

DISCHARGE OF CONDITION 30

Manchester Quays Limited

OGS, ST JOHNS, MANCHESTER

May 2022

VN222272

Servicing Strategy

Report control

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1 INTRODUCTION

Background

- 1.1 Vectos has been commissioned to provide a Servicing Strategy to support the discharge of Condition 30 to the planning permission **127612/FO/2020** at the Old Granada Studios (OGS) development St Johns. The site is located at the Former ITV Granada Studios HQ building broadly bound by Water Street, Quay Street, Atherton Street and the Bonded Warehouse. The site falls within the jurisdiction of Manchester City Council (MCC).
- 1.2 The site comprises approximately 0.97 hectares (ha) of developed land. The site location as defined by the redline boundary prior to development is provided in **Dwg 180146-3DR-Z0-XX-DR-D-002**. Granada House and the adjacent studio buildings are part of the former Granada ITV estate. That 13.5-acre estate is being regenerated as St Johns, a new distinctive mixed-use scheme bringing together residential, cultural and retail, office and leisure land uses.
- 1.3 Granada House was originally constructed in 1962 with the associated Studios developed around the same time and formed the headquarter building for ITV Granada Studios. Granada House was recently used as temporary office accommodation providing flexible workspace to businesses with a retail unit occupied by Artzu Galleries.
- 1.4 The studios continue to be used for filming for a range of television programmes, rehearsals and music events. In the recent past it has also hosted a variety of activities, including concerts and markets.

Development Proposals

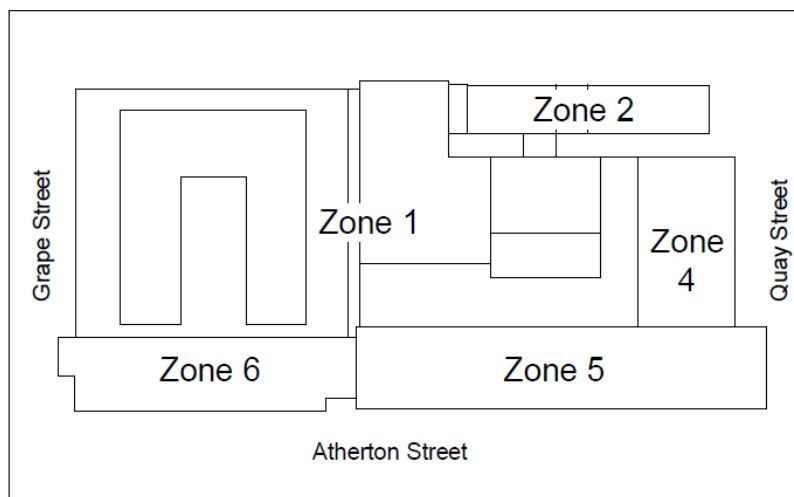
- 1.5 The proposed development is described below:

Part redevelopment and part refurbishment including the conversion of the existing Granada House building into a 175 bed hotel (Use Class C1) with associated private members club (Sui Generis); and erection of new single storey rooftop bar and restaurant (Use Classes A3 and A4); external terrace and rooftop pool in addition to the erection of a new ten storey building for office (Use Class B1) and ground floor retail or workspaces (Use Class A1/A3 and/or B1); retention of Studios for current use as filming studios (Use Class B1) and erection of modular workspaces (Use Class B1) with associated access and servicing arrangements; public realm and other associated works.

1.6 The development can be divided up into the area as indicated below:

- The existing Granada HQ Building is to be refurbished and a rooftop extension, and will comprise a 10 storey hotel (175 rooms) with an associated event space, roof terrace and facilities and a Soho House Private Members Club. This forms **Zones 4&5** of the development. The Hotel and Diner will be operated by Mollies.
- Adjacent to this will be a 10 storey new build block, **Zone 6**, comprising office space, (4547sqm GIA) with separate ground floor and basement retail units.
- To the rear of these buildings will be a number of smaller containerized units, designed as office spaces for smaller business and start-ups, stacked to a total of 4 storeys. These units will have a separate access off Studio Way and are described as **Zone 2**.
- The studios (**Zone 1**) are to be retained and generally to be kept as existing layout, internal improvements for modernisation and external works to make good the existing structure.

Note: **Zone 3** is no longer applicable for this development.



- 1.7 The Proposed Development also includes some public realm works and landscaping. On the street frontage off Atherton Street there will be a taxi drop off and disabled parking bays. While the Proposed Development provides a limited amount of accessible bays on Atherton Street in addition to retained on street parking, the Site proposals benefit from car parking available in St. John's (391 spaces) and the nearby Spinningfields NCP Multi-Storey Car Park.

1.8 The floor areas for the different land uses within the development are given below in **Table 1.1**.

Table 1.1: Proposed Development Schedule

Use	GIA (sqm)	Number of units
Modular Workspace	723	38
Bar/ Restaurant	3,131	2
Hotel	7,780	175
Retail	620	3
Workspace	4,547	-
Studio	7,577	-

1.9 The areas that are critical to servicing of the development are the lower ground/basement levels, ground and first floor levels as shown in the following Drawings provided in **Appendix A**.

Zone 2

- Dwg 180146-3DR-Z2-00-DR-20220_F-Zone 2 - GA Plan - Level 00
- Dwg 180146-3DR-Z2-01-DR-20221_B-Zone 2 - GA Plan - Level 01
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Zone 4

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Zone 5

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Zone 6

- Dwg 190239-3DR-Z6-B1-DR-20612-H-Zone 6 - GA Plan - Level B1
- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 00
- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 01

Access

- 1.10 Pedestrian access to and around the building is primarily from the direction of Quay Street which creates a link through from Spinningfields. The M1 has level access from Studio Way which is to be implemented as part of the Manchester Goods Yard planning permission. A new accessible lift located adjacent to the Grape Street entrance which will provide access to the production suites located above the M1 Space and will facilitate ease of movement throughout the existing studio complex.

Studio Access

- 1.11 The studios are to be accessed from the existing M1 space. The main point of entry is located on the new Studio Way which runs along the western façade of OGS. It is assumed that the majority of visitors will arrive via public transport or by foot hence the entrance has been located at the termination of the key pedestrian routes that traverse the site. All deliveries for and loading in and out of the studios will take place from the designated pull in bays located along Studio Way which will be used solely for servicing.

Hotel Access

- 1.12 The primary entrance for visitors to the Hotel is located on Atherton Street, where the original entrance to the Granada studio office was situated, this entrance has been upgraded to include a platform lift to allow for wheel chair access. Hotel loading and unloading will take place from the pull in bays located along Studio Way. Goods can be moved from the unloading zone into the hotel back of house and housekeeping storage areas, a dedicated goods lift is provided for vertical movement. Direct access is provided to storage areas at Ground level.

Internal Circulation

- 1.13 Access to and around the hotel, M1 and Studio venue space has been designed so that each element can operate independently. Likewise access to the upper floors of the hotel and restaurants, bars and terrace will be managed. The M1 itself, whilst being designed as a permeable route will be a managed space allowing ingress and egress to be controlled. Each demise in the mixed-use building has its own dedicated and secure entrance. The workspace is accessed from the main 'interlinking' building on Atherton Street.

Condition 30

- 1.14 As part of Condition 30 of the Planning Permission states the following:

30) Use of the development shall not commence unless and until a servicing strategy, including a schedule of loading and unloading locations, has been submitted to and agreed in writing by the City Council as local planning authority. Servicing shall thereafter take place in accordance with the approved strategy.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM1 of the Core Strategy

Scope of Report

- 1.15 This report considers the likely number of deliveries needed to serve the site and the arrangements for deliveries, the loading bay locations for the various land uses, the nature of deliveries to the various land uses of OGS, and sets out the refuse storage provision and the transfer routes for waste collection.

2 DELIVERY STRATEGY

Studio Way Loading Bays

- 2.1 OGS benefits from a long Loading Bay on Studio Way which can accommodate access by large HGVs including 16.5m articulated lorries. There is also an enclosed loading bay within Zone 2 by the Modular Commercial Units where vans and medium sized HGVs are able to reverse into. The location of these loading bays are described in **Figure 2.1**.
- 2.2 Large vehicles in excess of 10m cannot fully reverse into the yard. Such vehicles can undertake their servicing from the on-street loading bay on Studio Way. The tracking of a 7.5T HGV accessing the service yard is shown in **Dwg VN211963-TR100**.

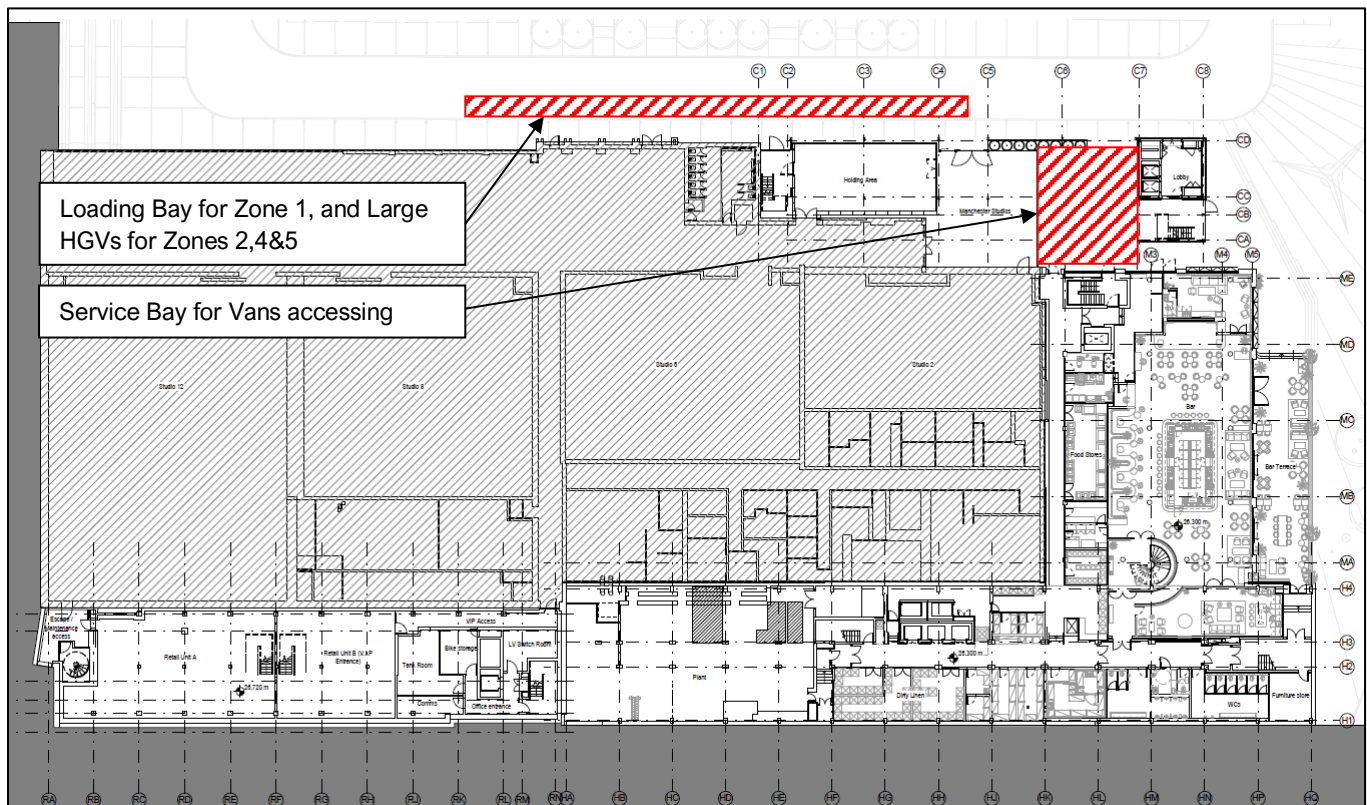


Figure 2.1 Loading Areas on Studio Way

- 2.3 The service routes within St Johns are all subject to a 5mph speed limit and service vehicles would access these areas as guests within that space with pedestrians having higher priority and vehicles limited to moving at walking pace.

- 2.4 Access into St Johns is controlled by automatic bollards. The on-site management would monitor vehicles accessing the shared surface areas and occupiers requesting deliveries would inform delivery companies on the protocols, speed limit and access strategy. Any inappropriate driving through this space could result in the occupier being notified, the delivery company being warned and ultimately being banned from accessing this area.
- 2.5 Most of the servicing accessing Studio Way would be time limited to avoid periods of high pedestrian activity. In summary, most occupiers would be instructed to undertake their servicing between 0700-1100. There is scope for exceptional deliveries to occur only by agreement. This may include some of the servicing activity for the Studios activities which may be time critical.
- 2.6 To access Studio Way vehicles for OGS would approach from Water Street and circulate one way clockwise around the core site of Manchester Goods Yard (MGY). Vehicles would pass through the automatic bollards and after servicing, the vehicles would head back towards Water Street to the south of MGY.

Atherton Street Loading Bay

- 2.7 The Workspace and Retail land uses that form the Zone 6 development benefit from a loading bay area on Atherton Street. Light goods deliveries to the office and retail land uses would be made via the entrances from the link connecting Atherton Street and Grape Street. This area would also be a managed space with automatic bollards intercom and CCTV.
- 2.8 The location is described in **Figure 2.2** below.

