

Didsbury Point

Amendments Workbook



Version history

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Project number: 8845
Client: Southway Devco

Rev:	Date:	Status	Name	Description
P2	13/05/2025	For Planning	Steve Sullivan	Planning Issue
P1	07/05/2025	For Planning	Steve Sullivan	Issue to client team
2	07/03/2025	For Information	Paul Nelson Senior Architect	Issue to client team
1	19/12/2024	Preliminary	Paul Nelson Senior Architect	Issue to client team

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Summary

Further to pre-application discussions with the Local Planning Authority, this booklet has been produced to illustrate amendments made to the consented residential development; Didsbury Point (planning application ref. 135235/FO/2022) as the scheme has progressed to construction stage.

This presentation provides an overview of all the proposed amendments to the consented scheme including a direct comparison between the approved and proposed drawings to support a Section 73 application. For ease of reference, the proposed revisions have been separated into elevational, internal and access elements.

Pages 14 to 16 covers the technical summary for the amendments listed opposite with illustrative representation.

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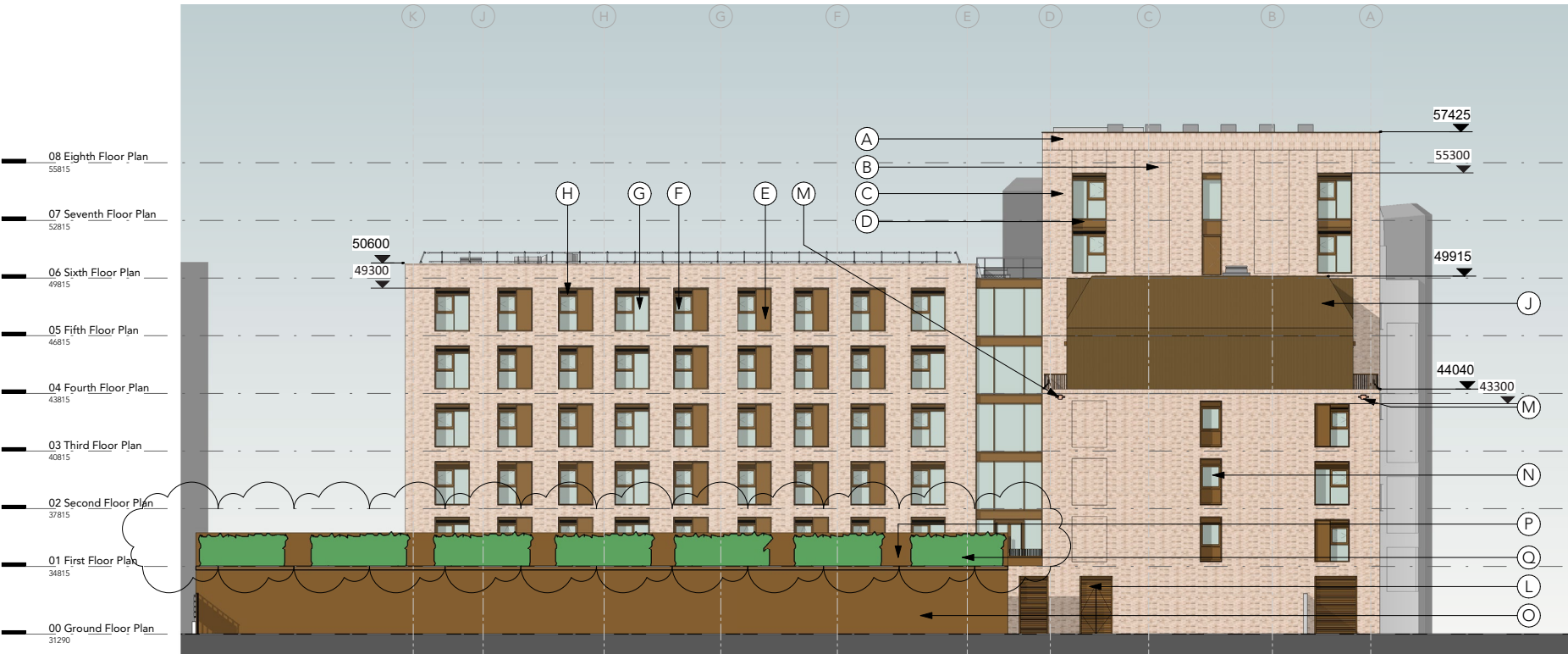
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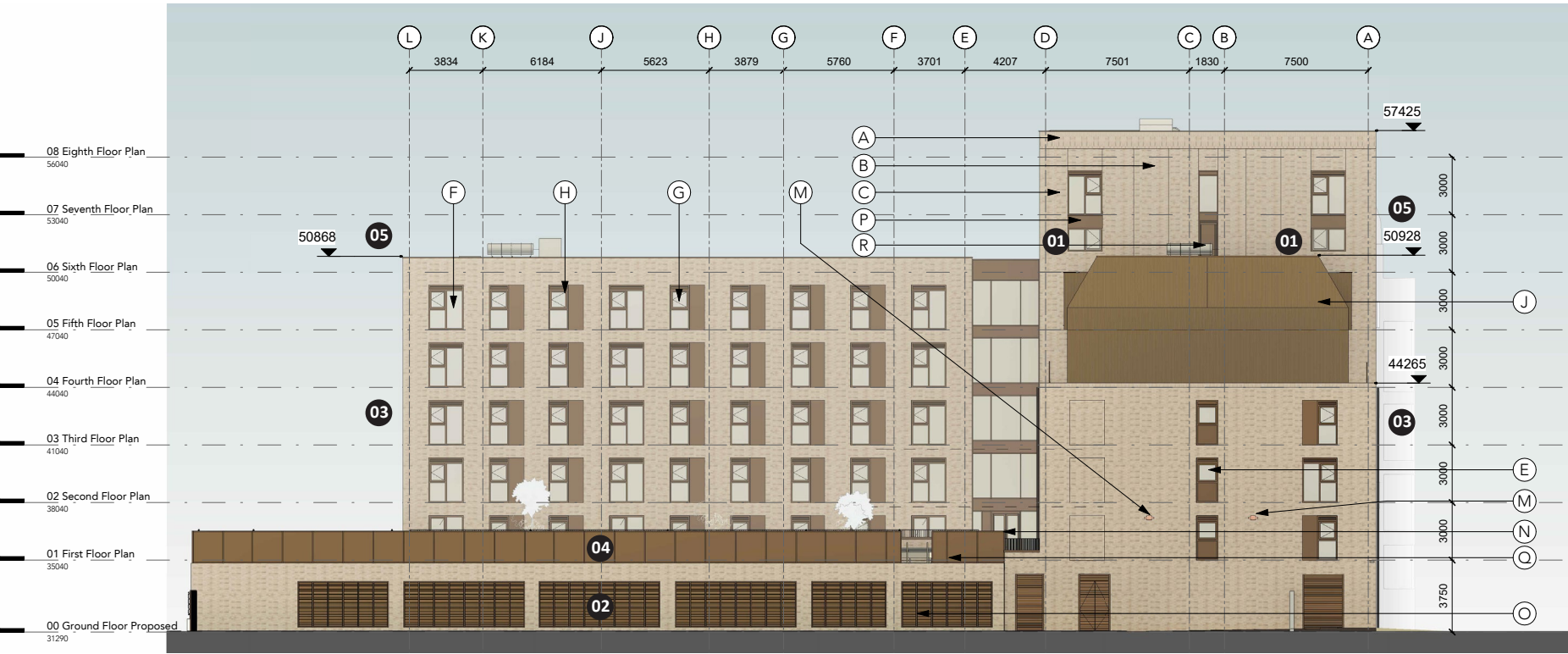
Number	Change	Elevation / s Affected	Justification
01	Window height reduced from 2100mm to 1200mm	East	Resulting from change to adjacent roof parapet, the height of the windows on the sixth floor East elevation have reduced.
02	Car park podium materiality changed to alternating louvred screens and brick piers	East	Arising from the need for a percentage protected area to the elevation following consultation with the fire engineer
03	All window structural opening heights increased by 75mm and transom proportions altered to achieve height of 1100mm from FFL	All	All floor slabs were raised internally to overcome the limited head height underneath the podium. As such, the window heights increased to accommodate a suitable bulkhead height where the MVHR ductwork connects
04	Car park green wall removed	East	Screening removed following consultation with the fire engineer and the need for planting to achieve a min. class B combustibility rating
05	Lower block heights increased by 225, 268 or 995mm	All	Cumulative effect of raising internal floor slabs, amending framing to steel and the relative impact on ceiling voids. Change in podium roof build up and insulation depths arising from updated Part L requirements. A Daylighting and Sunlighting Assessment was carried out by GIA (report dated 25 April 2025) to BR209:2022 following these parapet height increases and summarised that <i>“any effects are considered to be minor and acceptable in context”</i> .
06	Position of ramp to car park altered	West & South	Updated as part of review of external levels and transition points
07	Changes to louvred screens to ground floor	North	Space requirements for Transformer Room and relocation of Bin Store

