



2075-ABWA-XX-XX-DA-A-(17)-0001-P01

Design statement

Osborne Yard

Land at Oldham Road, Manchester

Supporting design statement for Section 73
application

September 2025

AUDERBURN
ARCHITECTS

This design statement is to be read alongside the following Audere BW Architects drawings and documents:

Previously approved drawings to be amended from 138646/NMC/2023

(10) Site plans

2075-ABWA-Z1-00-DR-A-(10)-0001 – Location and site plan (amended scheme)

(20) Proposed drawings

2075-ABWA-Z1-GF-DR-A-(20)-0100 – Ground floor GA plan (amended scheme)

2075-ABWA-Z1-01-DR-A-(20)-0101 – First floor GA plan (amended scheme)

2075-ABWA-ZZ-ZZ-DR-A-(20)-0200 – Proposed front / south-east elevation (amended scheme)

2075-ABWA-ZZ-ZZ-DR-A-(20)-0201 – Proposed side elevations – north east / south west (amended scheme)

Proposed Drawings

(10) Site plans

2075-ABWA-Z1-00-DR-A-(10)-0010-P01 – Location and site plan

(20) Proposed drawings

2075-ABWA-Z1-GF-DR-A-(20)-0100-P05 – Ground floor GA plan

2075-ABWA-Z1-06-DR-A-(20)-0106-P02 – Roof GA plan

2075-ABWA-ZZ-ZZ-DR-A-(20)-0200-P04 – Proposed Front elevation

2075-ABWA-ZZ-ZZ-DR-A-(20)-0201-P04 – Proposed Side elevations

2075-ABWA-ZZ-ZZ-DR-A-(20)-0202-P02 – Proposed Rear elevations

Overview

This Design and Access Statement has been prepared by Audere BW Architects on behalf of our client in support of a Section 73 application to vary elements of the approved scheme under planning permission 127971/FO/2020 and 138646/NMC/2023.

Construction works have commenced on site in accordance with the extant permission, and the proposed amendments reflect refinements made during the detailed design and coordination process relative to APD-B which have impacted various areas of the general arrangement and elevations.

The design amendments contained within this application can be summarised as follows:

- Increase in height of smoke shafts to roof scape.
- Rearrangement of the car park as a result of the sprinkler tank requirements
- Increase of cycle infrastructure due to loss of vehicle spaces.
- Change in gable elevations to permit cross flow of free air and smoke clearance
- Change in the substation door to meet updated utility provider requirements

The following pages provide additional detail on the design changes.



Site approximately outlined in red (Image taken from Google Maps, 2023)

Summary of proposed amendments

1. Increase in Height of Smoke Shafts

The original permission included the smoke shaft locations and their vertical rise through the building. However these only ever terminated at the roof level and did not project above.

APD-B is clear in prescribing, 2.5m from the ceiling of the highest storey served by the shaft to the opening is a minimum requirement. The smoke shafts have been increased in height to ensure compliance with current fire strategy requirements and to maintain effective smoke extraction performance. This adjustment reflects coordination with the fire engineer and mechanical consultant, ensuring that the shafts terminate at a level that avoids recirculation and meets the required free air discharge criteria.

Mitigation of Visual Impact

Material Continuity

The shafts will be finished in the same materiality and colour palette as the main façade, ensuring visual integration and avoiding a “bolt-on” appearance.

Setback from Roof Edge

Each shaft is located approximately 2.5 m back from the parapet line. This setback significantly reduces visibility from street level:

- Close-range views: The parapet and roof edge screen the shafts, so they are largely concealed when viewed from the immediate public realm.
- Mid-range views: The shafts appear as part of the roofscape rather than as isolated projections, blending into the building massing.

Building Height Context

The overall building height and parapet depth diminish the relative scale of the shaft projections. From most pedestrian viewpoints, the shafts are subordinate elements, perceived only in very oblique or distant views.

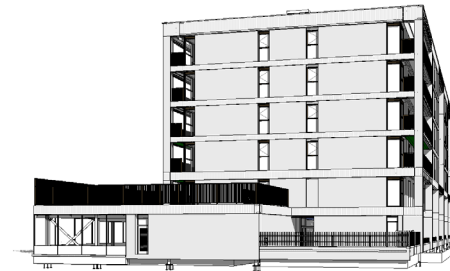
Skyline Integration

By aligning the shafts with existing vertical elements and maintaining a consistent finish, the design avoids visual clutter and preserves the architectural rhythm of the elevations.

