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1.0 Design Addendum

1.1 Application Details

The following Addendum has been prepared in support of a Non-Material Amendment application for the Former Swan House Site as approved by the LPA on 24 October 2019 (121380/FO/2018).

The Addendum should be read in conjunction with the Design and Access Statement and accompanying drawings which secured planning permission for the Former Swan House Site, Swan Street, Manchester.

1.2 Description of development

The consented description of development was described as:

Erection of a part 31, part 13, part 5 storey building to form 373 residential apartments (Use Class C3a) and 12 serviced apartments (Use Class C1) together with a ground floor commercial unit (408 sqm) (Use Class A1, A2 or A3) with associated car parking, public realm and other associated works following demolition of existing buildings

2.0 Planning Amendments

2.1 Removal of Refuse Chute

The revised proposal includes the removal of the 2no. refuse chutes , 1no. in each of Tower 1 and Tower 2.

2.2 Changes to Façade

Minor Amendments to Overall Façade

A - General minor, positive, brick pier setting out development throughout (no change to quantum of piers or windows)

B - Opening window locations developed throughout

C - Back painted glass locations developed throughout

D - Greenwall height clarification; height updated to match wind report and visuals submitted with planning permission

E - Roof enclosure reduced in width

Substation Ground Floor

F - Two brick piers removed at ground floor to enable substation design to be integrated. Precast piers put in place of brick piers

Fire Escape Door

G - Fire escape door from car park added into louvre zone at ground floor

Glazed door

H - Glazed door replaced with glazing and louvred panel replaced with louvred door on retail unit

2.3 Updated Curtain Wall Spandrel Panel

The finish to the aluminium spandrel panel has been revised to a perforated finish, concealing the ventilation slots.

2.1 Removal of Refuse Chutes

Within the Design & Access Statement for Swan House (application number 121380/FO/2018), the refuse strategy describes the implementation of a refuse chute within both cores of the development (Section 6.6).

The revised proposal is for the refuse chutes to be removed, with residents delivering their waste to the refuse store on mezzanine level, prior to relocation at ground by the maintenance team as part of the collection regime.

Under the Building Regulations 2010, Approved Document H (Drainage and waste disposal); clause H6 1.8 requires that “*storage areas for waste containers and chutes should be sited so that the distance householders are required to carry refuse does not usually exceed 30m (excluding any vertical distance)*”.

361no. of the 373no. apartments in the scheme achieve this guidance. Section 2.1 of this document demonstrates the travel distances associated with the 12no. apartments, on Levels 1 - 4, that would have distances in excess of 30m horizontal travel from the apartment front door to the refuse store door.

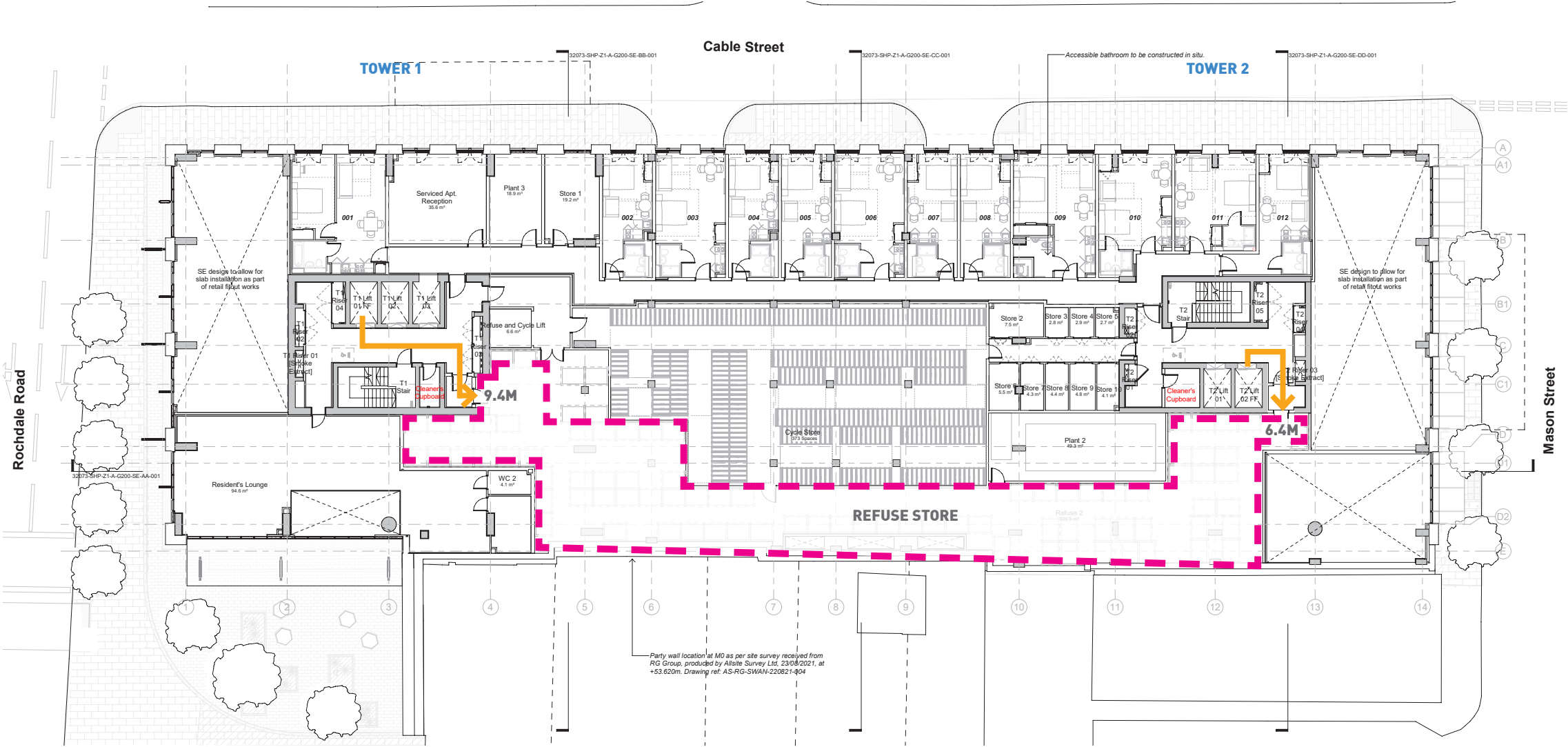
Of the 12no. instances, 4no. are attributed to Tower 1; 8no. to Tower 2. The maximum travel distances are related to those in Tower 1, which are in the region of 36m, on the basis of travelling to the nearest core and the farthest lift.

