Condition 21 – Cycle Parking Strategy for the St Michael's Office Development (referred to as Phase 2 under the planning approvals).

1.0 Introduction

The No.1 St. Michael's Office Development will include a separate cycle parking provision to the (No.2) St. Michael's - Hotel, Residences, & Office Development (the latter is not due to be completed until 2027). The No.1 St Michael's Office Development will go operational by mid-March to Early April 2024.

The following sections set out the details of the Cycle Provision and associated changing facilities currently being completed at the No.1 St Michael's Office Development (referred to as Phase 2 in planning terms) and will be solely dedicated to this Office Building.

Section 7.0 confirms the timing of when this Cycle Provision will be made available for use by Building Users.

2.0 Cycle Store Provision and Future Proofing

No.1 St Michael's Office Building includes a Basement Cycle Parking provision for Office Users and Visitors, and from day one, it will be capable of storing 168Nr bicycles. The 168nr bicycle capacity is based on a 10% provision of the anticipated total building occupancy of 1,680 Building Users. A further cycle store has also been identified in a separate store capable of providing a further 24nr bicycle racks if there is a greater uptake in cyclists wanting to cycle to the Office Building after day one of going operational. Please refer to Figure 1.0 for the details of the cycle stores and Figure 2.0 for the type of cycle racks that have been ordered.

Enclosed are the architect's details of the Main Cycle Store & the Future Expansion Cycle Store. Please refer to Drawing No. 63068-HOD-ZZ-B1-DR-A-7029 & 63068-HOD-ZZ-B1-DR-A-7029.

3.0 Drying Room

The Office Cycle Parking provision will also include a (heated) drying room adjacent to the main cycle store. This room will include coat hooks and metal mesh lockers to allow cyclists to dry their clothing on wet days. Please refer to Figure 3.0 for the location of the Drying Room.

4.0 Cycle Changing Facilities

Adjacent to the cycle store are separate male and female showers and changing spaces being finished to a high-quality standard. The male changing space will have 84nr digi-lock lockers and a minimum of 7nr enclosed shower rooms, and the female changing space will also have 84nr digi-lock lockers and a minimum of 7nr enclosed shower rooms. In addition, the changing provision will also include 2nr accessible shower/changing rooms. Please refer to Figures 4.0 to 5.0 for details on the changing facilities and lockers.

5.0 Access & Signage to the Basement Cycle Store

Building Users

Cyclists will access the Basement cycle parking and changing facilities via the personnel door and service corridor situation off Bootle Street and access the basement via the 2nr Goods Lifts to gain access to the cycle store.

The external door will be equipped with an access control system that can be operated via an access card issued to Building Users or accessed via the Building Technology App on the Building User's mobile phone.

Visitors Cycle Storage

The Basement cycle store will have 6nr cycle racks dedicated to visitors. The visitor cycle racks can be booked via the Building App System or at the Building Manager's Office by the Building User who has invited the visitor to the Building. In addition an intercom will be installed at the external door and connected to the Building Managers' Office to enable visitors access the basement cycle store. The Building Manager's Office is planned to be manned 24/7.

The Building App System will also enable a Visitor's QR Code to be issued in advance of a visitor's arrival at the Building to enable a visitor to access the speed gates. It will also include an electronic building map identifying where to find the external personnel door for cyclists to access the cycle store.

Enclosed is the General Building Access Strategy. Please refer to Architect's Drawings No. 63068-HOD-ZZ-00-DR-A-9004.

Wayfinding Signage

Clear wayfinding signage from the external personnel entrance door to the cycle store in the basement.

Please refer to Figures 6.0 & 7.0 for details of the Cyclist Access Route into the Building.

Please refer to Figure 8.0 for details of the 2nr Goods Lifts, demonstrating that they are adequately sized to accommodate at least three adult bicycles in each lift.

6.0 External Cycle Hoops

The Developer does not intend to install external cycle hoops. All visitor cycle parking will be as described in Section 5.0.

7.0 Timing of the Cycle Provision

The No.1 St Michael's Office Development is planned to reach Practical Completion of the CAT A Office works by early November 2024. Thereafter, each commercial tenant will complete their CAT B office fit-out to their office space, which is anticipated to be completed by early April 2024.

While the office and restaurant tenants fit out their spaces, the Developer intends to complete an interior design package for the communal circulation spaces, including the decoration and installation of the cycle racks in the Main Cycle Store.

The CAT A Main Contractor will complete the cycle-changing Facilities in early November 2024.

The key dates relating to the above are summarised in the table below.