East Elevation



Approved Planning Drawing - 135235/FO/2022

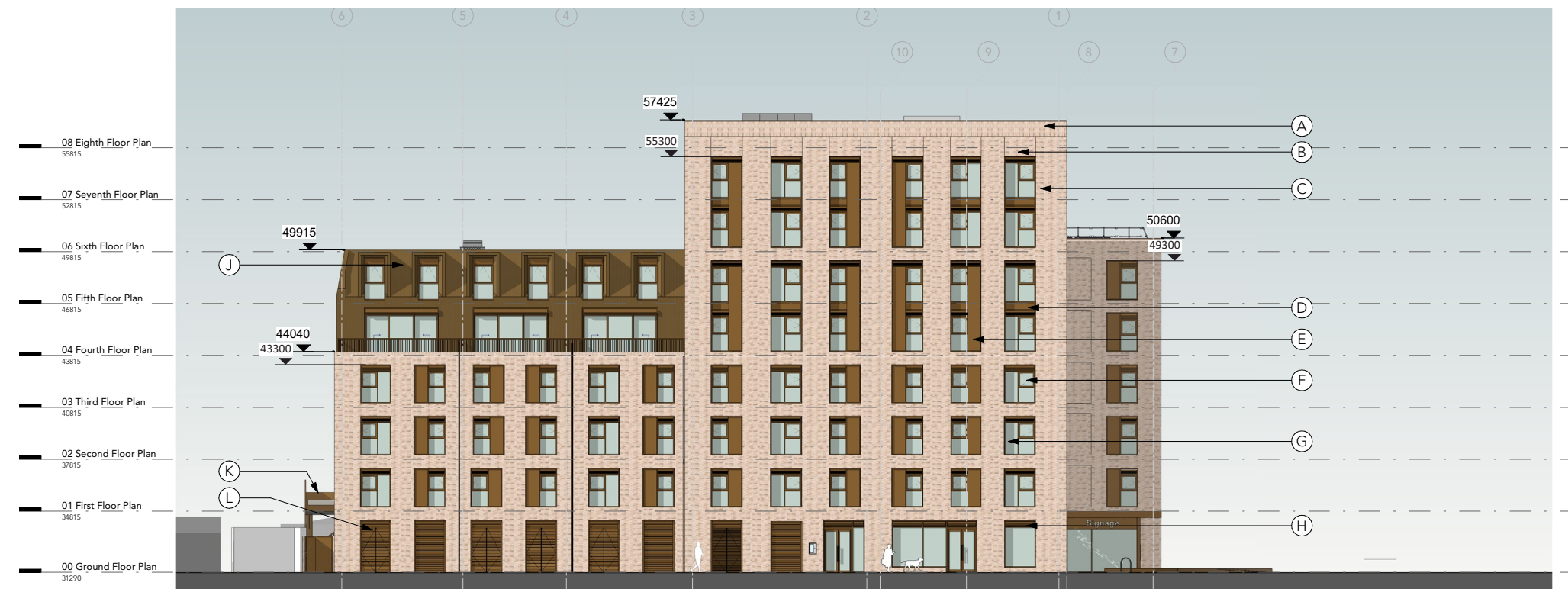
- 01. Window height reduced
- 02. Car park podium materiality changed to alternating louvred screens and brick piers
- 03. All window structural opening heights increased by 75mm and transom proportions altered to achieve height of 1100mm from FFL
- 04. Car park green wall removed
- 05. Lower block heights increased by 225, 268 or 995mm
- 06. Position of ramp to car park altered.
- 07. Changes to louvred screens to ground floor



Amended Drawing

Material Schedule	
A	Buff soldier bond brickwork, mortar colour TBC
B	Buff stretcher bond recessed brickwork, mortar colour TBC
C	Buff stretcher bond brickwork, mortar colour TBC
D	Perforated aluminium cladding panel in front of glazed window panel
E	Aluminium window, bronze colour, solid aluminium panel below, with fixed opaque glazing panel above
F	Aluminium openable window, bronze colour, side hung with fixed light below / to the side as indicated
G	Aluminium openable window, bronze colour, side hung
H	Ventilation louvres integrated into window, bronze colour
J	Aluminium standing seam rainscreen cladding, bronze colour
K	Balustrade railings, bronze colour
L	External louvred door, bronze colour
M	Bird box integrated into brickwork
N	Metal Balustrade, bronze colour (Powder Coated)
O	Ventilation louvred panel, bronze colour
P	Solid Aluminium Cladding Panel
Q	Planting (In Abeyance)
R	Curtain Wall, bronze colour (Powder Coated)
T	Vehicular Barrier

North Elevation



03. All window structural opening heights increased by 75mm and transom proportions altered to achieve height of 1100mm from FFL

05. Lower block heights increased by 225, 268 or 995mm

07. Changes to louvred screens to ground floor

Approved Planning Drawing - 135235/FO/2022



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P	Solid Aluminium Cladding Panel
Q	Planting (In Abeyance)
R	Curtain Wall, bronze colour (Powder Coated)
T	Vehicular Barrier

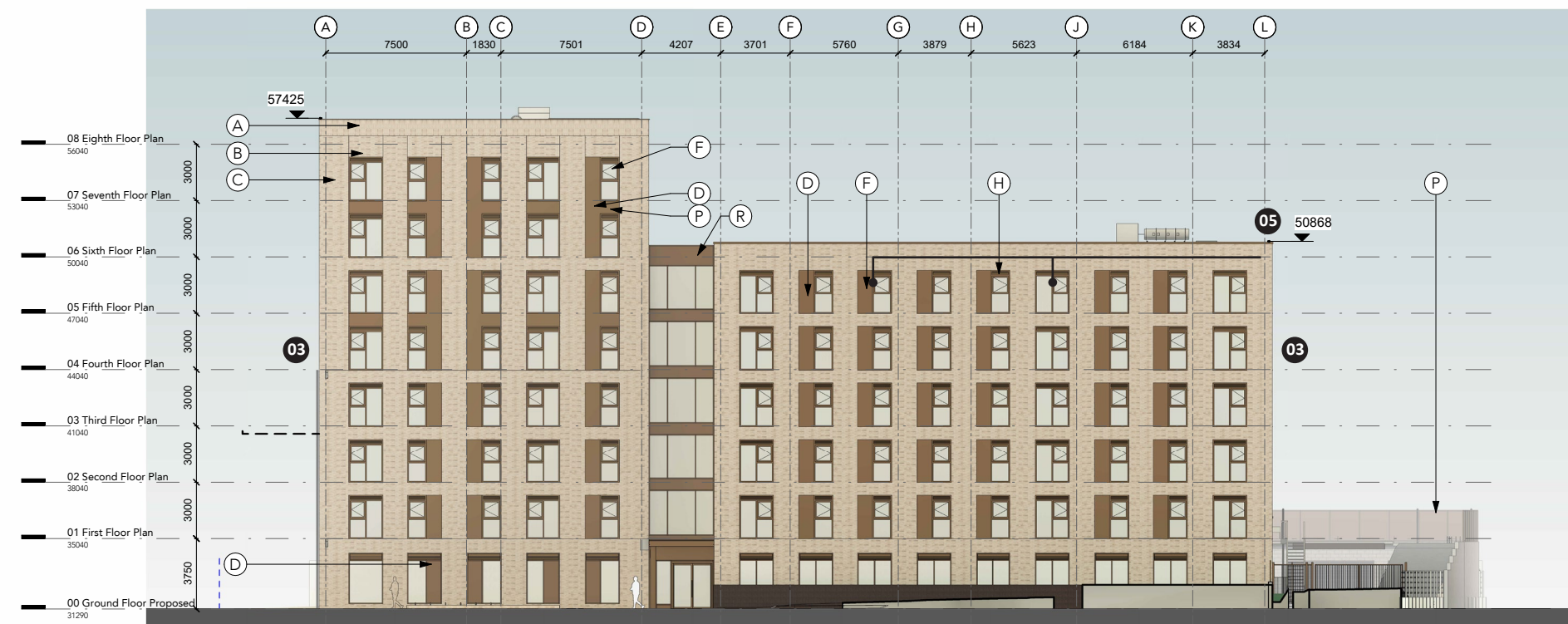
West Elevation



Approved Planning Drawing - 135235/FO/2022

03. All window structural opening heights increased by 75mm and transom proportions altered to achieve height of 1100mm from FFL

05. Lower block heights increased by 225, 268 or 995mm



Amended Drawing

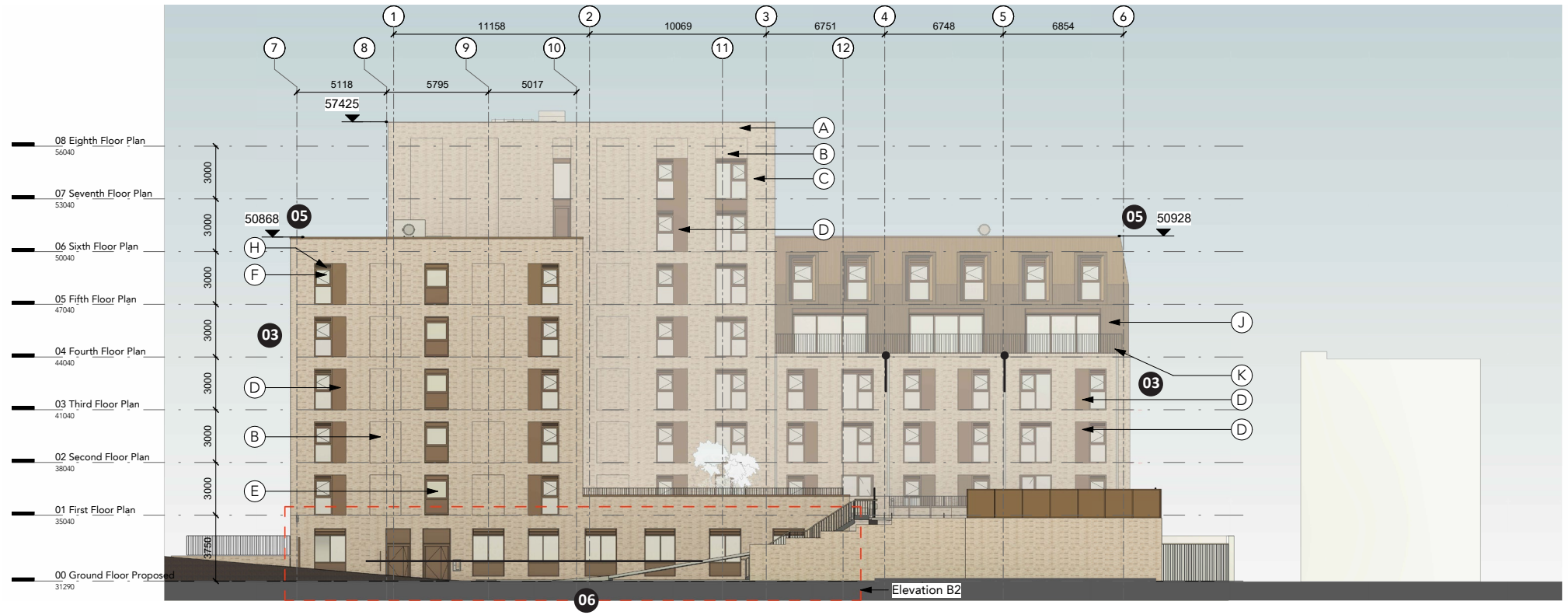
Material Schedule	
A	Buff soldier bond brickwork, mortar colour TBC
B	Buff stretcher bond recessed brickwork, mortar colour TBC
C	Buff stretcher bond brickwork, mortar colour TBC
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K	Balustrade railings, bronze colour
L	External louvred door, bronze colour
M	Bird box integrated into brickwork
N	Metal Balustrade, bronze colour (Powder Coated)
O	Ventilation louvred panel, bronze colour
P	Solid Aluminium Cladding Panel
Q	Planting (In Abeyance)
R	Curtain Wall, bronze colour (Powder Coated)
T	Vehicle Barrier