Appropriateness and impact

The change represents a minor technical refinement to meet updated fire safety requirements and does not alter the building’s massing, footprint, or architectural character.

Given the material continuity, setback, and integration measures, the visual impact is negligible, and the proposal remains appropriate in design terms and fully aligned with the intent of the approved scheme.



3d View from Birt St @ 60m



3d View from New Allen St @ 155m



Corresponding site images reinforcing the model findings. As presented in July 2025

Summary of proposed amendments

2. OH2 Sprinkler System

An OH2 Standard Sprinkler System has been incorporated in accordance with BS EN 12845:2015 + A1:2019, as required for buildings of this classification where car park areas exceed 100 m². This requirement was not addressed within the original planning submission, as it was initially assumed that the existing live water main would provide sufficient pressure for a mains-fed system. Subsequent hydraulic analysis confirmed this to be unfeasible, necessitating the provision of a dedicated sprinkler water storage tank. The tank is substantial in both scale and cost.

Mitigation measures

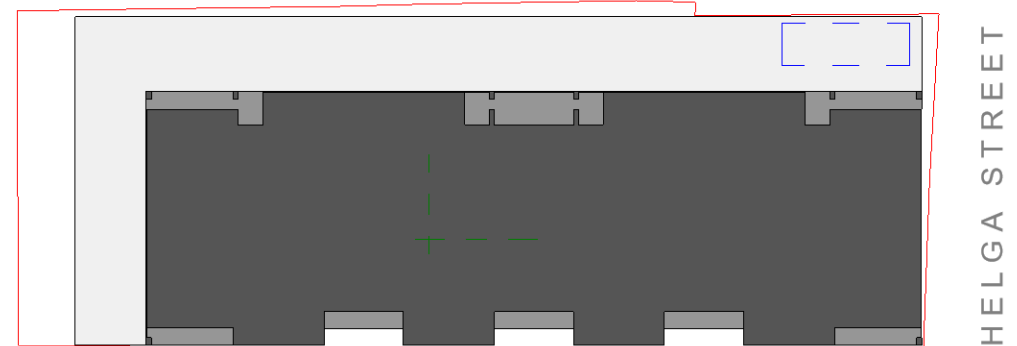
The tank and associated plant have been positioned within the north-west section of the car park, selected to meet specific operational and structural criteria, including:

- Accommodation of significant static load.
- Provision of a fire-resistant, temperature-controlled enclosure.
- Compliance with access and maintenance requirements.

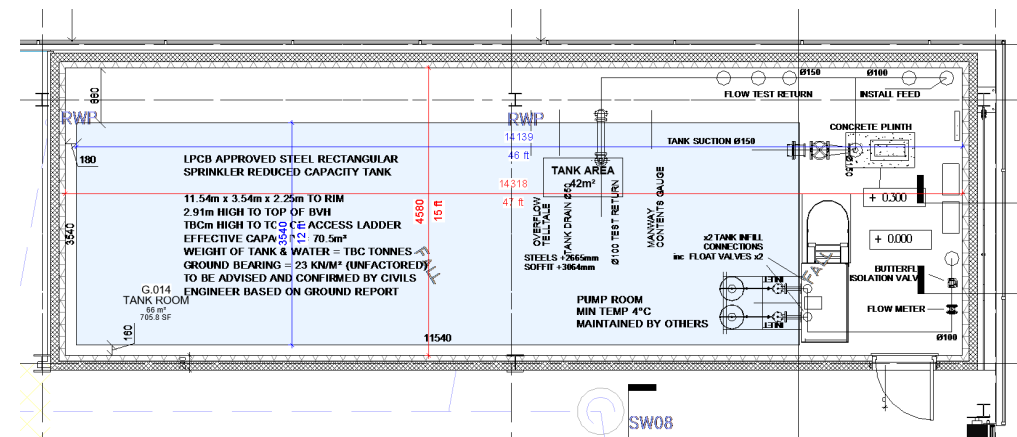
The inclusion of this facility results in the loss of six standard parking bays; however:

- No accessible (disabled) or electric vehicle charging spaces are affected.
- The overall reduction in car parking provision is mitigated through the enhancement of sustainable transport measures, including:
 - Increased cycle parking provision beyond minimum standards.
 - Associated infrastructure such as secure cycle storage, weather protection, and improved access routes to encourage active travel.
 - Cycle cleaning provision.