Key Activity	Start	Finish
Completion of the CAT A Office Building Works by the Developer's Main Contractor **(including the Cycle Store Changing Facilities and all restroom facilities).**	Started	01 Nov 2024
Developer's Interior Design Works to the Reception Area, lift lobbies, communal corridors, and shared meeting rooms.	01 Oct 2024	03 Mar 2025
9nr tenants fit out their office spaces or restaurant spaces.	04 Nov 2024	14 Mar 2025
Decoration of 168nr Basement Cycle Store.	13 Jan 2025	22 Jan 2025
Installation of 168nr Cycle Racks and Cycle Maintenance Station.	23 Jan 2025	03 Feb 2025
Earliest the Office Building becomes occupied by Building Users/Office Staff.	N/A	17 Mar 2025

Figure 1.0 – Basement Cycle Storage (168nr) & Future Cycle Overflow/Expansion

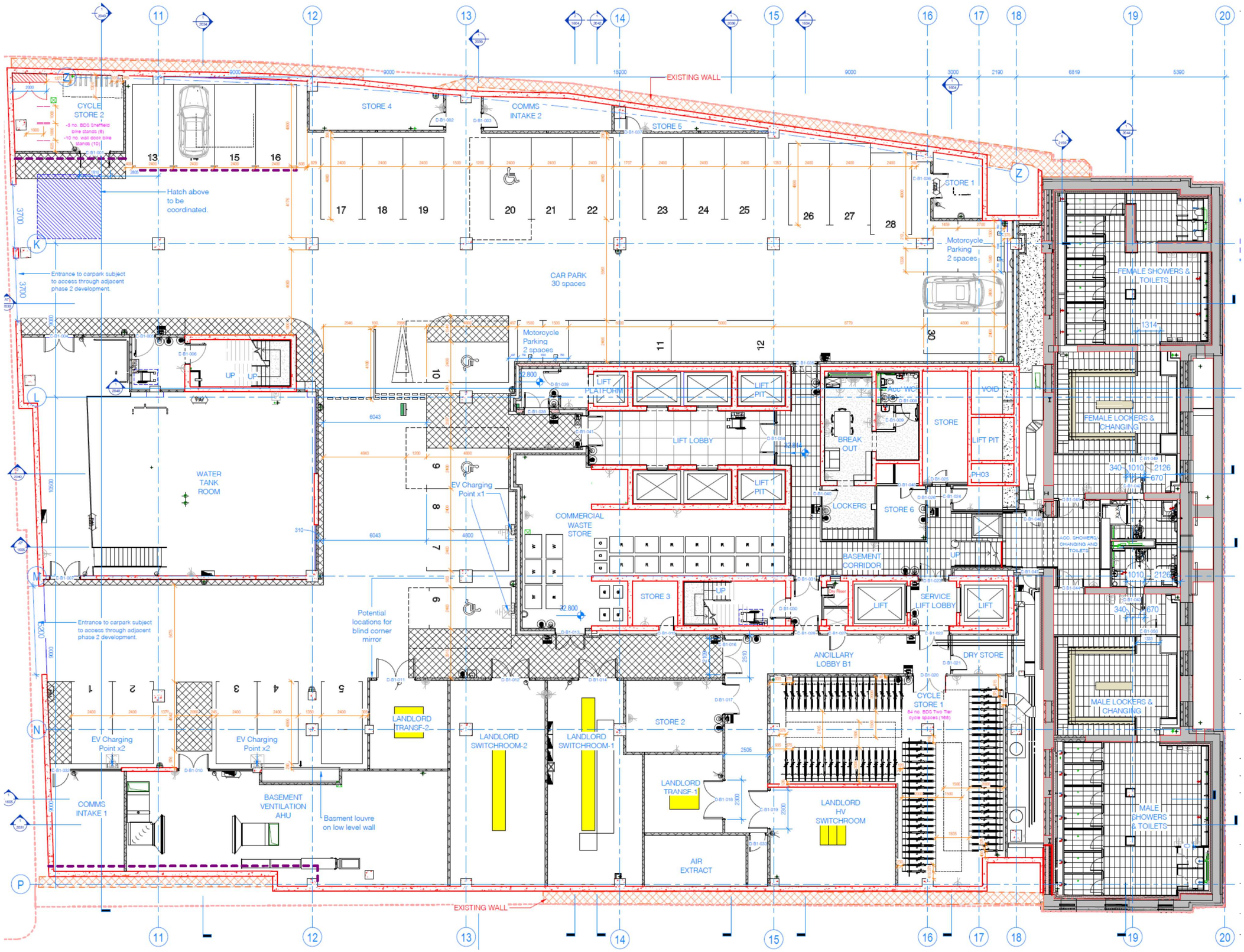
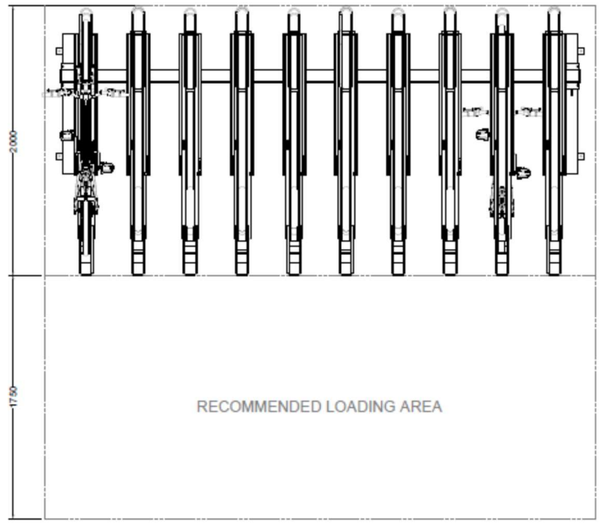