The distances are further explored on the following pages for review by Manchester City Council and Environmental Health. For context, the distances have been deemed to be acceptable by Assent Building Control, acting as Approved Inspector for the development

MEZZANINE LEVEL

The adjacent diagram indicates the maximum travel from the Tower 1 lifts, to the refuse store door, at circa 9.4m. This is reduced to circa 6.0m based on the lift closest to the refuse store and has an effect on the overall travel distance, as demonstrated on Levels 1-4.

The Tower 2 distance is shown as 6.4m from the lift to the refuse store door. A scenario of nearest or farthest lift is not relevant to Tower 2, as the distance saved at mezzanine level is added to the travel distance on the apartment floor and vice versa.



TYPICAL TOWER (LEVELS 05 AND ABOVE)

On the typical tower floorplates, from Level 05 upwards, the maximum horizontal travel distance is in the region of 20.4m for Tower 1 and 17.4m for Tower 2; once the on-floor distances are added to the mezzanine level distances.

The typical tower floorplates therefore satisfy Building Regulations with regard to horizontal travel distances.



LEVEL 01- 04

On Levels 03+04, the maximum horizontal travel distance is in the region of 36m for the apartment closest to the Tower 1 core and in the region of 31.5m and 33.4 for the two Tower 2 apartments; once the on floor distances are added to the mezzanine level distances.

The apartments associated with Tower 1 has a horizontal travel distance in the region of 32.6m on the basis of using the lift nearest to the apartment, once the on floor distances are added to the mezzanine level distances.