These measures align with local and national planning policy objectives to promote sustainable transport, reduce reliance on private vehicles, and support a modal shift towards active travel, thereby offsetting the impact of reduced car parking capacity.



OLDHAM ROAD
GA Building plan – location of tank in blue hatch.



OH2 Protected tank enclosure

Summary of proposed amendments

3. Increase of cycle infrastructure due to loss of vehicle spaces.

To mitigate the reduction in car parking capacity resulting from the installation of the OH2 sprinkler system and associated tank room, the scheme incorporates an increase in cycle parking provision and supporting infrastructure.

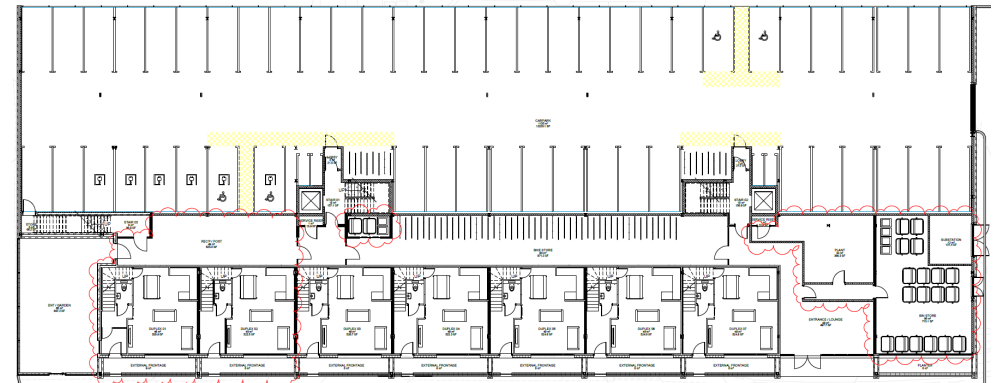
Amendments include:

- 45 parking spaces in total
- Retained 4 accessible car spaces are proposed – equating to 9% provision
- 4 motorcycle spaces are proposed to be retained (now proposed to be shared with accessible bikes)
- Increase to 120 cycle parking spaces
- 8 motorcycle/accessible/cargo cycle bays within car parking area;
- 112 spaces within double stacked cycle racks.
- Cycle repair area/cycle lockers/cycle wheel wash

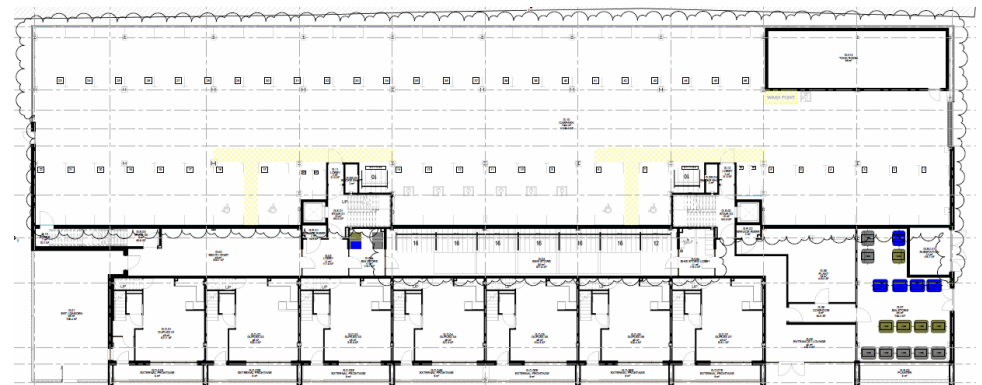
The enhanced provision provides:

- Additional secure cycle parking spaces exceeding minimum local and national standards.
- Covered and weather-protected storage facilities to ensure year-round usability.
- Improved access routes and wayfinding to integrate cycle facilities with the wider site layout.
- Supporting infrastructure, such as anchor points and lighting, to enhance security and user convenience.
- Rearrangement of the disabled bays to ensure locations present improved ease of access to lobbies.