Figure 2.0 – Cycle Rack System for 168nr Cycle Store

Manufacturer – Bellsure

Product – Double Decker Classic 375

Top View



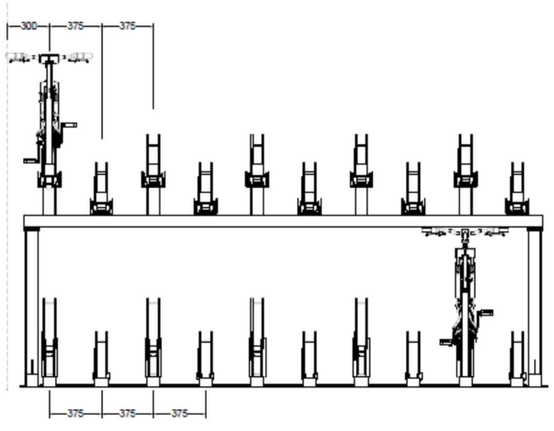
Perspective View



Technical **information**

Materials:	Mild Steel
Standard Finish:	Galvanised to BS EN ISO 1461:2009
Optional Finishes:	Powder-coating to support leg and frame
Handle Options:	Plascoated to any standard RAL colour
Configuration:	Single Sided
Bike Capacity:	Bespoke to customer specification
No. of Locking points:	3 per space - front wheel, rear wheel and locking loop
Fixing Options:	Surface Mounted
Optional Extras:	Location identifiers, anti-tamper fixings, signage
BREEAM:	Our products will assist with achieving BREEAM rating
Product Warranty:	Two years
Benefits:	This British made two-tier rack is built to last, it requires minimal maintenance and can be space planned to fit a variety of unique locations.
Minimum Height:	2400mm
Recommended Height:	2600mm

