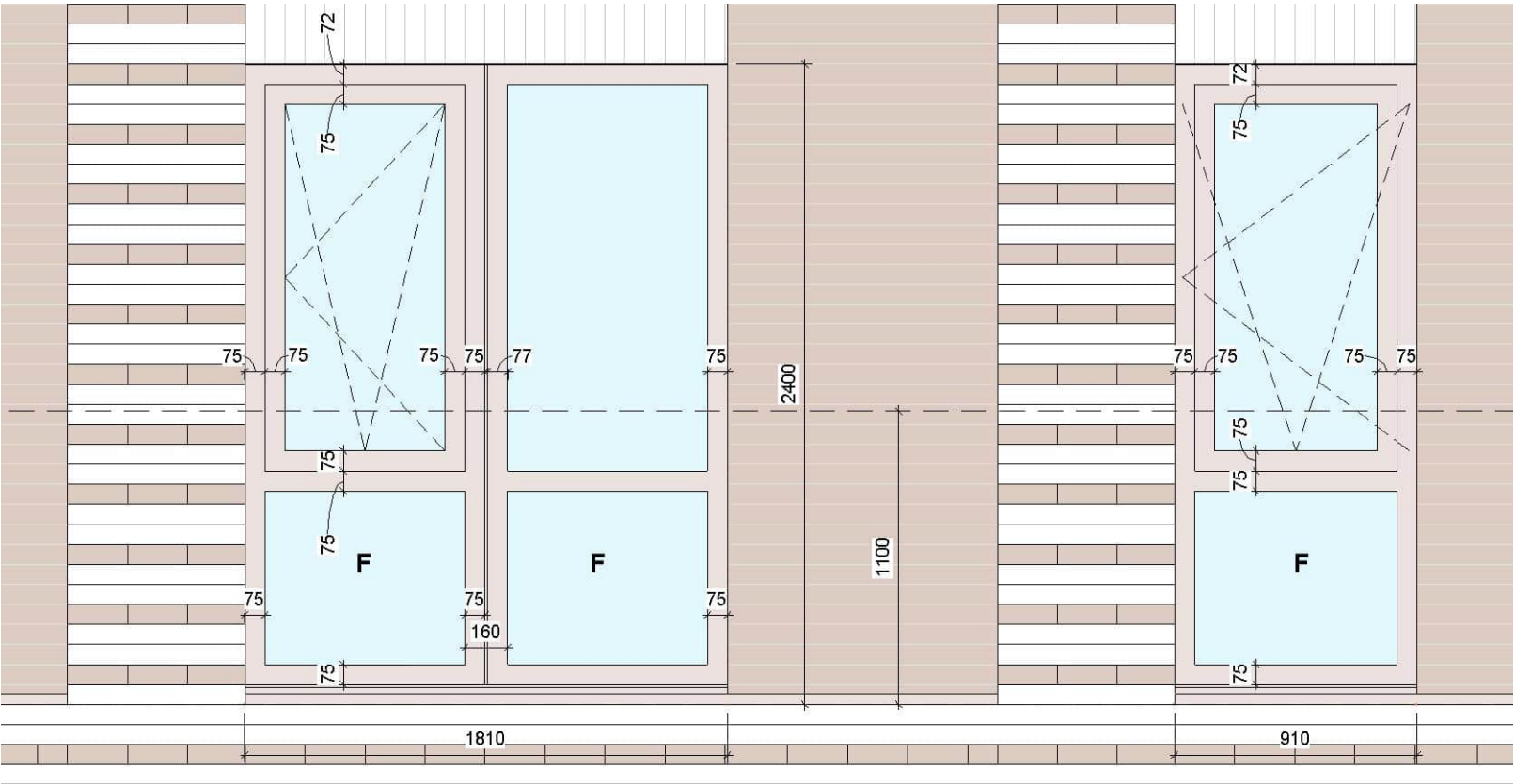
3.2. Window transom height adjustment

To comply with the updated requirements of Approved Document Part O, window transoms have been raised to a height of 1,100 mm.

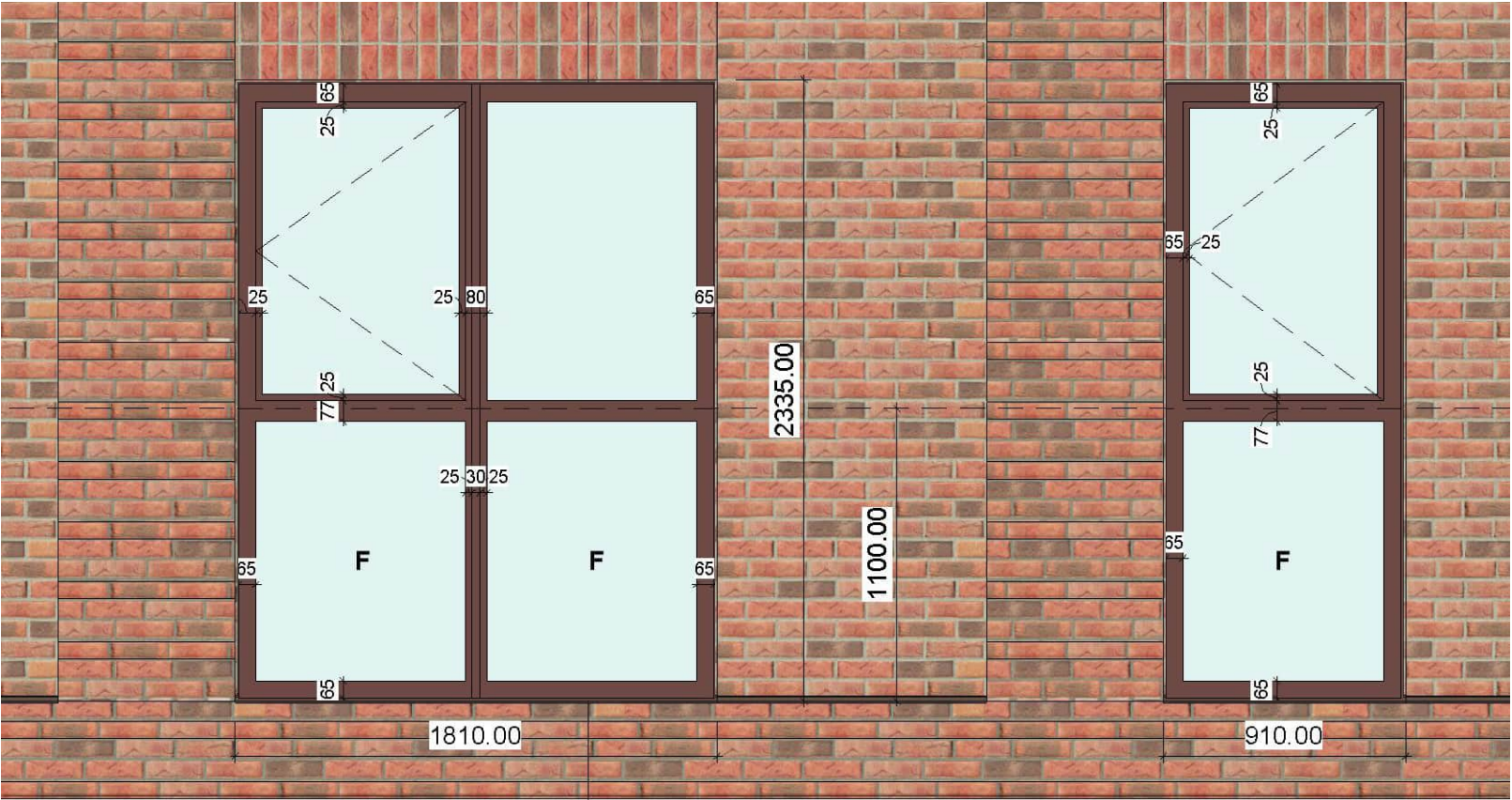
This adjustment is necessary to provide the required protection against falls when windows are open, ensuring the safety of building occupants.

The images to the right illustrate a comparison between the consented design and the proposed changes, showing the increased transom height and its impact on the overall window design.

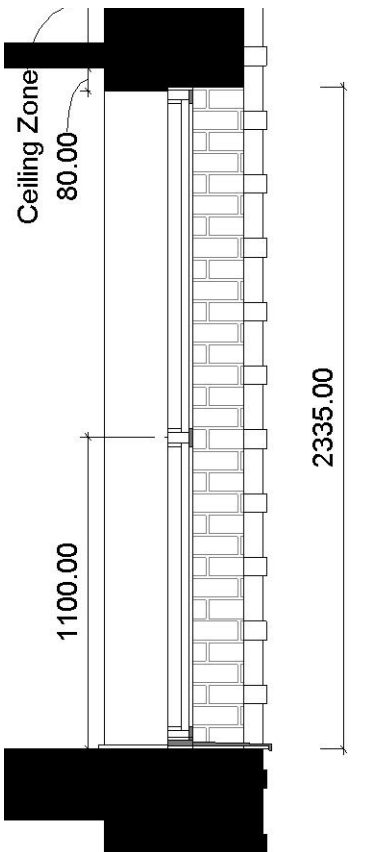
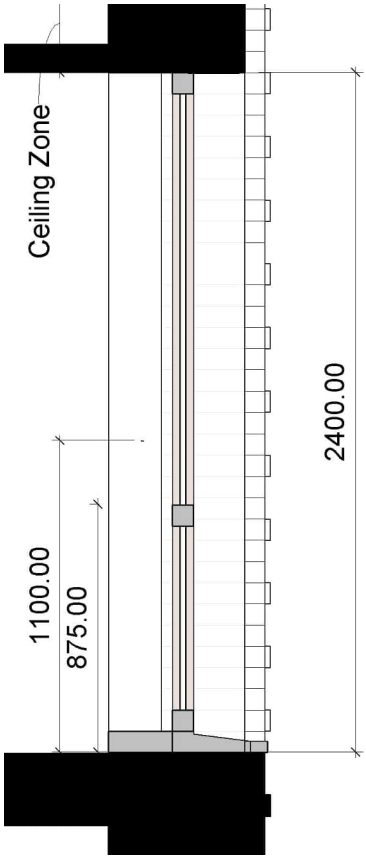
The images on the next page illustrate the condition of double openable sashes and its comparison to consented design.