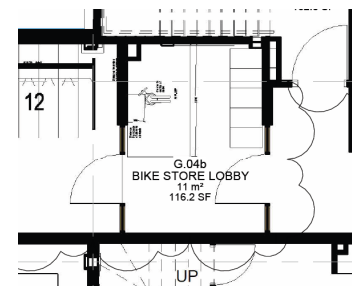
These measures are consistent with the principles of the National Planning Policy Framework (NPPF) and local transport policies, which encourage modal shift towards sustainable transport modes. The strategy ensures that the loss of six standard car parking bays is offset by improved facilities for cyclists, reducing reliance on private vehicles and contributing to the overall sustainability of the development.



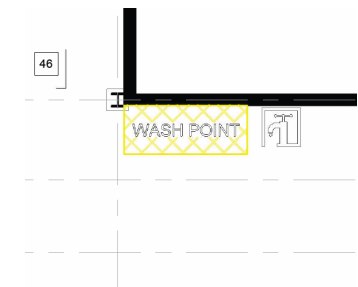
GA Plan - 138646/NMC/2023. Inclusive of 53 No Car spaces



GA Plan – Proposed.



Dedicated bike maintenance zone



Dedicated bike wash zone

Summary of proposed amendments

4. Change in gable elevations to permit cross flow of free air and smoke clearance

The originally approved scheme proposed solid, impermeable gable treatments to the car park, based on the assumption that the open rear elevation—substantial in scale—would provide sufficient natural ventilation. However, further technical review has confirmed that compliance with the requirements for naturally ventilated car parks cannot be achieved through a single open aspect alone, regardless of its size.

In accordance with relevant guidance (e.g. Approved Document B and BS 7346-7), natural ventilation strategies must facilitate crossflow of air between opposing elevations. This requires a minimum percentage of open area on each elevation to ensure effective smoke clearance and air movement.

To meet these requirements, the gable elevations must be materially rearticulated to incorporate permeable finishes in designated zones of the car park. These changes are necessary to achieve the required free area for smoke ventilation, while also addressing aesthetic integration, security, and climb prevention.

On the left-hand side (LHS), the permeable treatment would extend to the blue line (approx. 7.5m). While this introduces a view through the elevation, the location is set approximately 25m back from Oldham Road and is visually shielded by the adjacent industrial shed and the corner of the existing block.

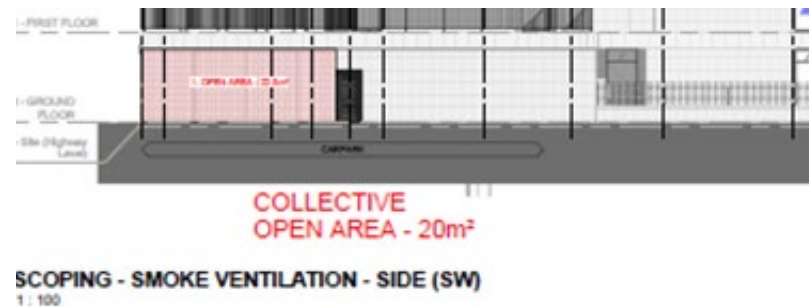
On the Helga Street elevation (approx. 6m), the permeable area is entirely screened by the OH2 sprinkler tank wall, which sits internally and is finished in black, rendering the treatment visually inconsequential from the public realm.



GA Plan – Proposed. Permeable areas indicated.



Helga St. Permeable requirements



South West gable. Permeable requirements

Summary of proposed amendments

4. Change in gable elevations to permit cross flow of free air and smoke clearance

Continued

Following feedback from the Local Planning Authority, a preference was expressed for perforated panel systems. In response, we undertook a rigorous review of various geometric forms to balance visual quality, structural integrity, and ventilation performance.

Despite these efforts, the proposed perforated systems only achieve approximately 52% of the required free area on either elevation. Increasing the aperture size would improve porosity but significantly compromise panel strength and introduce climbing risks, particularly given the proximity to the podium deck.