Front View



Right Side View

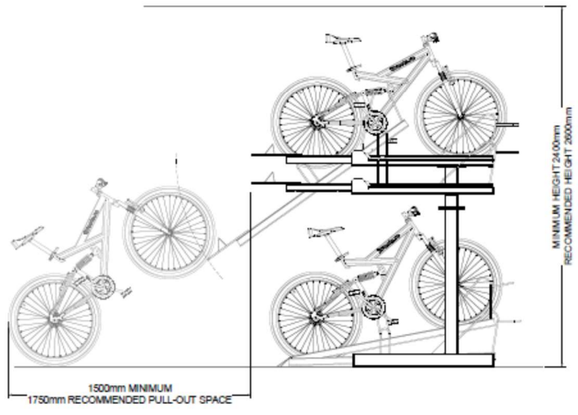


Figure 3.0 – Basement Drying Room Space

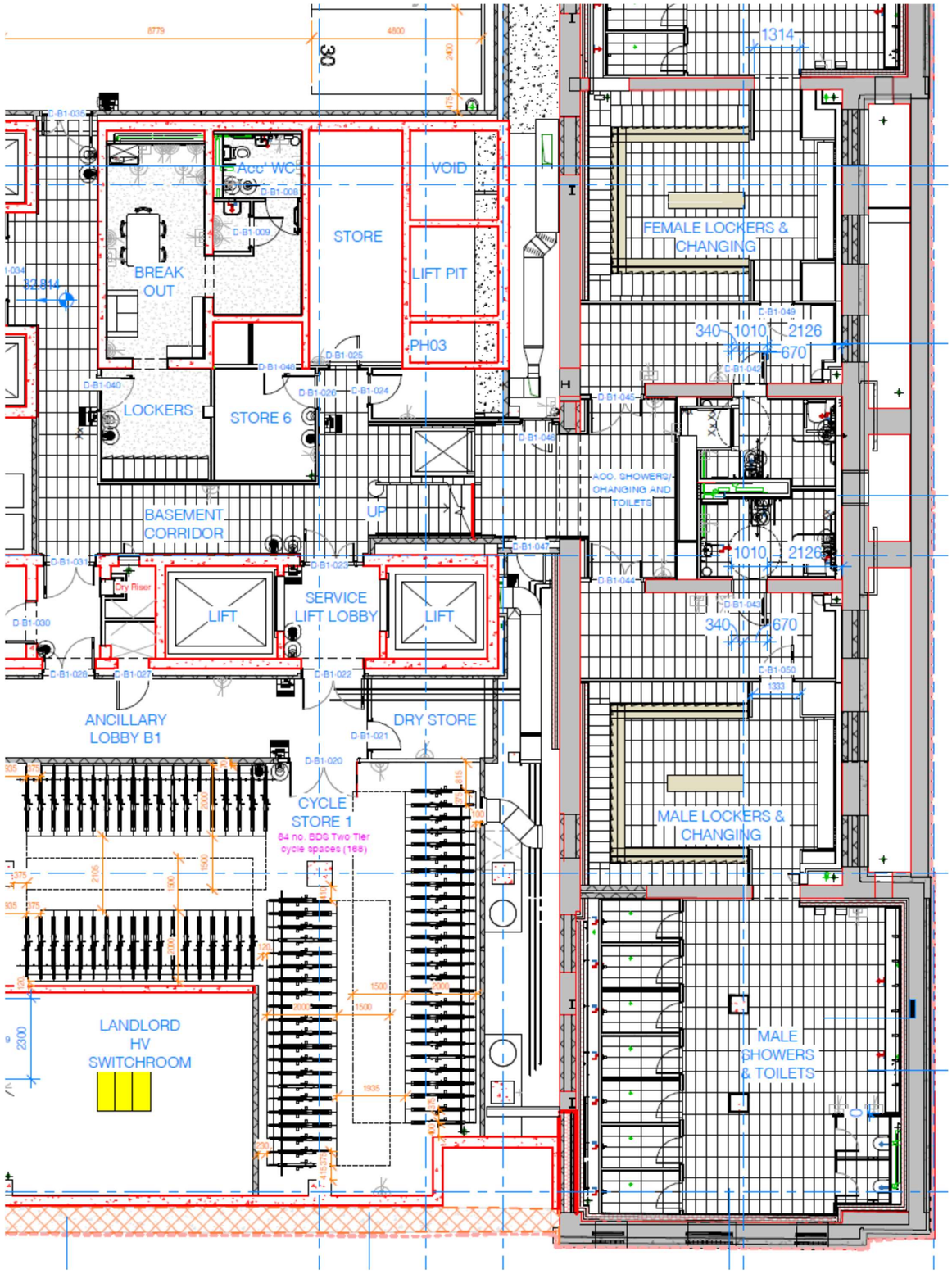


Figure 4.0 – Basement Changing Facilities

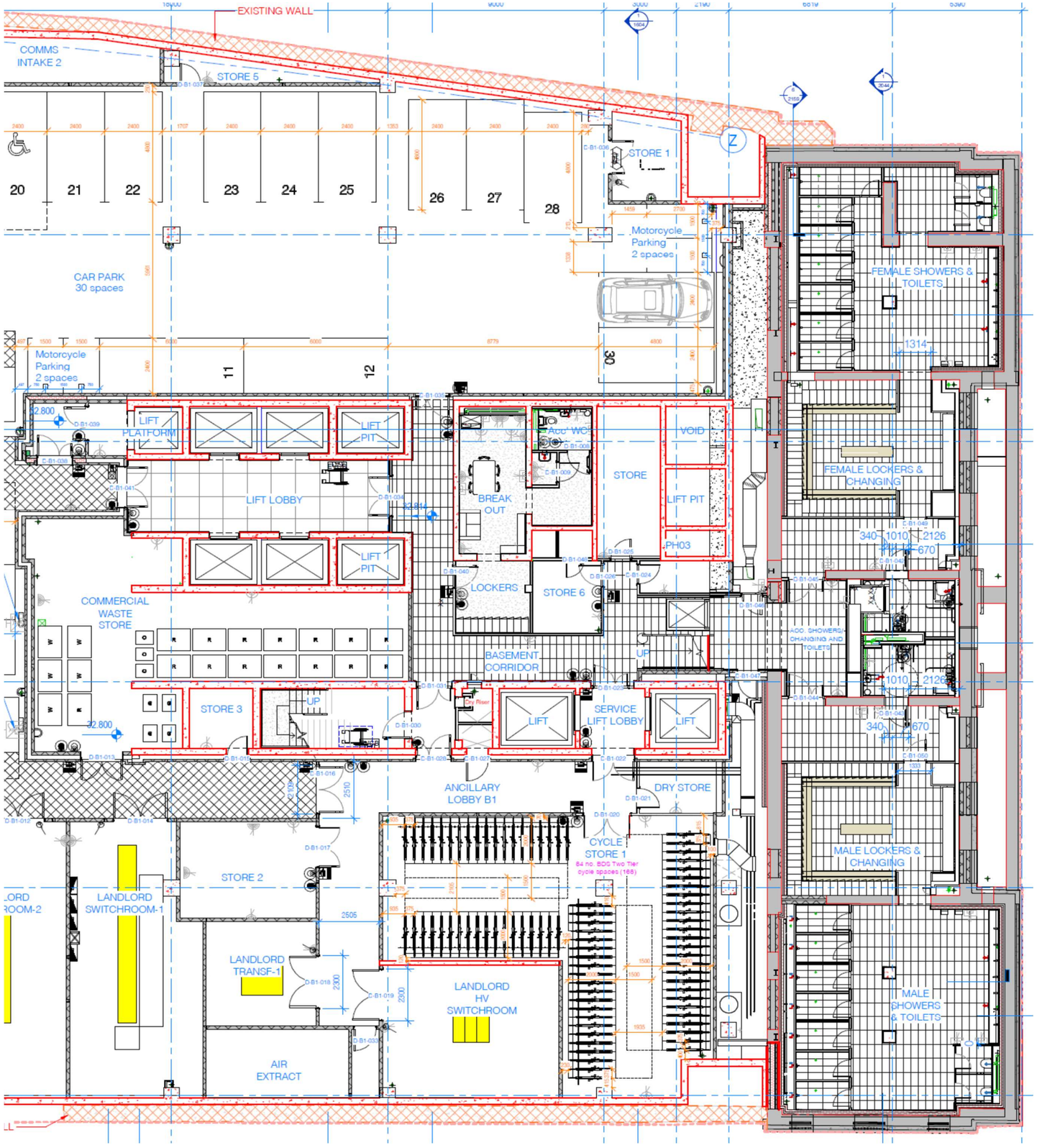