South Elevation



Approved Planning Drawing - 135235/FO/2022

- 03. All window structural opening heights increased by 75mm and transom proportions altered to achieve height of 1100mm from FFL
- 05. Lower block heights increased by 225, 268 or 995mm
- 06. Position of ramp to car park altered.

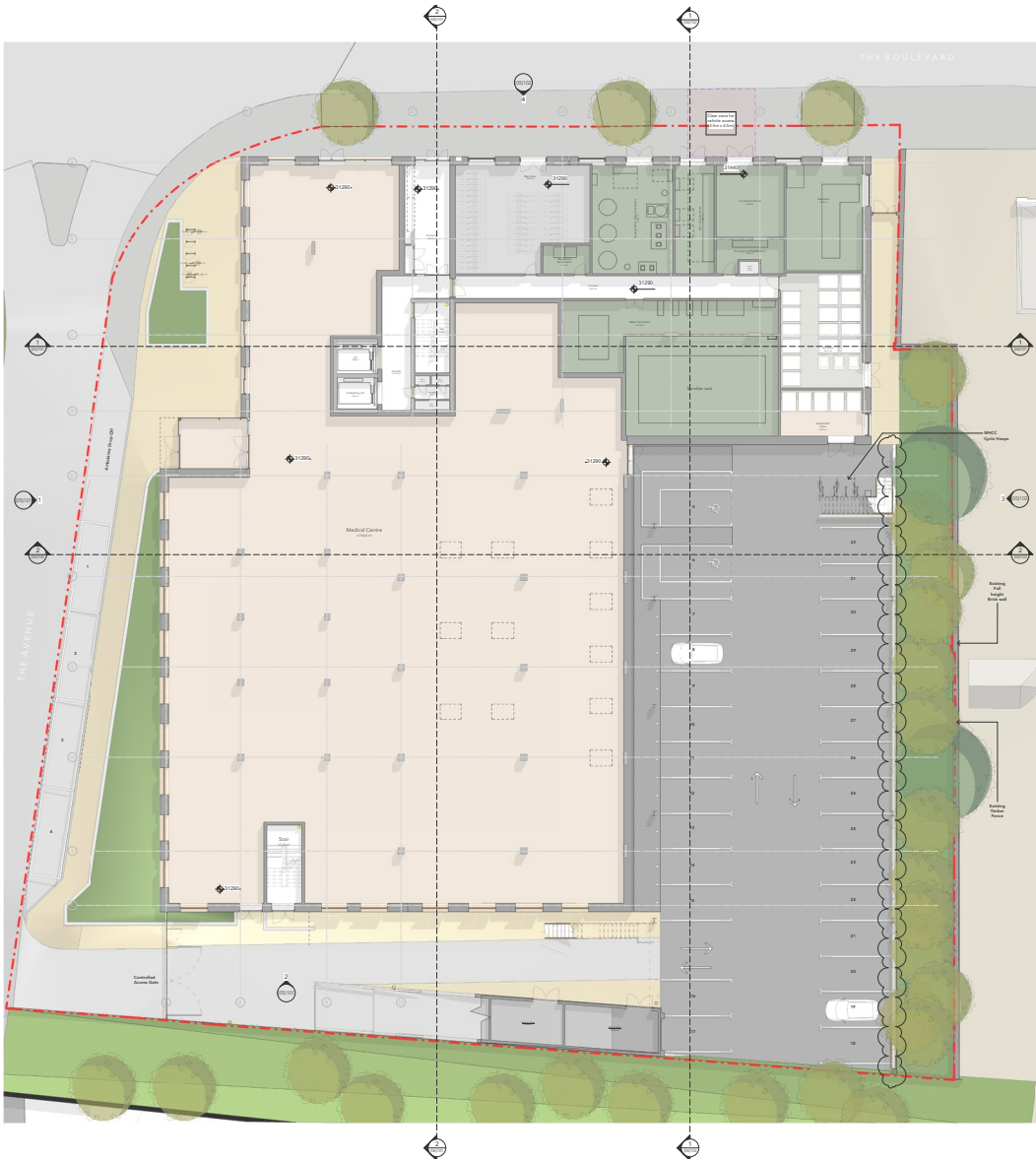


Amended Drawing

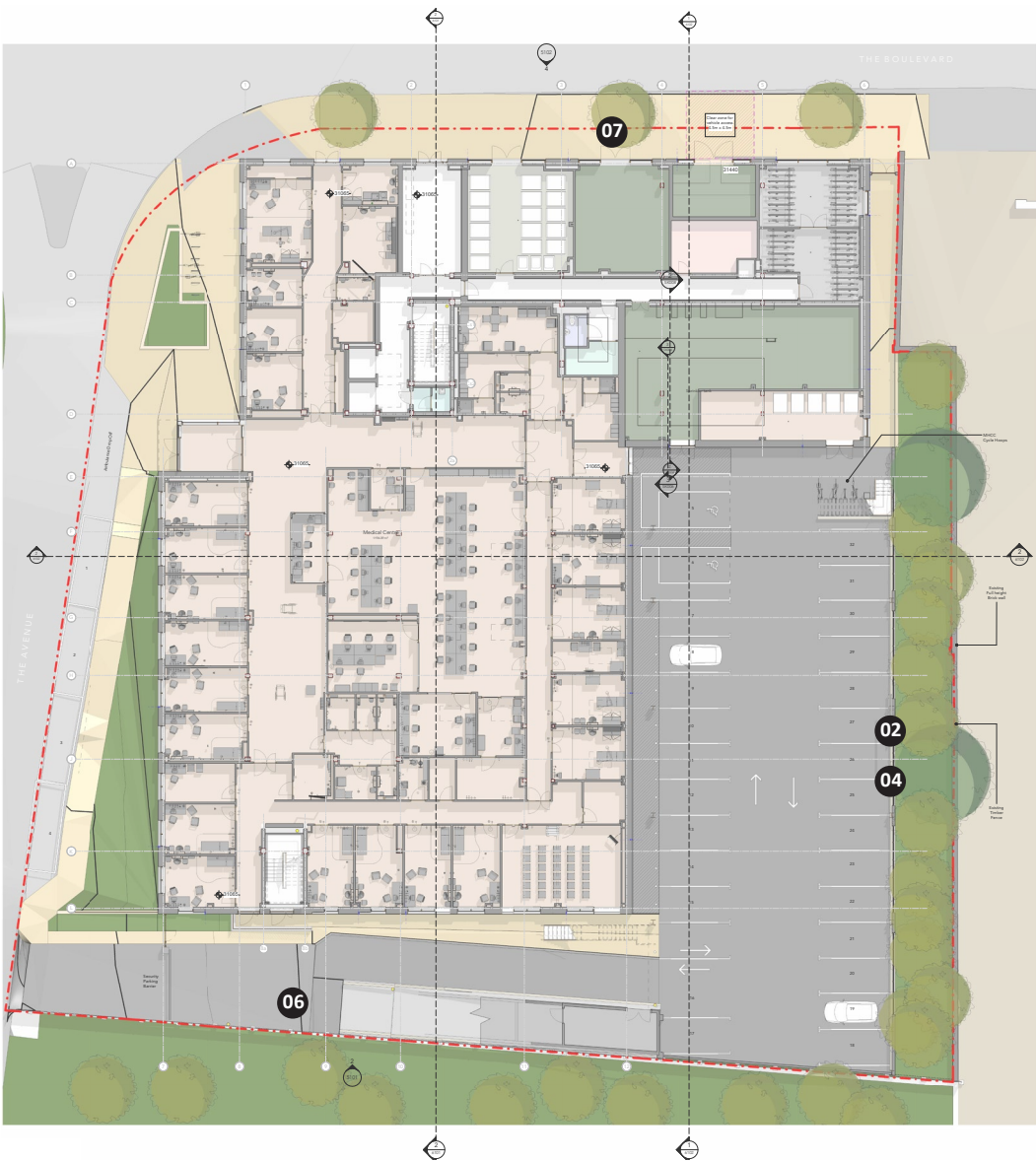
Material Schedule	
A	Buff soldier bond brickwork, mortar colour TBC
B	Buff stretcher bond recessed brickwork, mortar colour TBC
C	Buff stretcher bond brickwork, mortar colour TBC
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Ground Floor Plan

Approved Planning Drawing - 135235/FO/2022



Amended Drawing



- 02. Car park podium materiality changed to alternating louvred screens and brick piers
- 04. Car park green wall removed
- 06. Position of ramp to car park altered.
- 07. Changes to louvred screens to ground floor