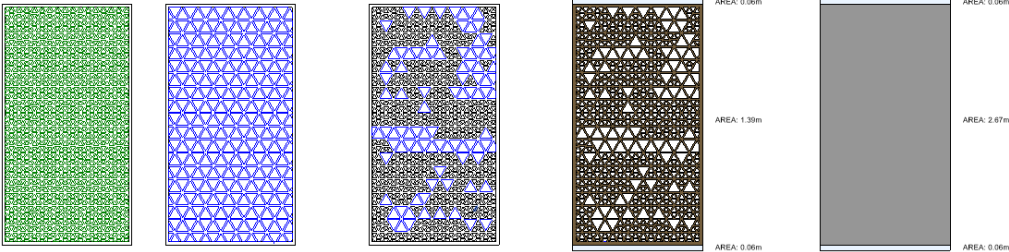
To resolve this, and in reference to the existing architectural language of the scheme, it was agreed that a powder-coated linear bar fencing system, colour-matched to the window frames and balustrades, would provide the optimal solution. This approach maintains visual consistency across the development, meets the required free area and protected zone criteria, and mitigates security concerns.



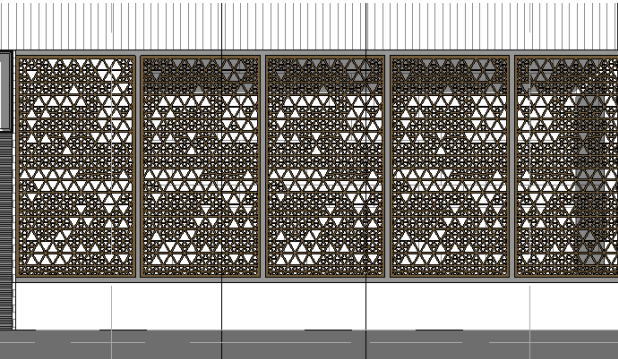
Permeable proposal.



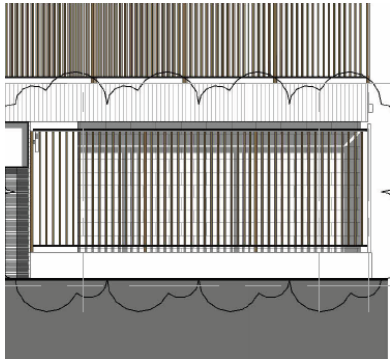
Permeable fitting proposal.



Permeable scoping development.



Permeable install scoping



Agreed position

Summary of proposed amendments

5. Change in the substation door to meet updated utility provider requirements

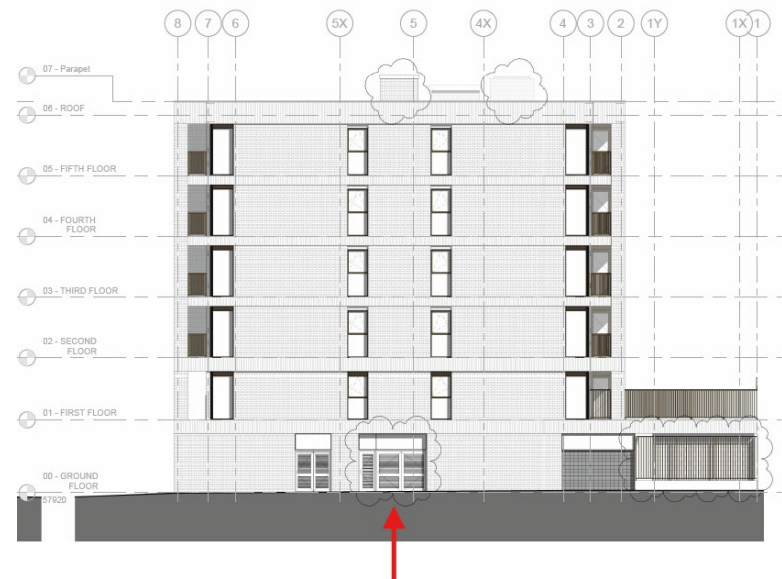
As part of the technical coordination process, the substation door specification has been revised to reflect updated requirements issued by the statutory utility provider. The original design did not fully accommodate the operational and maintenance standards now mandated, particularly in relation to access clearance, ventilation, and fire safety. The revised door design includes adjustments to:

- Clear opening dimensions, ensuring compliance with minimum access standards for equipment installation and emergency servicing.
- Ventilation provision, in line with thermal and airflow requirements for enclosed electrical infrastructure.
- Material and finish, selected to meet durability, fire resistance, and aesthetic integration with the surrounding façade.

These changes are essential to ensure the substation installation is fully compliant with current utility provider specifications and can be safely commissioned and maintained post-occupation.