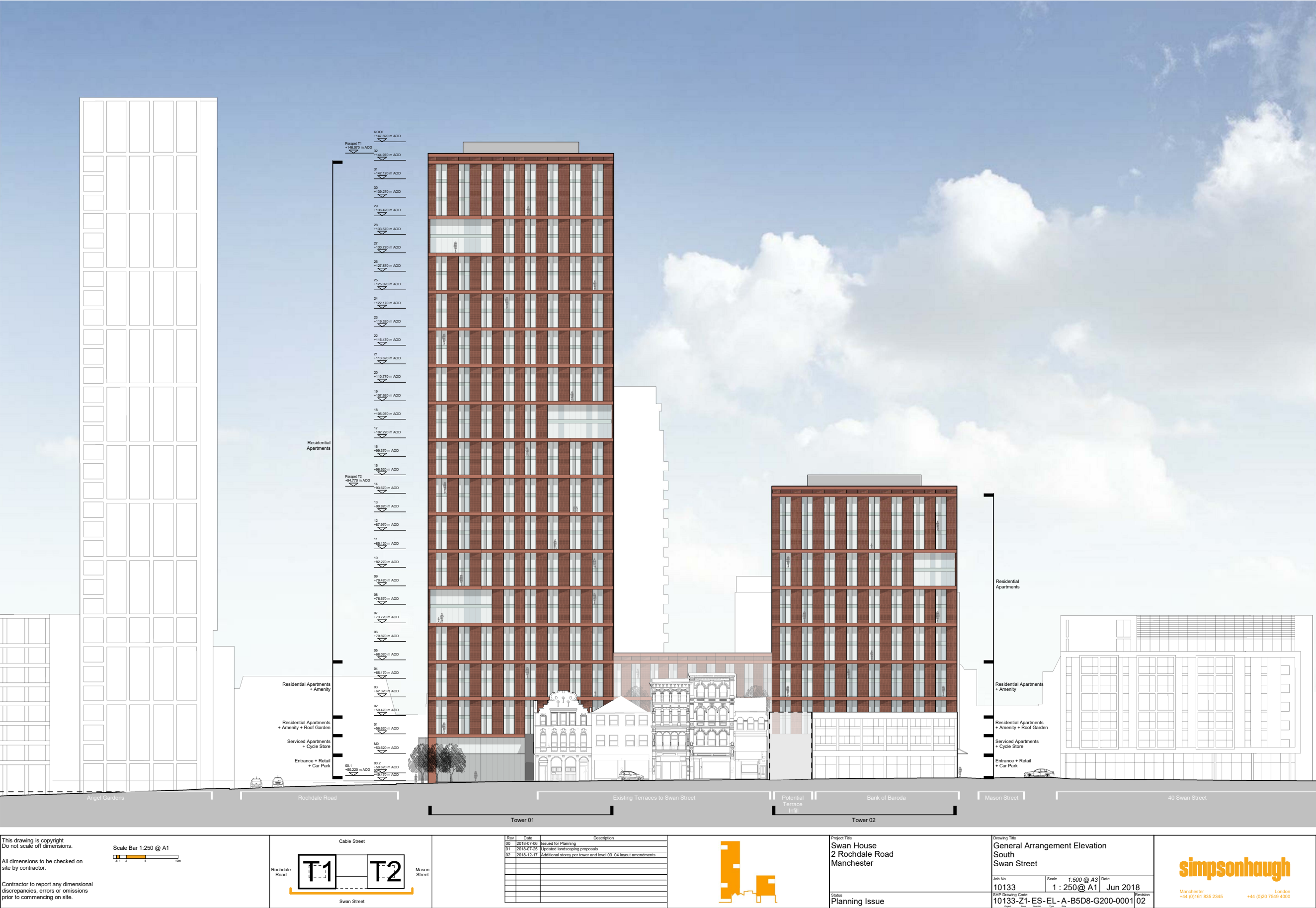
However, the lift that will arrive on floor cannot be guaranteed and therefore c.36m is a worst case and c.32.6m is a best case.



As described on the mezzanine level diagram, the distances related to the apartments associated with Tower 2, are not effected by which lift is used.

Levels 1+2 have a different layout to Levels 3-4 below Tower 1 and Tower 2 but the layout within the linking podium area are the same, therefore the maximum horizontal travel distances are the same.

SWAN STREET (PLANNING PERMISSION)



SWAN STREET (AUG 2022)



2.2.1 Minor Amendments to Overall Facade

- A - General minor, positive, brick pier setting out development throughout (no change to quantum of piers or windows)
- B - Opening window locations developed throughout
- C- Back painted glass locations developed throughout
- D - Greenwall height clarification; height updated to match wind report and visuals submitted with planning permission
- E - Roof enclosure reduced in width

2.2.2 Substation Ground Floor (Cable Street)

- F - Two brick piers removed at ground floor to enable substation design to be integrated. Precast piers put in place of brick piers

2.2.3 Fire Escape Door (Cable Street)

- G - Fire escape door from car park added into louvre zone at ground floor

2.2.4 Glazed/louvred panels/doors (Cable Street)

- H - Glazed door replaced with glazing and louvred panel replaced with louvred door on retail unit

This drawing is copyright
Do not scale off dimensions.

All dimensions to be checked on
site by contractor.

Contractor to report any dimensional
discrepancies, errors or omissions
prior to commencing on site.

Scale Bar 1:250 @ A1

Cable Street

Rochdale Road

T1

T2

Mason Street

Swan Street

Rev	Date	Description
00	2018-07-06	Issued for Planning
01	2018-07-25	Updated landscaping proposals
02	2018-12-17	Additional storey per tower and level 03, 04 layout amendments
03	2021-08-03	Groundwater vent design updated
04	2021-11-23	Updated for report CP14
05	2022-08-22	Non-material amendment