- Bike Store
- Caretakers Office
- Cleaners Store
- Bin Store
- Corridor
- Entrance
- Firefighting Lift
- Heating & Hot Water Plant Room
- Lift
- Lobby
- LV Life Safety & Generator Room
- LV Switchroom
- Medical Bin Store
- Medical Centre
- Smoke Shaft
- Stair
- Transformer Room
- Water Tank Room
- WC

Typical Level 01 - 03 Floor Plan

Approved Planning Drawing - 135235/FO/2022



Amended Drawing



02. Car park podium materiality changed to alternating louvred screens and brick piers

04. Car park green wall removed

06. Position of ramp to car park altered.

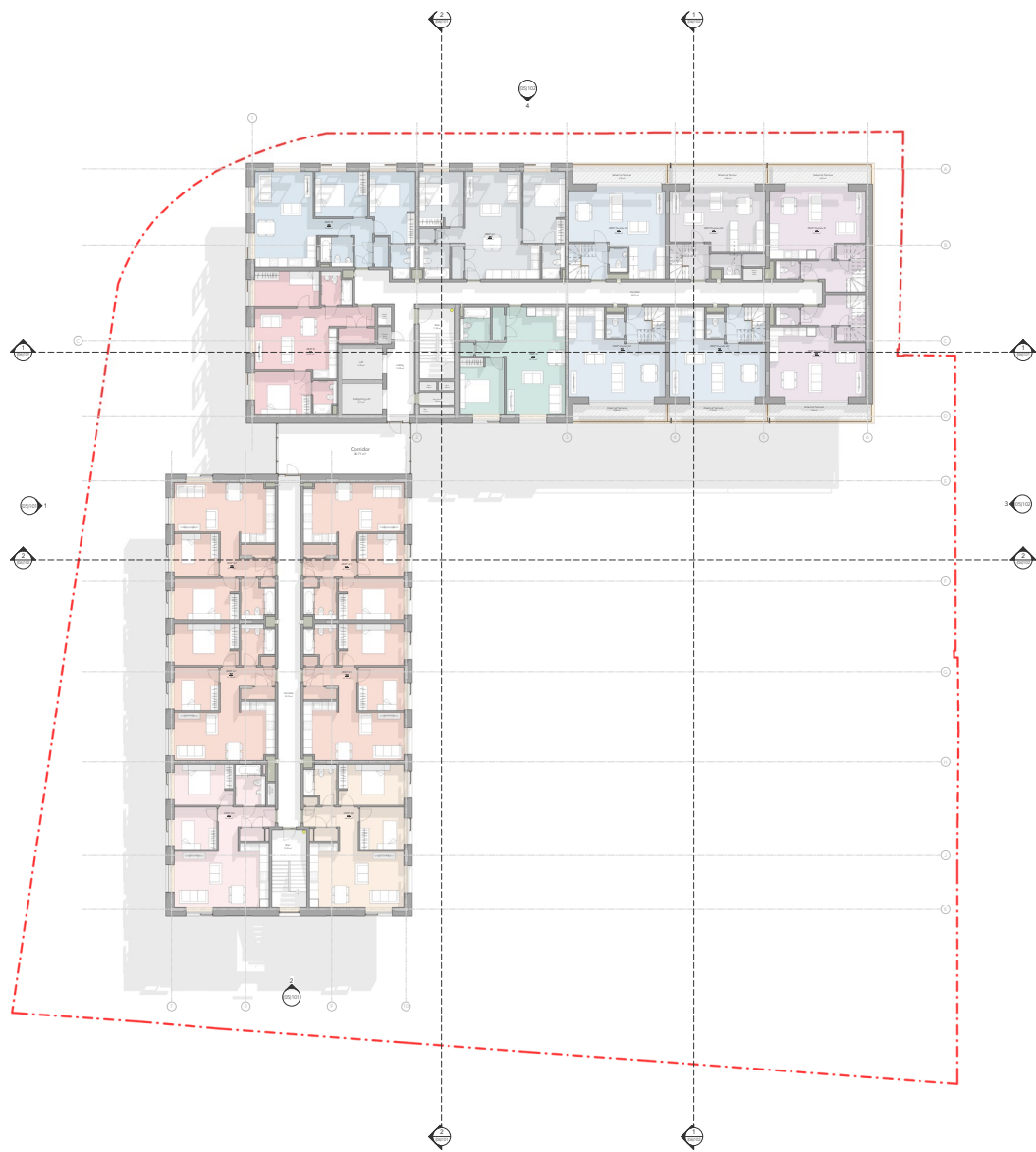
See updated podium layout in 'Landscape' section of document

- | | |
|--------------------|-------------------|
| 1B2P Inline | Corridor |
| 2B3P Corner Type A | Firefighting Lift |
| 2B3P Corner Type B | Lift |
| 2B3P Inline | Lobby |
| 2B4P Corner Type A | Smoke Shaft |
| 2B4P Corner Type B | Stair |
| 2B4P Corner Type C | |
| 2B4P Corner Type D | |
| 2B4P Inline | |