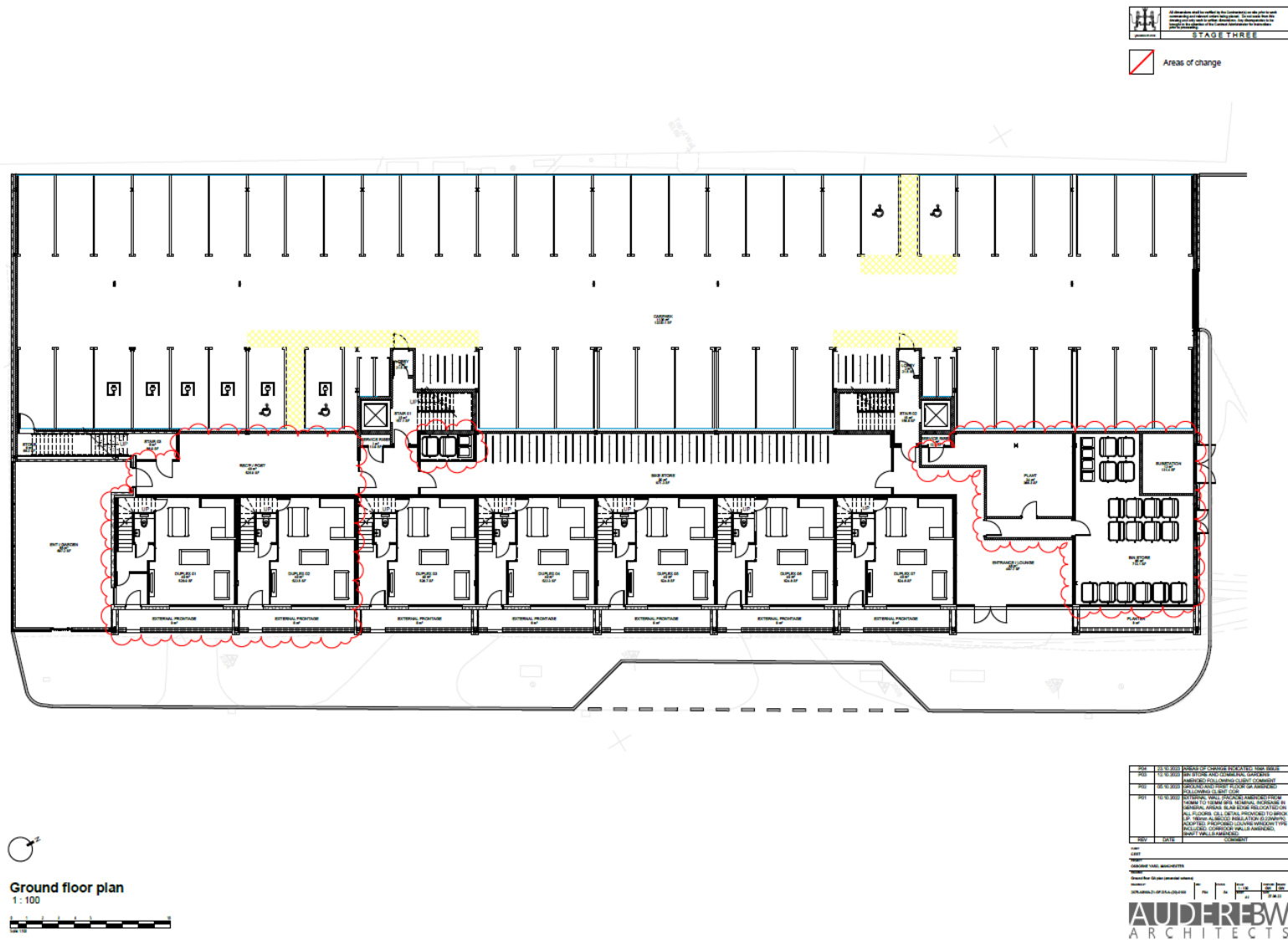


Elevation as per 138646/NMC/2023

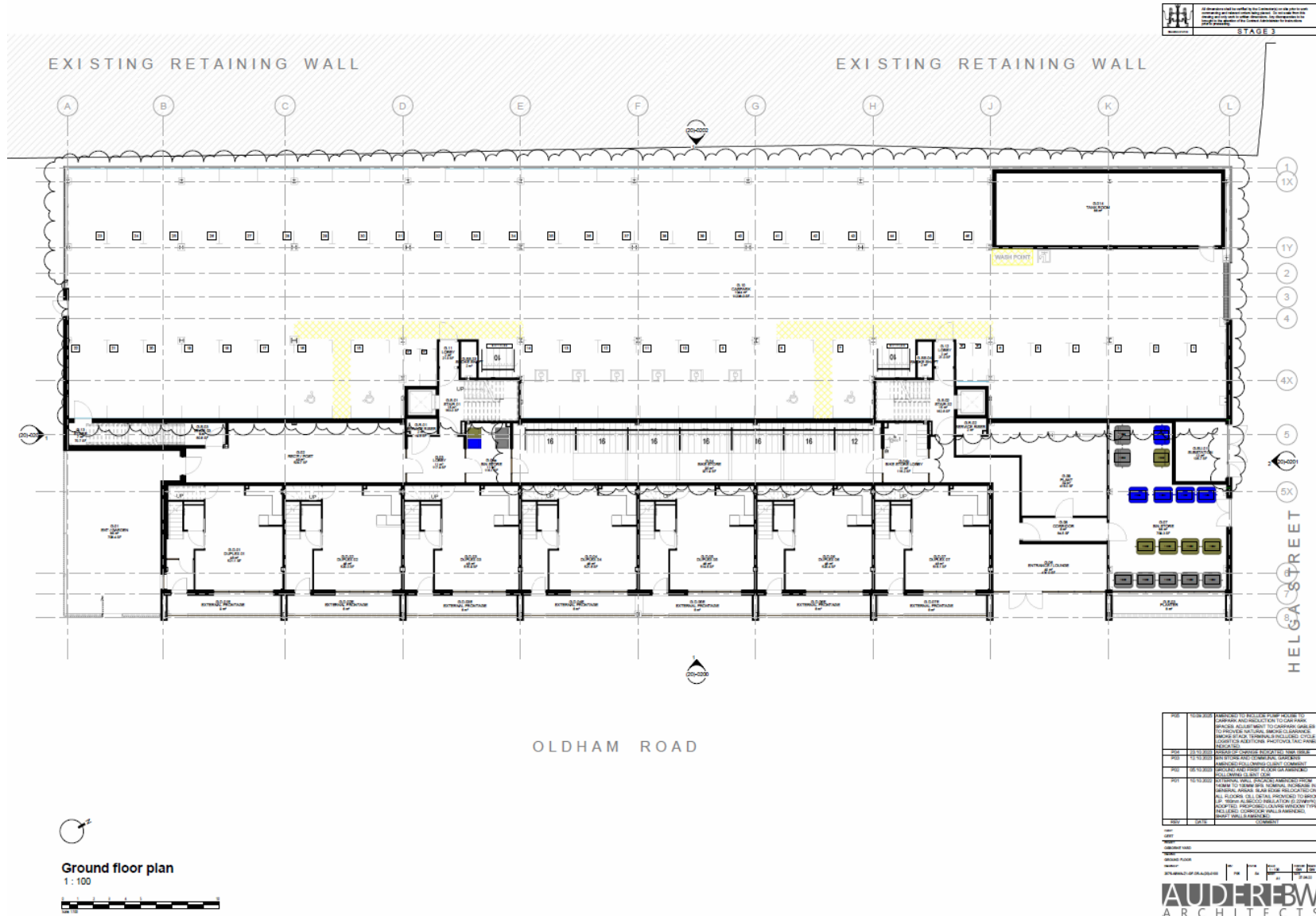


Proposed elevation

