



J000370-HTN07e
November 2024

Upper Brook Street, Masterplan
(Williams Motor Co (Holdings) / Alliance
UBS Limited)

Section 73 Application for Amendments
to Life Sciences Block 1 Building

Addendum Report on Highways & Transport Matters

Prepared on behalf of:

PROPERTY ALLIANCE GROUP
MODA LIVING
WILLIAMS MOTOR CO (HOLDINGS)

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1.0 INTRODUCTION

1.1 Context & Principle of Scheme Amendments

1.1.1 This Highways Technical Note (HTN) has been prepared to consider the highways and transport effects of proposed minor amendments to the consented mixed use (Purpose Built Student Accommodation (PBSA) & Life Sciences based employment development, along with ancillary commercial & community uses and on-site landscaping and public open space) scheme at land at Upper Brook Street, Manchester (Planning consent ref: 137401/FO/2023). The proposed amendments relate to changes to the layout and positioning of Block B1 (Life Sciences) to take account of below ground utilities and the building exclusion zone subsequently identified by the relevant infrastructure service provider.

1.1.2 Full details of the nature of the proposed scheme amendments are set out in the parallel November 2024 Planning Cover Letter, Design and Access Statement Addendum and Environmental Statement Addendum and can be summarised as below:

- Chamfering the Northeast elevation of Building B1 to align with existing utilities and easements.
- Omitting the colonnade that fronted Kincardine Road on the Northeast elevation of Building B1.
- Introduction of a retail unit / café on the ground floor of Building B1.
- Updating the core of Building B1 to better align with current trends and market demand within the life sciences sector
- Reducing the size of the level 6 amenity terrace along the Southeast elevation of Building B1 to align with lab layouts and subdivision

- Changes required to landscaping and the proposed vehicle servicing area between Blocks A3 and B1 and to the north of Block B1, to reflect amended building line.
- 1.1.3 Plans illustrating key elements of the amended Block B1 building (ground floor / service mezzanine plan and example upper floor plan) and the proposed adjusted wider site masterplan, including for the proposed changes to immediate adjacent public realm and servicing areas to accommodate the revised Block B1 building line are included as **Appendix HTN1** to this report.
- 1.1.4 **Appendix HTN2** to this report includes for a comparison table of proposed building floorspace between the original consented Block B1 building and the proposed amended scheme. Review of this comparison exercise demonstrates that the proposed changes to Block B1 will result in the available overall floor space within the building increasing slightly from 20,932sqm to 21,237sqm (representing a circa 1.5% increase in Building B1 GIA and 0.65% increase in total Life Science GIA across the application site (including buildings B2 & B3, which remain unchanged)) and also provides the opportunity for some re-design the internal space to provide increased operational floorspace for lab / office areas and a ground floor retail unit, alongside a reduction in the previously identified event space.
- 1.1.5 All of the proposed amendments relate to alterations associated with Block B1 only, with the principal highways & transport effect of these changes being related minor amendments to vehicle servicing to this building and an anticipated negligible change in predicted development related travel demand, associated with the change in Life Science operational employment floor space. No changes are proposed to the wider site masterplan layout, or the principles of the supporting site access strategy, which remains effectively ‘car-free’ development, to be supported by a suite of local highway measures including improvements to the Kincardine Road corridor and adjacent local junctions on Upper Brook Street.
- 1.1.6 The proposed amendments will be pursued via a new planning application made under Section 73 (S73) of the 1990 Town & Country Planning Act.

1.2 Report Structure

1.2.1 The structure of the remainder of this TA Addendum is as follows:

- Section 2 sets out the proposed changes to the vehicle delivery servicing area to the Block B1 and associated amendments to connecting section of the proposed on-site public realm between Blocks B1 and A3 and access arrangements to / from the public highway.
- Section 3 provides a review of the proposed changes in building floorspace at Block B1 and a commentary as to how this could be expected to affect development related travel demand and any implications as to the core conclusions of the highways and transport case presented in the original June 2023 TA & subsequent October 2023 TA Addendum report.
- Section 4 draws appropriate conclusions.

1.2.2 This HTN report should be read alongside the planning application documents submitted in support of the original planning application (Planning ref: 137401/FO/2023) and the Planning Cover Letter, Design and Access Statement Addendum and Environmental Statement Addendum prepared to support the 2024 S73 application.

2.0 PROPOSED CHANGES IN VEHICLE SERVICING ARRANGEMENTS TO BLOCK B1 AND CONNECTING ON-SITE PUBLIC REALM

2.1 Principle of Proposed Changes

2.1.1 As noted above, the proposed amendments relate to a change to the layout and design of Block B1 to respond to underground infrastructure services and subsequent identified building exclusion zone. This has resulted in a requirement for changes to the northern and eastern building lines to Block B1 (chamfering the building away from the exclusion zone, towards Block A3) and associated knock-on effects on immediately adjacent vehicle servicing areas and connecting public realm.

2.2 Proposed Amendments to the Consented Highway Access Strategy

2.2.1 The layout of the amended vehicle servicing area to Block B1 and its connection to Kincardine Road as a result of the proposed changes to the building line to Block B1 are illustrated in ReForm Drawing Ref: 0983-RFM-XX-00-SK-L-0018 (P14) & Wilde CEC Drawing Ref: 766-042-WCL-010 (PO5) - see **Appendix HTN1**.

2.2.2 These changes effectively result in a relocation of the Block B1 servicing area by circa 3.75m to the north of its previously consented position, along with a similar change in the location of the associated dropped kerb access connection to this servicing area from Kincardine Road. No other changes are proposed to the adopted public highway and large vehicle servicing would still be undertaken by a drive-in / reverse-out manoeuvre (reverse-out to be supervised via a banksman) - see **Appendix HTN3**.

2.2.3 The proposed scheme changes will also include for alterations to immediate elements of the public realm to the north and east of Block B1, to respond to the revised building line and to connect into the wider site public areas. The revised hard landscaping to be delivered as part of these public realm changes will provide the potential for occasional vehicle servicing to the eastern (Kincardine Road)

frontage to building B1, to allow for enhanced deliveries and servicing. Vehicle access to this additional hard landscaped area could be achieved via a drive in / drive out manoeuvre for smaller vehicles and a similar drive in / reverse out arrangements, using the main servicing area, for larger vehicles.

- 2.2.4 Full vehicle swept path analysis of the proposed revised servicing areas for typical anticipated service / delivery vehicles (large refuse collection vehicle, rigid HGV & 7.5t box van vehicle) is included as **Appendix HTN3** to this report.

3.0 PROPOSED CHANGES TO CONSENTED BLOCK B1 FLOORSPACE AND IMPLICATIONS FOR DEVELOPMENT TRAVEL DEMAND

3.1 Trip Demand Associated with Consented Mixed Use Scheme

3.1.1 The calculation of anticipated future travel demand associated with the consented mixed used scheme was presented in chapter 7.0 to the June 2023 TA report and revisited in the October 2023 Addendum report (following changes to the PBSA element during the planning application consultation period). This trip generation exercise was calculated based on multi-modal trip data for representative sites as extracted from the TRICS trip generation database. Estimates were prepared using a methodology that was agreed with key highways and transport stakeholders (MCC highways & TfGM).

3.1.2 The October 2023 TA Addendum exercise identified the predicted vehicle & other travel mode trip demand levels as summarised in **Table HTN3.1** below:

Table HTN3.1: Predicted Vehicle Trip Demand & Demand Accessing Site By Other Modes (2023 Consented Scheme)

PBSA Related Trip Demand

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	1	0	1	0	2	2	10	13	23
Taxi	0	0	0	1	1	2	12	12	24
OGV	0	0	0	0	0	0	0	0	0
LGV	0	0	0	0	1	1	9	11	20
Total Vehs	1	0	1	1	4	5	30	35	66
<i>By Other Modes</i>	<i>11</i>	<i>94</i>	<i>105</i>	<i>103</i>	<i>58</i>	<i>161</i>	<i>644</i>	<i>746</i>	<i>1390</i>

Life Sciences Employment Trip Demand

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	32	16	47	0	26	26	117	130	247
Taxi	10	8	18	3	8	10	31	36	67
OGV	3	0	3	0	0	0	3	0	3
LGV	0	0	0	0	0	0	16	13	29
Total Vehs	44	23	68	3	34	36	166	179	346
<i>By Other Modes</i>	<i>736</i>	<i>70</i>	<i>806</i>	<i>39</i>	<i>601</i>	<i>640</i>	<i>2379</i>	<i>2330</i>	<i>4709</i>

Ancillary Development Traffic Demand

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
OGV	0	0	0	0	0	0	4	4	8
LGV	1	1	2	1	1	2	11	11	22
Total Vehs	1	1	2	1	1	2	15	15	30
<i>By Other Modes</i>	<i>40</i>	<i>40</i>	<i>80</i>	<i>40</i>	<i>40</i>	<i>80</i>	<i>480</i>	<i>480</i>	<i>960</i>

Total Upper Brook Street Development Vehicle Trip Demand & Demand Accessing Site By Other Modes

	AM Peak			PM Peak			12-Hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	33	16	48	0	28	28	127	143	270
Taxi	10	8	18	4	9	12	43	48	90
OGV	3	0	3	0	0	0	7	4	11
LGV	1	1	2	1	2	3	36	35	71
Total Vehs	46	24	71	5	39	43	211	229	442
<i>By Other Modes</i>	<i>787</i>	<i>204</i>	<i>991</i>	<i>182</i>	<i>699</i>	<i>881</i>	<i>3503</i>	<i>3556</i>	<i>7059</i>

- 3.1.3 Review of this exercise demonstrates that, overall, the consented mixed use scheme was predicted to generate of the order of just 43 - 71 vehicle movements per hour during AM & PM peak rush hour periods and circa 442 trip movements across the core 12-hour (7am - 7pm) working weekday daytime period. This reflects the site's highly sustainable location and the essentially 'car free' nature of the development proposals.