Level 04 Floor Plan

Approved Planning Drawing - 135235/FO/2022



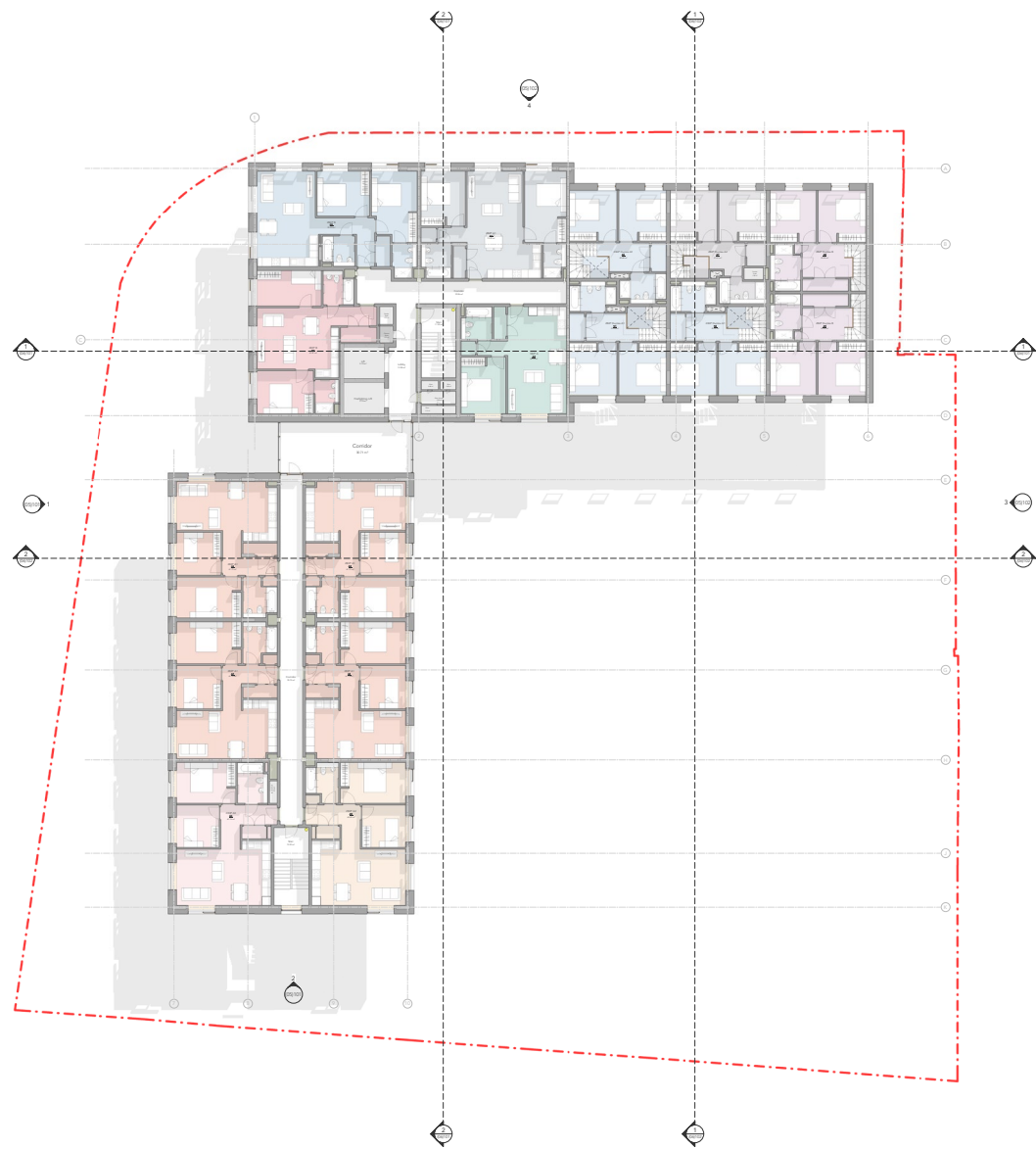
Amended Drawing



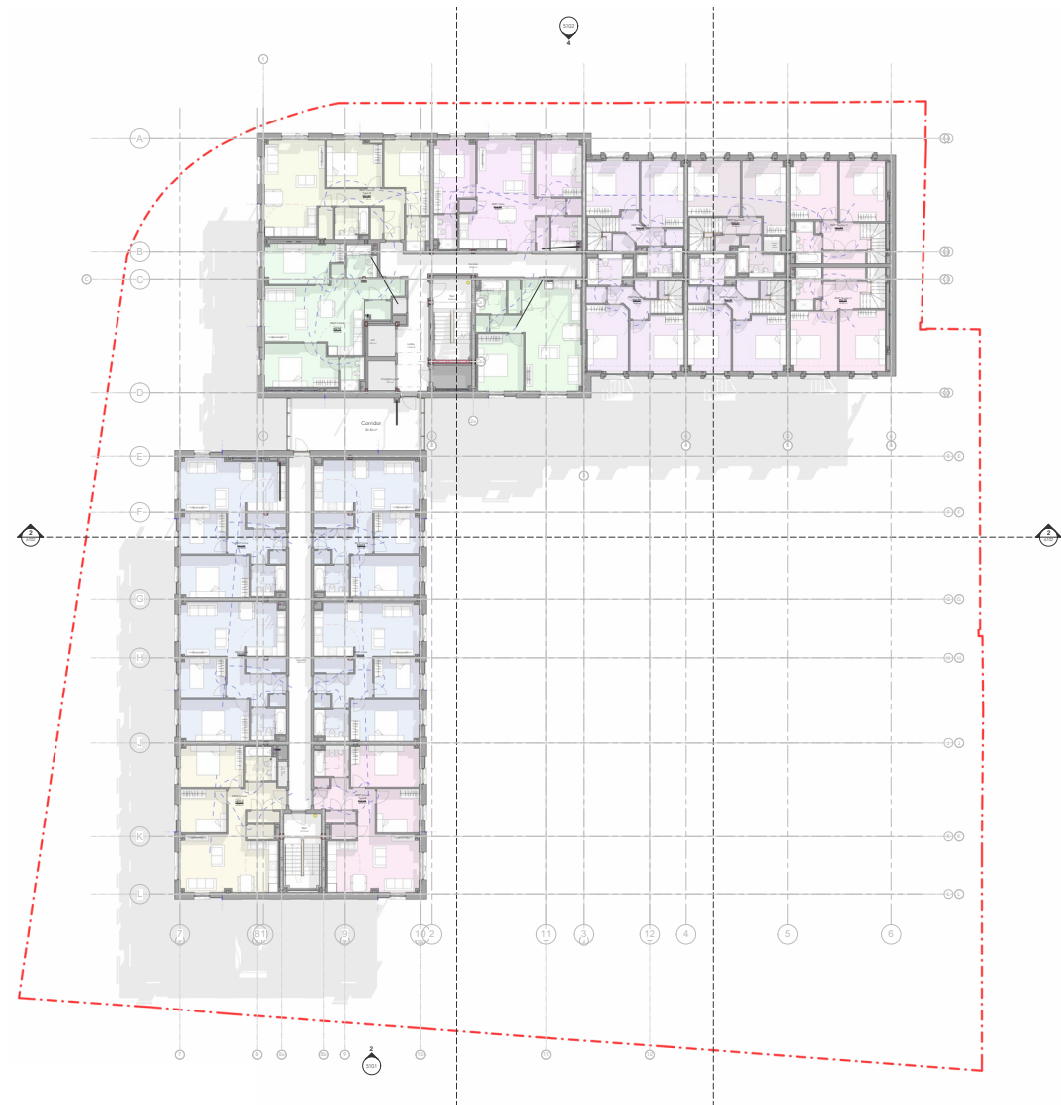
- | | |
|--------------------|-------------------|
| 1B2P Inline | Corridor |
| 2B3P Corner Type A | Firefighting Lift |
| 2B3P Corner Type B | Lift |
| 2B3P Inline | Lobby |
| 2B4P Corner Type A | Smoke Shaft |
| 2B4P Corner Type B | Stair |
| 2B4P Duplex A | |
| 2B4P Duplex B | |
| 2B4P Duplex C | |
| 2B4P Inline | |

Typical Level 05 Floor Plan

Approved Planning Drawing - 135235/FO/2022



Amended Drawing

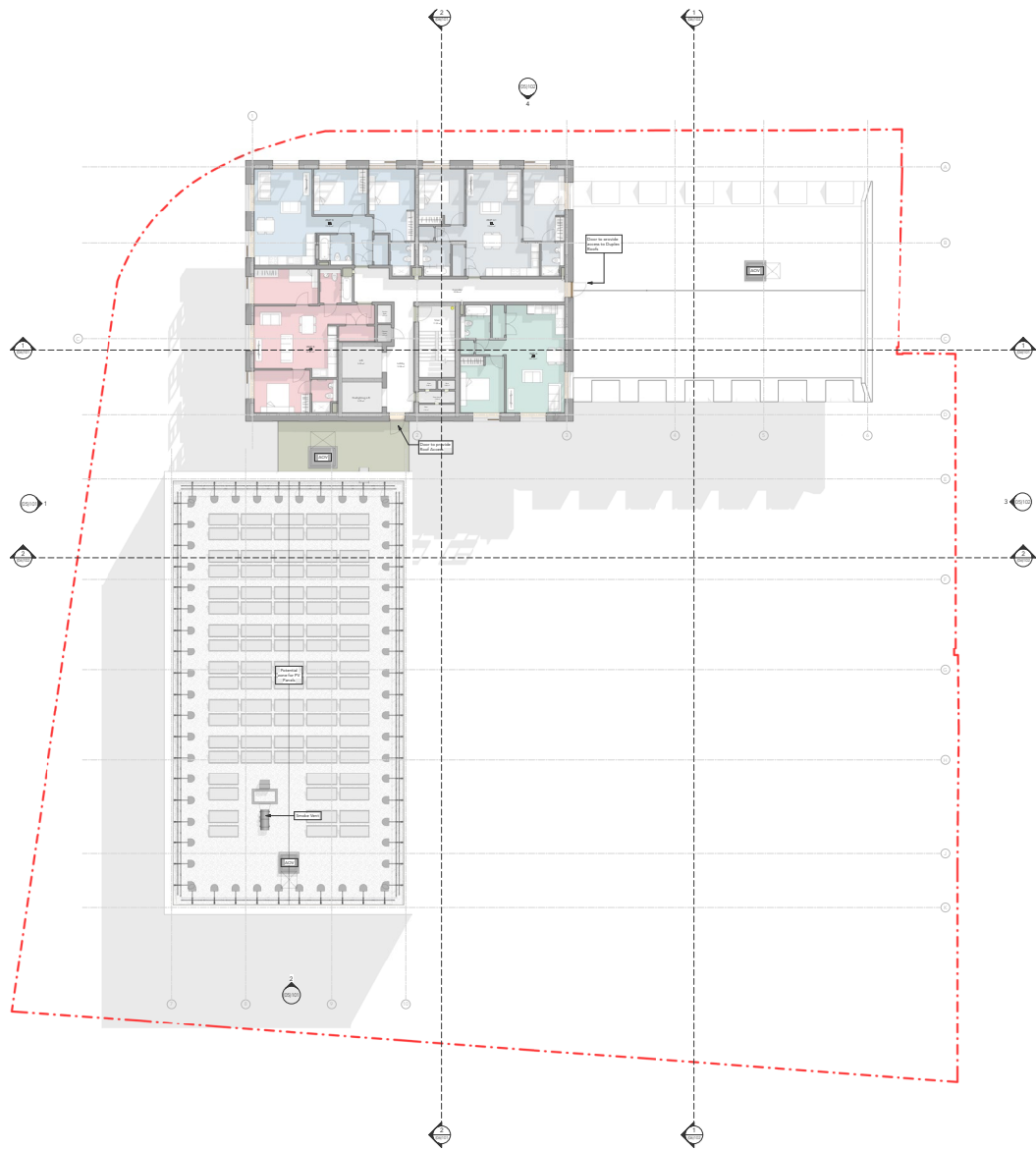


- | | |
|--------------------|-------------------|
| 1B2P Inline | Corridor |
| 2B3P Corner Type A | Firefighting Lift |
| 2B3P Corner Type B | Lift |
| 2B3P Inline | Lobby |
| 2B4P Corner Type A | Smoke Shaft |
| 2B4P Corner Type B | Stair |
| 2B4P Duplex A | |
| 2B4P Duplex B | |
| 2B4P Duplex C | |
| 2B4P Inline | |