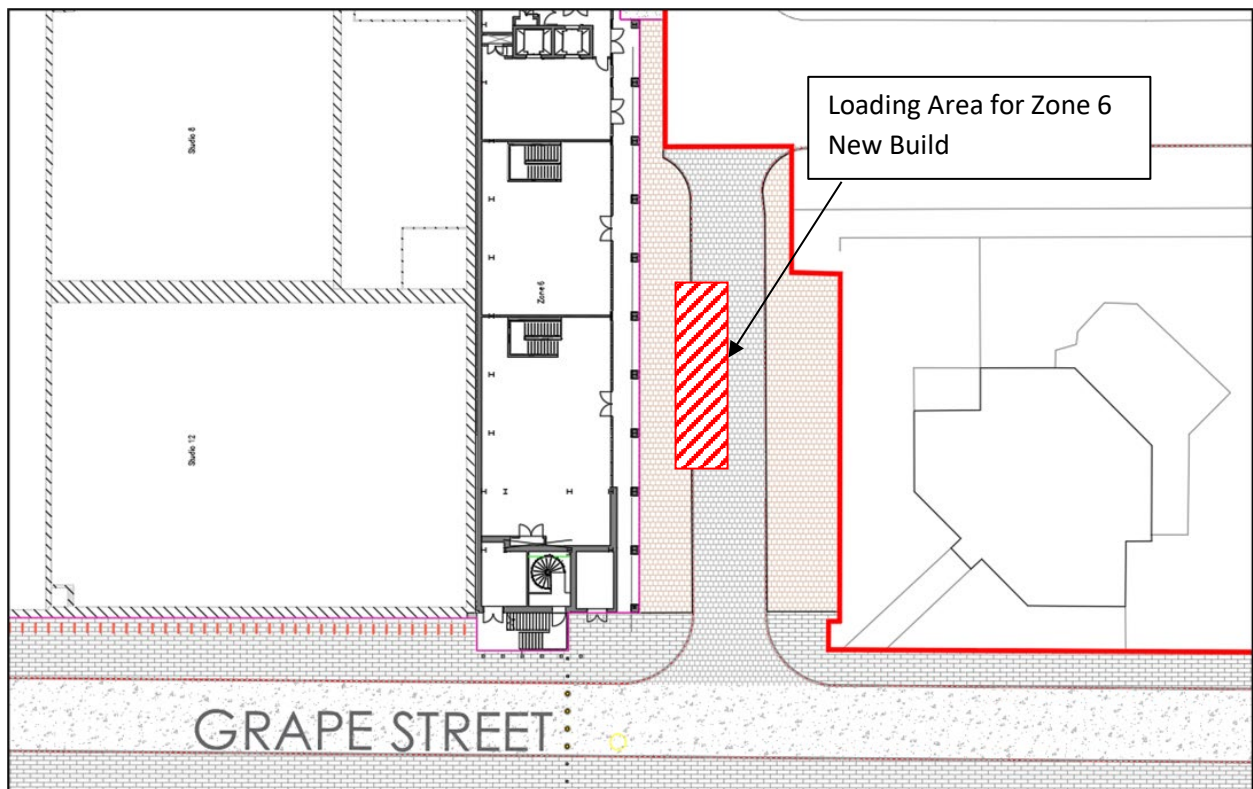


Figure 2.2 Loading Area outside Zone 6 New Build

Typical Deliveries

2.9 The nature of deliveries to the various occupiers is given below:

Hotel /Soho House

- Post/newspapers;
- Linen delivery & collection;
- Food, Beer, Wine;
- Catering supplies;
- Sanitation; and
- Consumables.

Office/Workspace

- Post and courier deliveries;
- Stationary;
- Furnishing;
- Consumables;
- Sanitation; and
- IT equipment.

Restaurant /Retail

- Food, Beer, Wine;
- Catering supplies;
- Sanitation;
- Consumables; and
- Retail Products.

Studios

- Staging/Lighting/Instruments;
- Camera & Sound equipment;
- Furniture; and
- Food/drink.

The deliveries to the Studios could be made by articulated HGVs.

Zone 1 Studio Servicing Strategy

2.10 The nature of servicing for the Studios can occur 24/7 depending on the requirements of the activities there. The nature of activities can be very variable which means that the nature of deliveries is also very variable. Most activities are filming, rehearsals, concerts and exhibition type events. The largest deliveries could be of staging and equipment and potentially this could arrive by Articulated HGVs. It is expected that the Studio Servicing would be made from the long lay-by on Studio Way. Studio Way has been previously tracked for access by Articulated HGVs showing that they can do so.

2.11 The Studios can also host events with an audience and Studio servicing will be timed to avoid conflict with the audience waiting in the M1 corridor.

Zone 2 Modular Units Servicing Strategy

- 2.12 The nature of deliveries to the Modular Units will depend on the requirements of the individual occupiers. However, it is expected that most deliveries to the Modular units are expected to be made by Vans or Medium Goods Vehicles.
- 2.13 The St Johns on-site management will encourage regular deliveries to be coordinated with other occupiers on the rest of St Johns to help reduce the number of vehicles arriving there.
- 2.14 The timing of deliveries will be controlled as described above in paragraph 2.5.

Zone 4&5 Mollie's Hotel & Soho House Servicing Strategy

- 2.15 The main servicing for Mollies & Soho House would be made from either the long layby on Studio Way or for smaller vehicles from the Service Yard in Zone 2. In addition if there are some light goods deliveries such as post for Soho House then this can be made from a section of double yellow lines south of the parking bays on Atherton Street where vehicles can load by hand to the reception.
- 2.16 It is expected that the development will be operational for the following hours:
- Hotel & Room Service (incl F&B): 24/7
 - Food and Beverage (internal) Diner, Lobby & Club areas: Monday – Sunday 8am – 4am
- 2.17 Concierge will be staffed 24/7. Guests will be able to leave their luggage in a secure back of house areas, when handed over to members of staff. Room service will be available to all hotel guests.
- 2.18 Mollies will also offer a take away/collection service from the diner, potentially to a separate, discrete point away from the main dining area.
- 2.19 Suppliers are being selected on their ability to use smaller service vehicles to reflect the needs and types of specialist deliveries required to support the hotel and food operations. Most deliveries will take place using small vans and transit type vehicles. A number of deliveries will be by 7.5 tonne box vans. These will be the largest vehicles used on a regular basis.
- 2.20 A centralized booking system is planned to be introduced that will ensure all deliveries are coordinated and booked to a 15 minute time slot eliminating the chances of multiple vehicles arriving. The booking system process will be communicated to all suppliers (including waste).
- 2.21 A good practice code will be adhered to ensuring effective use of the goods receiving area including measures to ensure minimum dwell times to avoid vehicles creating conflicts with our on-site Logistics Team.
- 2.22 Wherever possible deliveries will be consolidated through minimizing the number of suppliers. This will not only reduce the deliveries but will also assist in the supply chain understanding of the logistics of servicing the site and the importance of managing the delivery process efficiently. This coordination of deliveries will also be considered with other occupiers of St Johns.

- 2.23 A monitoring regime to review the operation of the goods receiving area will be implemented to identify any problems to include a mechanism for addressing any problems identified. An agreed process for review and consultation with other users of the delivery area will occur on a regular basis.
- 2.24 All deliveries will be managed by staff. Goods delivered will be immediately unloaded onto the loading dock delivery area. The loading dock delivery area incorporates decant and temporary holding areas for the delivery of goods and shall include space and facilities for:
- Kitchens, restaurants, bars and hotel;
 - Goods purchasing & receiving office;
 - Temperature controlled and ambient holding areas; and
 - Table and floor space for decanting of all bulk food and beverage-related products
- 2.25 In order to optimise the distribution of deliveries through the building and to ensure that the delivery areas do not become cluttered, all food, beverage and other products received shall be held in the short-term holding areas.
- 2.26 The external packaging will be removed to the adjacent refuse bay. Products will be distributed by staff via palette trolleys to the goods lift, and then directly to the individual stores for each of the kitchens, restaurants and bars.

Zone 6 Office Workspace & Retail Servicing

- 2.27 The nature of deliveries to the office and retail units will depend on the requirements of the individual occupiers. As with the modular Units, key regular deliveries these will be coordinated with the occupiers on the rest of St Johns. The management team for St Johns will look to encourage coordination both from the occupiers and the delivery suppliers as this helps to reduce the number of vehicles arriving.
- 2.28 The timing of deliveries is expected to be undertaken during standard working hours for the offices and the retail units.

Vehicle Forecasts

2.29 The service vehicle activity (excluding the Studios) is given in **Table 2.1** below.

	OGS HGV Servicing				OGS LGV Servicing			
	via Studio Way		via Atherton St		via Studio Way		via Atherton St	
Time Range	ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
00:00-01:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
01:00-02:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
02:00-03:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
03:00-04:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
04:00-05:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
05:00-06:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
06:00-07:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00-08:00	0.6	0.6	0.0	0.0	3.1	3.2	0.4	0.3
08:00-09:00	1.5	1.6	0.0	0.0	2.1	2.2	0.7	0.6
09:00-10:00	1.2	1.5	0.1	0.1	2.3	2.4	0.5	0.5
10:00-11:00	0.9	0.7	0.1	0.1	4.6	4.2	0.3	0.4
11:00-12:00	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4
12:00-13:00	0.0	0.0	0.1	0.1	0.0	0.0	0.4	0.4
13:00-14:00	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1
14:00-15:00	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.2
15:00-16:00	0.5	0.1	0.1	0.1	2.6	3.3	0.4	0.4
16:00-17:00	0.4	0.5	0.0	0.0	1.6	1.3	0.5	0.5
17:00-18:00	0.0	0.1	0.0	0.0	1.8	1.9	0.4	0.3
18:00-19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2
19:00-20:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20:00-21:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21:00-22:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22:00-23:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23:00-24:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Trip Rates:	5.2	5.2	0.5	0.6	18.0	18.5	4.3	4.2

Table 2.1 Service Vehicle Activity

- 2.30 The shaded cells are where it is assumed that vehicles would be prevented from access to limit vehicle movements at periods where pedestrian movements are higher. The Studio servicing can happen 24/7 and will depend on filming requirements. It is assumed that at peak times up to 20 vehicle a day could serve the Studios, but these will be interspersed with quiet periods.
- 2.31 These forecasts have taken account of the timing of vehicle movements on Studio Way to avoid periods of peak pedestrian movement. A final point regarding servicing is that deliveries are typically made as part of a delivery round so one post van will service all premises in turn. Many logistics and courier companies also look to coordinate their deliveries for efficiency purposes. The forecasts take that into account to allow for multiple drops within the central core of the St Johns site. However, this reduction is not applied to the OGS Studio or hotel servicing trips for robustness.

- 2.32 The volumes of service vehicles accessing Atherton Street are light. We forecast around 10 vehicles a day accessing this loading bay. We expect that couple of these would be large rigid lorries including refuse collection, around 4 large vans and 4 light goods vans accessing this location.
- 2.33 The volumes accessing Studio services vehicles day. These are predicted to include 7 larger HGVs a day and 20 vans serving the site a day. The Studio Servicing is much more variable as they are characterised by activity when there is a change to set up new sets or equipment. We have assumed that during these busy periods, there could be 2 articulated HGVs arriving and numerous smaller contractor vans arriving to set up the new staging.

3 BIN STORES

Bin stores

- 3.1 The location of bin stores and the transfer routes of bins to the collection points are described in **Figure 3.1** for the Lower Ground Floor and **Figure 3.2** for the Ground Floor.

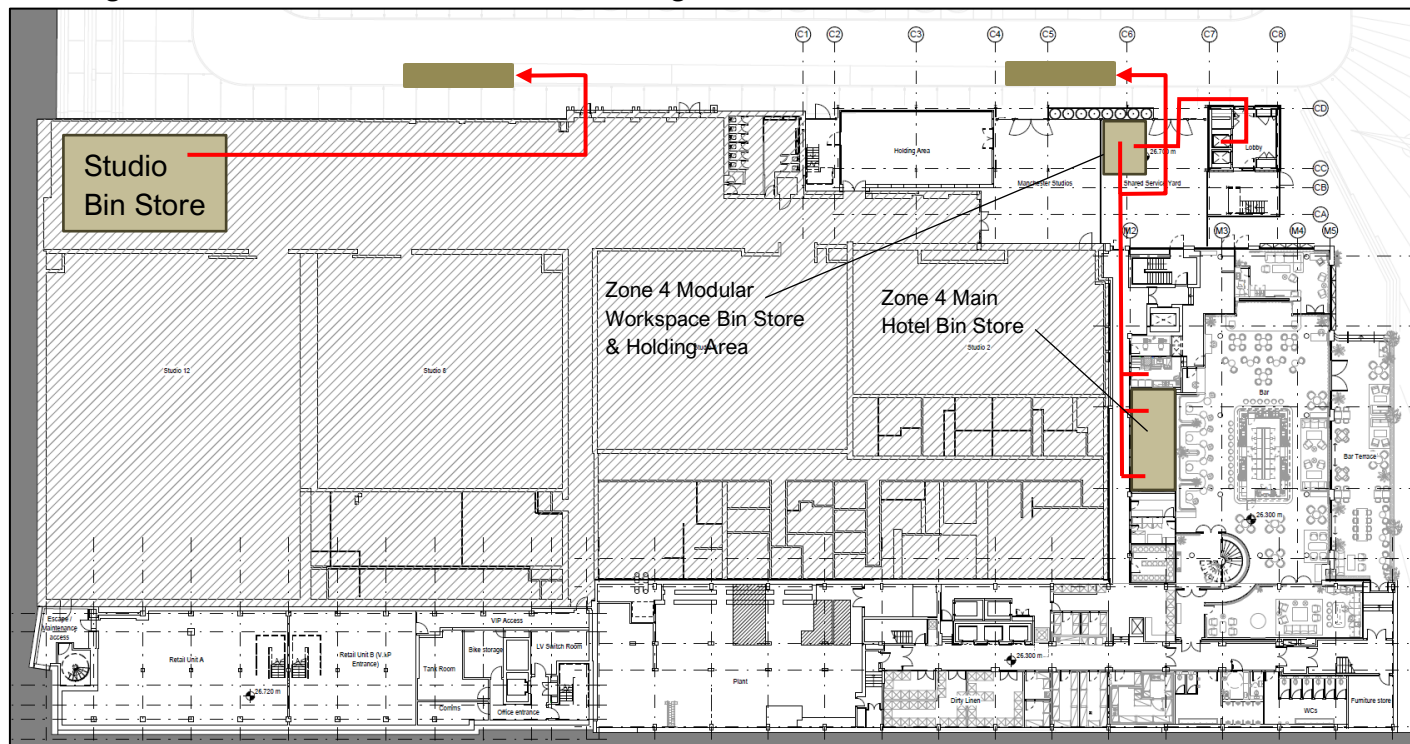


Figure 3.1 Bin Store Provision & Routing – Zones 1,2,4&5 Lower Ground Floor



Figure 3.2: Bin Store Provision & Routing – Zone 6 Ground Floor

- 3.2 The Waste transfer routes to the bin stores and their route to the collection points are all step free and the door widths should be a minimum of 1.3m in width.