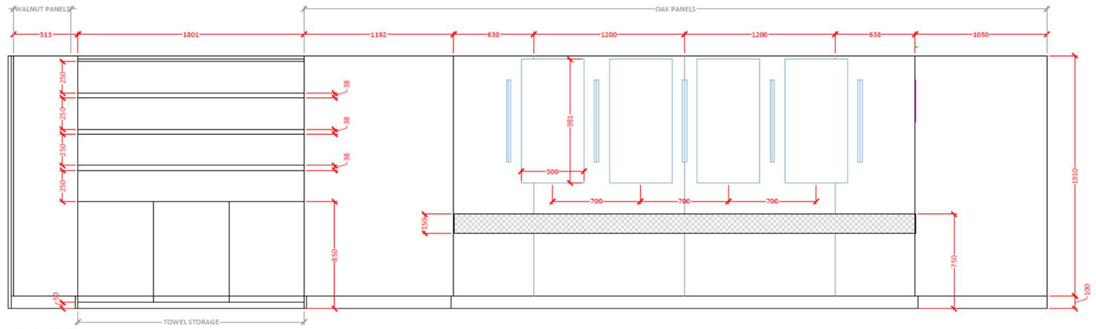
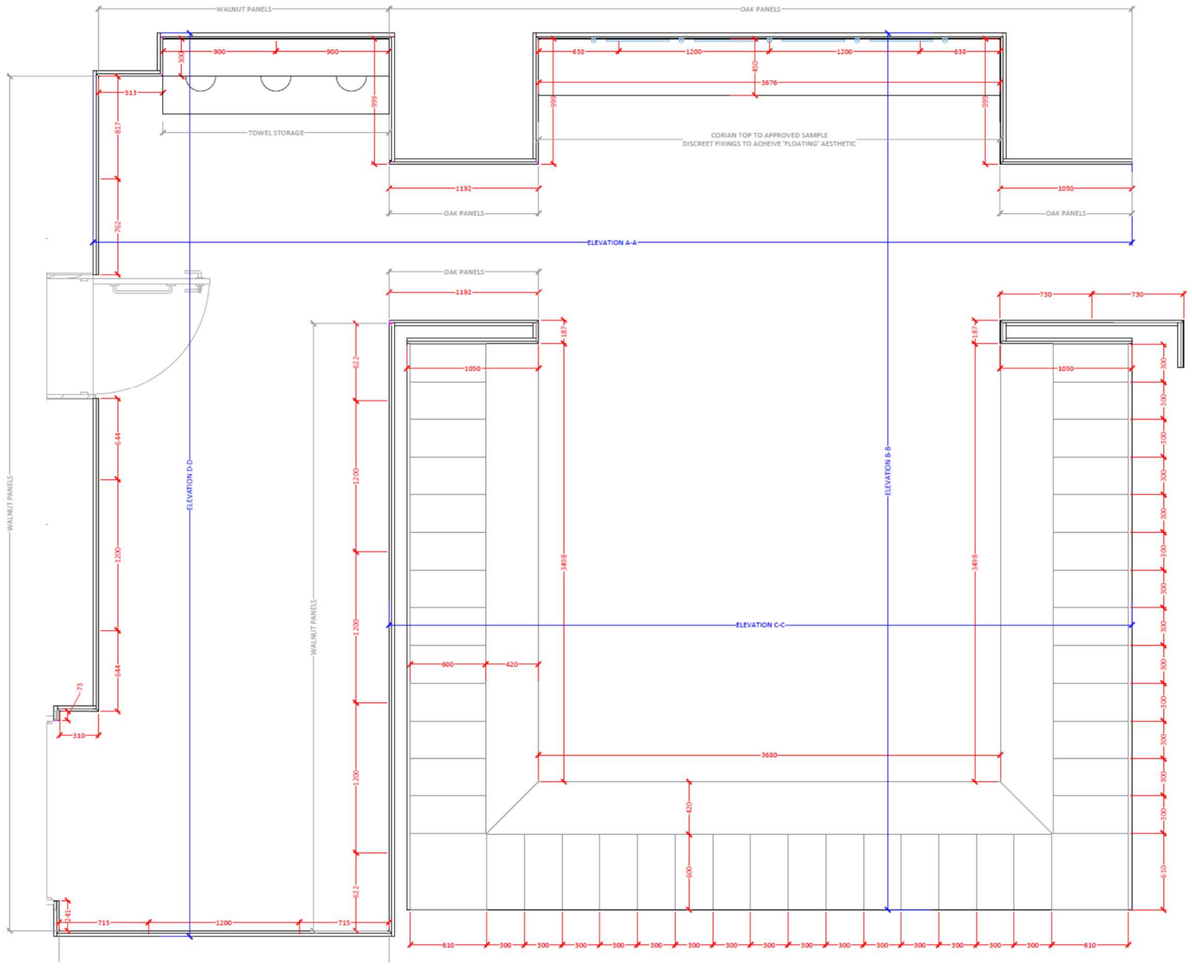
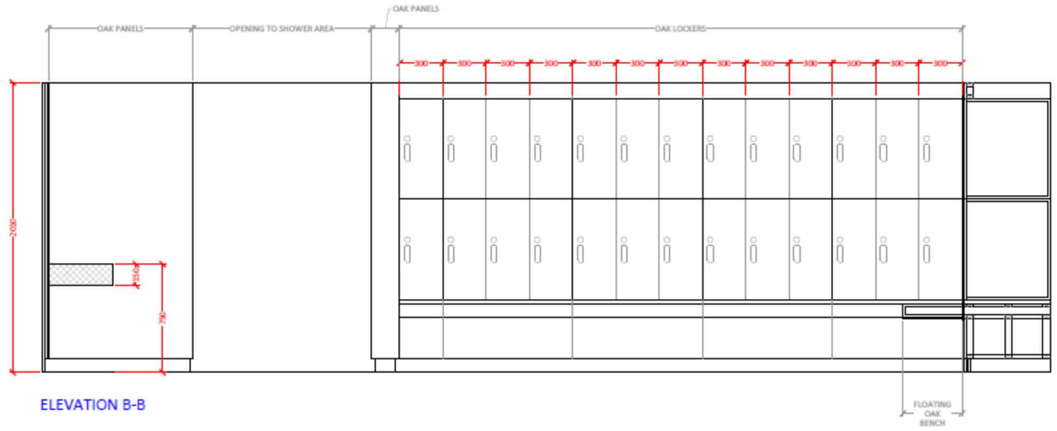