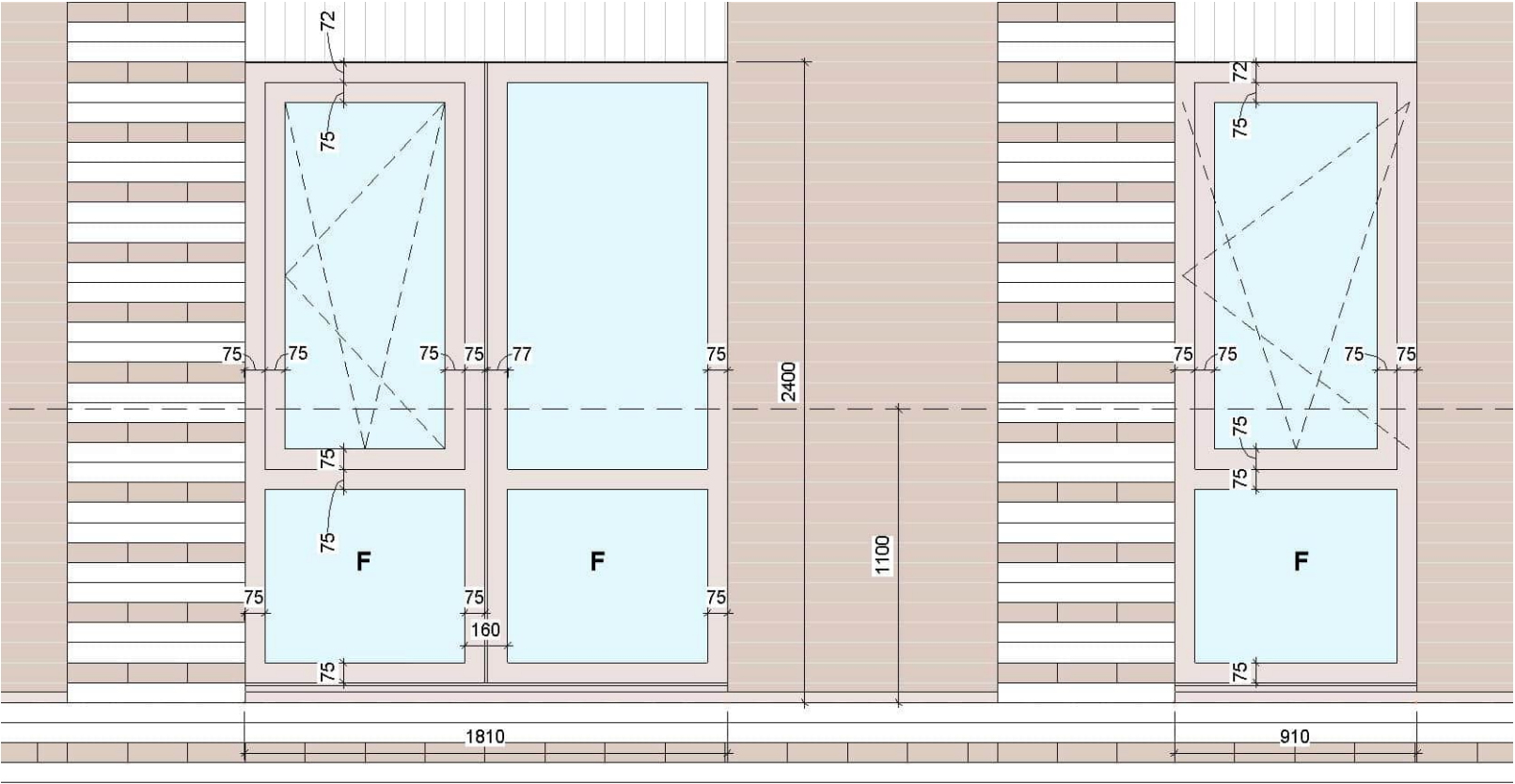


Consented design: Window transom height 875mm

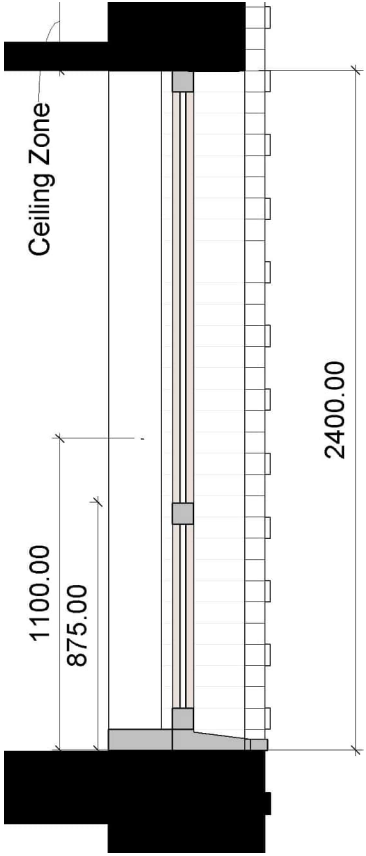


Proposed design: Window transom height 1100mm

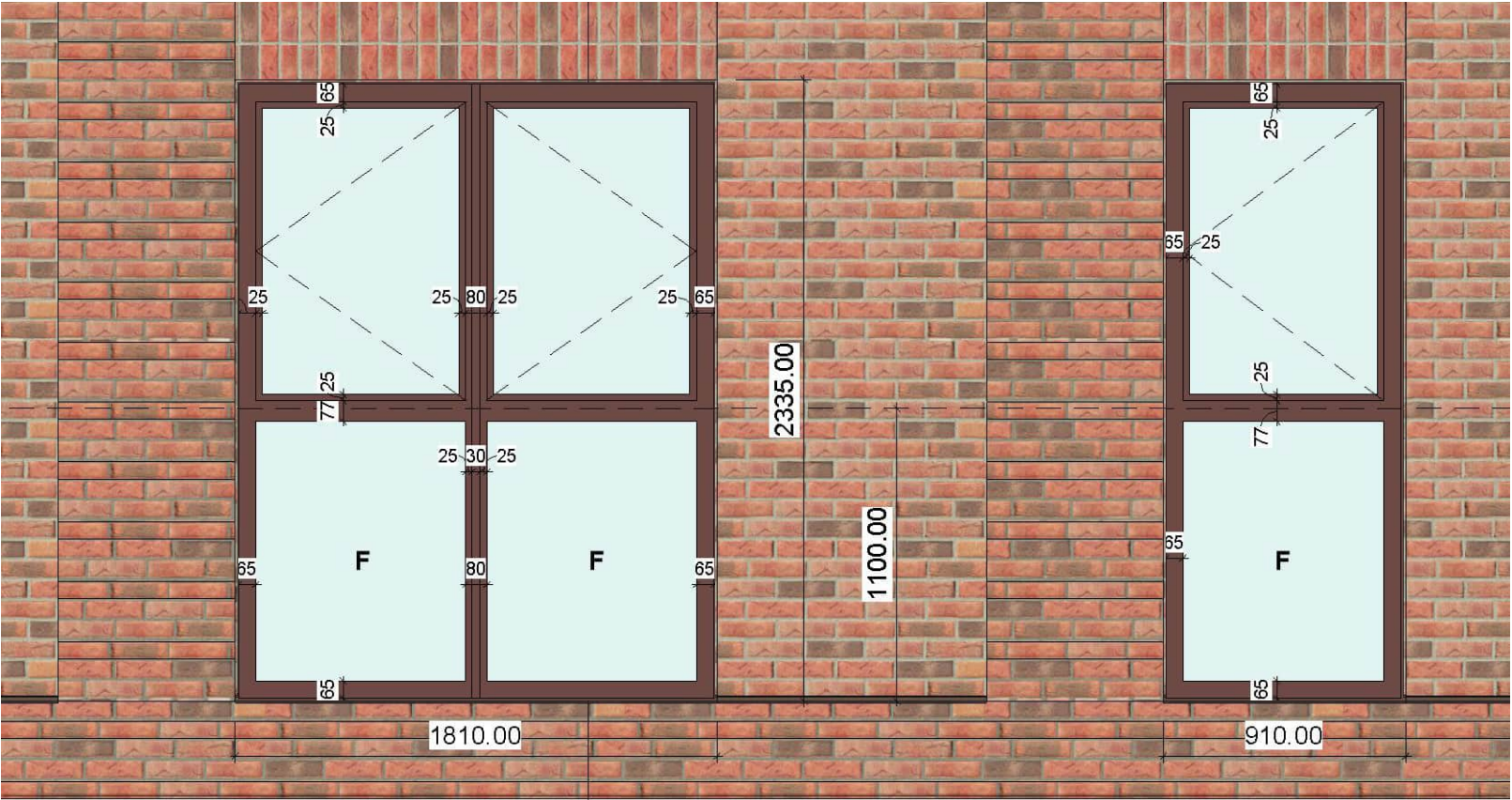




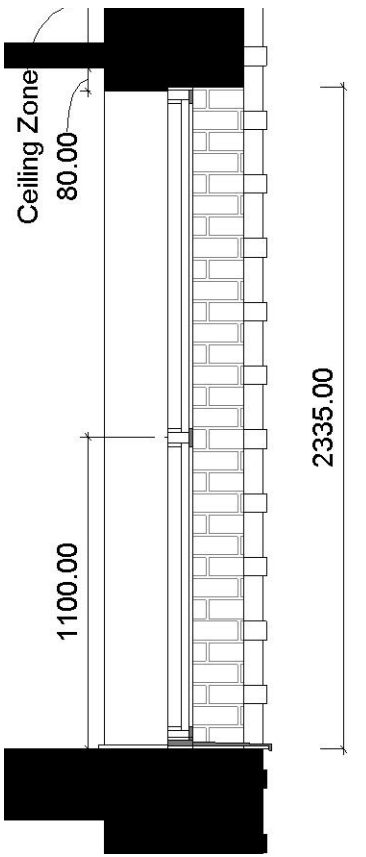
Consented design: Window transom height 875mm



Proposed design: View from Apartment



Proposed design: Window transom height 1100mm



3.3. Double openable window to achieve purge ventilation

The design team undertook extensive testing to optimise the scheme in line with ventilation, acoustic, and overheating requirements. As a result, approximately one-fifth of apartments within the building will be fitted with enhanced Mechanical Ventilation with Heat Recovery (MVHR) systems.