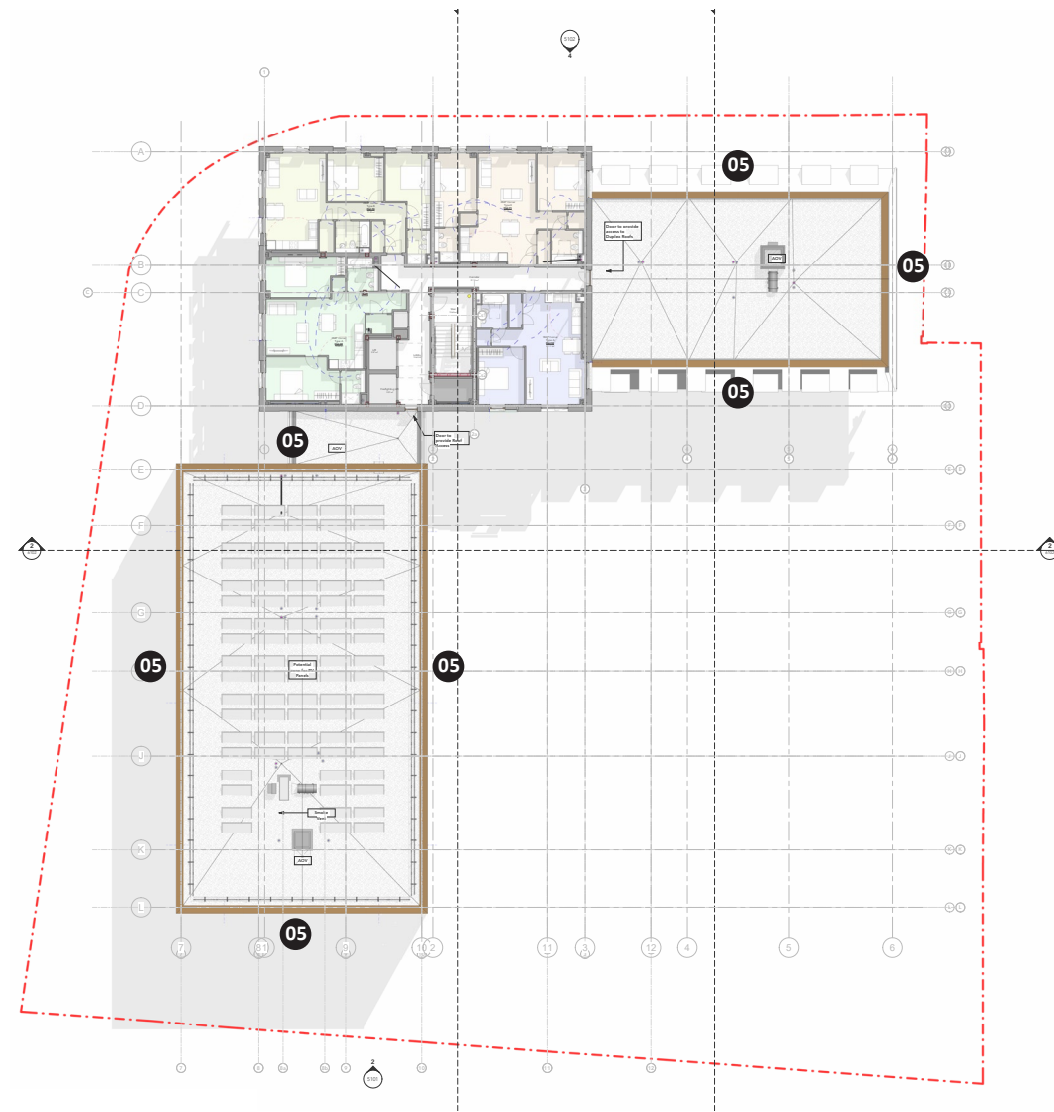


Level 06 - 07 Floor Plan

Approved Planning Drawing - 135235/FO/2022



Amended Drawing



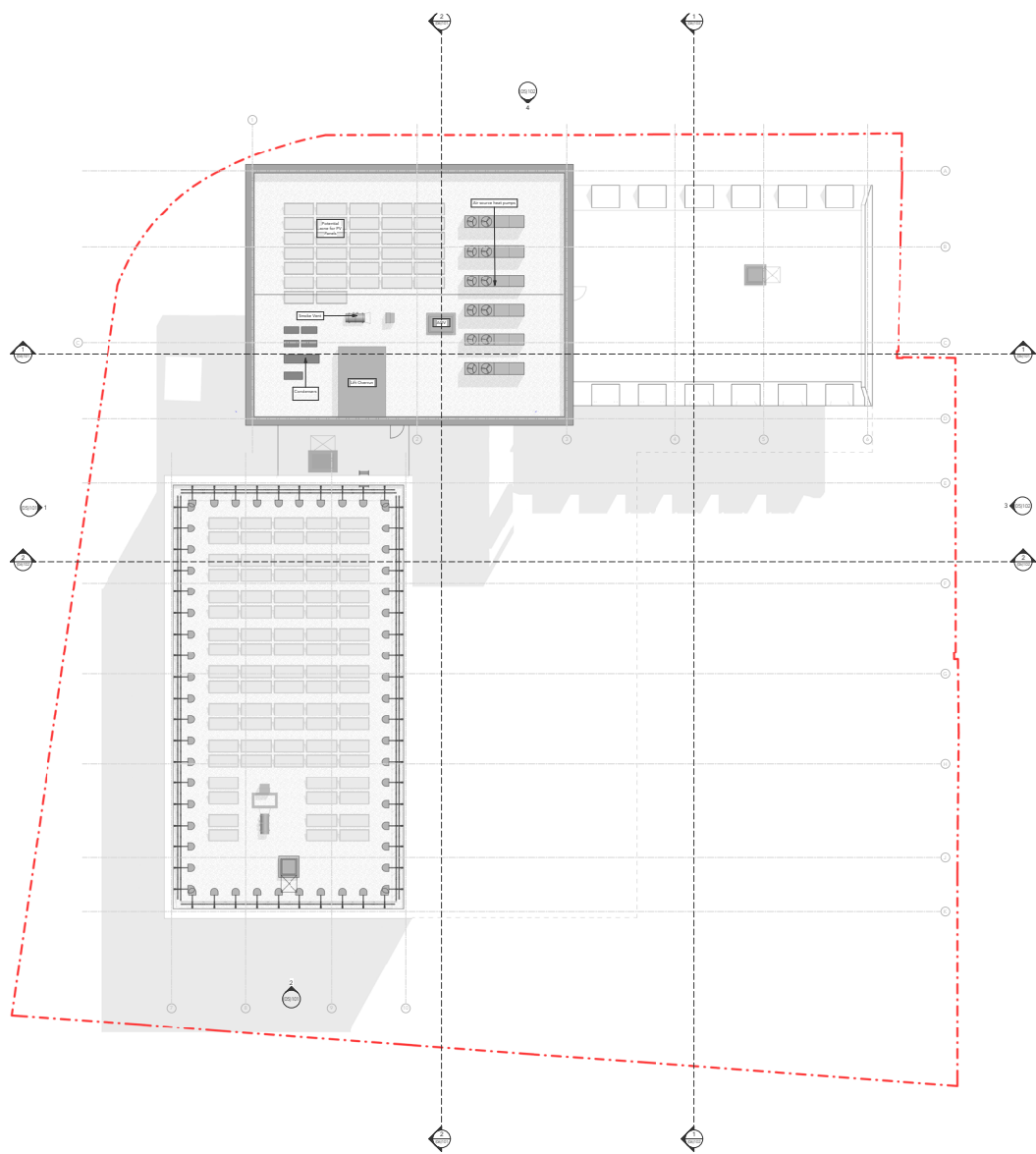
05. Lower block heights increased by 225, 268 or 995mm

- 1B2P Corner Type A
- 2B4P Corner Type A
- 2B4P Corner Type B
- 2B4P Corner Type E
- Corridor
- Firefighting Lift
- Lift
- Lobby
- Smoke Shaft
- Stair

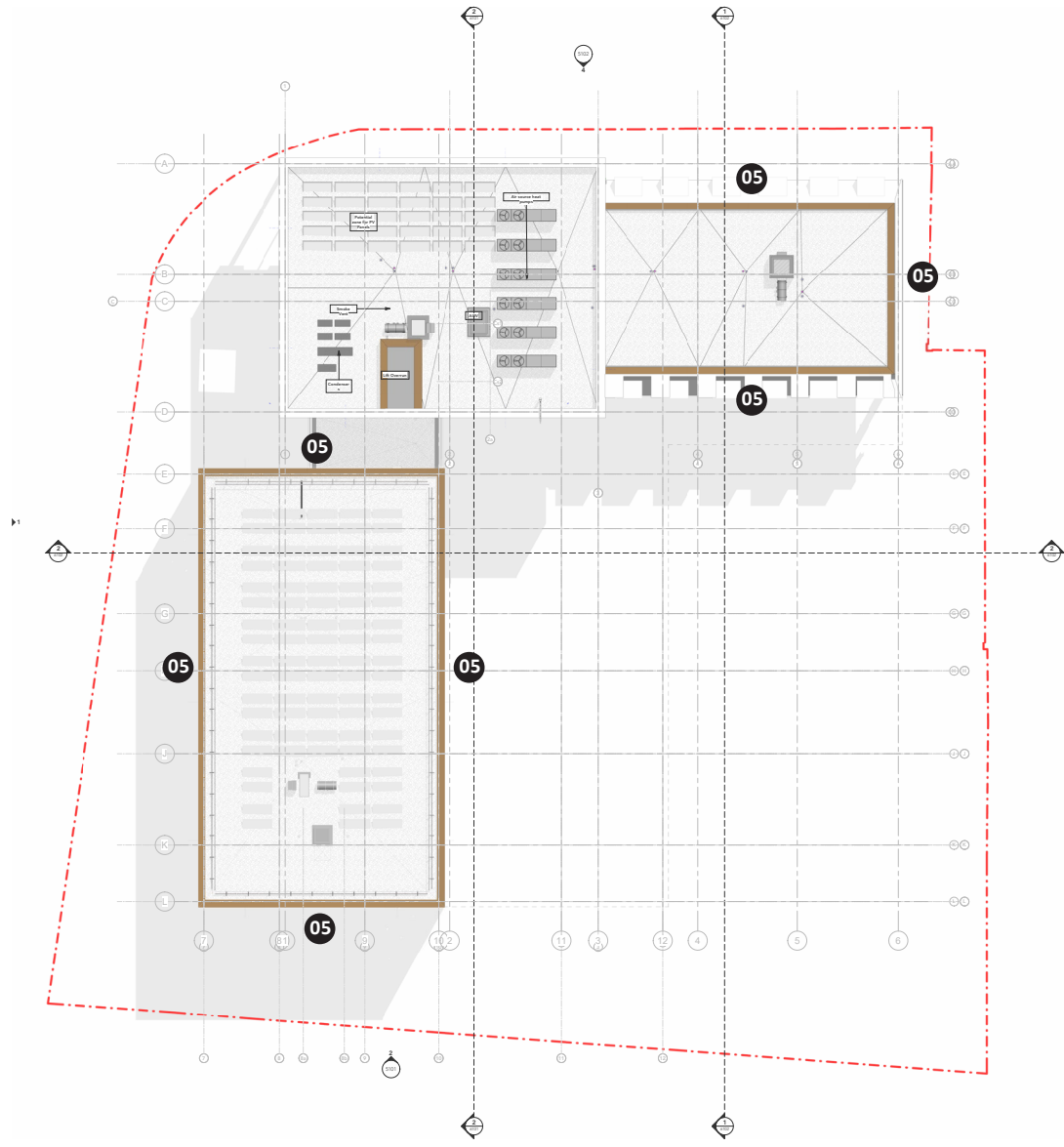


Roof Plan

Approved Planning Drawing - 135235/FO/2022



Amended Drawing



05. Lower block heights increased by 225, 268 or 995mm

Technical Summary

Item 1 - Window Height Reduced to East Gable

Refer to Item 5 (overleaf), this is a direct consequence of the lift in parapet height which runs into the east gable elevation resulting in an increase in cill height to these windows.