Previously approved ground floor plan: As per 138646/NMC/2023



Proposed ground floor plan

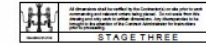
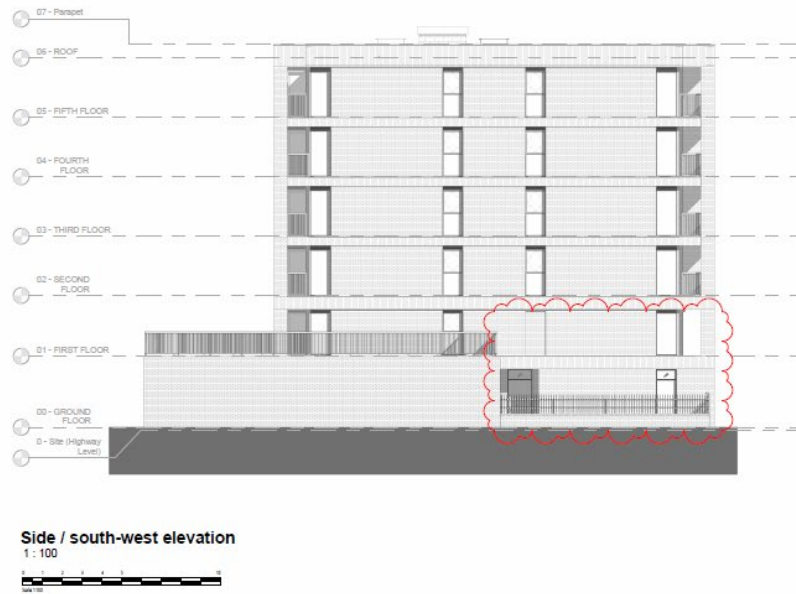