In addition, close to 200 windows have been revised to incorporate double openable sashes to support purge performance.

The elevations on the right identify:

- Windows updated to double openable sashes to meet purge ventilation requirements;
- Windows modified for aesthetic consistency with those requiring double openable sashes.

Key

-  Windows updated to double openable sashes to meet purge ventilation requirements
-  Windows modified for aesthetic consistency with those requiring double openable sashes



Jersey Street Elevation



Poland Street Elevation



Naval Street Elevation



Radium Street Elevation



Courtyard North Facing Elevation



Courtyard West Facing Elevation



Courtyard South Facing Elevation



Courtyard East Facing Elevation

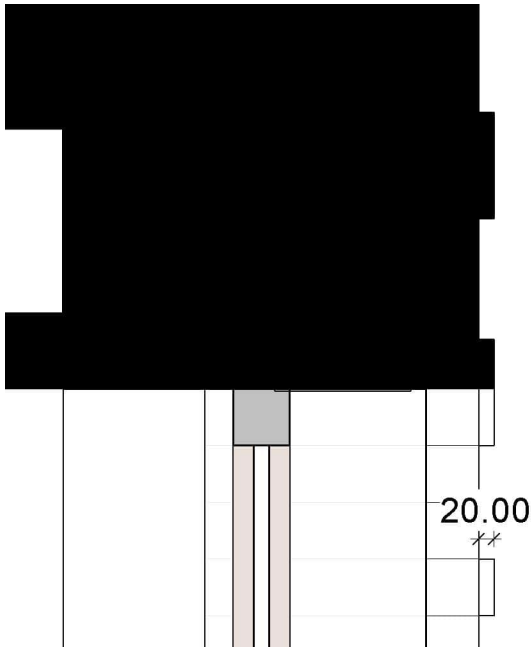
3.4. Brick Detailing

The consented design included a 20mm projecting brick detail. However, projections of this depth can lead to technical issues, particularly in relation to water management and long-term durability.

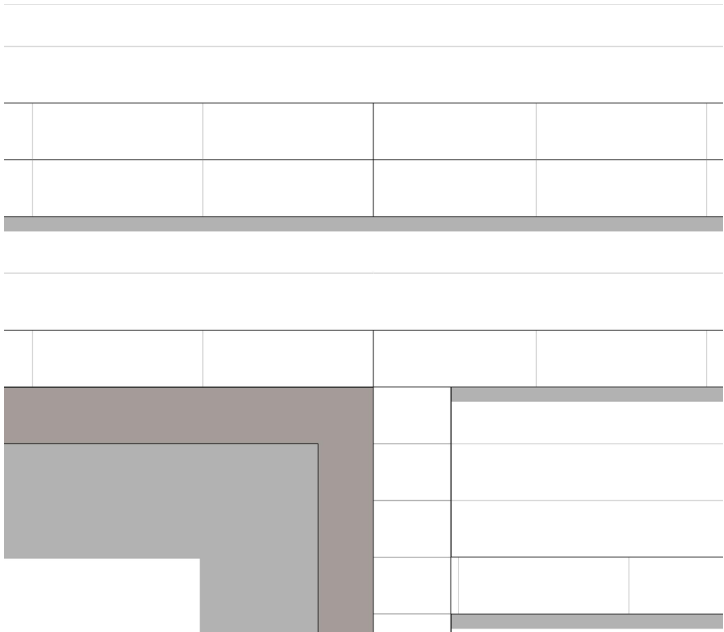
Deep projections are more susceptible to water accumulation and increased exposure to driving rain, which can result in water ingress, staining, frost damage, and accelerated deterioration of mortar joints.

To address these concerns and improve weathering performance, the projection has been reduced to 12mm maintaining the intended architectural detail while mitigating the risk of moisture-related issues.

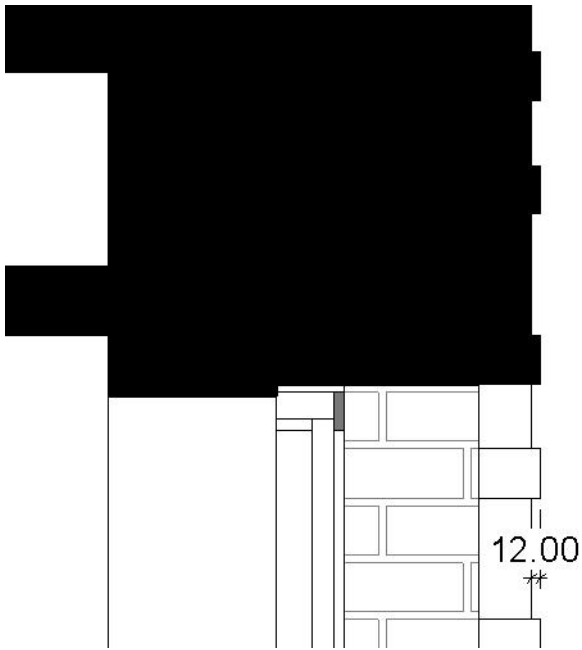
The images to the right illustrate the differences between the consented and proposed designs.



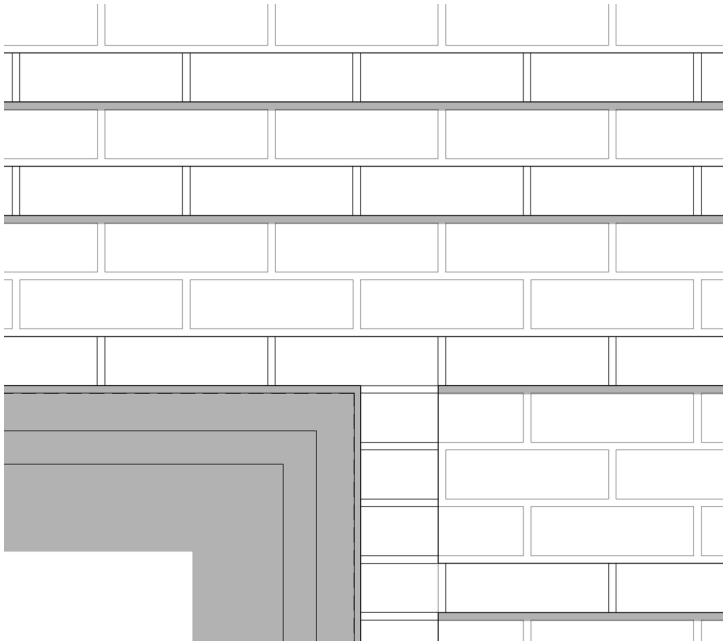
Consented design: Brick projection detail 20mm



Consented design: Brick projection detail 20mm shadow



Proposed design: Brick projection detail 12mm



Proposed design: Brick projection detail 12mm shadow

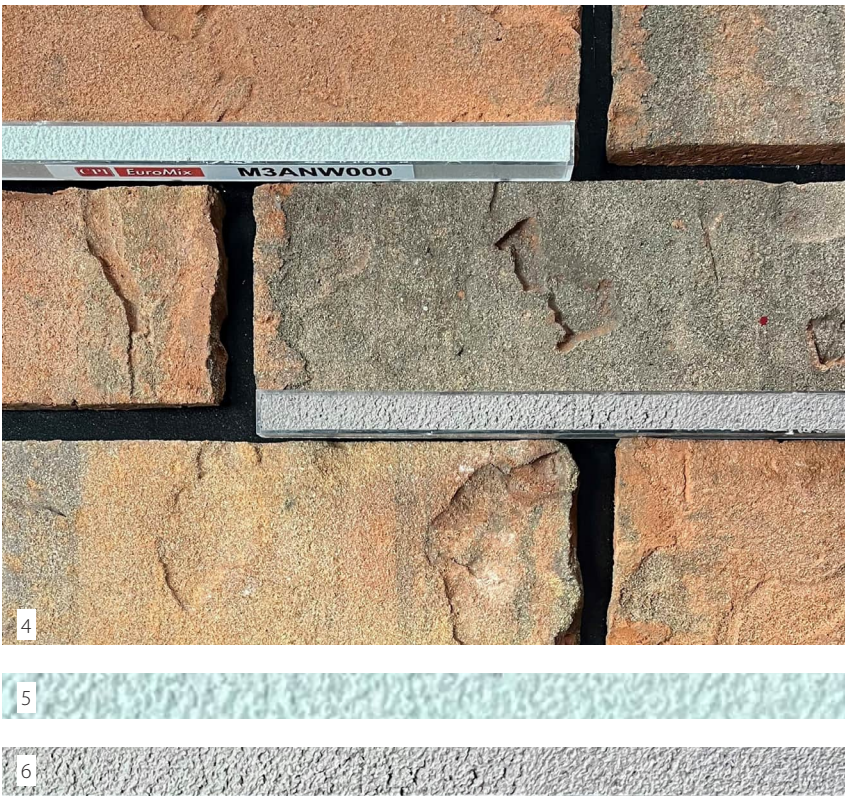
3.5. Mortar Colour

Due to spatial constraints on site, there is insufficient room to accommodate a mortar silo. Additionally, the approved mortar specification is not available in a bagged format. As a result, alternative mortar mixes have been carefully selected to closely match the originally specified product.