3.2 Anticipated Changes to Development Travel Demand

- 3.2.1 As noted in section 1.1 above, the proposed changes to Block B1 are expected to result in a slight increase in overall floorspace within the revised B1 building layout (1.5% increase in B1 GFA and 0.65% overall Life Science building floorspace), as well as opportunities to increase the proportion of internal floorspace that would be available for operational use (lab / offices). It is anticipated that these changes could allow for an overall increase in direct employment levels across the Life Science buildings of circa 2.7% when compared to the October 2023 consented scheme.

- 3.2.2 In practice, given the essentially car free nature of the Upper Brook Street scheme, such a marginal change in employment levels would only likely result in a negligible increase in development related traffic demand. Focus TP have revisited the travel demand appraisal carried out for the Life Sciences element of the scheme in the light of this increase in potential employee numbers, with the results summarised in **Table HTN3.2** below.

Table HTN3.2: Predicted Increase in Total Life Science Related Travel Movements Associated with the Proposed Amendments to Building B1 (Increase in Total Life Science Related Employment of 2.7%)

	2023 Consent 12hr (07:00-19:00)			2024 S73 Application 12hr (07:00-19:00)			2024 S73 v 2023 12hr (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car & M-Cyc	117	130	237	120	133	253	3	3	6
Taxi	31	36	68	32	37	69	0	0	0
OGV	3	0	3	3	0	3	1	1	2
LGV	16	13	29	16	13	29	0	0	1
Total Vehs	166	179	346	171	184	355	4	5	9
<i>By Other Modes</i>	<i>2582</i>	<i>2519</i>	<i>5101</i>	<i>2652</i>	<i>2587</i>	<i>5239</i>	<i>70</i>	<i>68</i>	<i>138</i>

- 3.2.3 Review of the results of this exercise demonstrates that the proposed changes could be expected to result in an additional circa 138 travel movements associated with the site across the core 12hr (07:00-19:00) weekday daytime period. The majority of these trips would be on-foot, associated with pedestrian journeys or walking trips to / from nearby public transport hubs, with negligible predicted increases in vehicle based trip demand (less than 10 movements, in + out).
- 3.2.4 Based on the above analysis, it is concluded that any change in overall development related traffic & travel demand resulting from the proposed Block B1 amendments would be of a negligible significance and would objectively not result in any discernible effects on previously identified local transport network operating conditions or highway safety.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 This HTN has been prepared to consider the highways and transport effects of proposed minor amendments to the consented mixed use development scheme (PBSA & Life Sciences) at land at Upper Brook Street, Manchester (planning consent ref: 137401/FO/2023). The proposed amendments relate to changes to the layout and location of Block B1 (Life Sciences), to take account of the position of below ground utilities and the building exclusion zone identified by the relevant infrastructure service provider.

Amendments to Block B1 Servicing Arrangements & Connections to the Adopted Highway Network

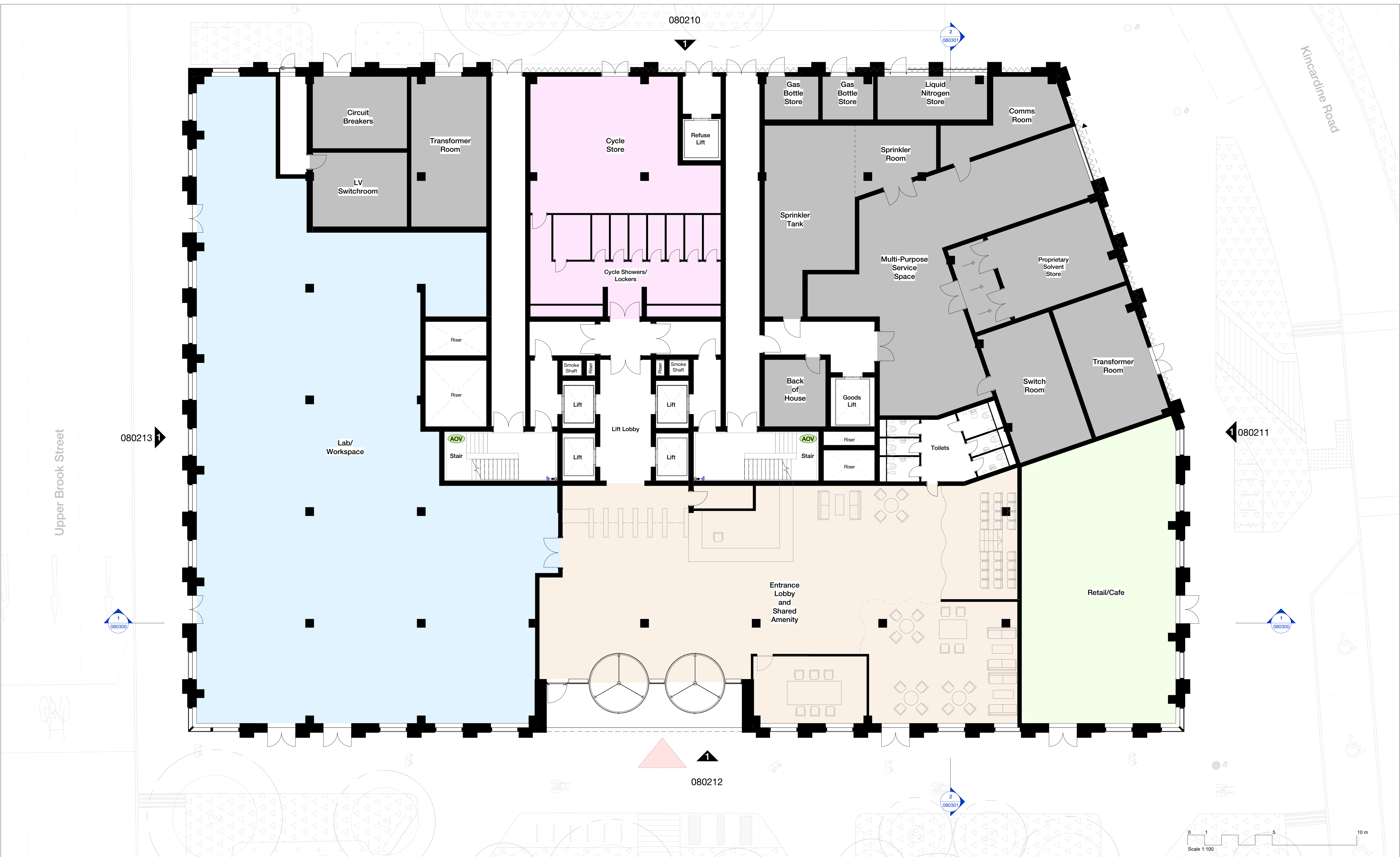
- 4.2 The proposed changes to the Block B1 building line will require the minor relocation of the associated large vehicle servicing area to a position approximately 3.75m to the north of the previously consented location, along with a similar relocation of the dropped kerb access point to this service area from Kincardine Road. The layout of the core large vehicle servicing area associated with this building will not change and will continue to be accessed by a drive in / reverse out (under banksman supervision) manoeuvre.
- 4.3 Immediate connecting areas of on-site public realm will be amended to accommodate the relocated servicing zone and the revised Block B1 building line. As part of these amendments, additional hard landscaping will be delivered to the eastern (Kincardine Road) frontage to the building, which will potentially allow for the potential for additional vehicle servicing in this area, as necessary. Light vehicle access to this area could be accommodated by a drive-in / drive-out manoeuvre.
- 4.4 No other changes are proposed to wider on-site public realm or the consented site access strategy / supporting off-site improvements works within the adopted public highway.

Development Travel Demand Effects

- 4.5 The proposed scheme amendments would result in changes to previously consented floorspace in Building B1, which is anticipated could result in the potential for an overall increase in life science building based employees of circa 2.7%, when compared to the 2023 consent.
- 4.6 Review of the travel demand implications of this strictly limited increase in overall employee quantum suggests that any related changes in employment based car travel demand to / from the site would be negligible and would not give rise to material changes in local transport network operational conditions - realistically unlikely to be discernible from day-to-day variations in baseline in travel demand (which can typically vary by + or - 10%). It is therefore considered that there is no requirement to revisit the core transport network performance analysis set out within the previous 2023 TA & ES submission and that the previously identified core conclusions set out within these documents remain the appropriate reference point for the appraisal of development related highways and transport impact.







Rev	Description	Date
P1	Issued for Planning	23.06.23
P2	Updated Issue for Planning	November 2024

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Key
Entrance Lobby and Amenities
Retail Unit/ Cafe
Lab/Workspace
Cycle Store
Back of House
Primary Entrance
Dry Riser
Application Boundary