4 SUMMARY & CONCLUSIONS

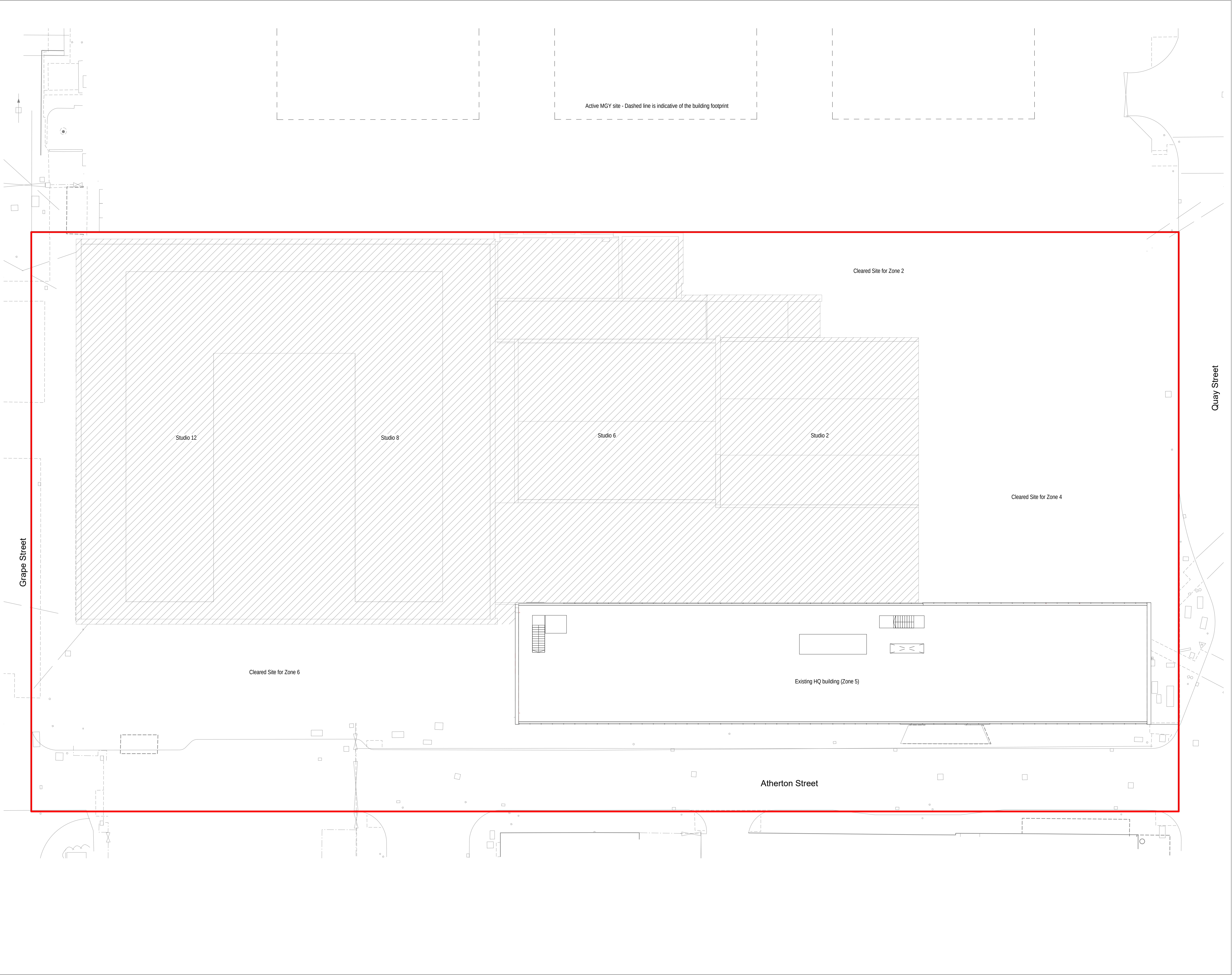
Summary

- 4.1 This document sets an updated Servicing Strategy for the Old Granada Studios (OGS) development at St Johns, Manchester.
- 4.2 The strategy shows that Servicing can operate in an efficient manner and would be managed to avoid servicing congestion (either on street or internally).

Conclusion

- 4.3 It is therefore concluded that this Servicing Strategy discharges Condition 30 of planning permission of application 127612/FO/2020.

Drawings



Notes

Do not scale from this drawing.

All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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KEY	
	Application boundary

A	14/02/20	First issue	GL
Revisions			

Status

Information

Client

Manchester Quays Ltd

Project

OGS
St John's
Manchester

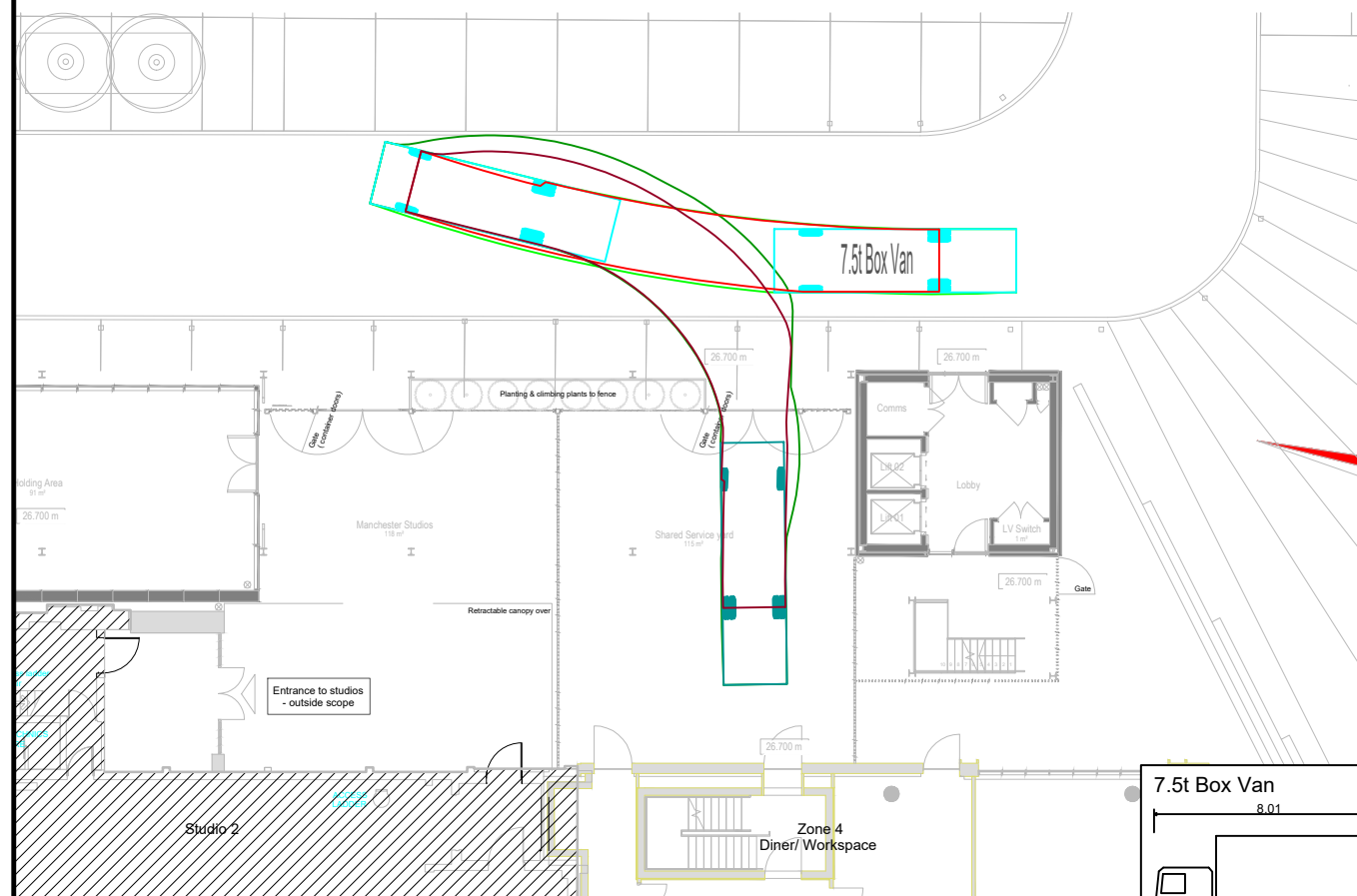
Title

Existing Site Plan

Scale	Size	Date	Drawn	Checked
1 : 200	A1	18/10/19	CLH	NS

3DReid
www.3DReid.com
Architecture Interiors Masterplanning

Drawing No.	Rev.
180146-3DR-Z0-XX-DR-D-002	A

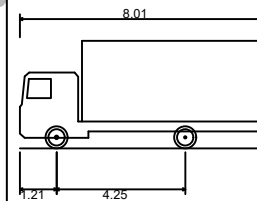


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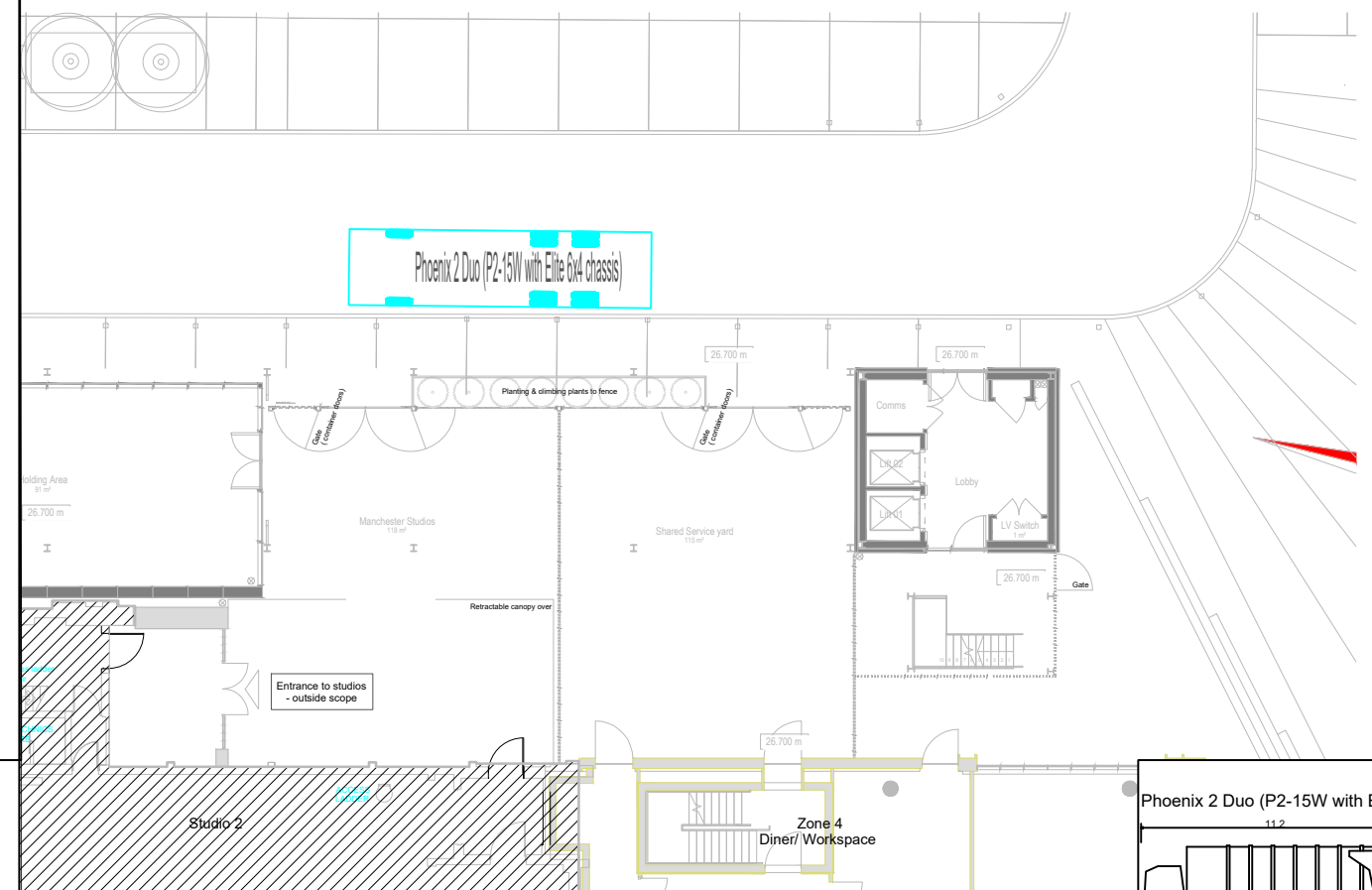
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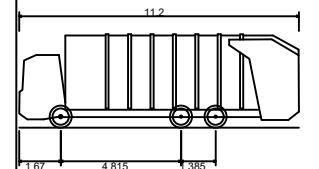
7.5t Box Van



Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)



Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

REV.	DETAILS	DRAWN	CHECKED	DATE
1				

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

OGS

Swept Path Analysis - Box Van and Large Refuse

DRAWN: TO

CHECKED: GD

DATE: 07.06.21

SCALES: 1:500 at A3

Manchester Quays Ltd

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN211963-TR100

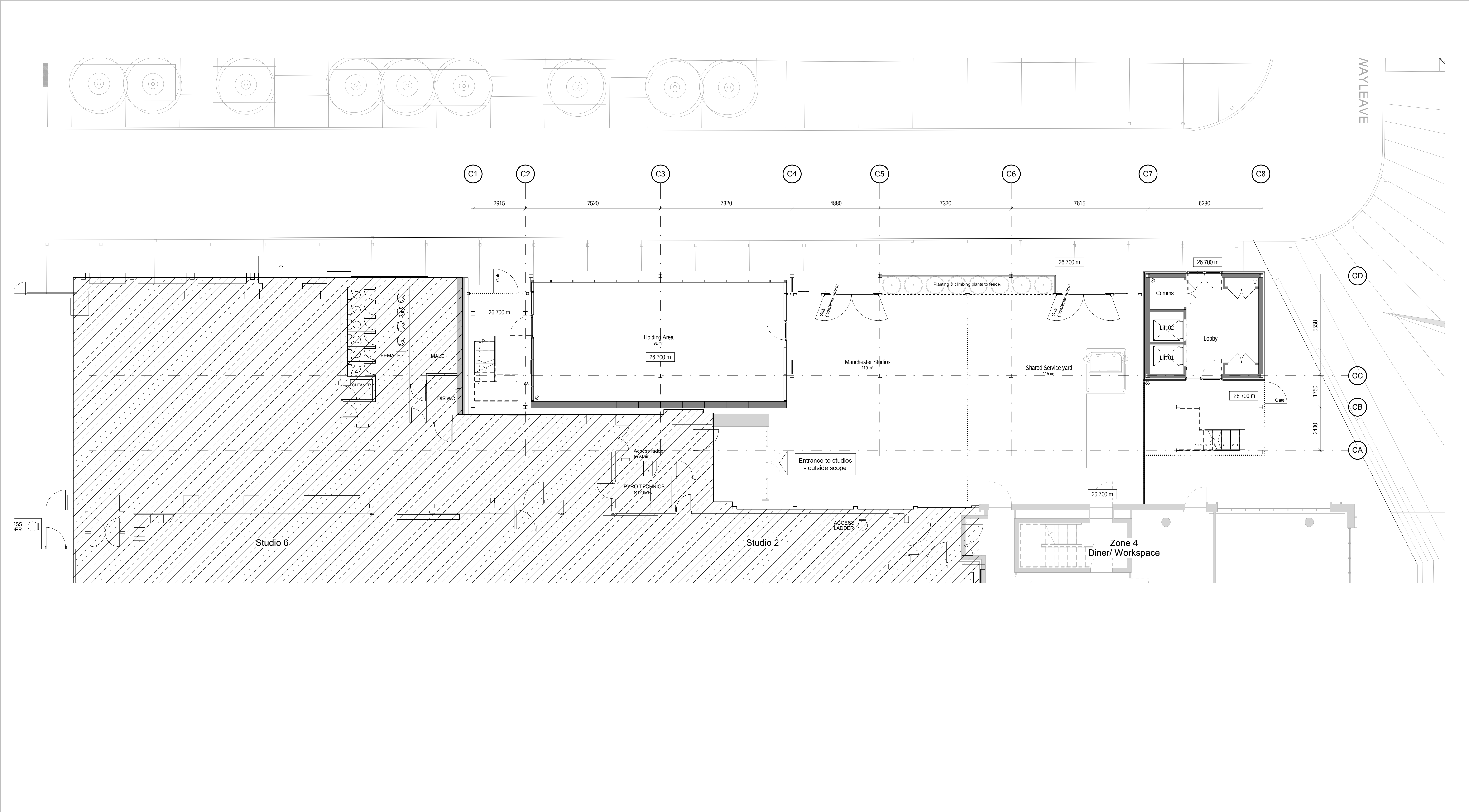
REVISION: .

Appendix A

OGS Key Servicing Floor Plans

Zone 2

- Dwg 180146-3DR-Z2-00-DR-20220_F-Zone 2 - GA Plan - Level 00
- Dwg 180146-3DR-Z2-01-DR-20221_B-Zone 2 - GA Plan - Level 01
- Dwg 180146-3DR-Z2-03-DR-20223_B-Zone 2 - GA Plan - Level 03

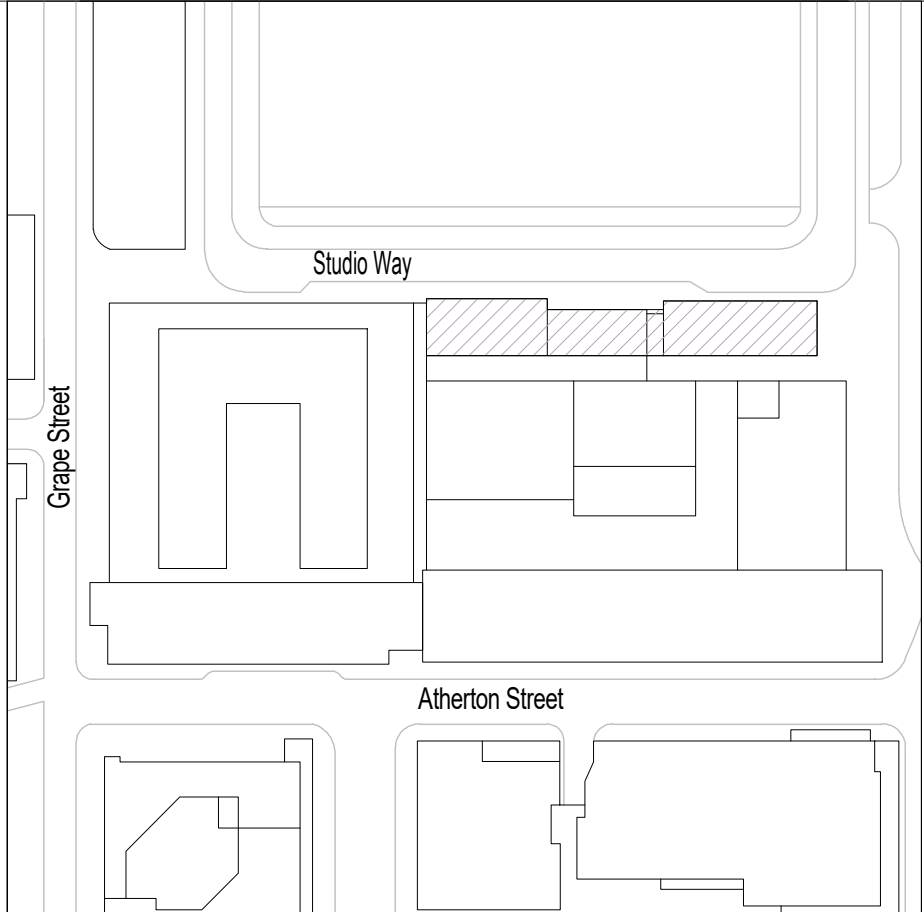
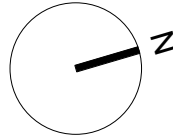


Notes

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Status INFORMATION

Client
Allied London

Project
OGS
Manchester

Title
Zone 2 - GA Plan - Level 00

F	25/03/21	Gates/Planting revised	HM
E	16/03/21	Sliding Gate shown	HM
D	25/02/21	Fence moved following pre-app discussion	HM
C	08/02/21	First issue of revised scheme	HM
B	03/09/19	Issue for information	JB
A	01/05/19	New option created following AL comments	HM

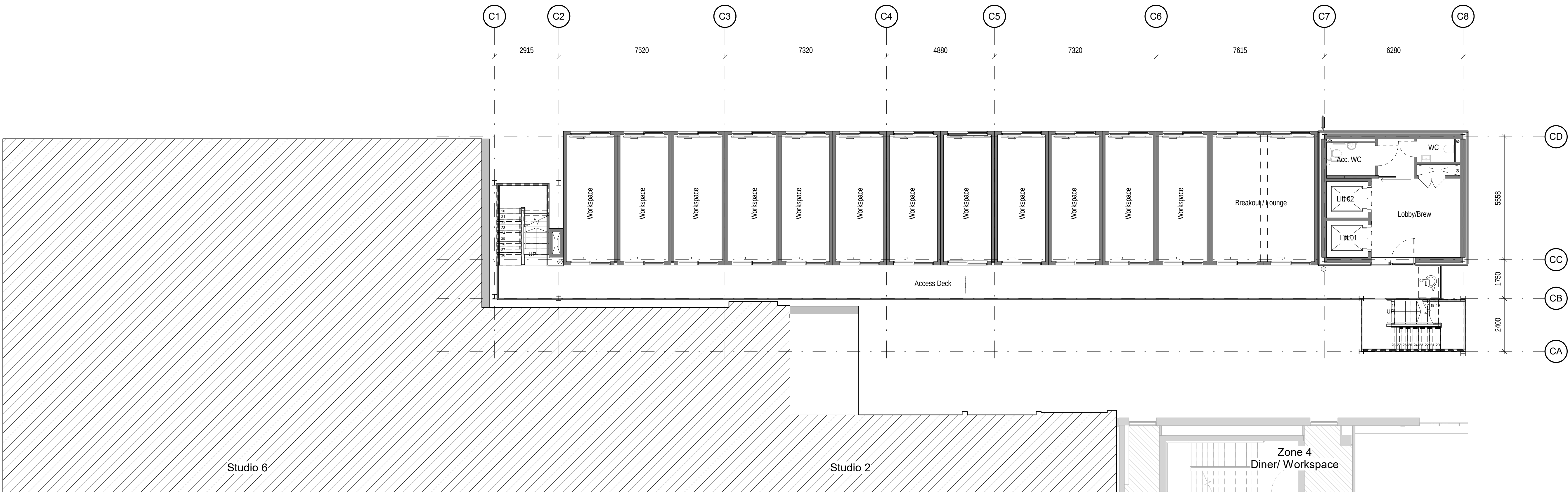
Revisions

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Scale	Size	Date	Drawn	Checked
1 : 100	A1	03/02/21	JB	CH

Drawing No.	Rev.
180146-3DR-Z2-00-DR-20220	F

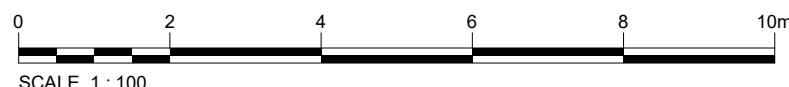
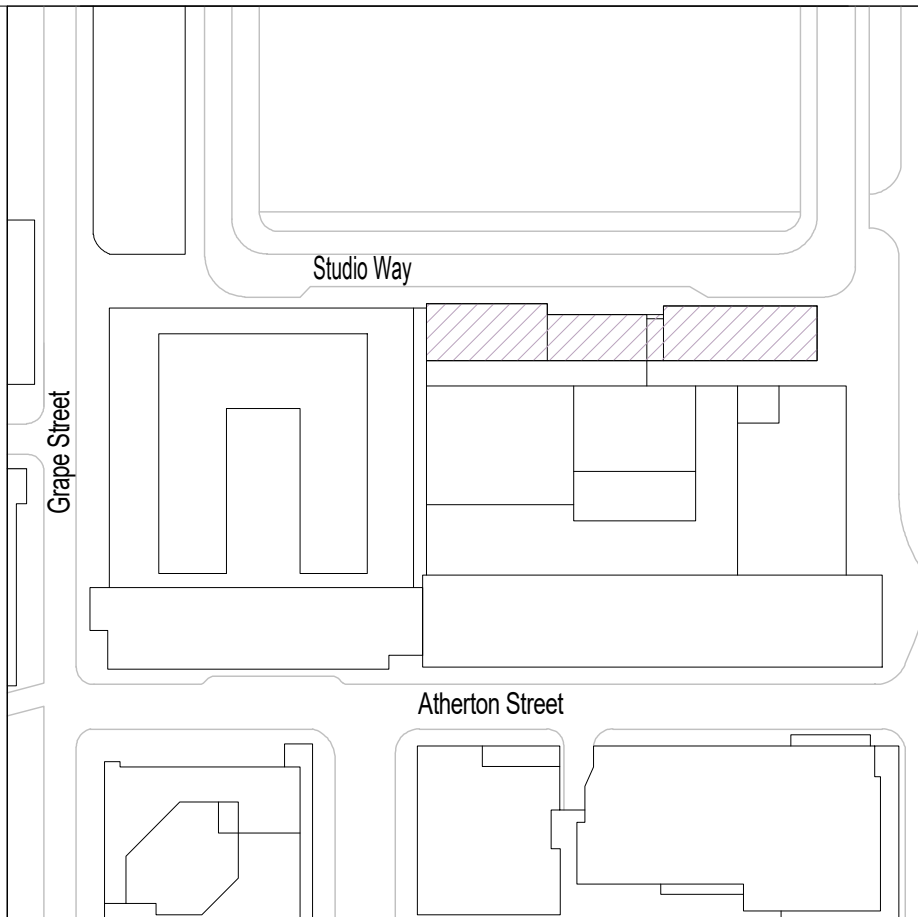


Notes

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B	25/03/21	Issue to SE
A	16/02/21	Issue to SE for co-ordination
Revisions		