Figure 5.0 – Example Locker Provision for Cyclists – Plan & Elevations

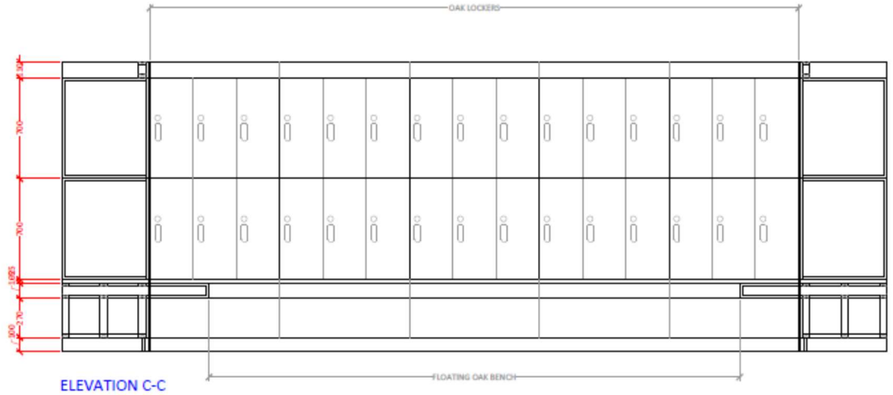


ELEVATION A-A





ELEVATION B-B



ELEVATION C-C

Figure 6.0 – Cyclist Access Routes to the Basement Cycle Store from Street Level

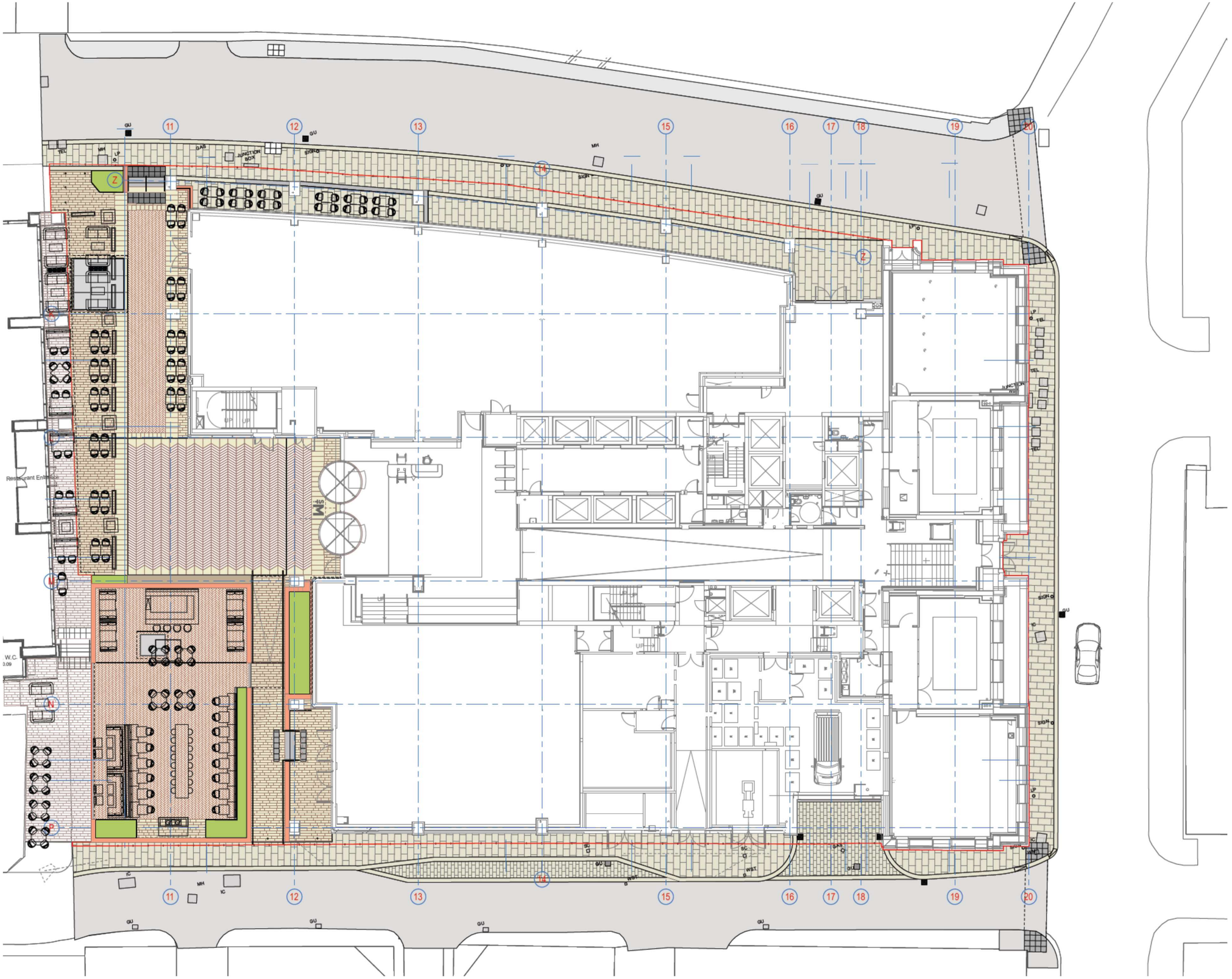


Figure 7.0 – Cyclist Access Routes to the Basement Cycle Store at Basement Level

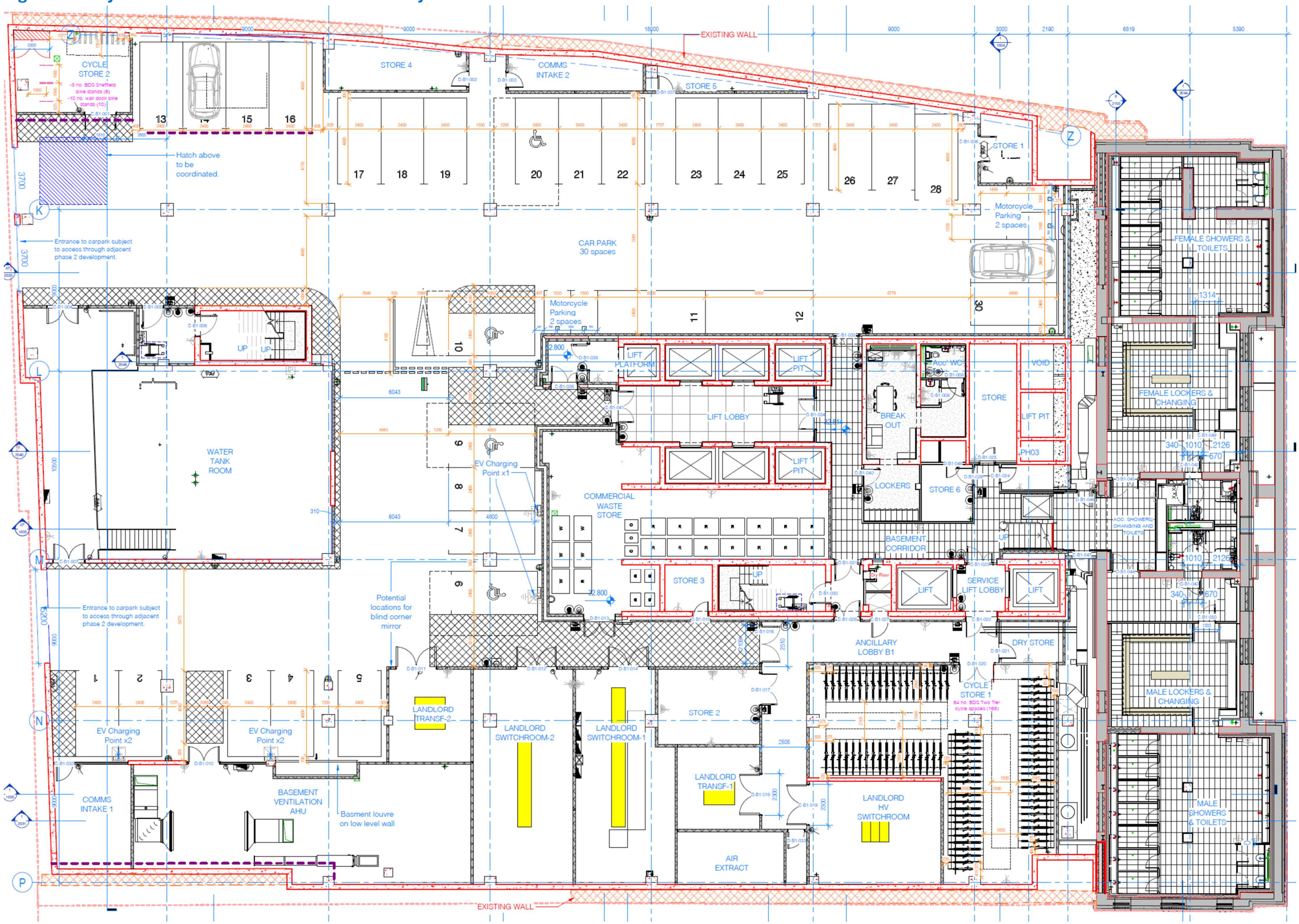


Figure 9.0 – Technical Details of the 2nr Goods Lifts

Goods Lift Nr 1 – Technical Details Including Dimensions & Weights

TECHINICAL SPECIFICATION FOR ELEVATOR	44820388
Safety code	: EN81-20+EN81-70_2021+EN81-73_2020
KONE product type	: GW25/16-19
Rated load	: 2500 kg
Number of persons	: 33
Rated speed	: 1.60 m/s
Acceleration/deceleration rate	: 0.6 m/s2
Travel	: 46100 mm
Number of stops/landing doors	: 13 / 13
Car entrances	: 1
Door type	: KES800/Narrow/2L
Door width	: 1400 mm
Door height	: 2100 mm
Car type	: HMC Goods
Car internal height	: 2300 mm
Car internal width	: 1800 mm
Car internal depth	: 2700 mm
Car area	: 4.86 m2
Car sling	: ISCS25
Number of guide bracket rings (required + additional ordered)	: 25 + 0
Car guide rails	: T125/B
Car Safety Gear	: Progressive type
Car buffers	: OBA16
Counterweight sling	: FCWT04
Cwt Safety Gear	: None
Counterweight guide rails	: T89/B
Counterweight buffers	: OB16
Drive system	: KDM90
Control system	: KCE / FC
Machine	: NMX20
Traction sheave diameter	: 600 mm
Undercut angle	: 95°
Roping arrangement	: 2:1
Suspension ropes (no x D)	: 7xD10
Overspeed governor, overspeed governor rope	: OL35, d6
ELECTRICAL REQUIREMENTS	
Main supply voltage	: 3x400VAC -15%/+10%
Frequency	: 50 Hz ±1 Hz
Riser fuses	: 3x50 A
Riser fuses for separate lighting	: -
Nominal line current, In	: 53 A
Max. RMS acceleration line current, Ia	: 78 A
Main fuses	: 3x40 A
Lighting fuses (shaft + car)	: 10 A + 6 A
Max. short circuit current, mains supply	: 6 kA
Max. short circuit current, lighting supply	: 6 kA
Thermal losses in machine room	: 5 kW
Motor output power at nominal load, P	: 23 kW
Motor RPM at full speed	: 102 rpm
Maximum start/hour, s/h	: 180/ED40%
WEIGHTS	
Car weight [K] incl. local decoration	: 1202 kg
Local decoration	: 0 kg
Car door (F)	: 175.925 kg
Extra weights	: 379 kg
Car sling (T)	: 683 kg