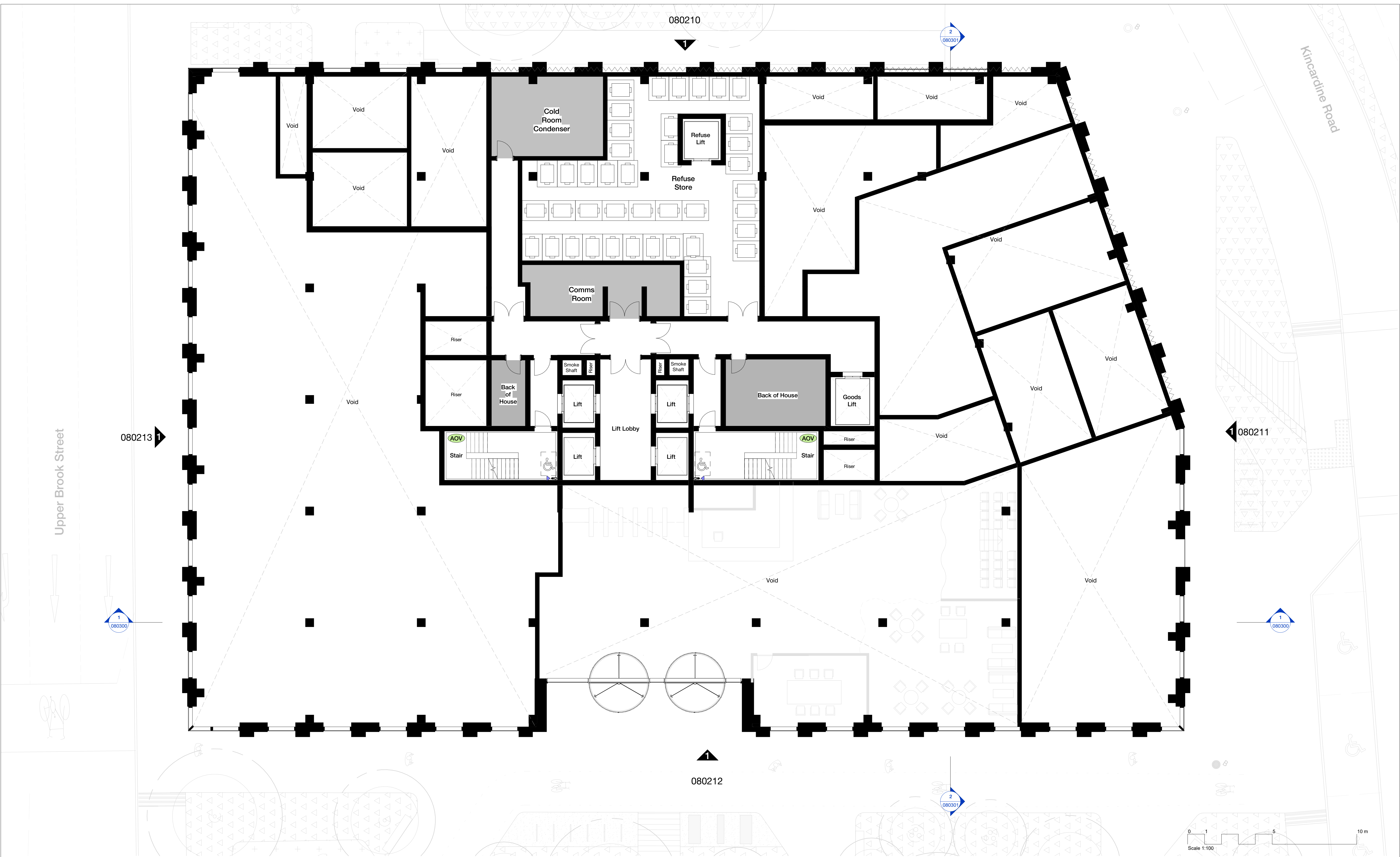


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Drawn By JD	Checked By LB	Status S2	
Drawing No. UBS-HBA-B1-00-DR-A-080100	Rev P2	Purpose of Issue For Planning	Drawing Proposed B1 - Ground Floor Plan

26-28 Hilton Street
Manchester M1 2EH

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Rev	Description	Date
P1	Issued for Planning	23.06.23
P2	Updated Issue for Planning	November 2024

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Dry Riser
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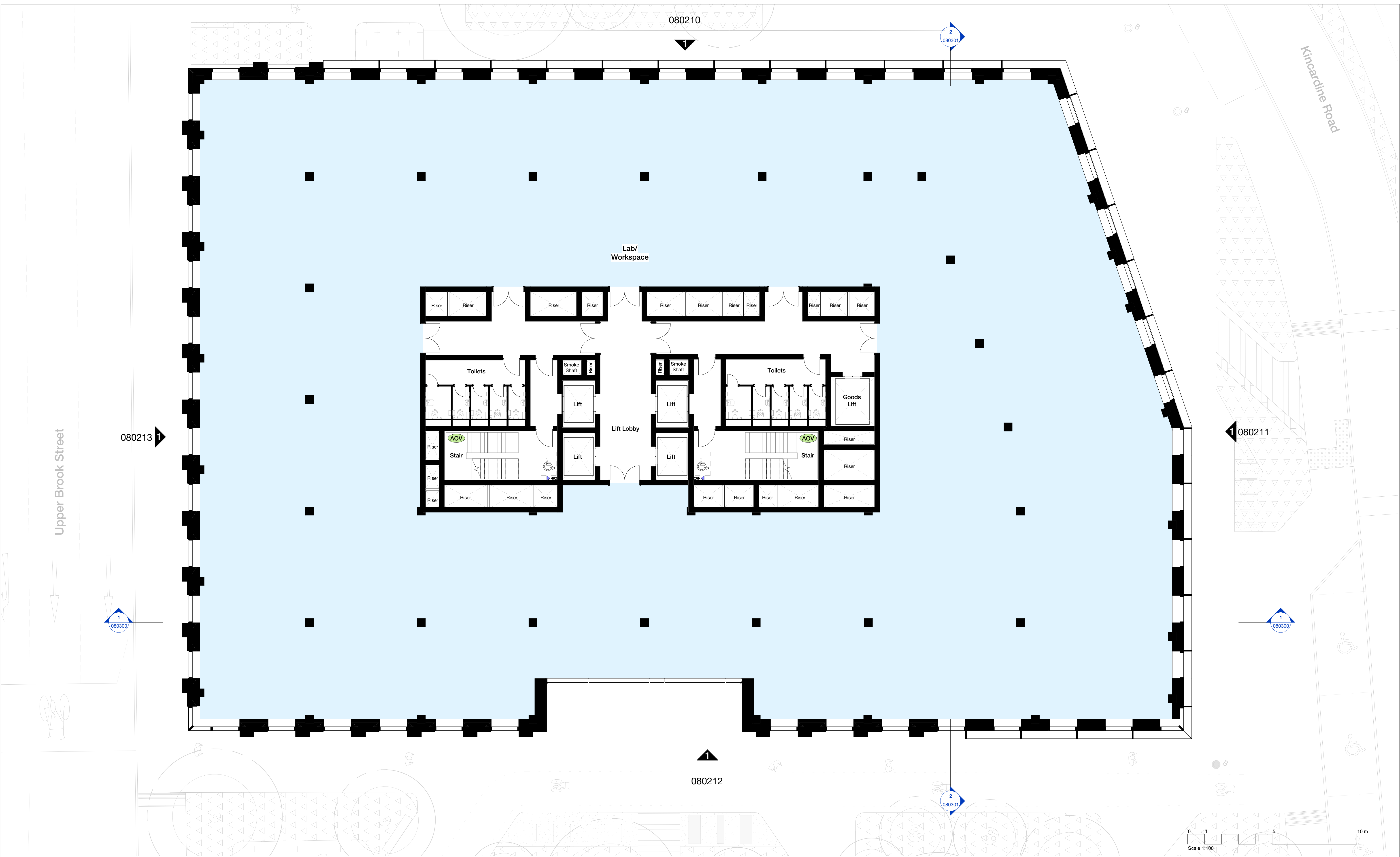


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Drawing No. UBS-HBA-B1-00-DR-A-080112	Rev P2	Purpose of Issue For Planning	Drawing Proposed B1 - Mezzanine Floor Plan

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P2	Updated Issue for Planning	November 2024

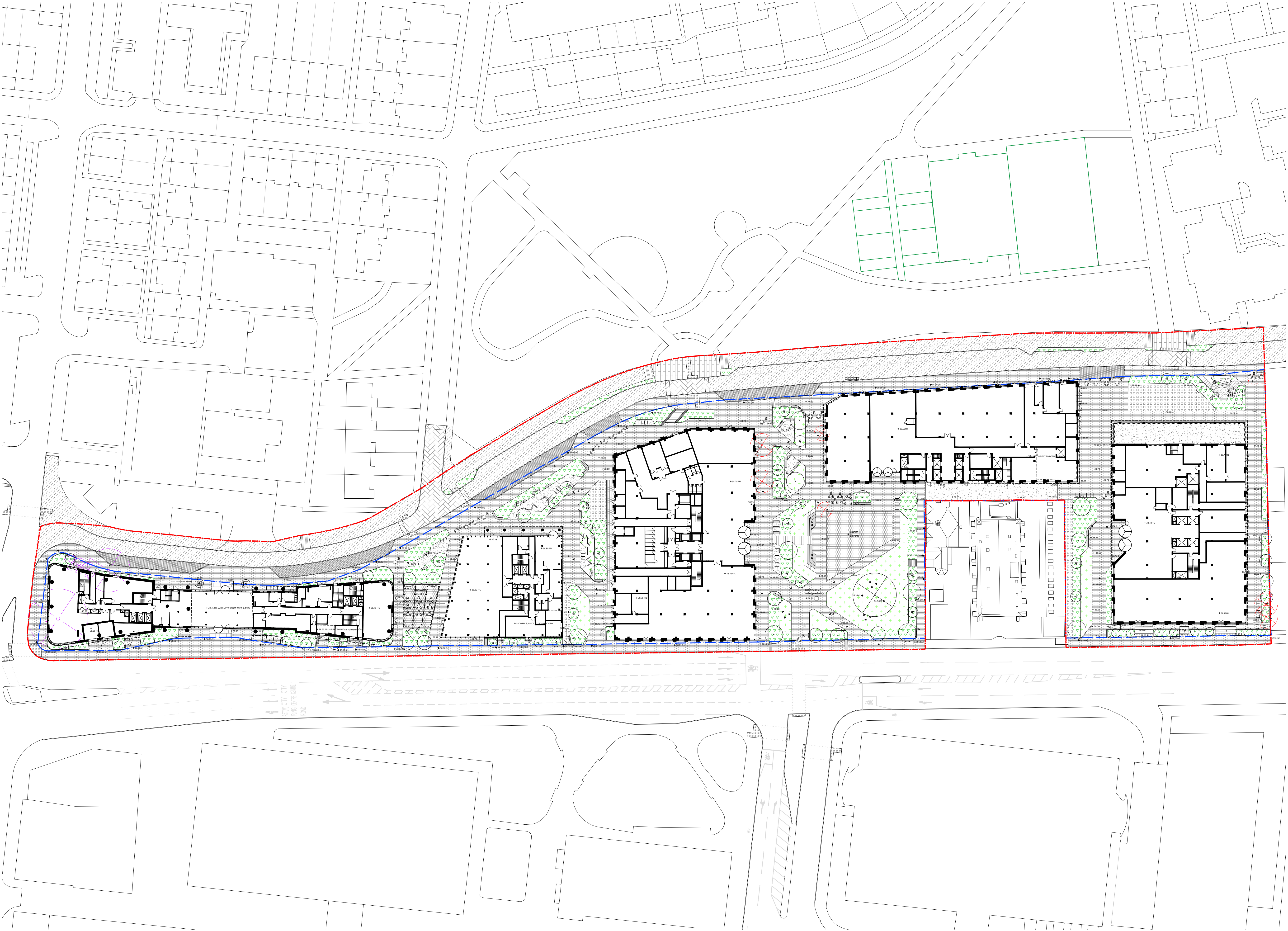
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Key	
	Entrance Lobby and Amenities
	Retail Unit/ Cafe
	Lab/Workspace
	Cycle Store
	Back of House
	Primary Entrance
	Dry Riser
	Application Boundary