Previously approved front elevation: As per 138646/NMC/2023



[illegible]

Previously approved side elevations: As per 138646/NMC/2023



REV	DATE	DESCRIPTION
001	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS
002	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS
003	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS
004	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS
005	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS
006	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS
007	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS
008	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS
009	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS
010	15.10.2023	ISSUE OF TENDER SPECIFIC TENDERS



	All documents shall be verified by the Commission on a voluntary basis to ensure consistency and relevance to the theme of the year. On no account shall the sharing and any work to further documents. Any documents to be shared with a member of the Commission shall be submitted for consideration prior to proceeding.
STAGE 3	STAGE 3



P04	16.09.3025	AMENDED TO INCLUDE PUMP HOUSE TO CARPARK AND REDUCTION TO CARPARK SPACES. ADJUSTMENT TO CARPARK GATE TO PROVIDE NATURAL SHORE CLEARANCE. SHORE STICK TERMINALS INCLUDED. CY SLOTTED AND CHAIN. FUNCTIONAL SKID P INDICATION.
P03	23.10.2021	ARRAYS OF CHANGE INDICATED. NINE RES
P02	17.10.2021	REVISIONS UPDATED FOLLOWING
P01	28.11.2021	REVISIONS WILL BE PROVIDED AMENDED PRO 10MM TO 10MM SPL. CELL DETAIL. ADD SPR. ALUMINOUS COMMENTS AND DT DISCUSSABLE. REVISIONS BEING ADDED.
REV	DATE	COMMENT

NAME _____

CERT _____

TRAINER _____

CONDUCTOR'S SIGN _____

PROPOSED 5000 S. DIVISION NORTH EAST (SOUTH WEST)

NAME	AGE	WEIGHT	HAIR	COMPLEXION
JOHN DOE	25	180	BROWN	Fair

	1986	1987	1988	1989	1990
1986-1990	1.00	1.00	1.00	1.00	1.00
1987-1990	1.00	1.00	1.00	1.00	1.00
1988-1990	1.00	1.00	1.00	1.00	1.00
1989-1990	1.00	1.00	1.00	1.00	1.00
1990-1990	1.00	1.00	1.00	1.00	1.00

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A R C H I T E C T

Conclusion

This Section 73 application seeks to vary specific elements of the approved scheme under planning permissions 127971/FO/2020 and 138646/NMC/2023, reflecting refinements made during the detailed design and technical coordination stages.

The proposed amendments respond to updated statutory requirements, fire safety regulations, and operational constraints, while maintaining the architectural integrity and planning intent of the original consent.

Key amendments include:

- Increased height of smoke shafts to comply with APD-B and ensure effective smoke extraction.
- Reconfiguration of the car park layout to accommodate the OH2 sprinkler tank, in line with BS EN 12845:2015 + A1:2019.
- Enhanced cycle infrastructure to offset the reduction in car parking spaces and support sustainable transport objectives.
- Revised gable elevations to facilitate compliant cross-ventilation and smoke clearance, incorporating permeable finishes with appropriate security and aesthetic considerations.
- Updated substation door specification to meet current utility provider standards for access, ventilation, and fire safety.

Each amendment has been carefully considered to minimise visual impact, maintain material continuity, and ensure compliance with relevant technical and planning standards. The proposals do not alter the approved building massing, scale, or use, and are consistent with the overarching design principles of the scheme.

This document is therefore submitted in the confidence that the proposed changes are minor in nature, technically justified, and appropriate in planning terms.



CGI of apartment terraces (produced by third party)