Item 2 - Car Park Podium louvred screens and brick piers

This change has been as a direct request from the fire engineer. This elevation has an allowable unprotected area of 77% therefore the brick piers are needed to maintain this proportion. Stage 4 Fire Strategy report available on request for further detail.

Item 3 - Window Height increase of 75mm generally

This change is a result of the impact discussed under Item 5 (overleaf). The need for all upper floor levels to increase by 225mm meant a need for both the mid transom and MVHR connection to increase in order to maintain the correct proportionality internally. To avoid the need for all windows to move relative to the external elevation, a 0mm cill was adopted. The trade off to this was the need to ensure a min. 1100mm from FFL to the opening light (mid transom) and sufficient head clearance for the bulkhead to the upper transom allowing the MVHR to connect to the louvred panels.

Item 4 - Car park green wall removed

As part of the assessment related to the spread of fire, any ‘living’ or ‘green’ wall needs to achieve a minimum reaction to fire classification of B, S-1, d0. It was also established that any sections of living wall would also need to be broken with gaps to reduce the risk of such spread, thereby reducing the extent that such a system could be applied. As such it was deemed to be of limited benefit to the scheme to retain this element given the strict parameters and risks associated with its integration. Additional areas of level planting will be provided by the applicant to offset the biodiversity net gain loss of the removal of the green wall.

Item 5 - Increase in height to lower blocks

The 1st floor level was raised 225mm due to a number of factors. A change to steel frame meant services had to be routed underneath beams and clearance within the ceiling void had to be increased. Secondly, minimum ceiling heights are required as part of HBN compliance for the medical centre and so that internal clinical spaces can function as intended. Additionally, a Daylighting and Sunlighting Assessment was carried out by GIA (report dated 25 April 2025) to BR209:2022 following these parapet height increases and summarised that “*any effects are considered to be minor and acceptable in context*”. The next page explains in further detail the 995mm increase to the mansard roof structure.

Item 6 - Position of Ramp to Upper Floor Car Park Deck

In order to achieve sufficient width into the lower car park and incorporate a paving zone as dictated by the Stage 4 fire escape strategy, the ramp was relocated 300mm further east in plan to avoid the pinch point caused at its base.

Item 7 - Changes related to Louvred Screen Arrangement

Amendments have been made to the north elevation to accommodate a Transformer room and repositioned Bin Store with reduced travel distance from apartments. Limits on room sizes due to sprinkler requirements and steel column positions further dictated a review of this elevation and louvred screens have been set out to create a uniform appearance.

Item 5 in Detail - Height Increase to Mansard Roof

As summarised earlier in the report - the cumulative change in height has arisen from a number of factors during the technical design stage. This has ultimately increased the height to top of mansard structure by 995mm to +50925.

- 1

1st floor level change

The effect of introducing steel had an adverse impact on the ground floor medical centre ceiling heights. To accommodate the necessary clearance required for mechanical and electrical systems to run below the beams as well as maintaining the correct ceiling height needed for a compliant suite of consultant and treatment spaces to this area, the 1st floor was increased by 225mm (3 brick courses) to provide the necessary clearance. This consequently moved all upper floor levels up 225mm.
- 2

Roof structure

A 200mm thick concrete slab was assumed but changed to a 140mm metal deck on steel frame structure which included beams approximately 250mm deep. The inclusion of steel beams meant the roof deck had to be raised 120mm to ensure services within the duplex apartments could be routed under steel beams.
- 3

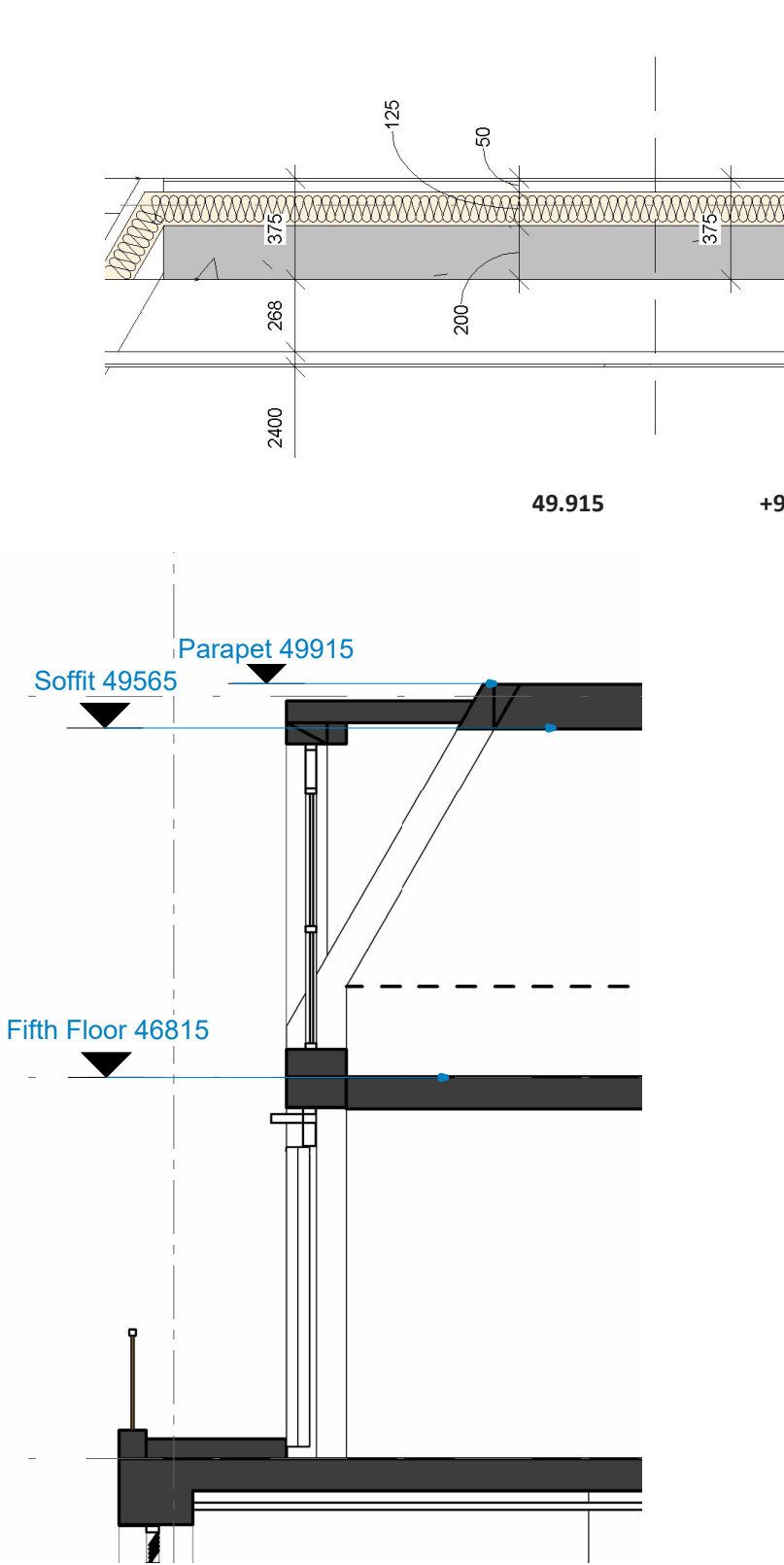
Above deck build-up

It was assumed at planning that the mansard would consist of a warm roof build-up with cladding to wrap over the structure omitting the need for a physical parapet upstand. A screed above the structural slab level is required to form 1 in 40 design fall - this added approximately 100mm to the height required to ensure sufficient fall. Additionally thermal insulation had to be increased from 150mm to 270mm to obtain EPC B rating to duplex apartments and which added 120mm.
- 4