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Drawing No. UBS-HBA-B1-01-DR-A-080101		Rev P2	Purpose of Issue For Planning	Drawing Proposed B1 - First Floor Plan		Hawkins\Brown

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1. All dimensions in mm, unless otherwise stated.
 2. Scaling from drawing if printed incorrectly may lead to errors.
 3. All information outside red line boundary shown for contextual purpose only.
 4. All hatch patterns are indicative only unless stated otherwise.
 5. This drawing is to be read in conjunction with all relevant re-form landscape architecture documentation AND all relevant documentation from the design team
 6. Levels information on this drawing illustrates the design intent. The contractor is to check and verify all levels and dimensions against site survey information.
 7. Any discrepancies in the design information are to be brought to the attention of re-form landscape architecture, in writing, prior to commencement of construction works.
 8. All proprietary products shall be installed in strict accordance with manufacturers written instructions.
 9. Refer to other consultants' drawings and specifications for the following design information:
 - Foundation details
 - Base course and/or sub bases design & specification
 - Waterproofing of any element
 - Levels & Drainage design and infrastructure
 - Lighting and ducting
 - Existing & proposed utilities
 10. Plant quantities are to suit site areas in accordance with scheduled plant densities.
 11. Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.

Scale

30.10.24	Landscape GA Sketch	NSH	MS	DL	P14
Date	Description of revision	Drawn	Checked	Approved	Revision
		by	by	by	

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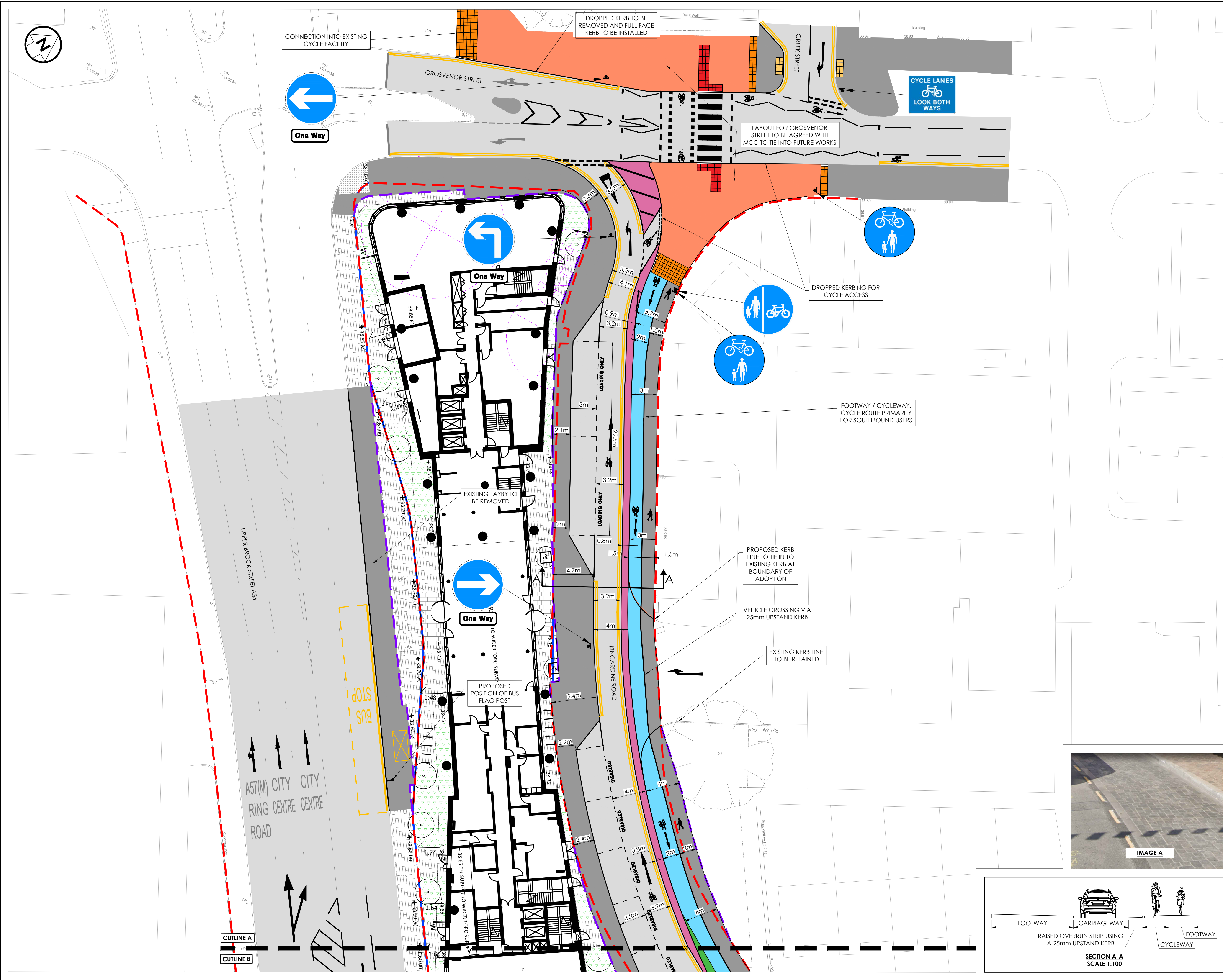
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 - CYCLE TRACK
 - 0.5m BUFFER ZONE BETWEEN CYCLE TRACK AND CAR PARKING BAY
 - RAISED PLATEAU
 - CONTROLLED TACTILE PAVING
 - UNCONTROLLED TACTILE PAVING
 - HAZARD WARNING PAVING
 - SUDS/PLANTING AREA
 - EXISTING ROAD MARKINGS
 - PROPOSED ROAD MARKINGS
 - TRAFFIC SIGN
 - CYCLE LANE LIGHT SEGREGATION - TRAFFIC WAND
 - BUS SHELTER

P05	DC	ML	ML	31/10/24	UPDATED DEVELOPMENT PLAN
P04	JK	DC	ML	22/10/24	ADJUSTED BUILDING BLOCK B1
P03	TP	DC	ML	22/11/23	AMENDED FOLLOWING RSA1
P02	TP	DC	ML	31/10/23	AMENDED FOLLOWING REVIEW
REV	DRN	CHK	APP	DATE	DESCRIPTION

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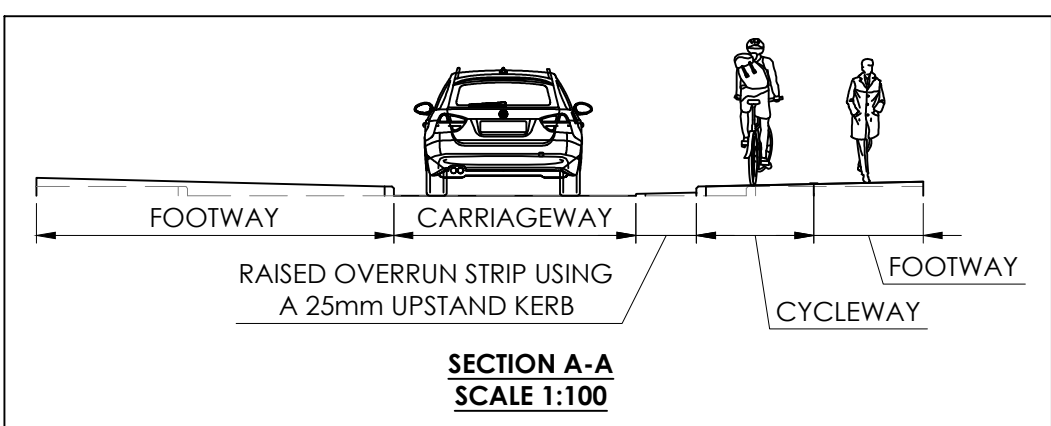
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WILLIAMS MOTOR CO (HOLDINGS)**

Project
**UPPER BROOK STREET
MANCHESTER
M13 9XH**

Title
**GENERAL ARRANGEMENT (OPTION 3)
SHEET 1 OF 4**

Scale 1:200	Drawn TP	Date 13/10/23	Chkd DC	Approved ML
Drawing No. 766-042-WCL-009				Revision P05
Status FOR PLANNING				Sheet Size A1





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P05	DC	ML	ML	31/10/24	UPDATED DEVELOPMENT PLAN
P04	JK	DC	ML	22/10/24	ADJUSTED BUILDING BLOCK B1
P03	TP	DC	ML	21/11/23	AMENDED FOLLOWING RSA1
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REV	DRN	CHK	APP	DATE	DESCRIPTION