HM
HM

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STATUS INFORMATION

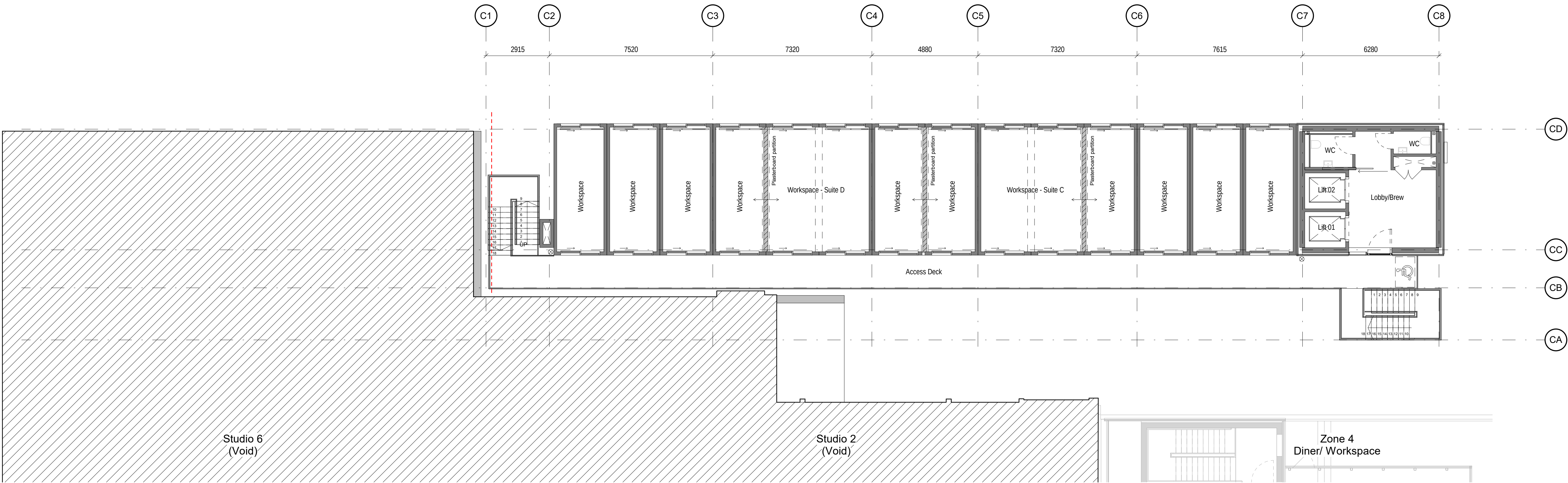
Client
Allied London

Project
OGS
Manchester

Title
Zone 2 - GA Plan - Level 01
Combined units

Scale	Size	Date	Drawn	Checked
1 : 100	A1	03/09/19	JB	NS

Drawing No. 180146-3DR-Z2-01-DR-20221
Rev. B

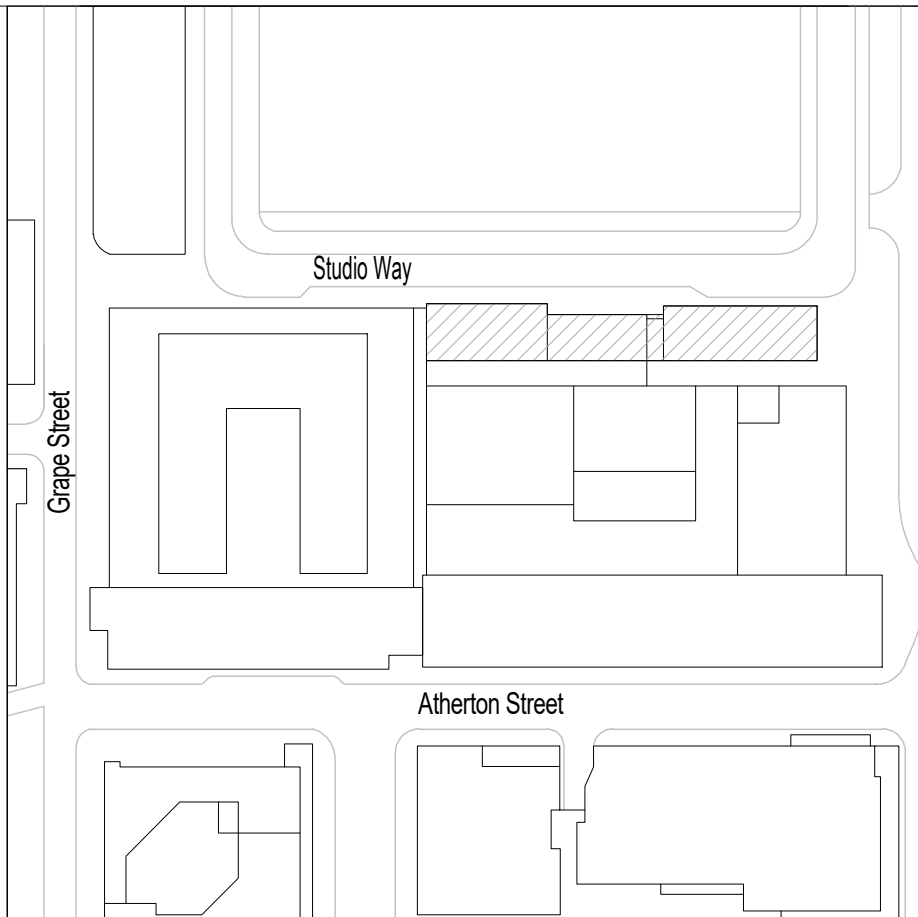
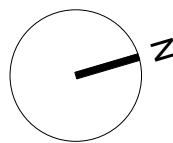


Notes

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Revisions

B	25/03/21	Issue to SE
A	16/02/21	Issue to SE for co-ordination

HM
HM

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Status INFORMATION

Client
Allied London

Project
OGS
Manchester

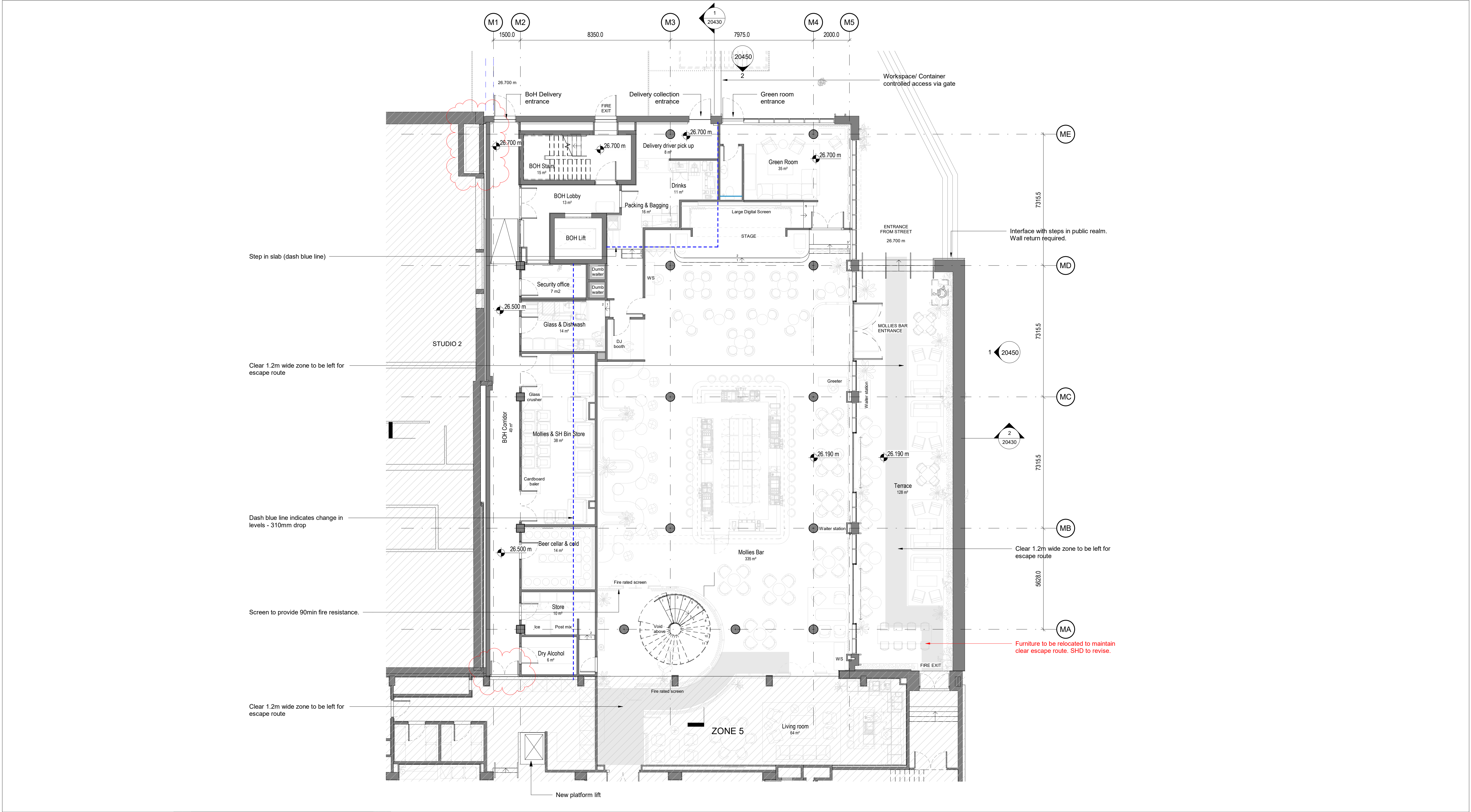
Title
Zone 2 - GA Plan - Level 03

Scale	Size	Date	Drawn	Checked
1 : 100	A1	03/09/19	JB	CH

Drawing No.	Rev.
180146-3DR-Z2-03-DR-20223	B

Zone 4

- Dwg 190242-3DR-Z4-LG-DR-A-20401-G-Zone 4 - GA Plan - Level LG
- Dwg 190242-3DR-Z4-00-DR-A-20402-F-Zone 4 - GA Plan - Level 00
- Dwg 190242-3DR-Z4-01-DR-A-20403-E-Zone 4 - GA Plan - Level 01



Notes

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NOTE:
Internal layout in line with SHD drawing: 002_SH_GA_-1 rev M

Status

INFORMATION

Client

ARJ

Project

OGS
Z4 & Z5

Title

Zone 4 - GA Plan - Level LG

Scale	Size	Date	Drawn	Checked
1 : 100	A1	05/08/20	JB	GL

Drawing No. Rev.

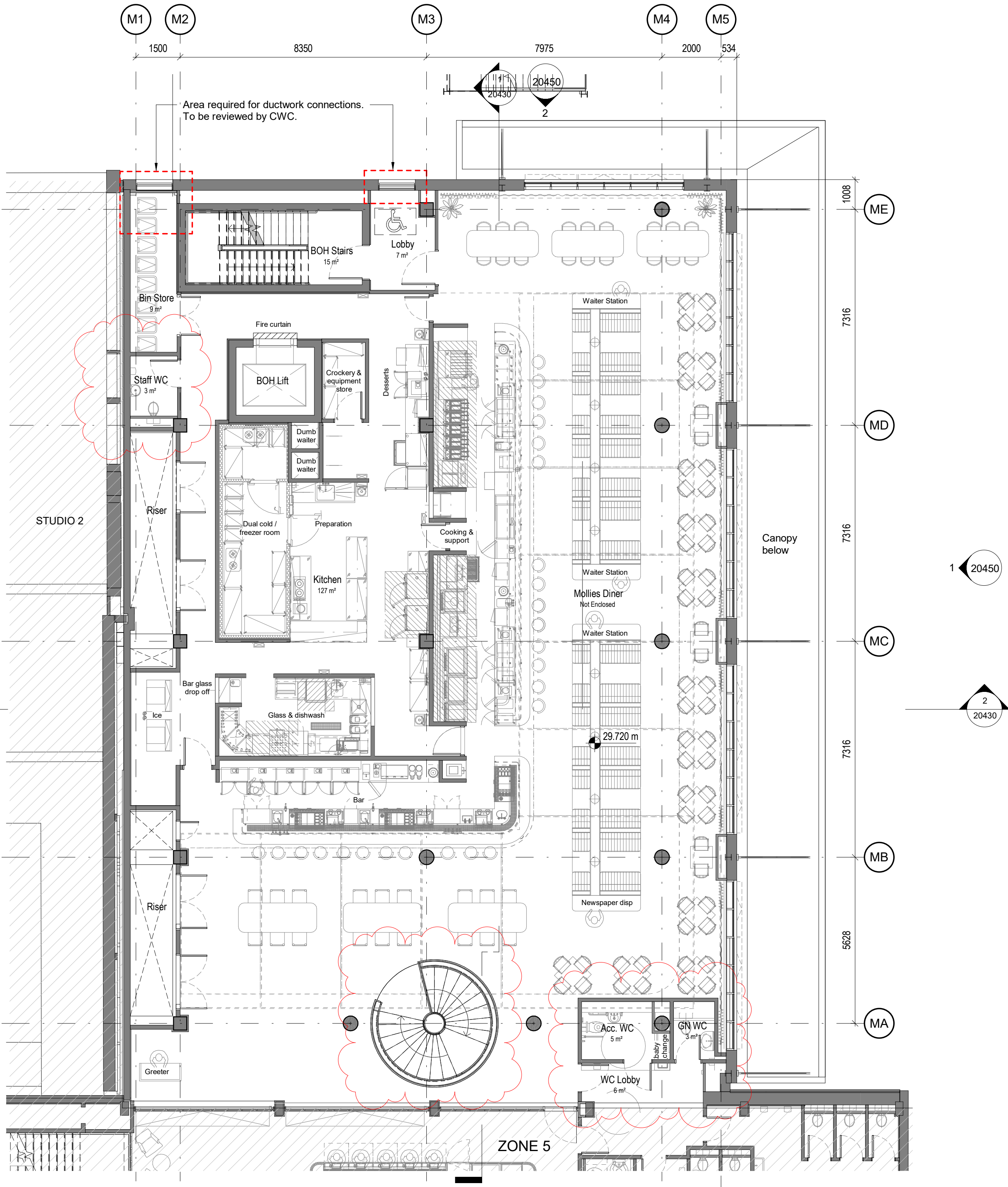
190242-3DR-Z4-LG-DR-A-20401 G

G	21/01/22	Corridor recess removed in line with client's advice. Corridor door added in line with updated fire strategy.	GL
F	10/06/21	Layout updated in line with current SHD GA plan	GL
E	18/11/20	Updated in line with current SHD layout - EAI 027	GL
D	05/10/20	Issued for information	JB
C	21/08/20	Issued for information	HM
B	12/08/20	Missing areas and names added	JB
A	05/08/20	Issue for information	JB

Revisions

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Notes

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All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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NOTE:
Internal layout in line with SHD drawing: 002_SH_GA_00 rev M

Status

INFORMATION

Client

ARJ

Project

OGS
Z4 & Z5

Title

Zone 4 - GA Plan - Level 00

F	10/06/21	Layout updated in line with current SHD GA plan	GL
E	18/11/20	Updated in line with current SHD layout – EAI 027	GL
D	05/10/20	Issued for information	JB
C	21/08/20	Issued for information	HM
B	12/08/20	Missing areas and names added	JB
A	05/08/20	Issue for information	JB