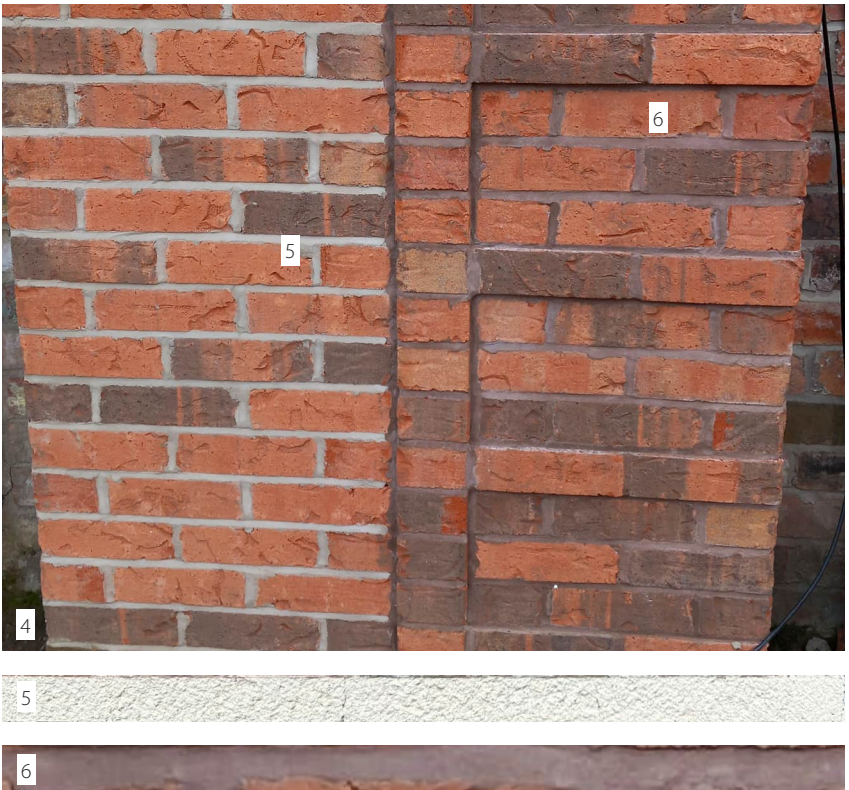
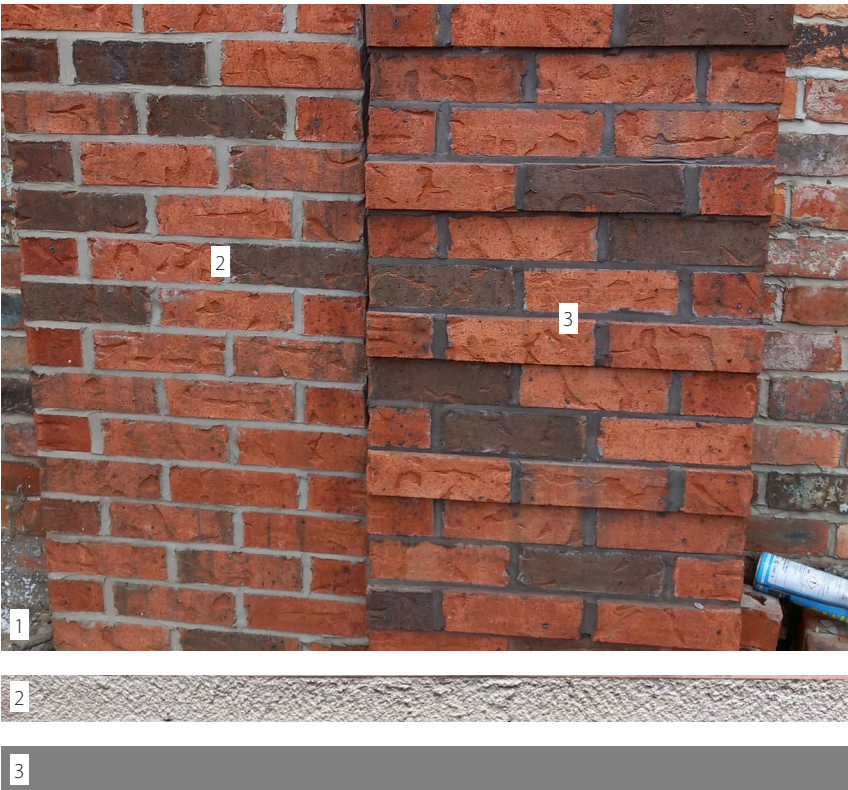
To ensure quality and consistency in appearance, two small sample panels were constructed for review and comparison. The selected alternatives were chosen based on their visual compatibility and performance, ensuring they meet the required standards while accommodating site limitations.



Consented design - Bricks and Mortar Colours

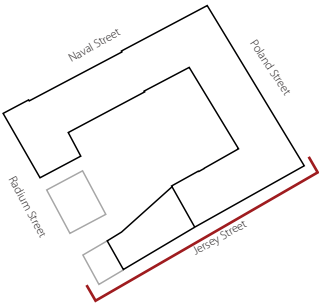


- 1. Brickwork - Forterra Farmstead Antique
- 2. Light Coloured mortar
- 3. Grey Coloured mortar
- 4. Brickwork - Forterra Woodside Mixture
- 5. Light Coloured mortar
- 6. Dark Grey Coloured mortar



- 1. Brickwork - Forterra Farmstead Antique
- 2. Light mortar: Natural
- 3. Dark mortar: The Bespoke FL171
- 4. Brickwork - Forterra Woodside Mixture
- 5. Light mortar: Alderely White
- 6. Dark mortar: FL163

Proposed design - The mortar colours as reflected on the small brick panels illustrated above have been agreed with Jennifer Atkinson from Manchester City Council.



3.6. Changes to Decorative Brickwork to Jersey Street Entrances.

Due to structural limitations the Flemish bond hit and miss pattern has been amended to a stretcher bond hit and miss pattern to allow for cross bed reinforcement in alternative courses.



Jersey Street Elevation: Consented



Jersey Street Elevation: Proposed

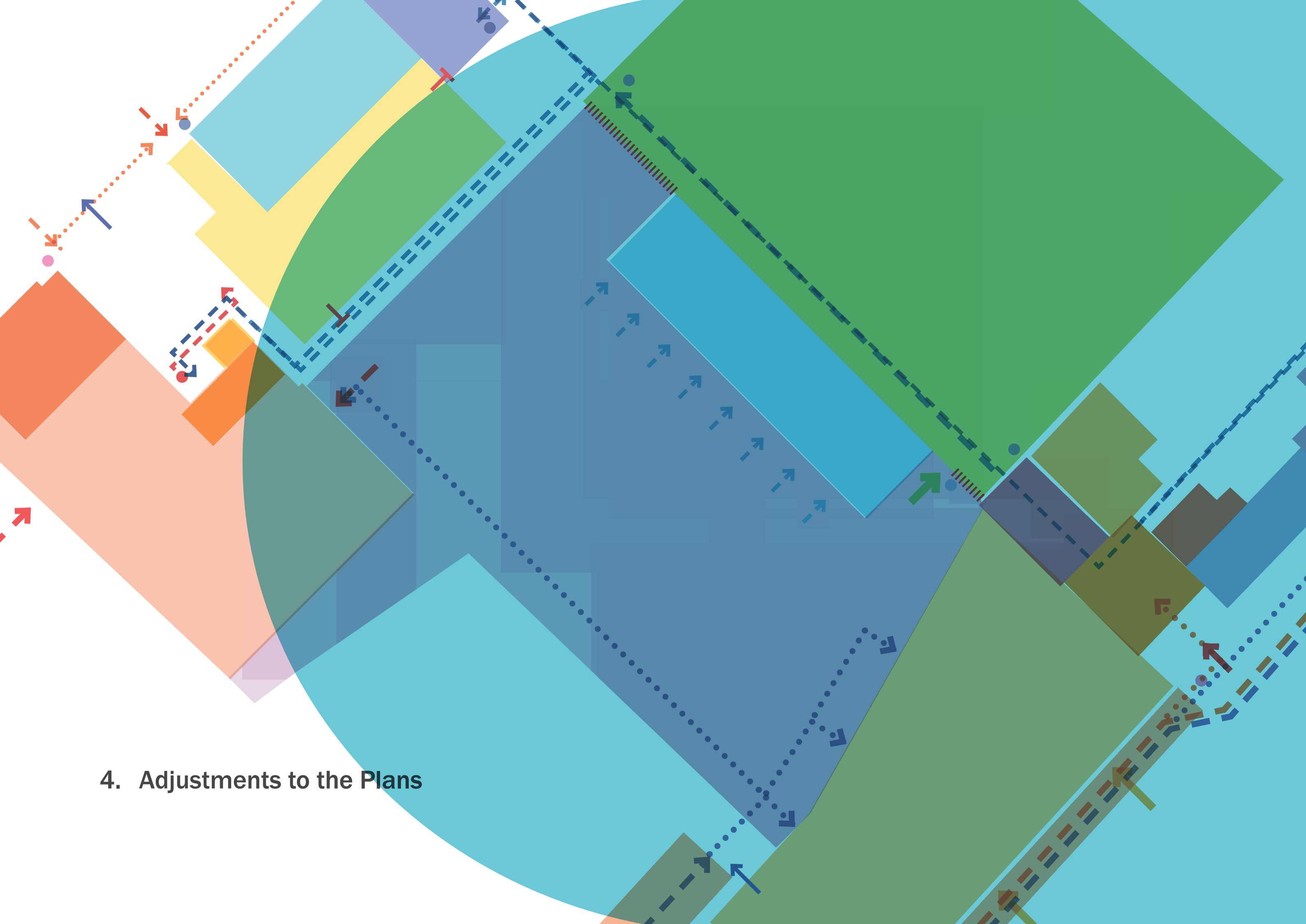


Jersey Street Elevation: Consented



Jersey Street Elevation: Proposed





#### 4. Adjustments to the Plans

4.1. Ground Floor Layout changes - Plant

Due to MEP design development from Stage 3, the orientation of the Generator Room needed to rotate 90 degrees to accommodate two large louvres on the external façade.