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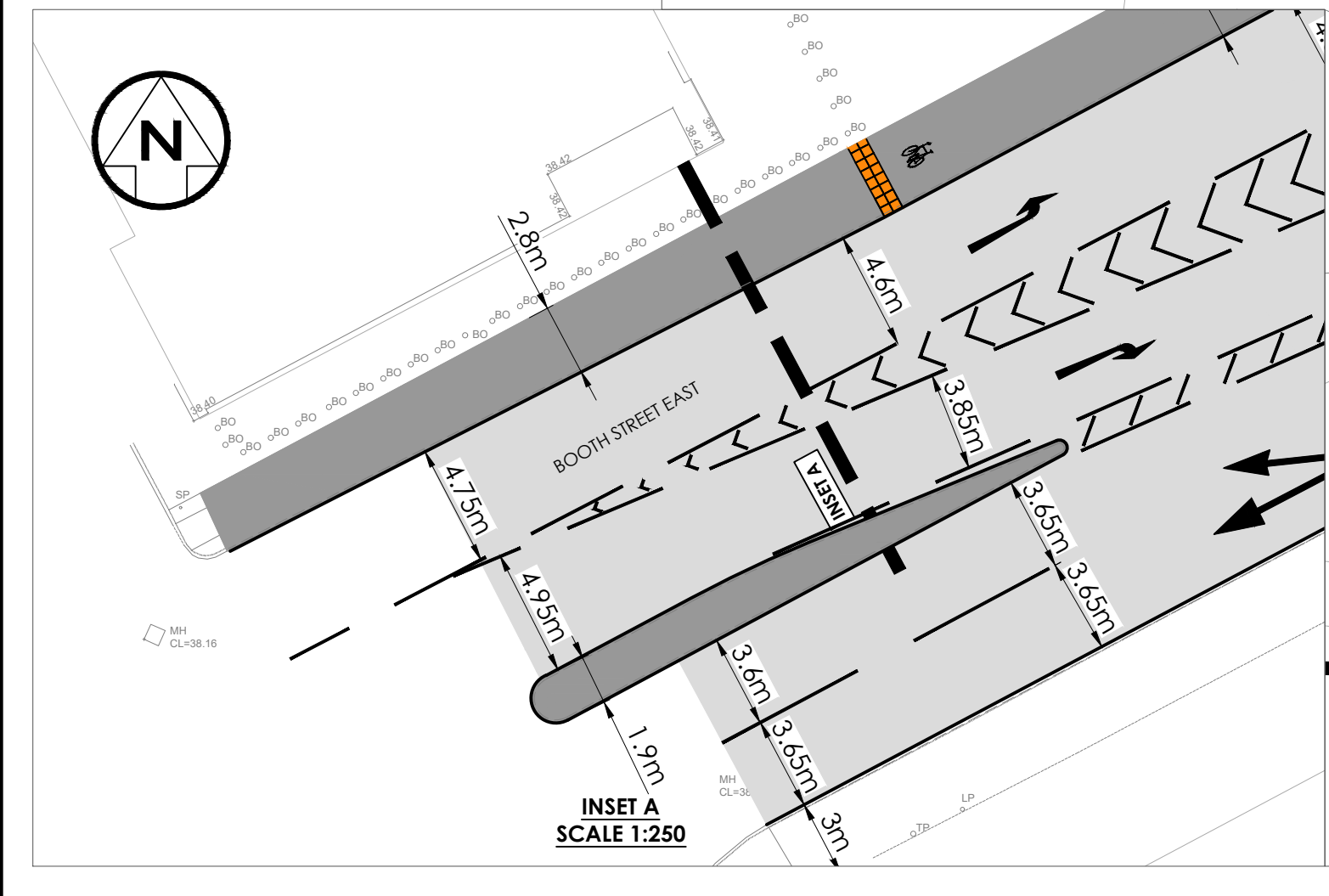
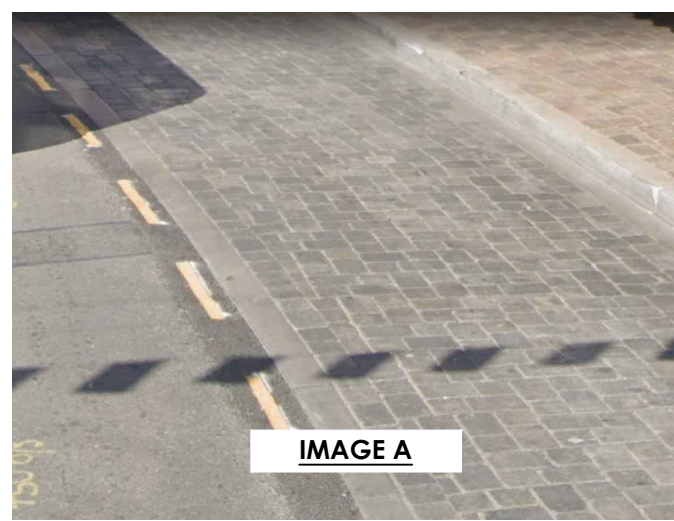
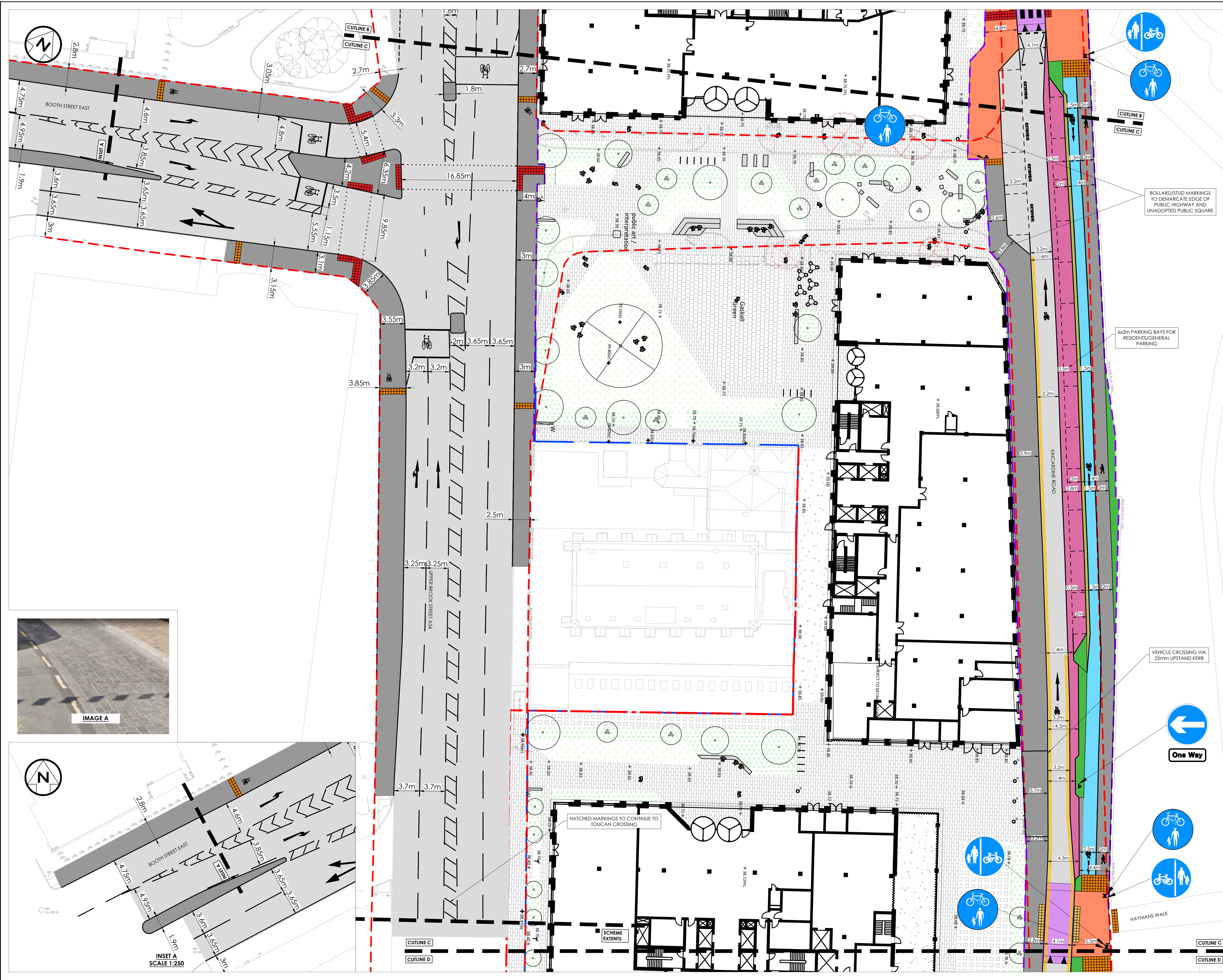
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Client
**PROPERTY ALLIANCE GROUP
MODA LIVING
WILLIAMS MOTOR CO (HOLDINGS)**

Project
**UPPER BROOK STREET
MANCHESTER
M13 9XH**

Title
**GENERAL ARRANGEMENT (OPTION 3)
SHEET 2 OF 4**

Scale 1:200	Drawn TP	Date 13/10/23	Chkd DC	Approved ML
Drawing No. 766-042-WCL-010				Revision P05
Status FOR PLANNING				Sheet Size A1



- NOTES - GENERAL:**
- 1) ALL DIMENSIONS ARE STATED IN MILLIMETRES UNLESS NOTED OTHERWISE.
 - 2) ALL LEVELS ARE STATED IN METRES
 - 3) ALL DIMENSIONS, LEVELS AND CO-ORDINATES ARE BASED UPON TOPOGRAPHICAL SURVEY DRAWING (NO. 43891MCLS-01) BY SURVEY SOLUTIONS DATED AUGUST 2022.
 - 4) DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.
 - 5) THIS DRAWING IS TO BE READ IN COLOUR
- KEY - GENERAL**
- EXISTING HIGHWAY BOUNDARY
 - NEW HIGHWAY BOUNDARY
 - CARRIAGEWAY
 - RAISED OVERRUN STRIP
 - FOOTWAY
 - SHARED USE FACILITY
 - CYCLE TRACK
 - 0.5m BUFFER ZONE BETWEEN CYCLE TRACK AND CAR PARKING BAY
 - RAISED PLATEAU
 - CONTROLLED TACTILE PAVING
 - UNCONTROLLED TACTILE PAVING
 - HAZARD WARNING PAVING
 - SUDS/PLANTING AREA
 - EXISTING ROAD MARKINGS
 - PROPOSED ROAD MARKINGS
 - TRAFFIC SIGN
 - CYCLE LANE LIGHT SEGREGATION - TRAFFIC WAND
 - BUS SHELTER