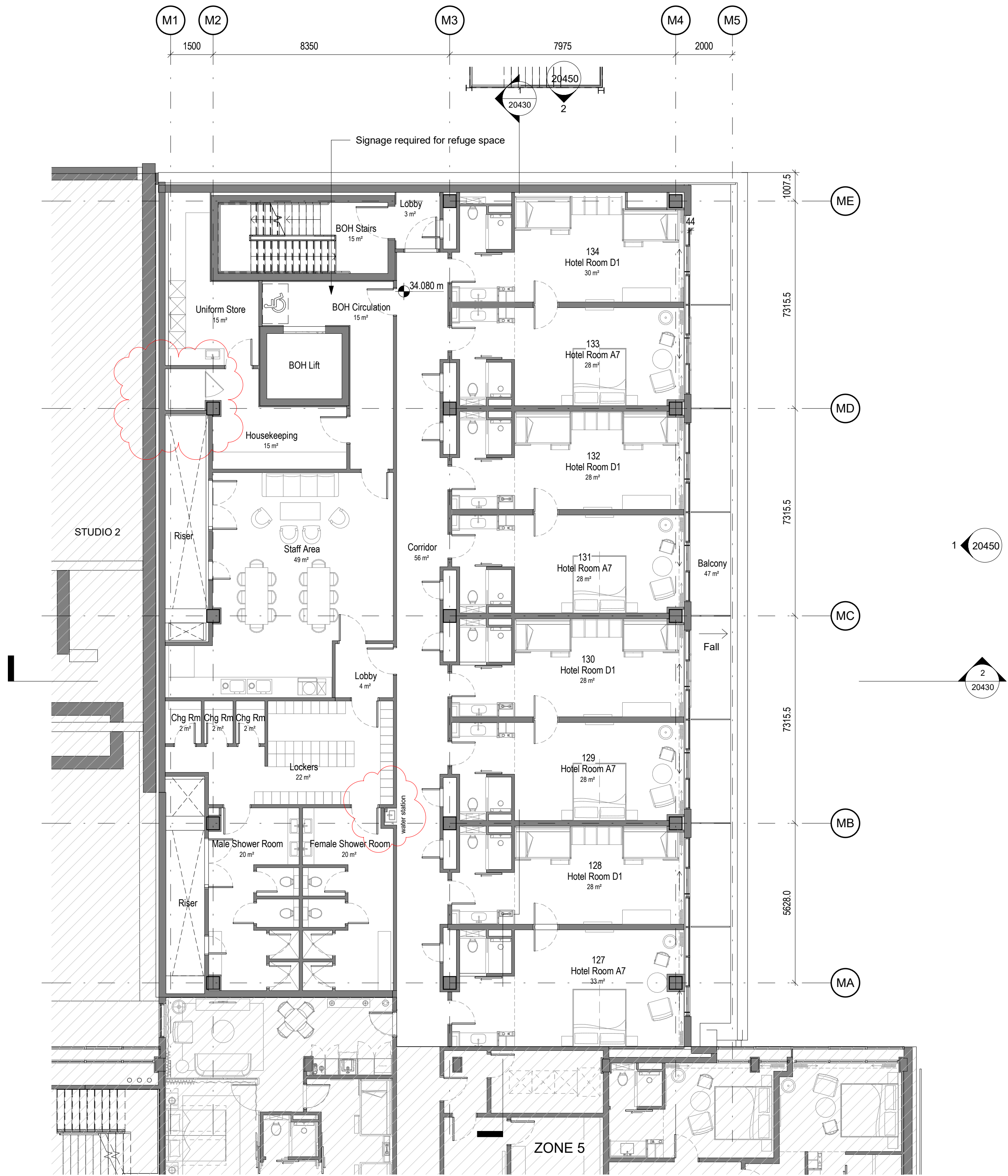
Revisions

Scale	Size	Date	Drawn	Checked
1 : 100	A1	05/05/20	HM	NS

Drawing No.	Rev.
190242-3DR-Z4-00-DR-A-20402	F

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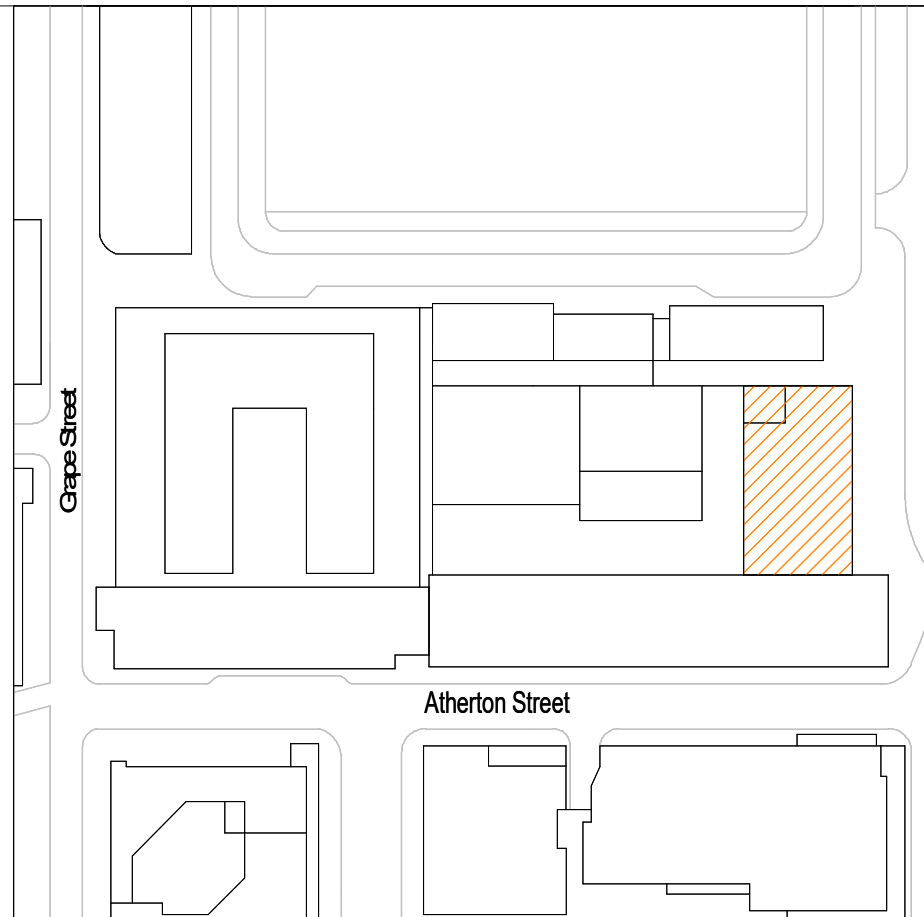
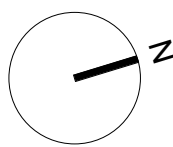


Notes

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NOTE:
Internal layout in line with SHD drawing: 002_SH_GA_01 rev M

Status INFORMATION

Client

ARJ

Project

OGS
Z4 & Z5

Title

Zone 4 - GA Plan - Level 01

E	10/06/21	Layout updated in line with current SHD GA plan	GL
D	05/10/20	Issued for information	JB
C	21/08/20	Issued for information	HM
B	12/08/20	Missing areas and names added	JB
A	05/08/20	Issue for information	JB

Revisions

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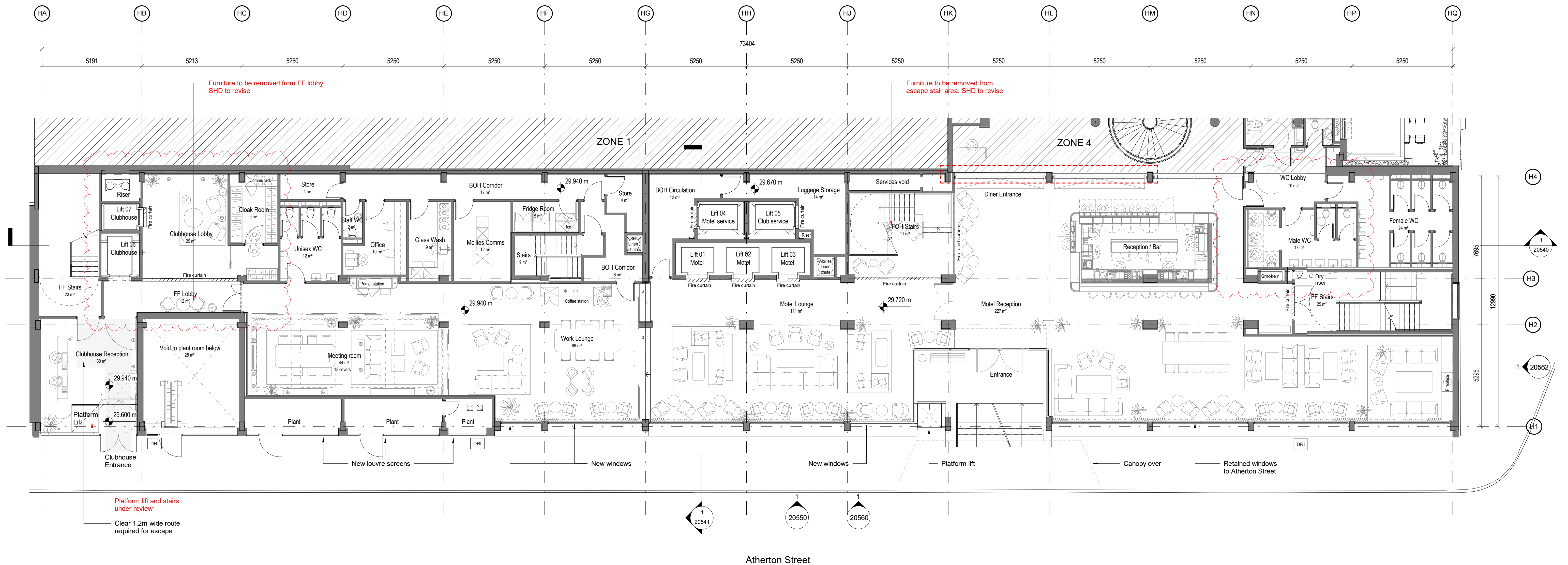
3D
REID

Scale	Size	Date	Drawn	Checked
1 : 100	A1	05/08/20	GL	NS

Drawing No.	Rev.
190242-3DR-Z4-01-DR-A-20403	E

Zone 5

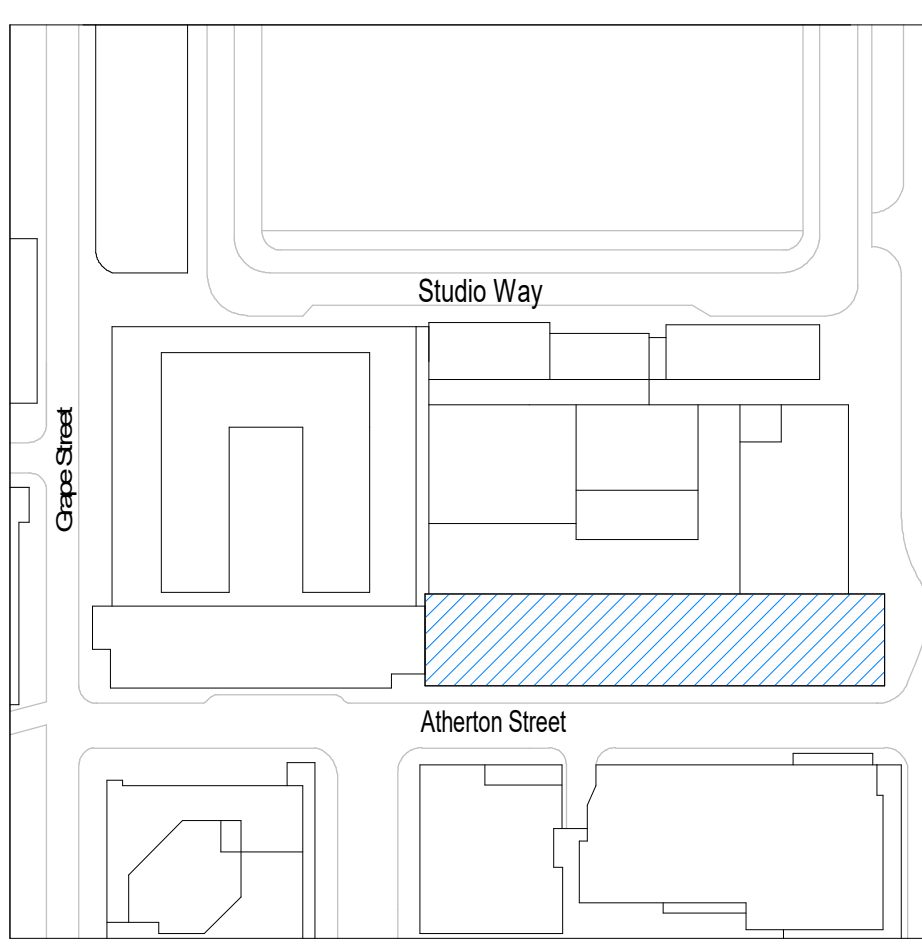
- Dwg 190242-3DR-Z5-LG-DR-A-20501-G-Zone 5 - GA Plan - Level LG
- Dwg 190242-3DR-Z5-00-DR-A-20502-G-Zone 5 - GA Plan - Level 00
- Dwg 190239-3DR-Z6-01-DR-20601-F-Zone 6 - GA Plan - Level 01



1 Zone 5 - GA Plan - Level 00 - Proposed
1:100

Notes

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RISER SCHEDULE																	
	Riser A	Riser B	Riser C	Riser D	Riser E	Riser F	Riser G	Riser H1	Riser H2	Riser I	Riser J						
LG	x	x	Riser replaced with lift. Flues relocated to outside.	Omitted	x	x	x	x	x	x	x						
G	x	x			x	2no Ø150mm	x	x	x	x	x	x					
01-05	3700x1000	2100x1450			2600x250		x	x	x	x	x	x					
06		2100x1600					x	x	x	x							
07							2100x1450					x	x	x	x		
08	2100x1450					x						x	x	x	1600x250		
09						3600x775					x	1850x900	1600x800	2100x900			
R											3890x775					1300x700	1600x800