Project Title
Swan House
2 Rochdale Road
Manchester

Status
Planning Issue

Drawing Title
General Arrangement Elevation
South
Swan Street

Project No
10133

Scale
1 : 250 @ A1

Date
Jun 2018

SWP Drawing Code
32073-Z1-ES-EL-A-B5D8-G200-0001

Revisions
05

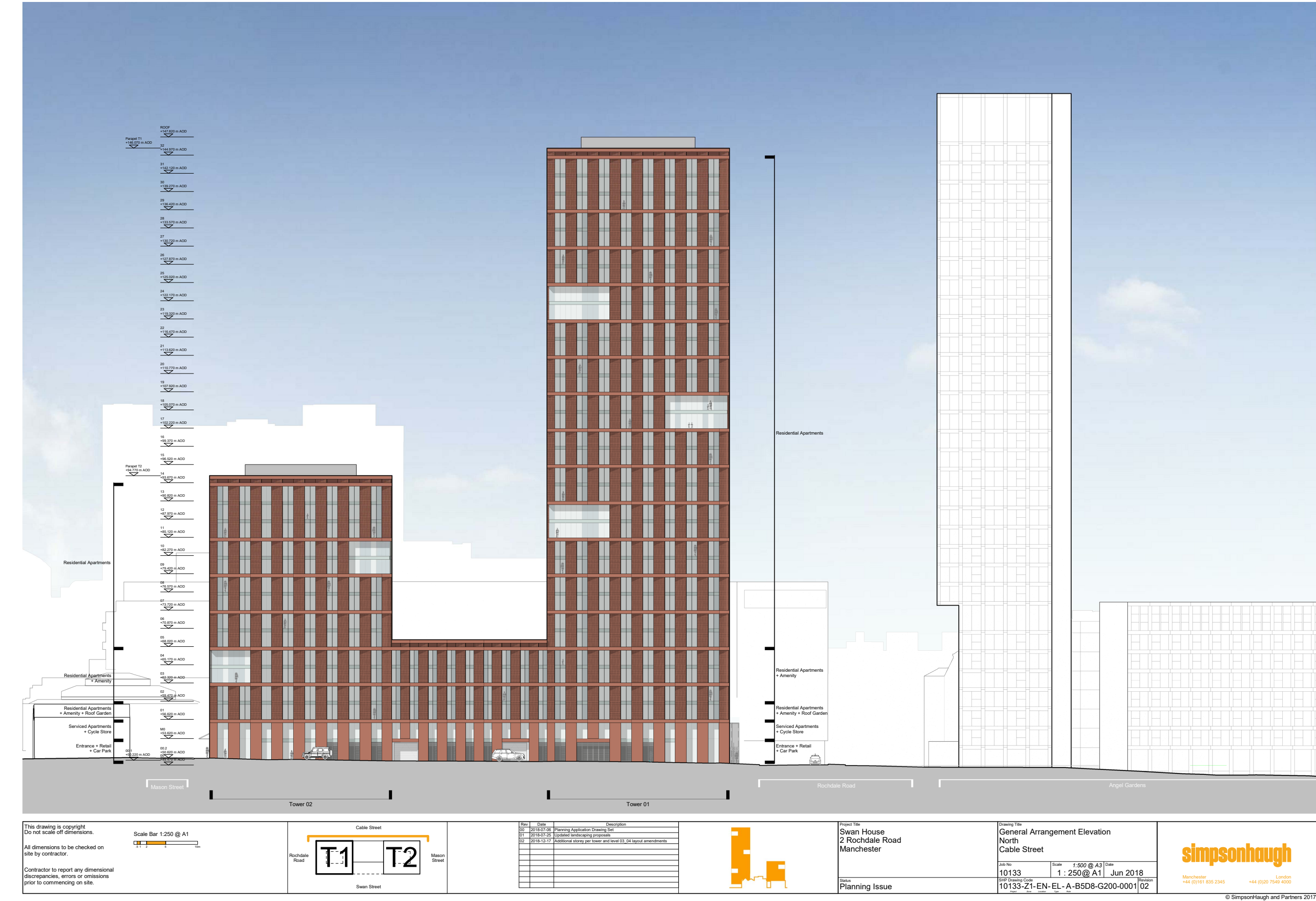
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CABLE STREET (PLANNING PERMISSION)



CABLE STREET (AUG 2022)



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Scale Bar 1:250 @ A1

10m

Cable Street

Rochdale Road

Mason Street

Swan Street

T1

T2

Rev	Date	Description
01	2018-07-06	Issued for Planning
02	2018-07-25	Updated landscaping proposals
03	2018-12-17	Additional storey per tower and level 03_04 layout amendments
04	2021-08-03	Spandrel wall design updated
05	2021-11-23	Updated for report CP14
06	2022-01-27	Brick-faced pier reintroduced
07	2022-03-08	Substation facade updated
08	2022-08-22	Non-material amendment

Project Title

Swan House

2 Rochdale Road

Manchester

Stage

Planning Issue

Drawing Title

General Arrangement Elevation

North

Cable Street

Project No

10133

Scale

1 : 250 @ A1

Date

Jun 2018

SWP Drawing Code

32073-Z1-EN-EL-A-B5D8-G200-0001

Revision

07

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