P05	DC	ML	ML	31/10/24	UPDATED DEVELOPMENT PLAN
P04	JK	DC	ML	22/10/24	ADJUSTED BUILDING BLOCK B1
P03	TP	DC	ML	21/11/23	AMENDED FOLLOWING RSA1
P02	TP	DC	ML	31/10/23	AMENDED FOLLOWING REVIEW
REV	DRN	CHK	APP	DATE	DESCRIPTION
					Wilde  Brindley Lodge, Adcroft Street, Stockport, Cheshire, SK1 3HS. www.wildedecivil.co.uk Tel: 0161-474-7479 Fax: 0161-474-7492
Client					
PROPERTY ALLIANCE GROUP MODA LIVING WILLIAMS MOTOR CO (HOLDINGS)					
Project					
UPPER BROOK STREET MANCHESTER M13 9XH					
Title					
GENERAL ARRANGEMENT (OPTION 3) SHEET 3 OF 4					
Scale	1:250	Drawn	TP	Date	13/10/23
Chkd	DC	Approved	ML		
Drawing No.	766-042-WCL-011				Revision
Status	FOR PLANNING				Sheet Size
				A1	



- ### KEY – GENERAL
- | | |
|---|--|
|  | EXISTING HIGHWAY BOUNDARY |
|  | NEW HIGHWAY BOUNDARY |
|  | CARRIAGEWAY |
|  | RAISED OVERRUN STRIP |
|  | FOOTWAY |
|  | SHARED USE FACILITY |
|  | CYCLE TRACK |
|  | 0.5m BUFFER ZONE BETWEEN CYCLE TRACK AND CAR PARKING BAY |
|  | RAISED PLATEAU |
|  | CONTROLLED TACTILE PAVING |
|  | UNCONTROLLED TACTILE PAVING |
|  | HAZARD WARNING PAVING |
|  | SUDS/PLANTING AREA |
|  | EXISTING ROAD MARKINGS |
|  | PROPOSED ROAD MARKINGS |
|  | TRAFFIC SIGN |
|  | CYCLE LANE LIGHT SEGREGATION - TRAFFIC WAND |
|  | BUS SHELTER |

05	DC	ML	ML	31/10/24	UPDATED DEVELOPMENT PLAN
04	JK	DC	ML	22/10/24	ADJUSTED BUILDING BLOCK B1
03	TP	DC	ML	21/11/23	AMENDED FOLLOWING RSA1
02	TP	DC	ML	31/10/23	AMENDED FOLLOWING REVIEW
EV	DRN	CHK	APP	DATE	DESCRIPTION

Wilde
Consulting Civil & Structural Engineers

 **ISO 9001**
Registered

Brindley Lodge,
Acroft Street,
Stockport, Cheshire
SK1 3HS.

www.wildcivil.co.uk
Tel : 0161-474-7479
Fax : 0161-474-7492

Client

PROPERTY ALLIANCE GROUP
MODA LIVING
WILLIAMS MOTOR CO (HOLDINGS)

Project

UPPER BROOK STREET
MANCHESTER
M13 9XH

Title
GENERAL ARRANGEMENT (OPTION 3)
SHEET 4 OF 4

Scale 1:200	Drawn TP	Date 13/10/23	Chkd DC	Approved ML
Drawing No. 766-042-WCL-0012				Revision P05
Status FOR PLANNING				Sheet Size A1



Comparison of Life Science Building B1 Floorspace

2023 Consented Scheme

Floor	Use	GEA (sqm)	GEA (sqft)	GIA (sqm)	GIA (sqft)
Basement	Plant	-	-	465	5,005
Ground	Mixed	2,022	21,769	1,906	20,516
Mezzanine	BOH	607	6,538	564	6,071
1	Lab	2,022	21,769	1,845	19,859
2	Lab	2,339	25,173	2,115	22,766
3	Lab	2,339	25,173	2,115	22,766
4	Lab	2,339	25,173	2,115	22,766
5	Lab	2,339	25,173	2,115	22,766
6	Lab	2,034	21,893	1,813	19,515
7	Lab	2,034	21,893	1,813	19,515
8	Lab	2,034	21,893	1,813	19,515
9	Lab	2,034	21,893	1,813	19,515
Roof	Plant	479	5,155	440	4,736
TOTALS		22,622	243,495	20,932	225,311

Amended (S73) Scheme

Floor	Use	GEA (sqm)	GEA (sqft)	GIA (sqm)	GIA (sqft)
Ground	Mixed	2,224	23,939	2,104	22,647
Mezzanine	BOH	471	5,066	476	5,124
1	Lab	2,251	24,230	2,069	22,271
2	Lab	2,318	24,951	2,101	22,615
3	Lab	2,318	24,951	2,101	22,615
4	Lab	2,318	24,951	2,101	22,615
5	Lab	2,318	24,951	2,101	22,615
6	Lab	2,138	23,013	1,930	20,774
7	Lab	2,138	23,013	1,930	20,774
8	Lab	2,138	23,013	1,930	20,774
9	Lab	2,138	23,013	1,930	20,774
Roof	Plant	494	5,317	464	4,994
TOTALS		23,264	250,408	21,237	228,592

Difference		642	6,913	305	3,281
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Percentage		2.8%	2.8%	1.5%	1.5%
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Comparison of Total Life Science Building Floorspace

2023 Consented Scheme

Floor	GEA (sqm)	GEA (sqft)	GIA (sqm)	GIA (sqft)
Block 1	22,622	243,495	20,932	225,311
Block 2	15,202	163,633	14,045	151,179
Block 3	13,156	141,611	11,632	125,205
Total	50,980	548,739	46,609	501,695

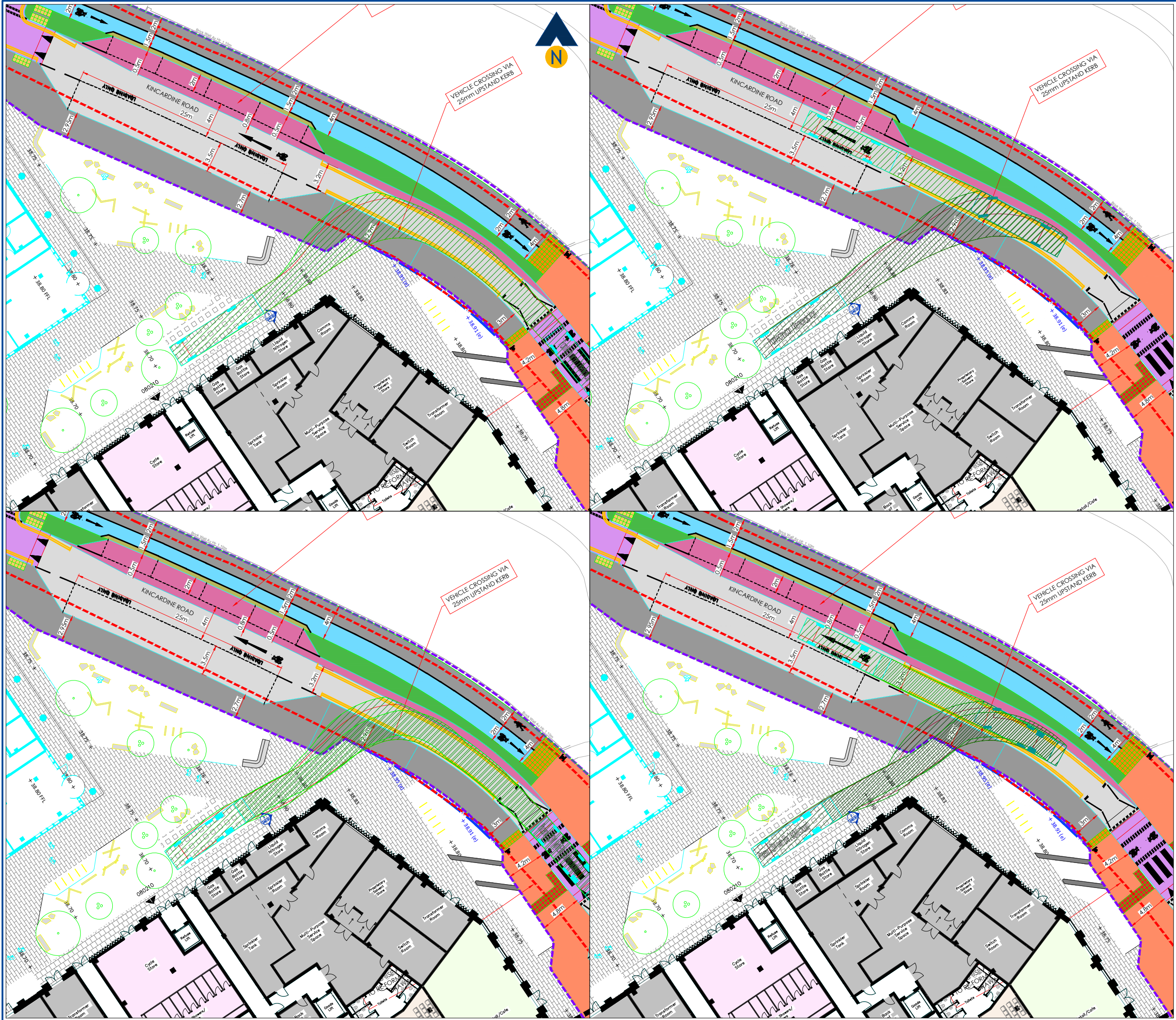
Amended (S73) Scheme

Floor	GEA (sqm)	GEA (sqft)	GIA (sqm)	GIA (sqft)
Block 1	23,264	250,408	21,237	228,592
Block 2	15,202	163,633	14,045	151,179
Block 3	13,156	141,611	11,632	125,205
Total	51,622	555,652	46,914	504,976