NOTE:
Internal layout in line with SHD drawing: 002_SH_GA_00 rev M and 002_SH_GA_00-_CLUB rev A

G	10/06/21	Layout updated in line with current SHD GA plan.	GL
F	18/11/20	Updated in line with current SHD layout - EAI 027.	GL
E	28/10/20	Service lifts and linen chute location revised. Riser schedule updated.	JB
D	05/10/20	Issued for WS4	GL
C	21/08/20	Issued for information	GL
B	12/08/20	Missing areas and names added	JB
A	04/08/20	Issue for information	JB

Revisions

Status
Information

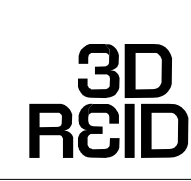
Client
ARJ

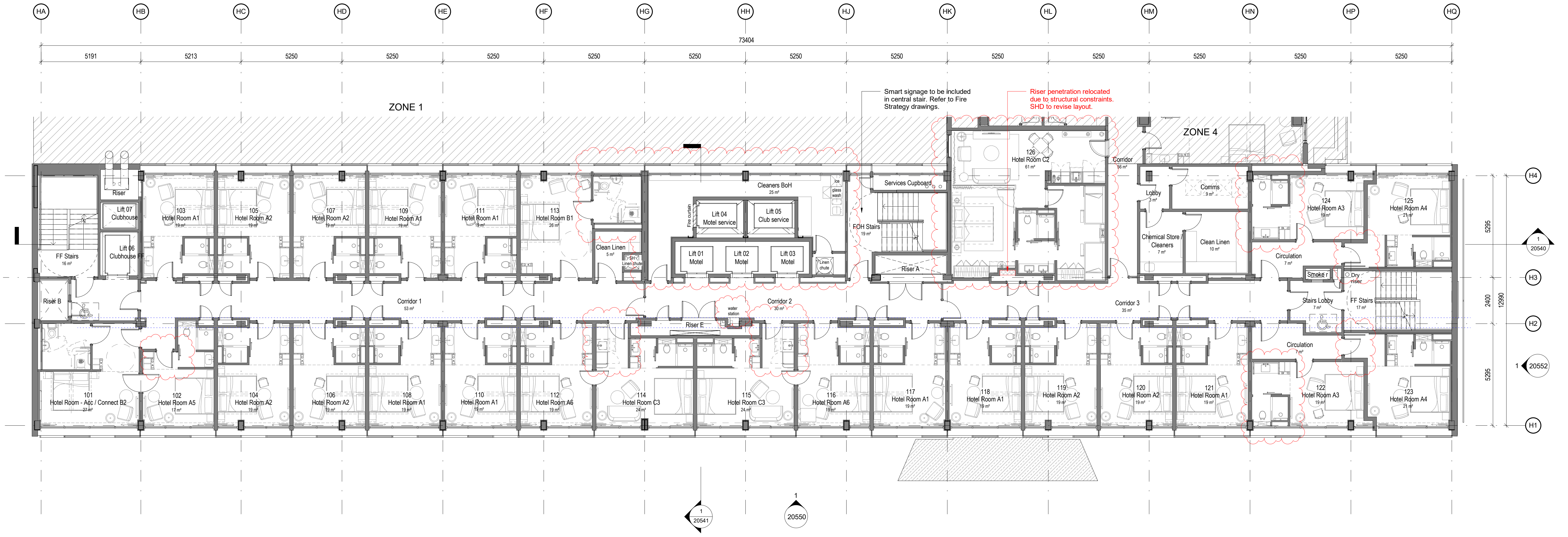
Project
OGS
Z4 & Z5

Title
Zone 5 - GA Plan - Level 00
Proposed

Scale	Size	Date	Drawn	Checked
As indicated	A1	03/08/20	JB	HM
Drawing No.				Rev.
190242-3DR-Z5-00-DR-A-20502	G			

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1 Zone 5 - GA Plan - Level 01 - Proposed
1:100

Notes

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All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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RISER SCHEDULE															
	Riser A	Riser B	Riser C	Riser D	Riser E	Riser F	Riser G	Riser H1	Riser H2	Riser I	Riser J				
LG	x	x	Riser replaced with lift. Flues relocated to outside.	Omitted	x	x	x	x	x	x	x				
G	x	x			x	2no Ø150mm	x	x	x	x	x				
01-05	3700x1000	2100x1450			2600x250		x	x	x	x	x				
06		2100x1600					x	x	x	x					
07							2100x1450					x	x	x	x
08		2100x1450				x						x	3600x775	1300x700	x
09	x					x	3890x775	1600x800	2100x900						
R						x		x							

NOTE:
Internal layout in line with SHD drawing: 002_SH_GA_01 rev M

Revisions

F	10/06/21	Layout updated in line with current SHD GA plan	GL
E	28/10/20	Service lifts and linen chute location revised. Riser schedule updated	JB
D	05/10/20	Issued for WS4	GL
C	21/08/20	Issued for information	MB
B	12/08/20	Missing areas and names added	JB
A	04/08/20	Issue for information	JB

Information

Client
ARJ

Project
OGS Z4 & Z5

Title
Zone 5 - GA Plan - Level 01 Proposed

Scale	Size	Date	Drawn	Checked
As indicated	A1	03/08/20	JB	HM

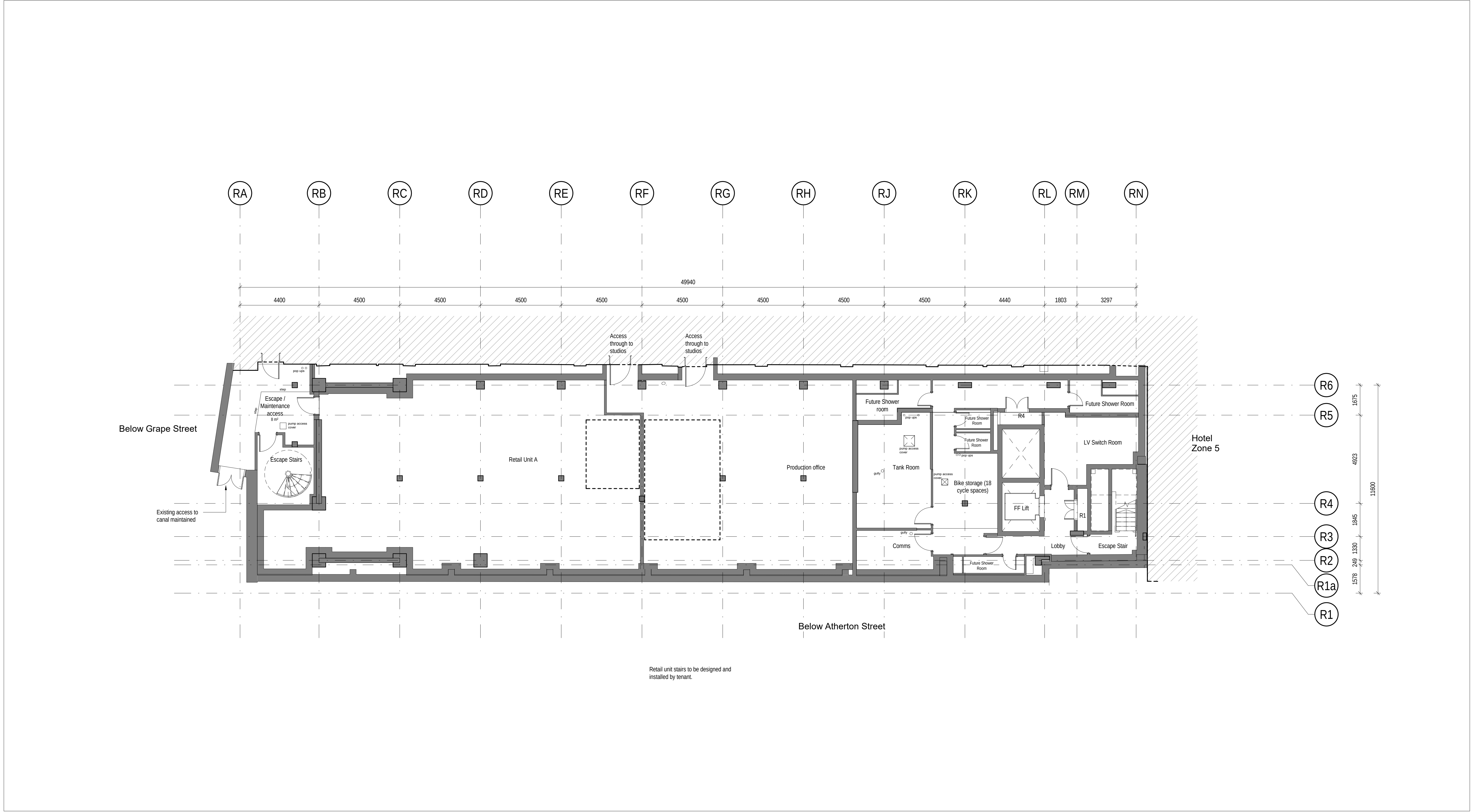
Drawing No. 190242-3DR-Z5-01-DR-A-20503 F

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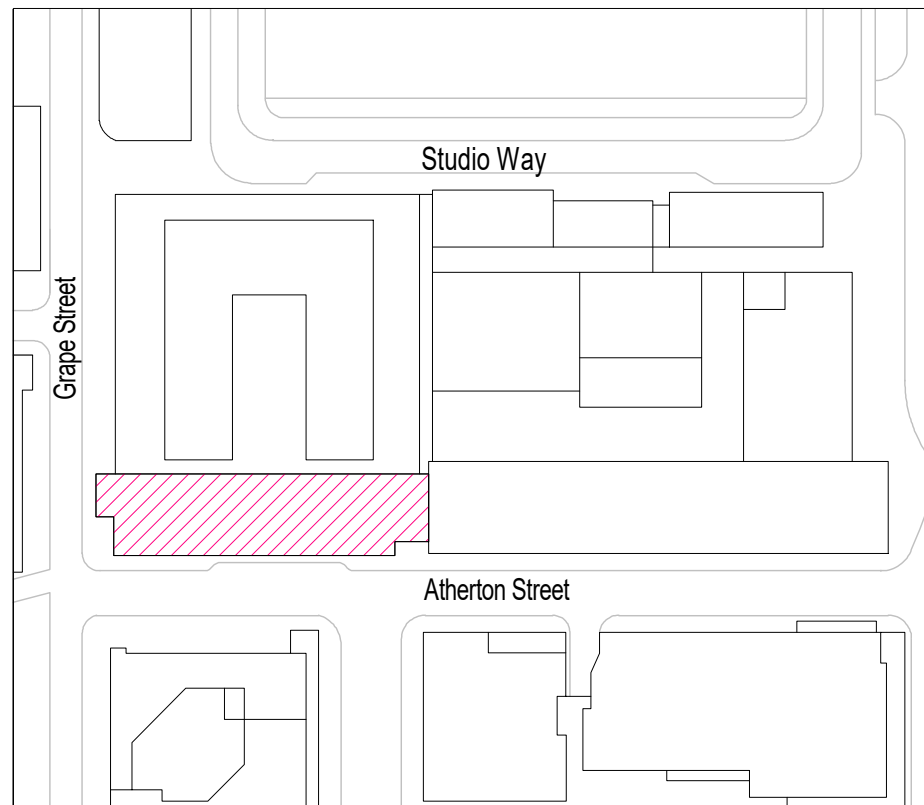
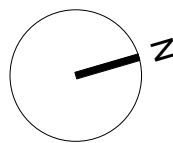
Zone 6

- Dwg 190239-3DR-Z6-B1-DR-20612-H-Zone 6 - GA Plan - Level B1
- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 00
- Dwg 190239-3DR-Z6-00-DR-20600-G-Zone 6 - GA Plan - Level 01