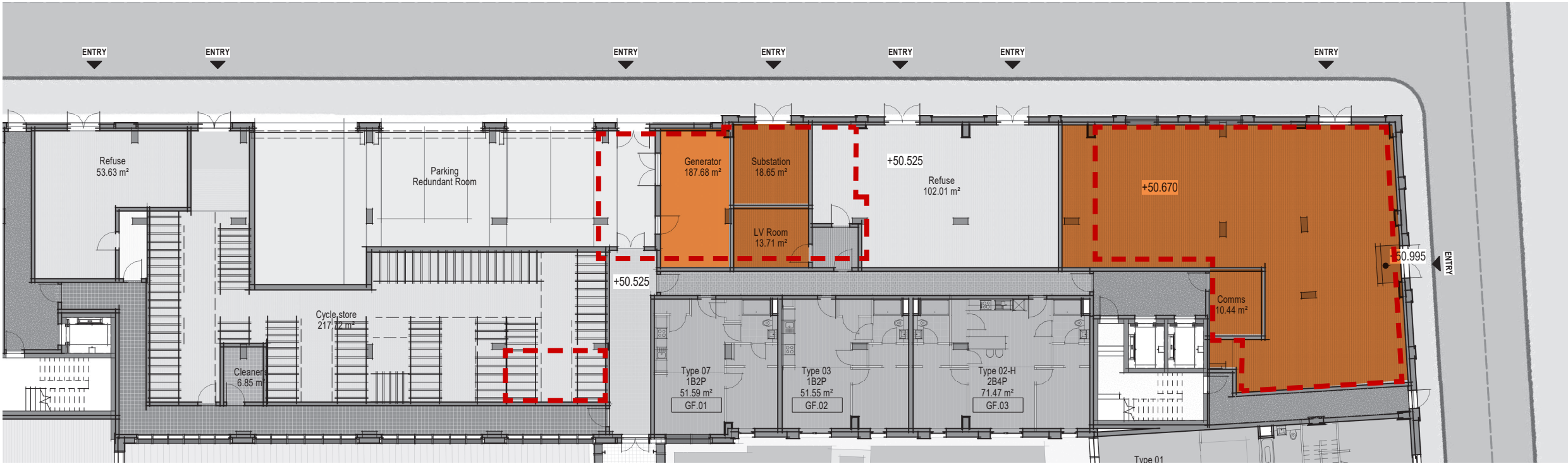
This change necessitated a reconfiguration of the back-of-house areas along the Naval Street façade. Specifically, the substation, LV switch room, and refuse store were shifted to the right, and the comms store was relocated to the cycle store.

Despite these adjustments, we have made every effort to maintain the original design intent of the façade.

Key

Ancillary/Plant rooms





**Key**  
Area required to accommodate MEP kit



4.2. Changes to Cores

As BS 9991:2024 was released after the original planning consent was granted, we undertook a comprehensive review of our fire strategy to ensure full compliance with the updated fire safety requirements. As a result, a number of significant design adjustments were required, particularly in relation to the smoke ventilation strategy and our core design.

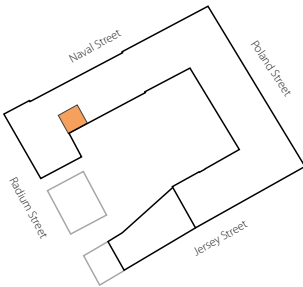
These revisions have been carefully integrated into the existing layout while striving to preserve the original design intent and overall functionality of the development.



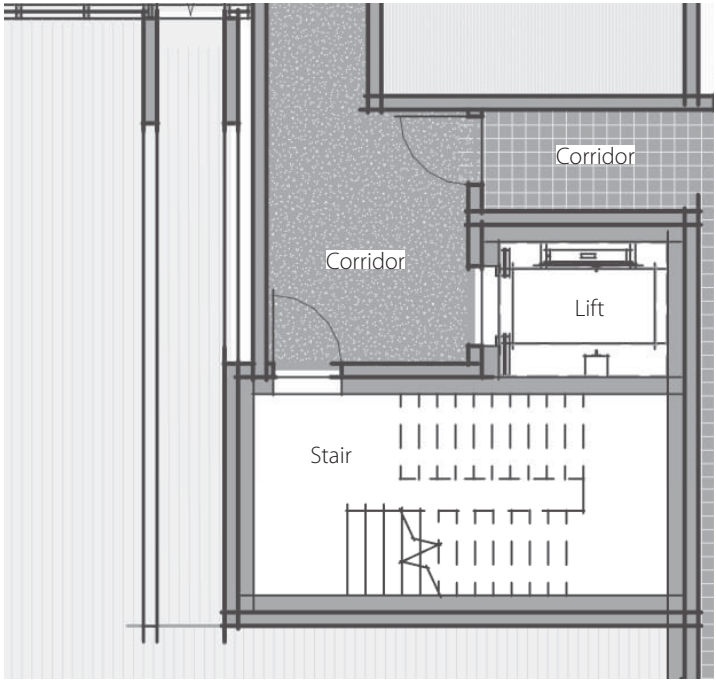
Core 1

The primary change impacting the original core design as a result of the BS 9991:2024 update was the requirement to provide natural ventilation to the fire-fighting and evacuation lift lobbies.

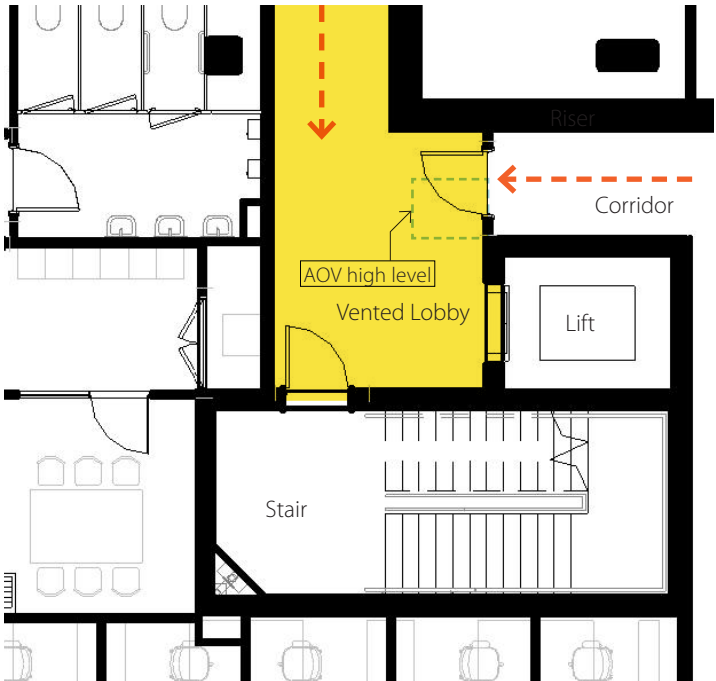
While reconfiguring the core layout to accommodate this new requirement, we also took the opportunity to relocate the riser to the opposite side of the corridor, enabling direct access on the top floor.