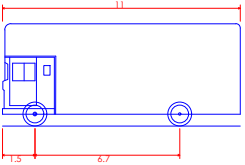
Difference	642	6,913	305	3,281
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Percentage	1.26%	1.26%	0.65%	0.65%
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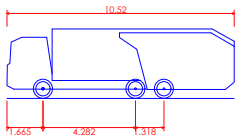




Revision:		29/10/24
A	Updated Building B1 Ground Floor	01/11/24
B	Final Building B1 GF & Landscape Plan	



Pantechtronics / Removals Van	
Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	4.730m
Min Body Ground Clearance	0.541m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	12.200m



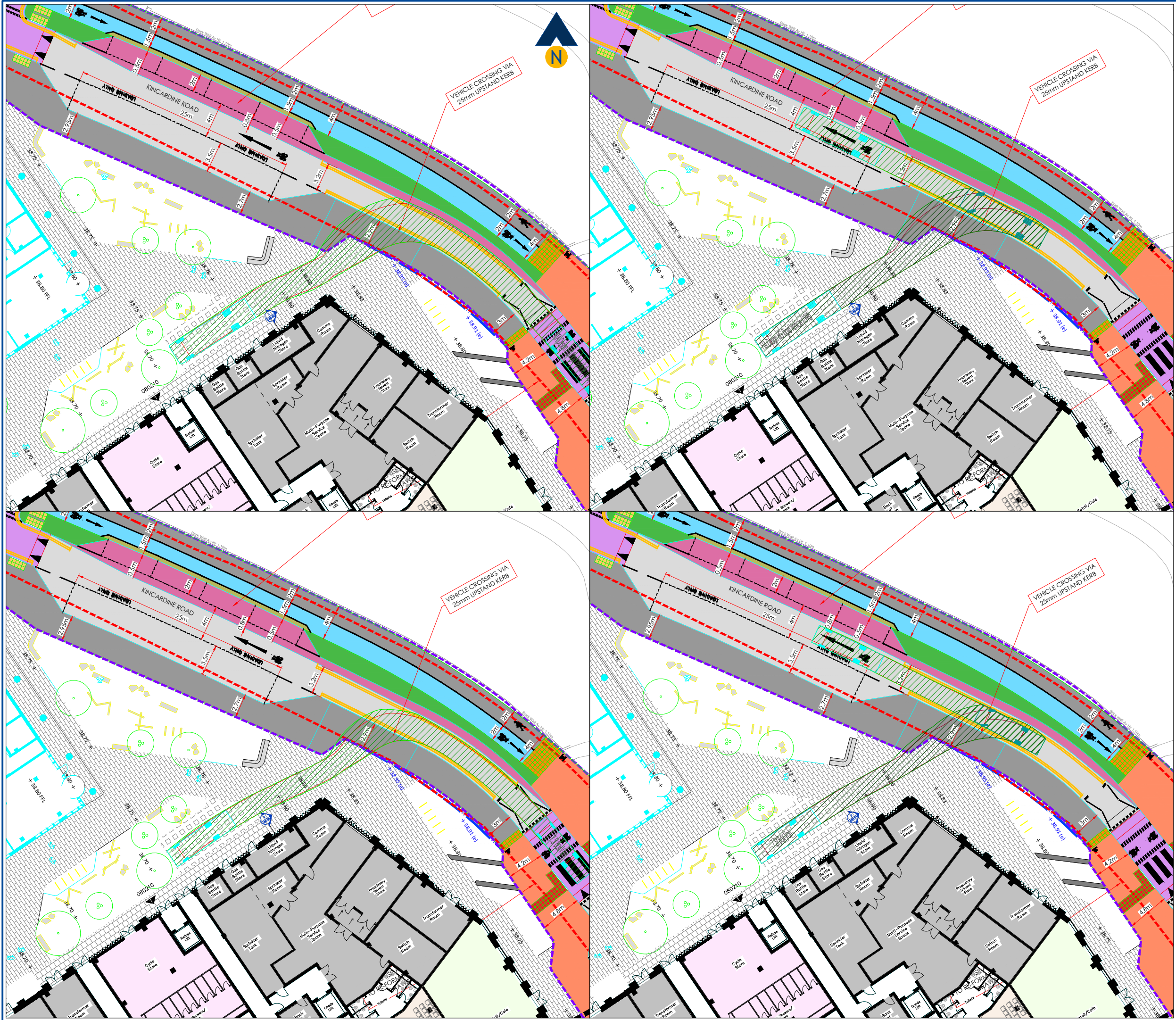
Phoenix 2-23W (with Elite 2 6x2ML chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m

Client:		Williams Motor Co (Holdings) and Alliance UBS Limited
Project:		Upper Brook Street Masterplan Williams Motor Co (Holdings) / Alliance UBS Ltd
Drawing Title:		Access to / from Life Sciences Building B1 Servicing Area: Vehicle Swept Path Assessment Pantechtronics / Large RCV
Drawing Number:	Revision:	J000370-ATR601 B
Date:	Scale:	25/10/24 1:400@A3
Drawn By:	Checked By:	APB -
Status:		Information

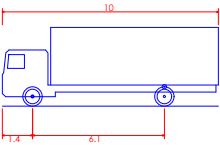
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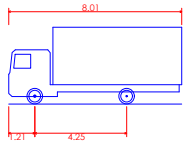


Revision:		
A Updated Building B1 Ground Floor	29/10/24	
B Final Building B1 GF & Landscape Plan	01/11/24	



FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



7.5t Box Van

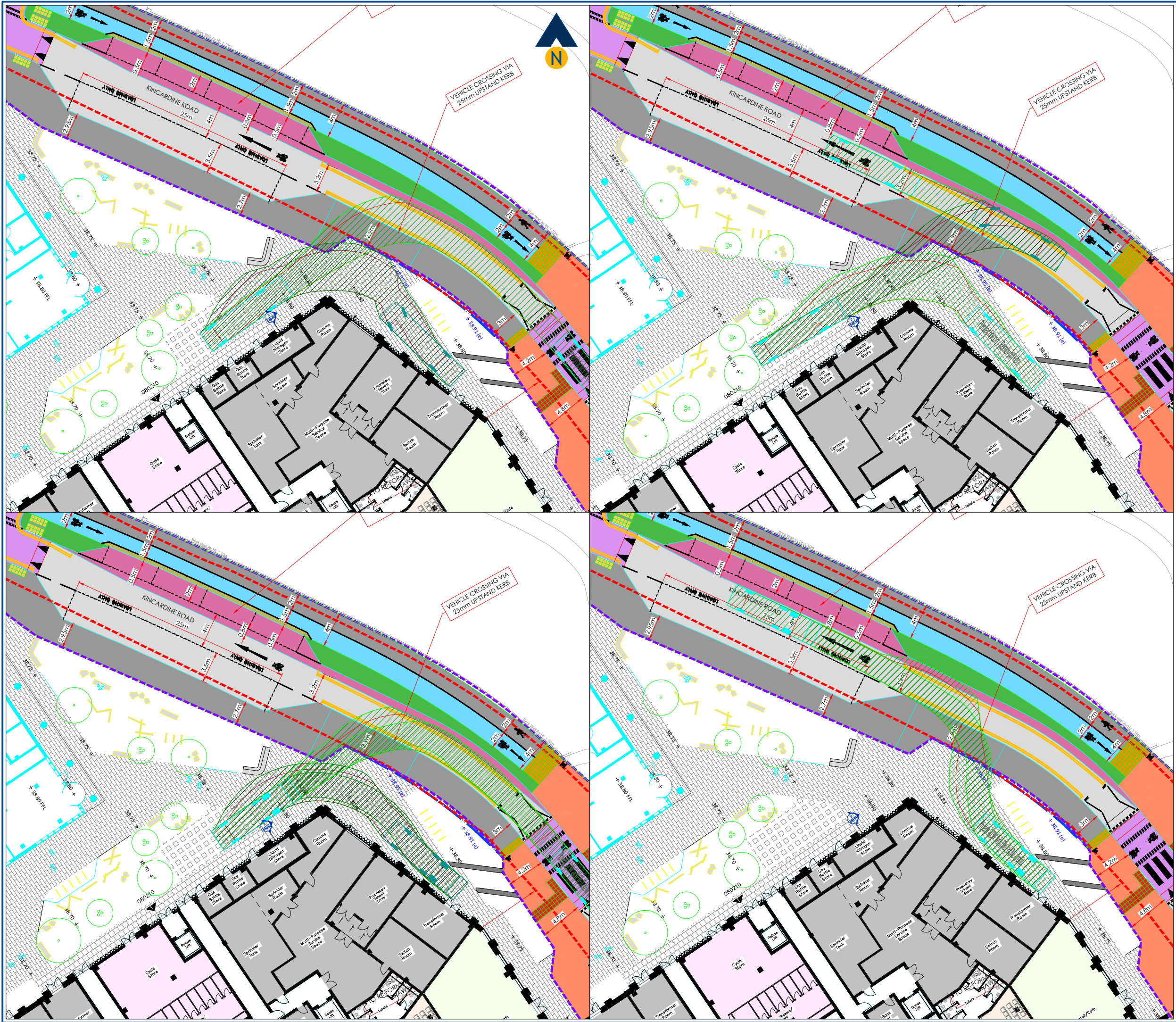
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Client:	Williams Motor Co (Holdings) and Alliance UBS Limited	
Project:	Upper Brook Street Masterplan Williams Motor Co (Holdings) / Alliance UBS Ltd	
Drawing Title:	Access to / from Life Sciences Building B1 Servicing Area: Vehicle Swept Path Assessment FTA Design Rigid HGV / 7.5t Luton Van	
Drawing Number:	J000370-ATR602	Revision: B
Date:	25/10/24	Scale: 1:400@A3
Drawn By:	APB	Checked By: -
Status:	Information	