Balancing weights	: 379.0 kg
KQT (incl. door(s))	: 4764 kg
KQT (min./max.)	: 4764 / 5000 kg
CWT frame	: 199 kg
CWT fillers	: 3333 kg
Total CWT	: 3532 kg
CAR BALANCING FACTOR	: 50%
CAR BALANCING LOAD	: 1250±12.5 kg

Goods Lift Nr 2 – Technical Details Including Dimensions & Weights

TECHINICAL SPECIFICATION FOR ELEVATOR	44820389
Safety code	: EN81-20+EN81-70_2021+EN81-73_2020
KONE product type	: GW16/16-19
Rated load	: 1600 kg
Number of persons	: 21
Rated speed	: 1.60 m/s
Acceleration/deceleration rate	: 0.6 m/s2
Travel	: 41975 mm
Number of stops/landing doors	: 12 / 12
Car entrances	: 1
Door type	: KES800/Narrow/2R
Door width	: 1300 mm
Door height	: 2100 mm
Car type	: HMC Goods
Car internal height	: 2300 mm
Car internal width	: 1400 mm
Car internal depth	: 2400 mm
Car area	: 3.36 m2
Car sling	: ISCS16
Number of guide bracket rings (required + additional ordered)	: 21 + 0
Car guide rails	: T125/B
Car Safety Gear	: Progressive type
Car buffers	: OBA16
Counterweight sling	: FCWT04
Cwt Safety Gear	: None
Counterweight guide rails	: T82/B
Counterweight buffers	: OBA16
Drive system	: KDM40
Control system	: KCE / FC
Machine	: NMX14
Traction sheave diameter	: 520 mm
Undercut angle	: 100°
Roping arrangement	: 2:1
Suspension ropes (no x D)	: 8xD8
Overspeed governor, overspeed governor rope	: OL35, d6
ELECTRICAL REQUIREMENTS	
Main supply voltage	: 3x400VAC -15%/+10%
Frequency	: 50 Hz ±1 Hz
Riser fuses	: 3x40 A
Riser fuses for separate lighting	: -
Nominal line current, In	: 40 A
Max. RMS acceleration line current, Ia	: 64 A
Main fuses	: 3x38 A
Lighting fuses (shaft + car)	: 10 A + 6 A
Max. short circuit current, mains supply	: 6 kA
Max. short circuit current, lighting supply	: 6 kA
Thermal losses in machine room	: 3.2 kW
Motor output power at nominal load, P	: 14.8 kW
Motor RPM at full speed	: 102 rpm
Maximum start/hour, s/h	: 180/ED40%
WEIGHTS	
Car weight [K] incl. local decoration	: 865 kg
Local decoration	: 0 kg
Car door (F)	: 165.475 kg
Extra weights	: -
Car sling (T)	: 526 kg
Balancing weights	: -
KQT (incl. door(s))	: 2991 kg
KQT (min./max.)	: 2960 / 3400 kg
CWT frame	: 211 kg
CWT fillers	: 1997 kg
Total CWT	: 2208 kg
CAR BALANCING FACTOR	: 50%
CAR BALANCING LOAD	: 800±12.5 kg

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