- Key**
- Vented Lobby
  - AOV
  - Level access to Core
  - MoE across the roof



Consented design: Level 0

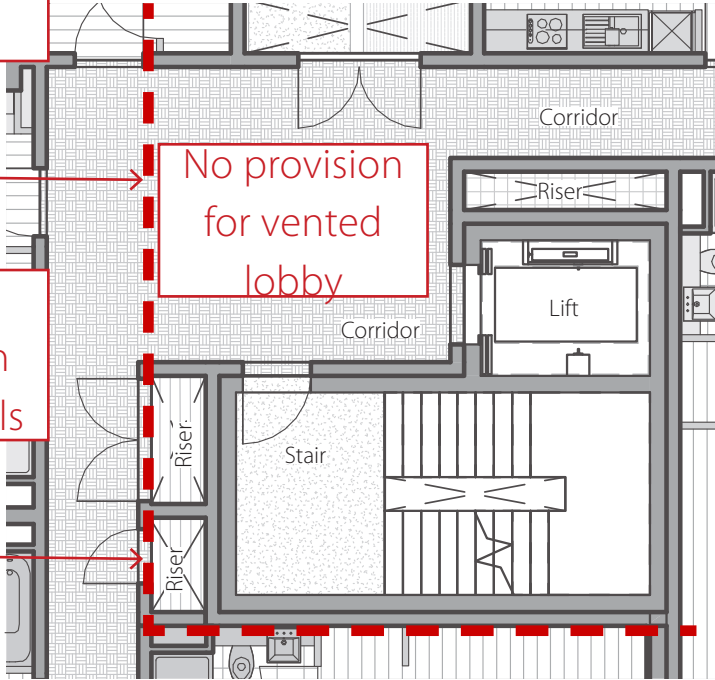


Proposed design: Level 0

External facade on higher levels

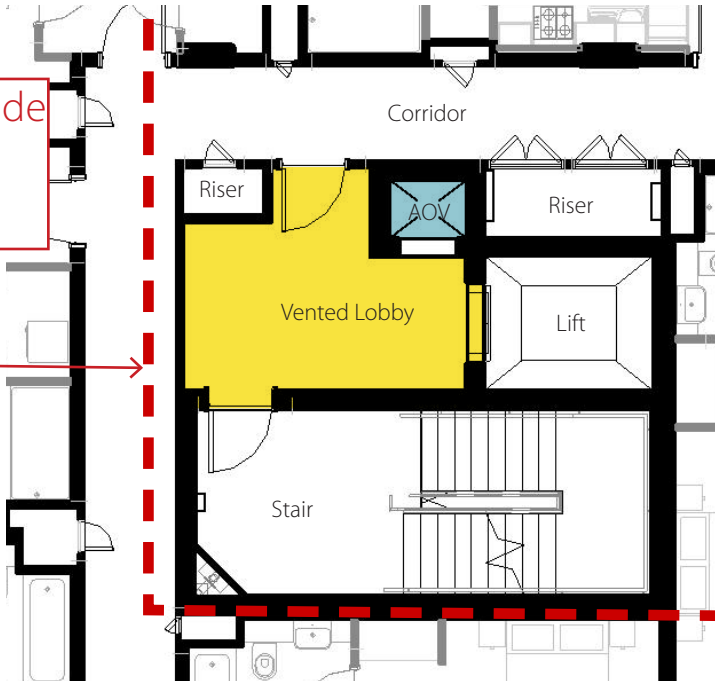
No provision for vented lobby

No access to risers on higher levels

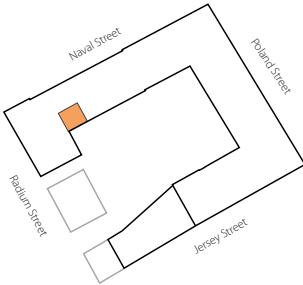


Consented design: Typical Level

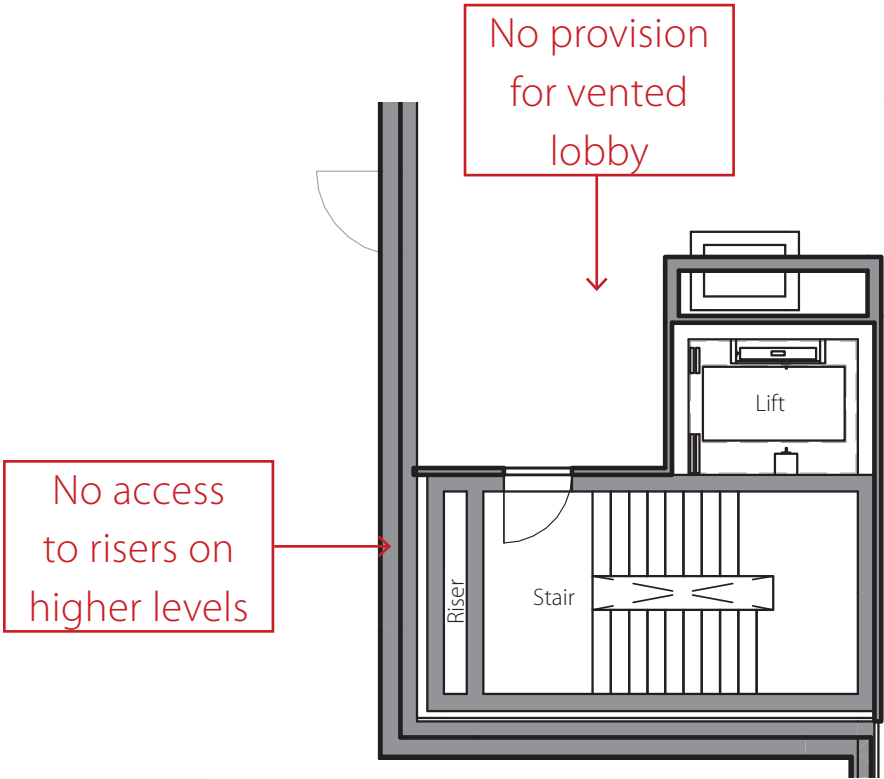
External facade on higher levels



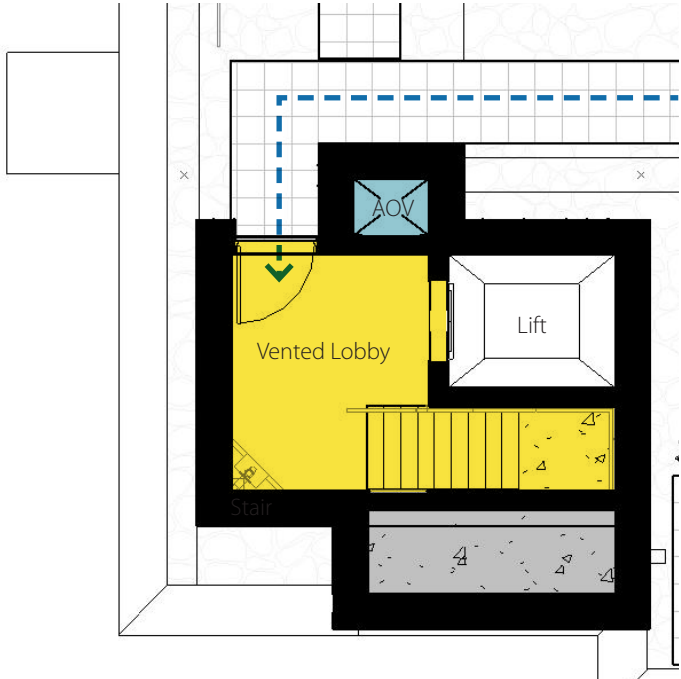
Proposed design: Typical Level



- Key**
- Vented Lobby
  - AOV
  - Level access to Core
  - MoE across the roof



Consented design: Roof Level



Proposed design: Roof Level



Consented design: view from Radium Jersey Street Corner



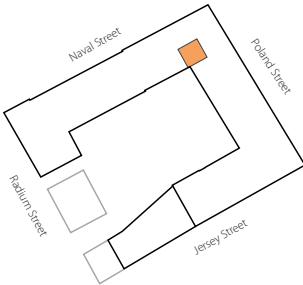
Proposed design: view from Radium Jersey Street Corner

Core 2

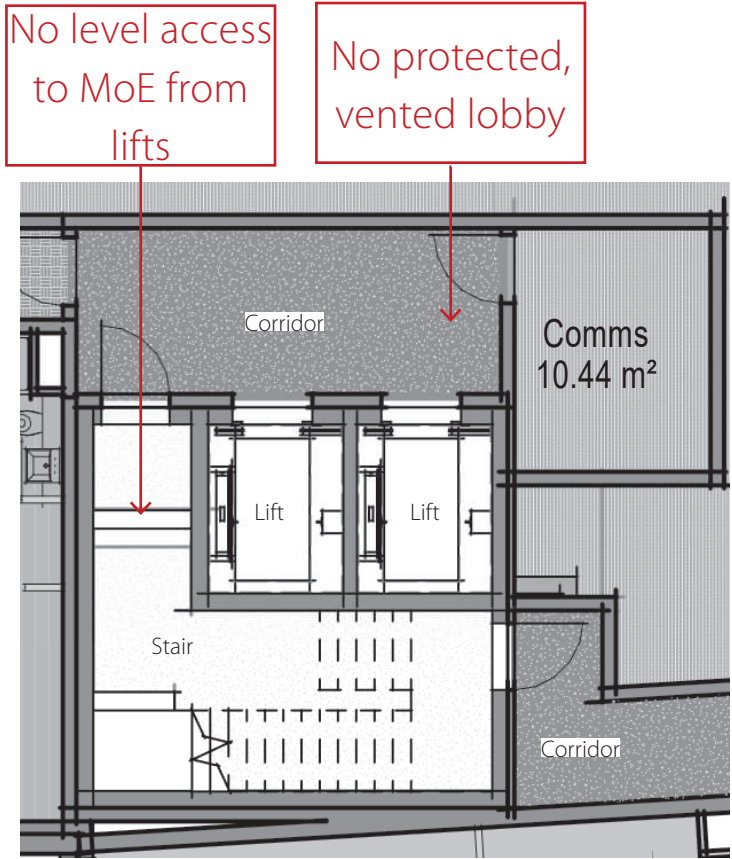
In addition to the newly introduced requirement to provide ventilated fire-fighting and evacuation lobbies, the original design of Core 2 did not incorporate a level escape route at the point of final exit.

To address this, we have revised the layout to include a compliant level escape route via internal ramps, designed in accordance with Part M.

This solution ensures both accessibility and safety, while integrating seamlessly with the overall design.



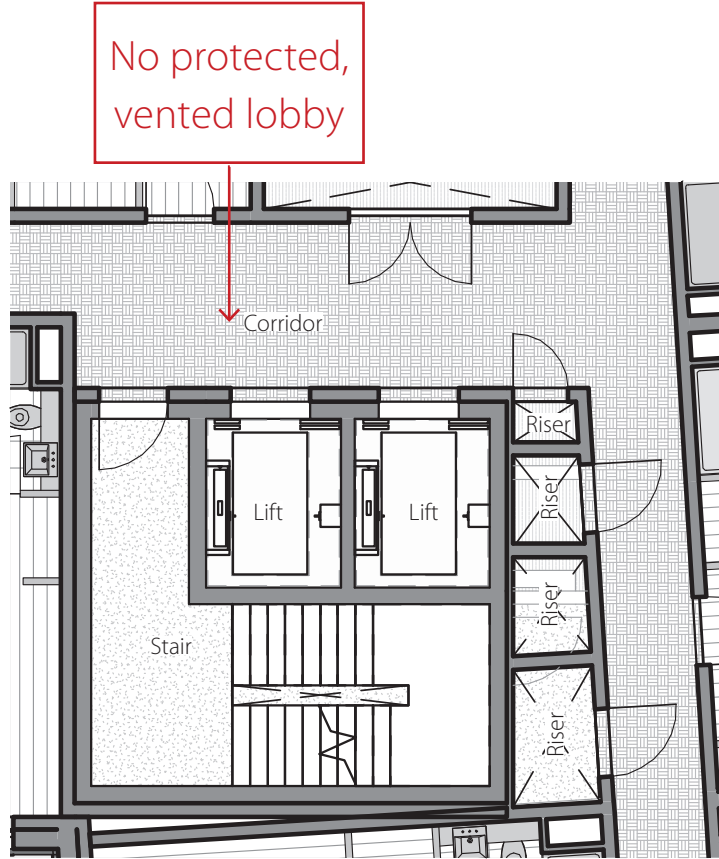
- Key**
- Vented Lobby
  - AOV
  - Level access to Core



Consented design: Level 0



Proposed design: Level 0



Consented design: Typical Level



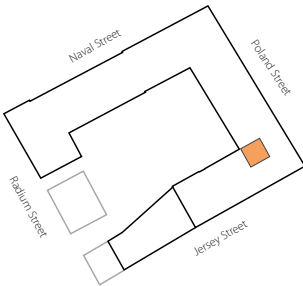
Proposed design: Typical Level

Core 3

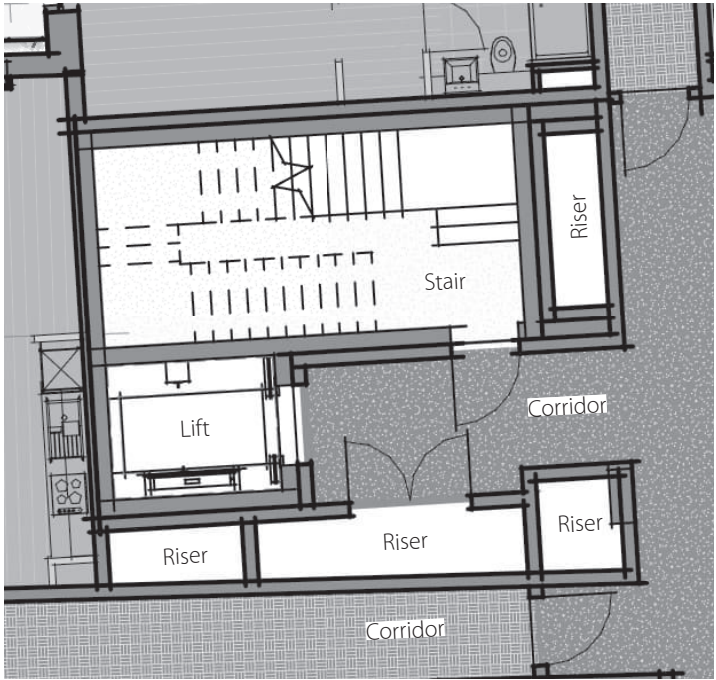
As with Core 1, we have relocated the riser in Core 2 to allow for direct access at the top floor, improving serviceability and future maintenance.