Notes

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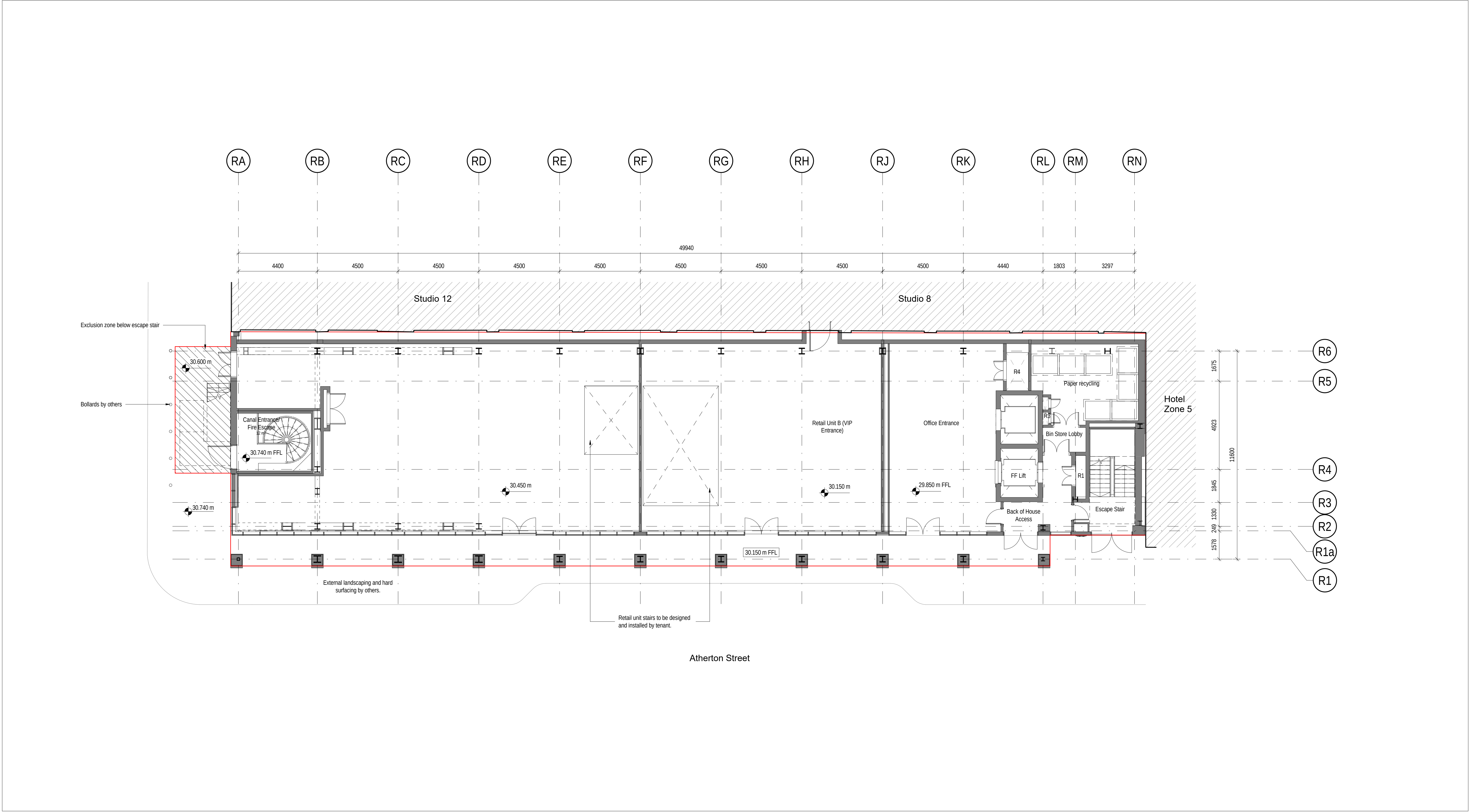
The following subcontractor drawings should be referred to for details of systems:	
Primary steel structure:	Evadix
Below ground waterproofing:	Pudlo
Roofing:	S1 Roofing
Metal deck floors:	Northern Steel
Facade cladding:	Keyclad
Louvered screens:	AL-13
Curtain walling:	Quest
Internal and external metal stairs:	Marshall stairs
Spiral Stair:	Spiral UK
Internal dry lining and partitions:	British Gypsum
Roof access & safety systems:	Rostek
Metal doors:	Rotec
Internal doors:	TMJ
Balustrading:	Smart Balustrades
Building Services:	Vaughan

H	05/11/21	Door to be mirrored	MD
G	18/08/21	Layouts updated to incorporate new arrangements at ground and basement level	CLH
F	09/02/21	Issued for Construction	DW
E	11/12/20	Cycle spaces added	DW
D	19/06/20	Plant room layout updated.	CLH
C	22/05/20	Structure relocated onto GL R6. Shear walls adjusted. Existing building position updated at junctions to new building.	CH
B	30/04/20	All design changes incorporated	CLH
A	28/01/20	Initial Issue	CLH
Revisions			

Status	FINAL DESIGN			
Client	Bowmer + Kirkland			
Project	OGS Manchester			
Title	Zone 6 - GA Plan - Level B1			
Scale	Size	Date	Drawn	Checked
As indicated	A1	22/08/19	JB	NS
Drawing No.	190239-3DR-Z6-B1-DR-20612			Rev.
	H			

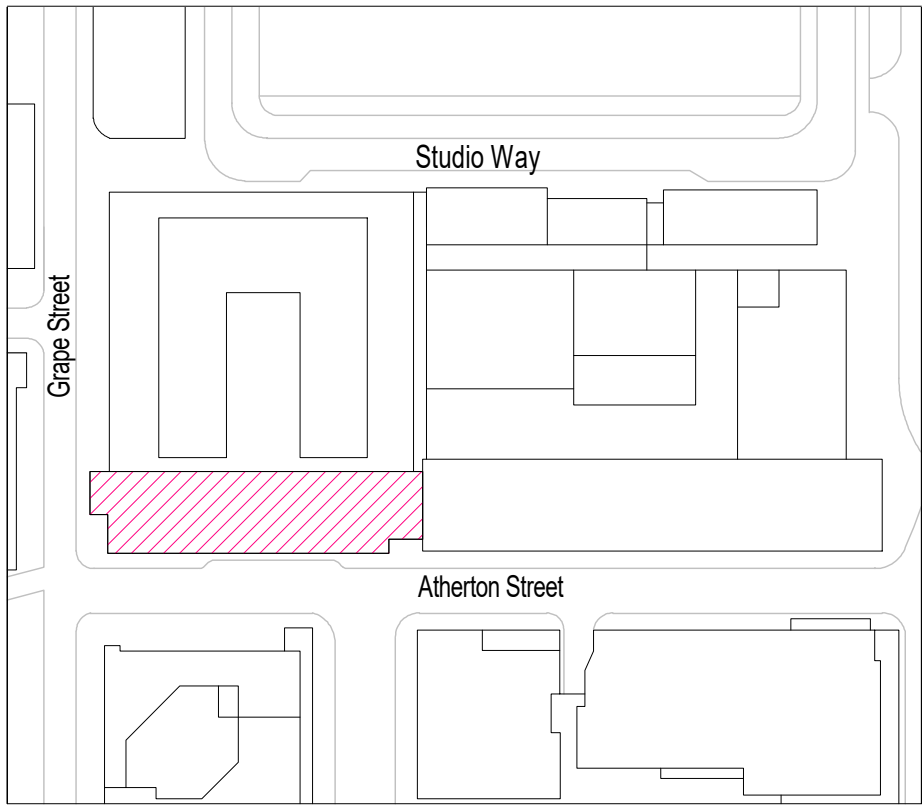
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Notes

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The following subcontractor drawings should be referred to for details of systems:	
Primary steel structure:	Evadix
Below ground waterproofing:	Pudlo
Roofing:	S1 Roofing
Metal deck floors:	Northern Steel
Facade cladding:	Keyclad
Louvered screens:	AL-13
Curtain walling:	Quest
Internal and external metal stairs:	Marshall stairs
Spiral Stair:	Spiral UK
Internal dry lining and partitions:	British Gypsum
Roof access & safety systems:	Rostek
Metal doors:	Rotec
Internal doors:	TMJ
Balustrading:	Smart Balustrades
Building Services:	Vaughan

G	12/11/21	Final design issue	MD
F	18/08/21	Layouts updated to incorporate new arrangements at ground and basement level	CLH
E	09/02/21	Wall added to Riser R3. Issued for Construction.	DW
D	15/07/20	Intermediate walls from risers removed, riser doors arrangement changed	JB
C	22/05/20	Structure moved onto GL R6. Bracing introduced. Dry riser inlet relocated. AOV added.	CH
B	30/04/20	All design changes incorporated	CLH
A	28/01/20	Initial Issue	CLH

Revisions

Status
FINAL DESIGN

Client
Bowmer + Kirkland

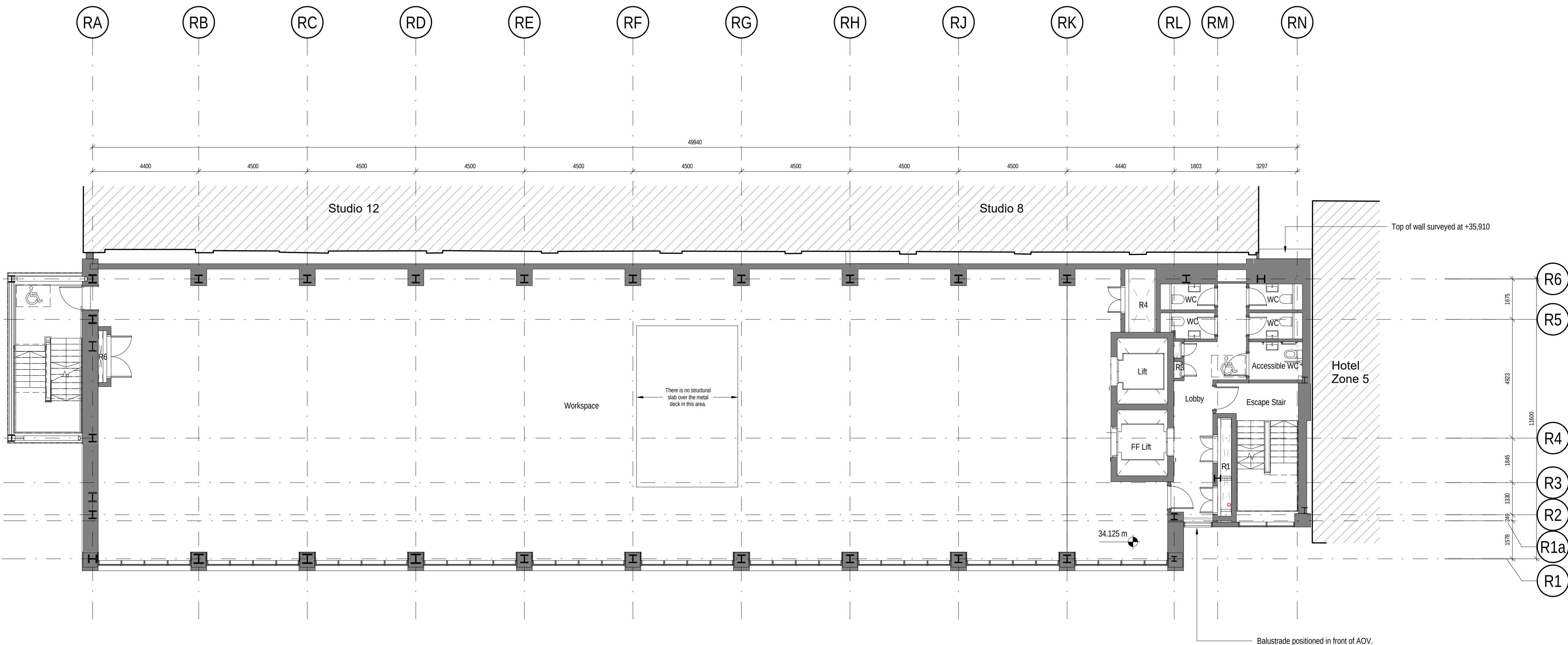
Project
OGS Manchester

Title
Zone 6 - GA Plan - Level 00

Scale	Size	Date	Drawn	Checked
As indicated	A1	22/08/19	JB	NS
Drawing No.				Rev.
190239-3DR-Z6-00-DR-20600				G

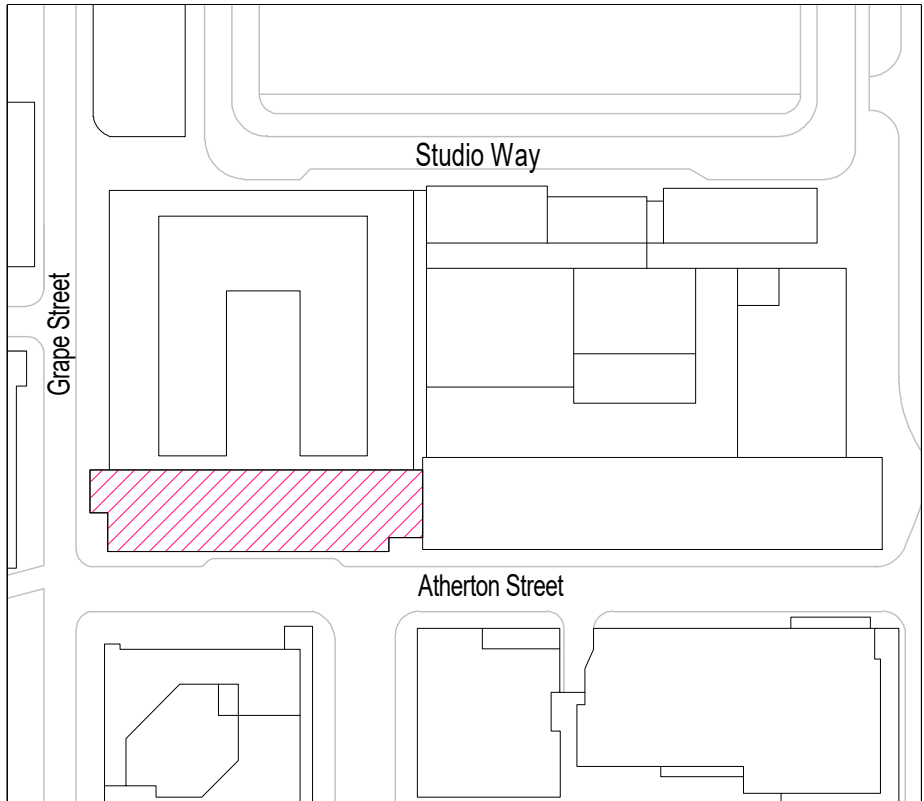
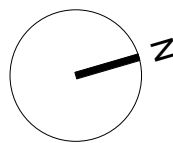
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Notes

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The following subcontractor drawings should be referred to for details of systems:	
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Metal deck floors:	Northern Steel
Facade cladding:	Keyclad
Louvered screens:	AL-13
Curtain walling:	Quest
Internal and external metal stairs:	Marshall stairs
Spiral Stair:	Spiral UK
Internal dry lining and partitions:	British Gypsum
Roof access & safety systems:	Rostek
Metal doors:	Rotec
Internal doors:	TMJ
Balustrading:	Smart Balustrades
Building Services:	Vaughan

F	12/11/21	Final design issue	MD
E	09/02/21	Wall added to Riser R3. Balustrade added in front of AOV. Issued for Construction.	LM
D	15/07/20	Intermediate walls from risers removed, riser doors arrangement changed	JB
C	22/05/20	Bracing removed. Lining around columns added.	CH
B	30/04/20	All design changes incorporated	CLH
A	28/01/20	Initial Issue	CLH

Revisions

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Status
FINAL DESIGN

Client
Bowmer + Kirkland

Project
OGS
Manchester

Title
Zone 6 - GA Plan - Level 01

Scale	Size	Date	Drawn	Checked
As indicated	A1	22/08/19	JB	NS
Drawing No.				Rev.
190239-3DR-Z6-01-DR-20601				F

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