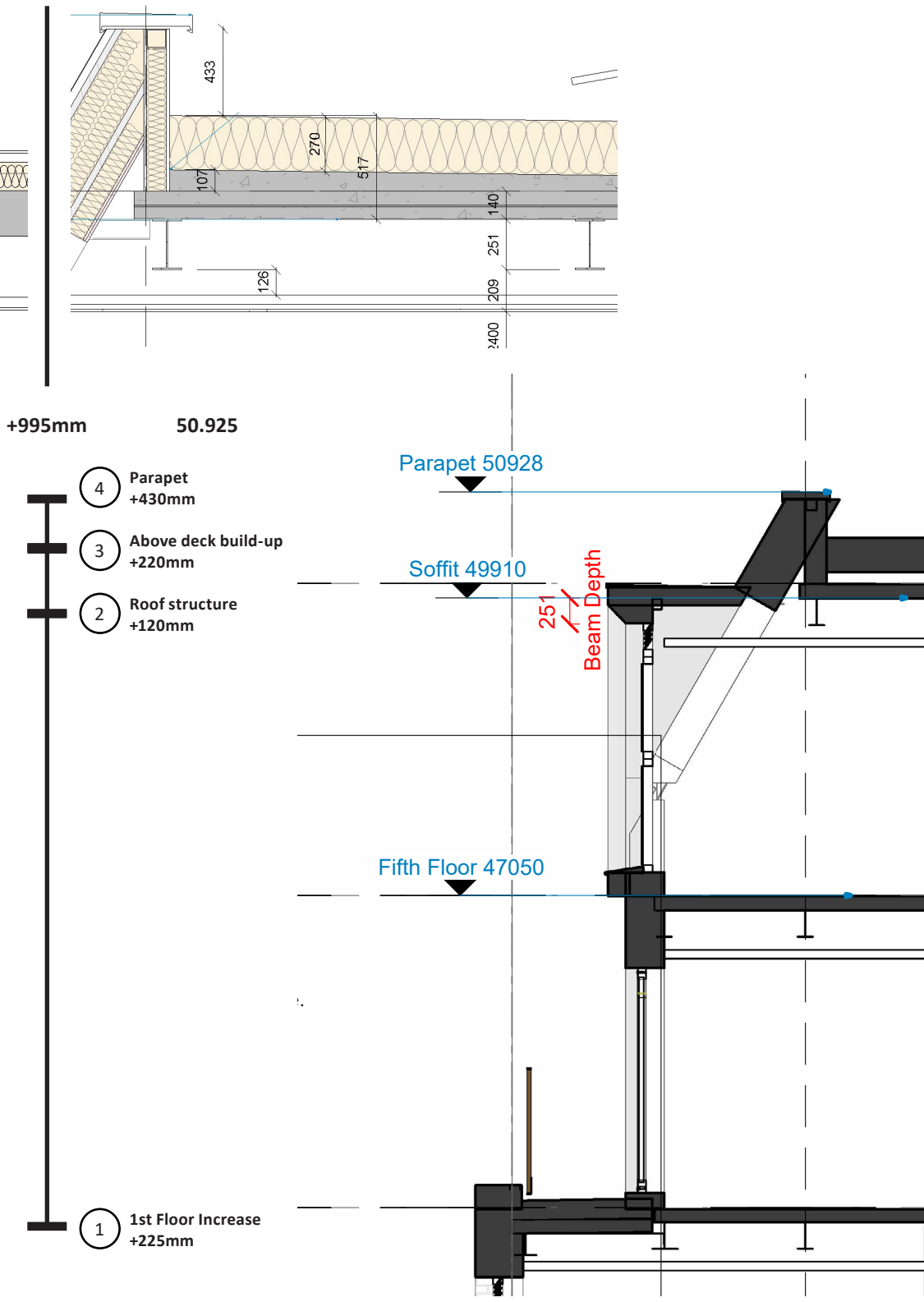
Parapet upstand

A 430mm high parapet was added to conceal M&E equipment from street level and which benefits the scheme aesthetically from the surrounding streetscape.

5a - Existing Section through Duplex Apartments



5b - Proposed Section through Duplex Apartments

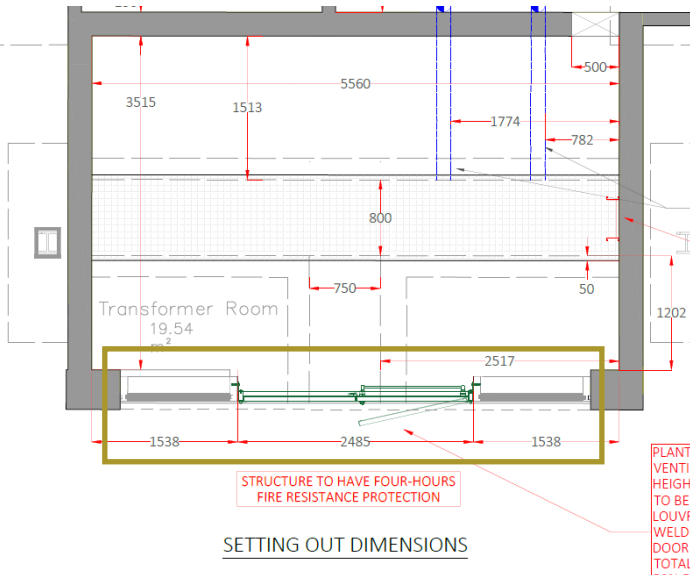


Item 7 in Detail - Changes related to Louvred Screen Arrangement

1 Transformer Room

A wider louvred screen arrangement was required as a result of the specific technical requirements given by Electricity North West for the setting out and width of the external double doors.

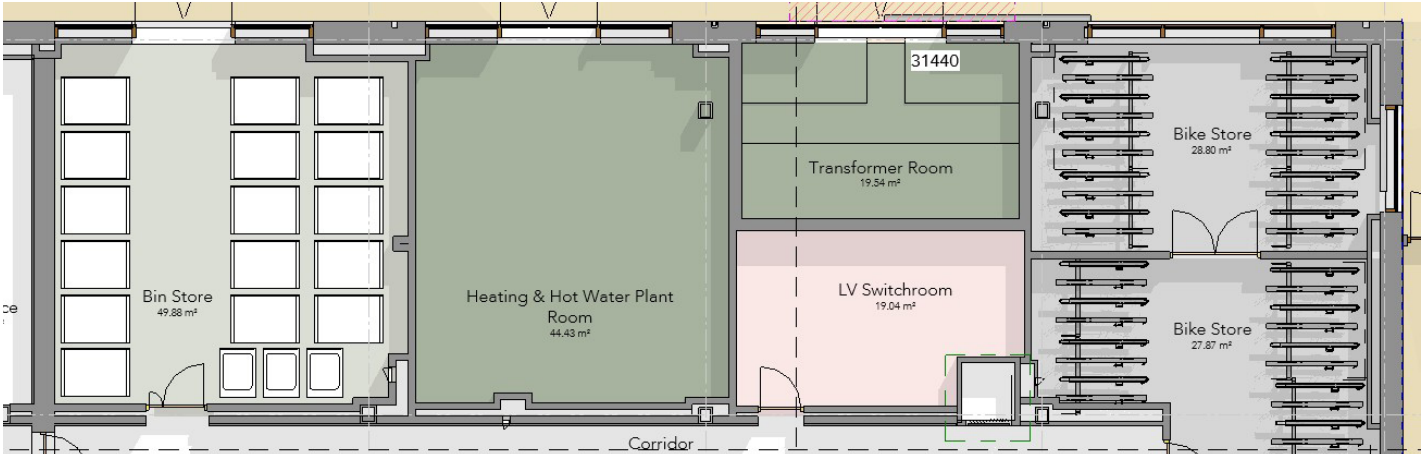
The transformer room had to sit within a ‘structural bay’ to avoid steel columns being directly within the space. As such the wider louvred screen and doorset were aligned with the two windows directly above at upper floor levels. As illustrated on the elevation extract to the right.



7a - ELNW Extract of Plan requirements.

2 Sprinkler limits

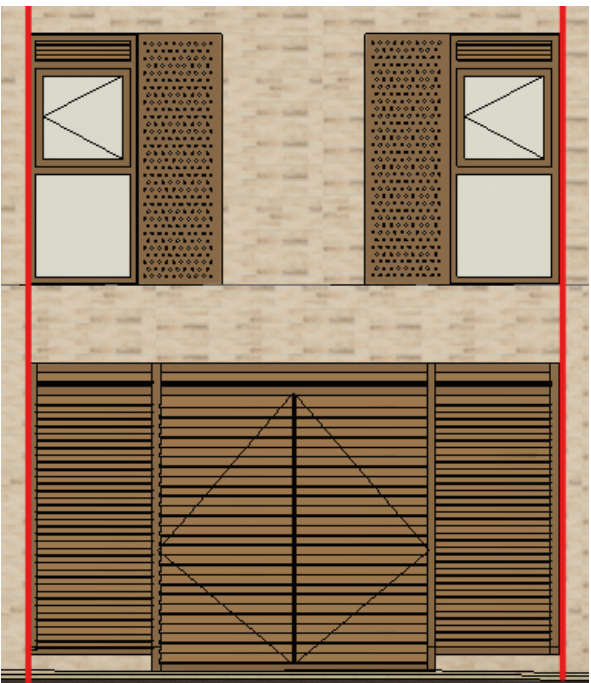
Once the transformer room had been set, the spaces immediately left and right of it where dictated by its set out. There was also a limitation on the size of these spaces to 50sqm to comply with sprinkler design maximum space/room requirements. This set the position of the subsequent internal walls which did not align neatly with the central brick piers. As such, the room positions relative to the external facade shifted, making them more suited a to a door located centrally to each structural bay.



7c - Spaces to were limited to 50m2 to comply with sprinkler design requirements for each space/room. Louvred openings with central double door to maintain continuity and logic to the elevation to these spaces.

3 Re-location of Bin Store

The bin store was located closer to the main entrance and stair core to align with the requirements set by Approved Document H section 6 which dictates the preferred linear distance limit that refuse is to be carried by householders. A central set of doors was also preferred to facilitate manouvering of bins. This further limited the external elevational treatment. to a wider louvred screen arrangement akin to the elevation extract shown to the right.



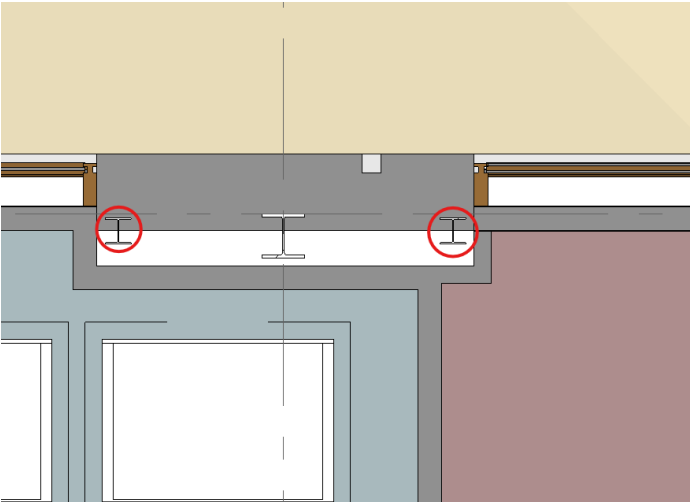
7b - Elevation extract of Transformer room illustrating central door layout.

4 Steel column locations

The final element to effect the limiations in respect to the louvred screen arrangement was in relation to the proximity of structural steel columns to the louvred screen jambs. At the time the column positions were fixed and coordinated it was envisaged that they would be encased to maintain the required fire protection.

Impacts resulting from limitations to the fixing back of masonry support angles to encased columns and beams meant that the strategy changed to one of intumescent coating at a late stage. Consequently, a 50mm expansion zone would be required around those columns.

Furthermore, the surrounding internal wall linings also needed to maintain compartmentation and encroached onto the rear of the curtain walls themselves. (see extract to right). In order to mitigate the impact of this; blockwork wall linings were required to the rear of the side screen.



7d- Column proximity to external curtain wall jambs

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