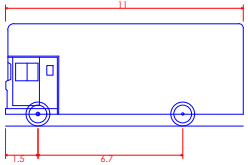
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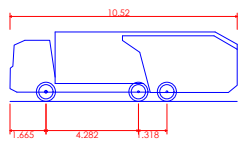
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Revision:		29/10/24
A	Updated Building B1 Ground Floor	
B	Final Building B1 GF & Landscape Plan	01/11/24



Pantechtronics / Removals Van	
Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	4.730m
Min Body Ground Clearance	0.541m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	12.200m



Phoenix 2-23W (with Elite 2 6x2ML chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m

Client:
Williams Motor Co (Holdings)
and Alliance UBS Limited

Project:
Upper Brook Street Masterplan
Williams Motor Co (Holdings) / Alliance UBS Ltd

Drawing Title:
Access to / from Life Sciences Building B1
Servicing Area: Vehicle Swept Path Assessment
Pantechtronics / Large RCV

Drawing Number: J000370-ATR603
Revision: C

Date: 25/10/24
Scale: 1:400@A3

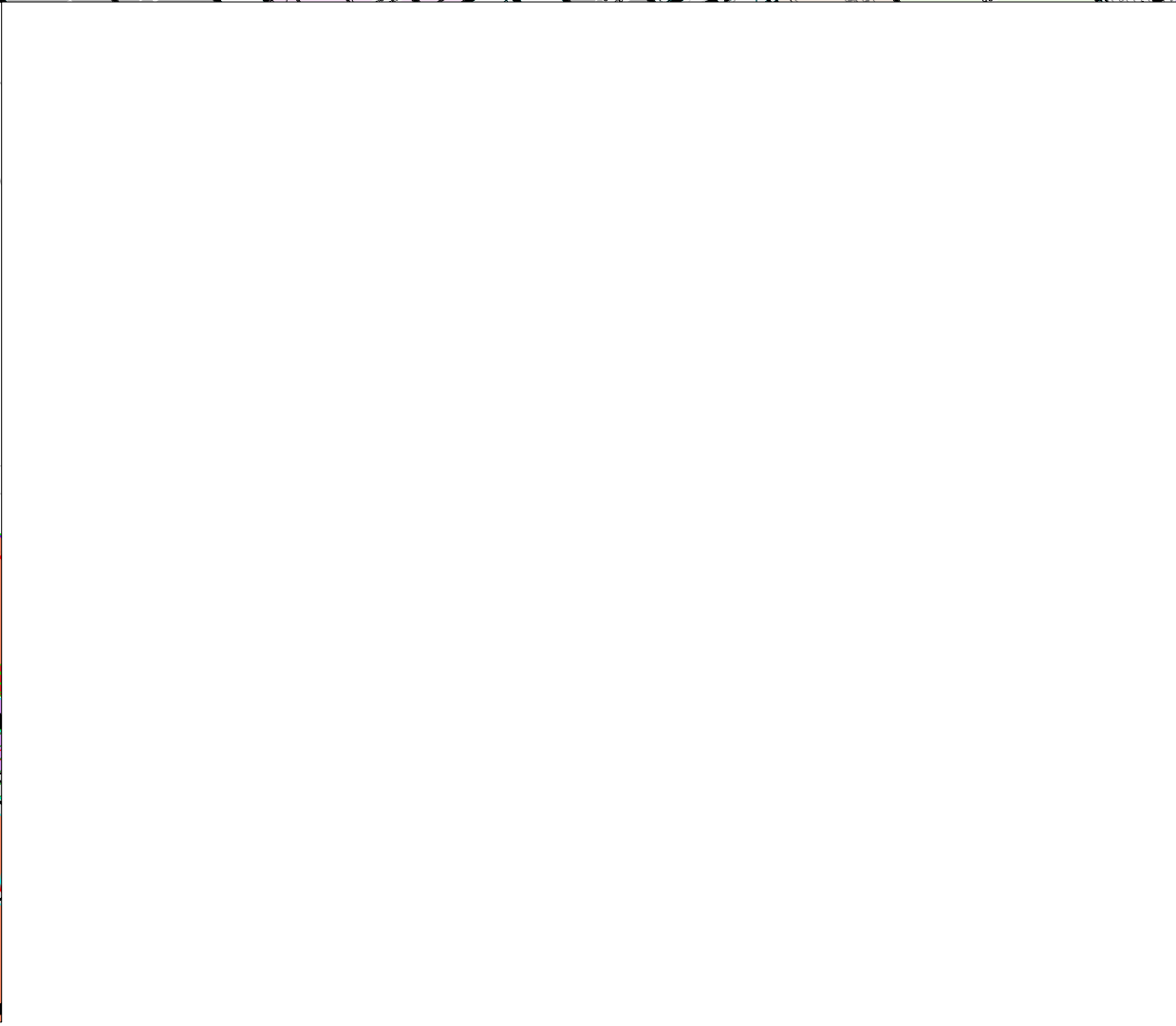
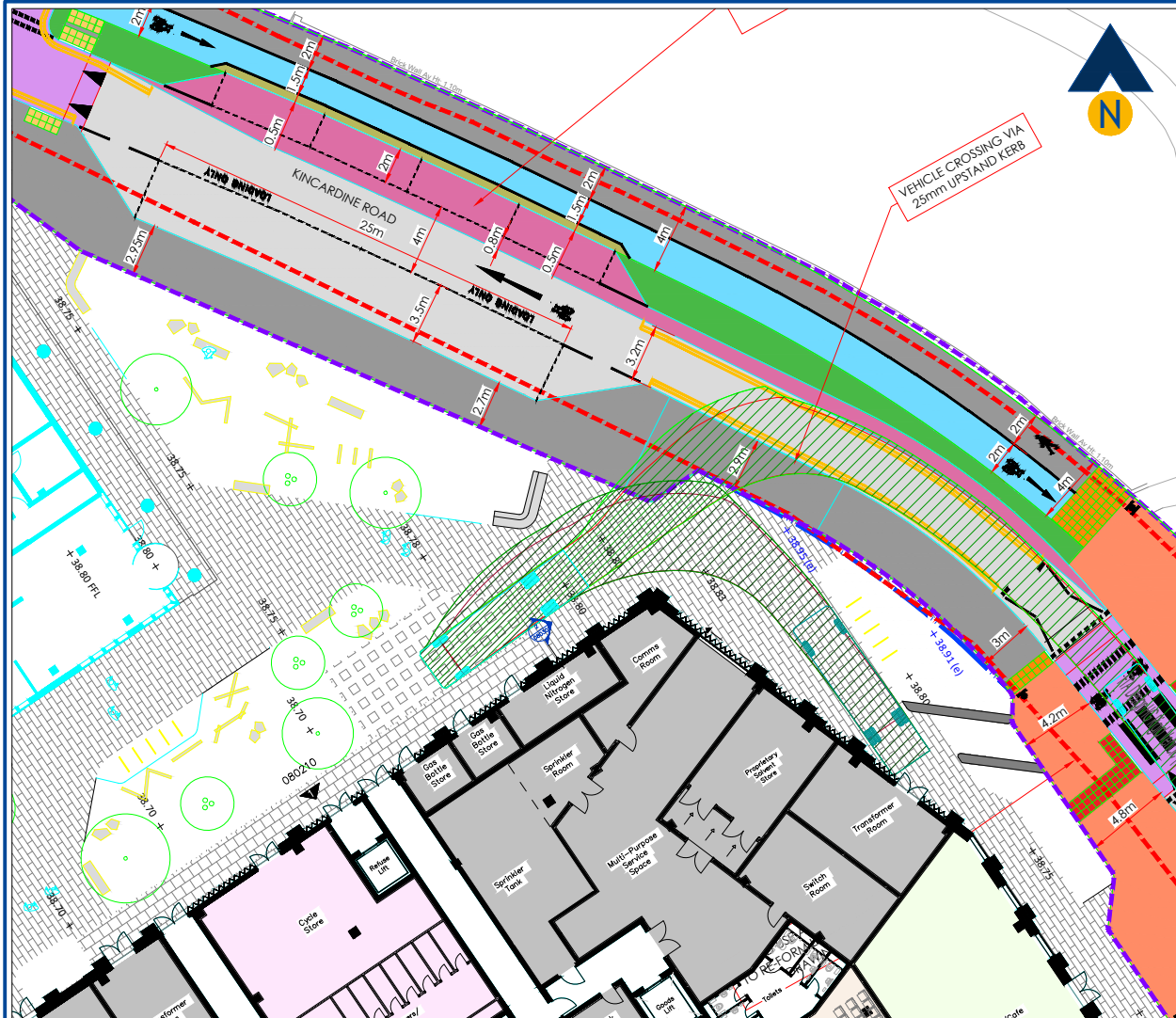
Drawn By: APB
Checked By: -

Status:
Information

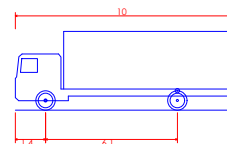
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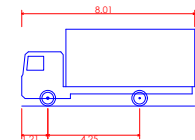
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Revision:		
A Updated Building B1 Ground Floor	29/10/24	
B Final Building B1 GF & Landscape Plan	01/11/24	



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



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

Client:	Williams Motor Co (Holdings) and Alliance UBS Limited
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Project:	Upper Brook Street Masterplan Williams Motor Co (Holdings) / Alliance UBS Ltd
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Drawing Title:	Access to / from Life Sciences Building B1 Servicing Area: Vehicle Swept Path Assessment FTA Design Rigid HGV / 7.5t Luton Van
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Drawing Number:	J000370-ATR604
Revision:	B

Date:	25/10/24
Scale:	1:400@A3

Drawn By:	APB
Checked By:	-

Status:	Information
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