In addition, we have incorporated a naturally ventilated fire-fighting and evacuation lobby in accordance with the updated requirements of BS 9991:2024.

These changes have been carefully integrated into the revised core layout to ensure both regulatory compliance and minimal disruption to the overall design intent.



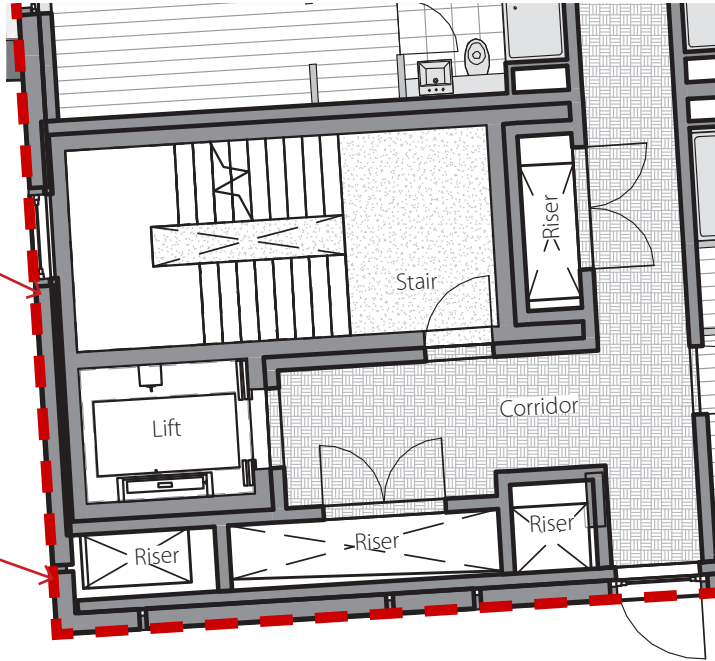
- Key**
- Vented Lobby
  - AOV
  - Level access to Core
  - Moved lift shaft



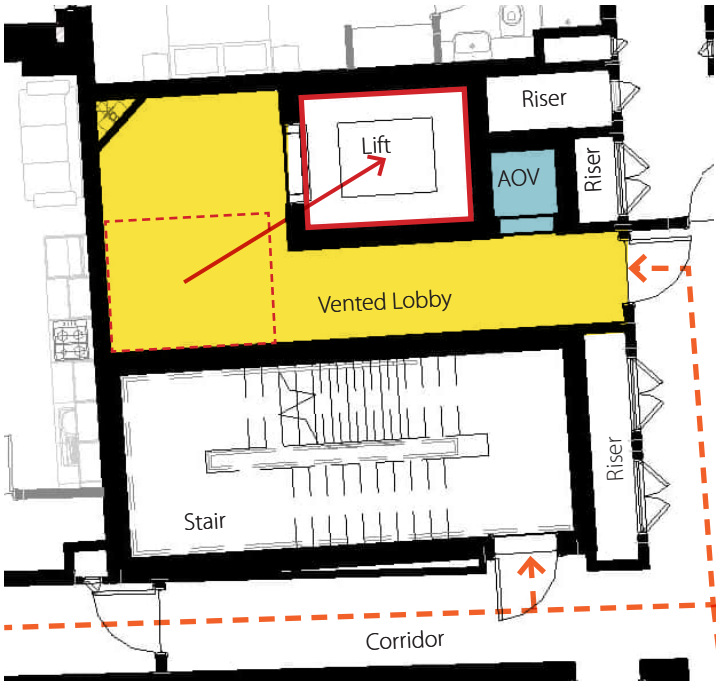
Consented design: Level 0

External facade on higher levels

No access to risers on higher levels

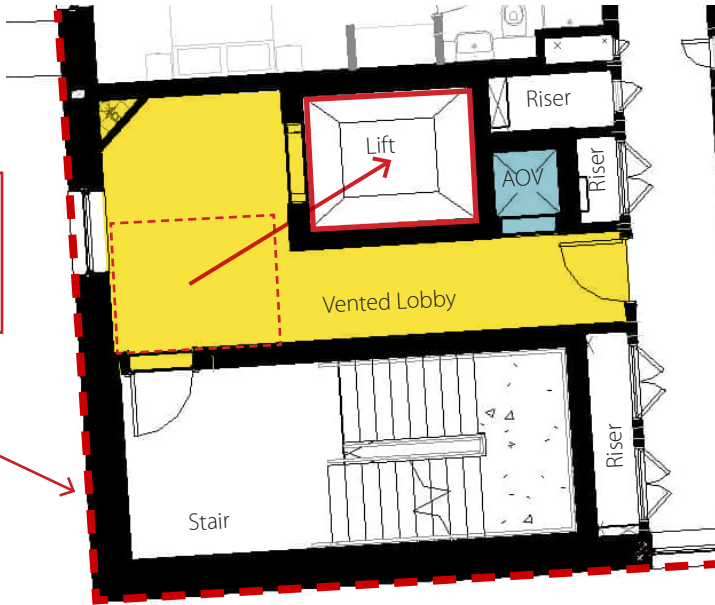


Consented design: Typical Level

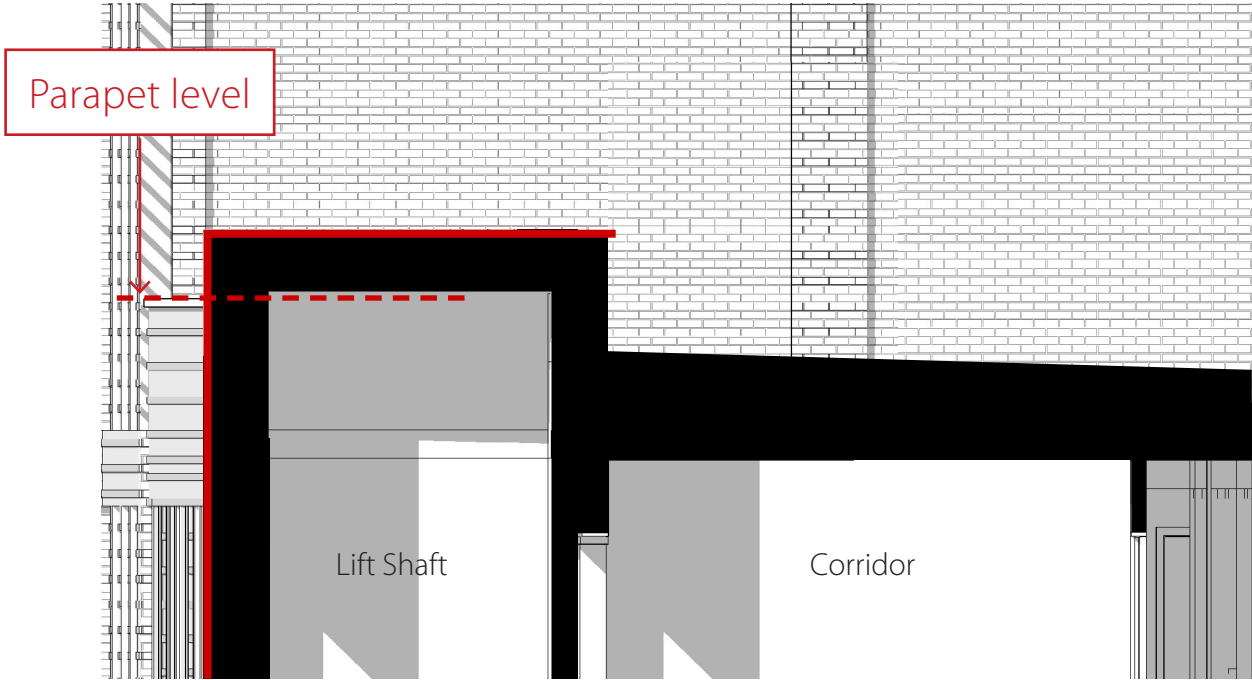


Proposed design: Level 0

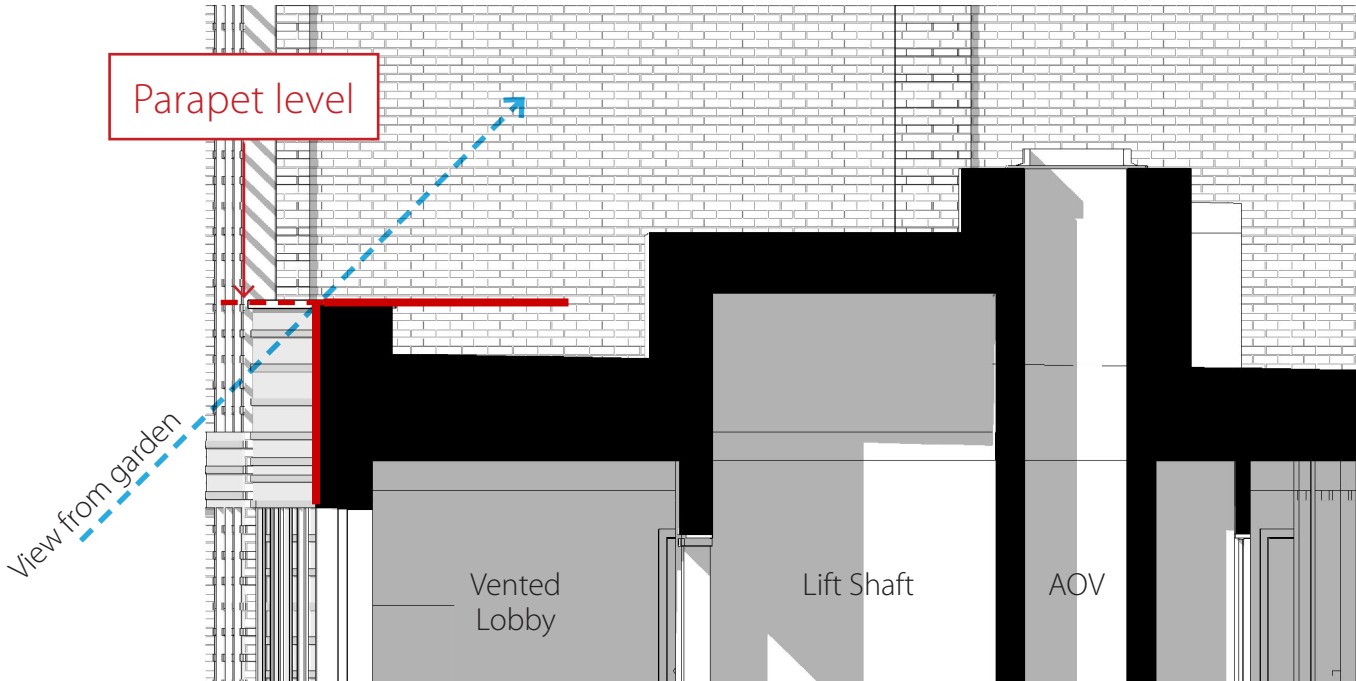
External facade on higher levels



Proposed design: Typical Level



Consented design: view from Radium Jersey Street Corner



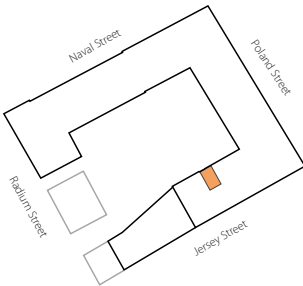
Proposed design: view from Public Square Corner

Core 4 - Escape Stair and lift

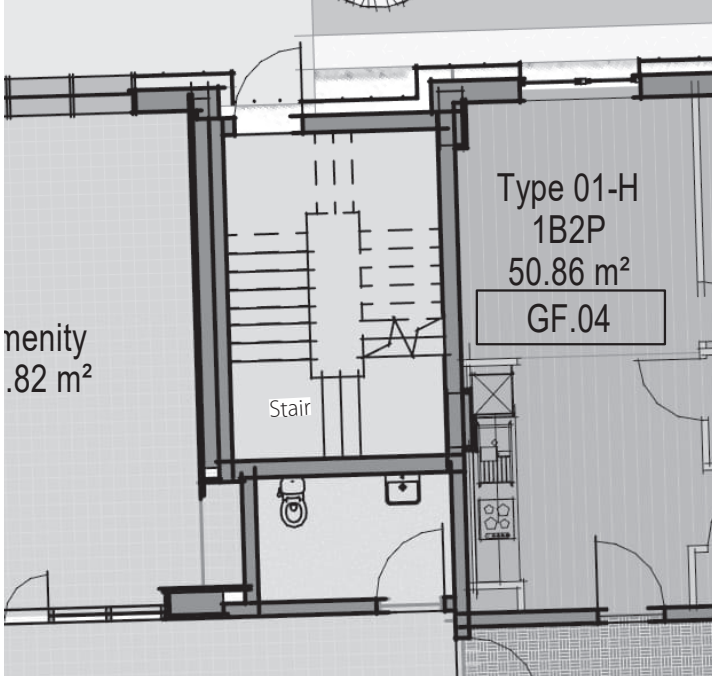
In accordance with BS 9991:2024, each individual stair core must be served by an evacuation lift to provide a safe and inclusive means of egress for all occupants, including those with reduced mobility.

The original consented scheme did not include an evacuation lift for this core. To ensure compliance with the updated guidance, an evacuation lift has now been incorporated into the design.

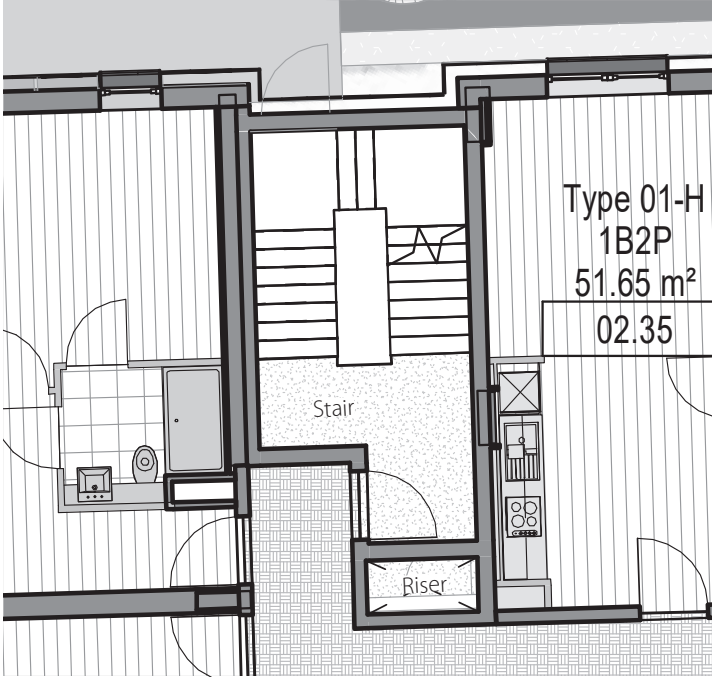
Additionally, because Core 4 extends only up to Level 4 and serves a portion of the building with a height below 18 meters, the provision of a vented lobby is not required. This exemption aligns with the relevant fire safety provisions outlined in BS 9991:2024, which allow for reduced ventilation requirements in lower-rise sections of a building where the risk profile differs from taller structures.



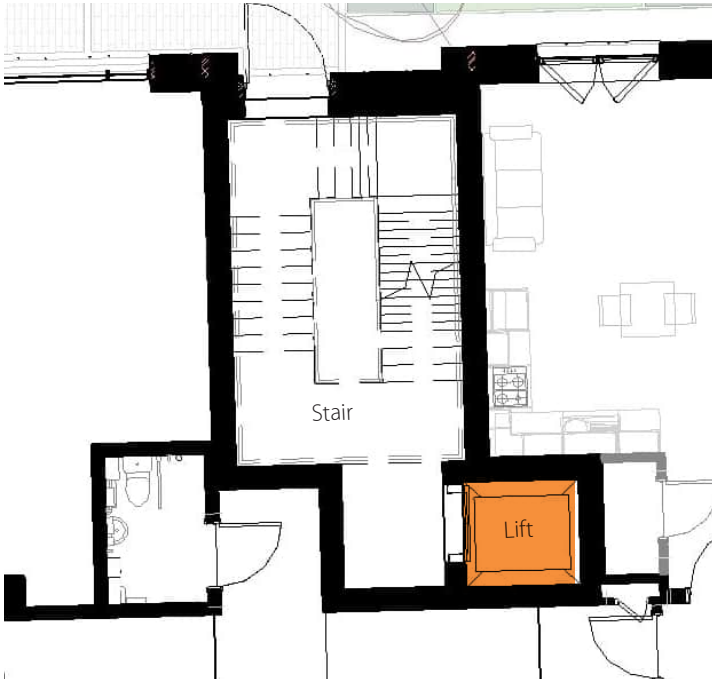
- Key**
- New additional lift
  - Level access to Core



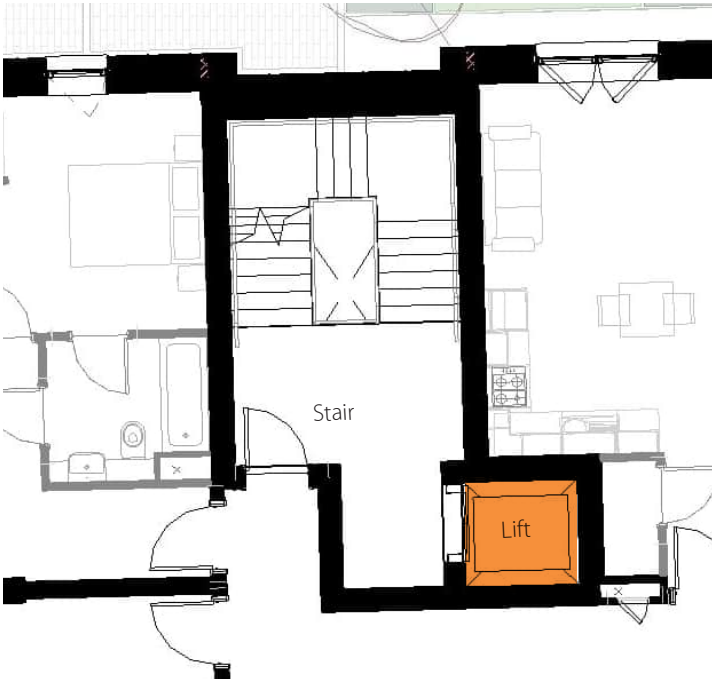
Consented design: Level 0



Consented design: Typical Level



Proposed design: Level 0



Proposed design: Typical Level

4.3. M4 Compliant Apartments

The entire building has been designed in accordance with the requirements of Building Regulation M4(1), ensuring basic accessibility and visitability for all new dwellings.

In addition, enhanced accessibility has been provided within 2 apartments that have been designed to meet the more advanced M4(3)(a) standard, providing wheelchair user dwellings that can be easily adapted for full wheelchair accessibility if required.

The diagram on the right illustrates the location of both M4(3)(2)(a) compliant units within the development.

Please also refer to PRP’s Accessible Dwelling Strategy submitted against Planning Condition 46.

Key

Disabled Parking Bays for Visitors

Apartments designed to M4(3)(2)(a) requirements



Ground Floor



Level 1

AD M4(3)(2)(a) Adaptable Apartments

