



Mosaic-i

Masterplanning

Site Appraisal

Service



GTA-i

GEBLERTOOTH

Brief Overview:

GTA have developed a site appraisal service that enables swift and complete industrial masterplanning site analysis.

GTA offer this as a consultancy service to assist Land Developers, Surveyors and other industry professionals to optimise land appraisals and maximise future revenue or to optimise their customer offering.

Briefing parameters are input into the software such as % green space, building size and type, parking and yard requirements, and site constraints. This then provides an optimised solution.

The software then develops all possible permutations of the site masterplan based on the given parameters, and their prioritization. The final output is the optimal solution with an auditable process of design decision-making.

Software Merits:

Increased Profit Margin through optimisation of outputs.

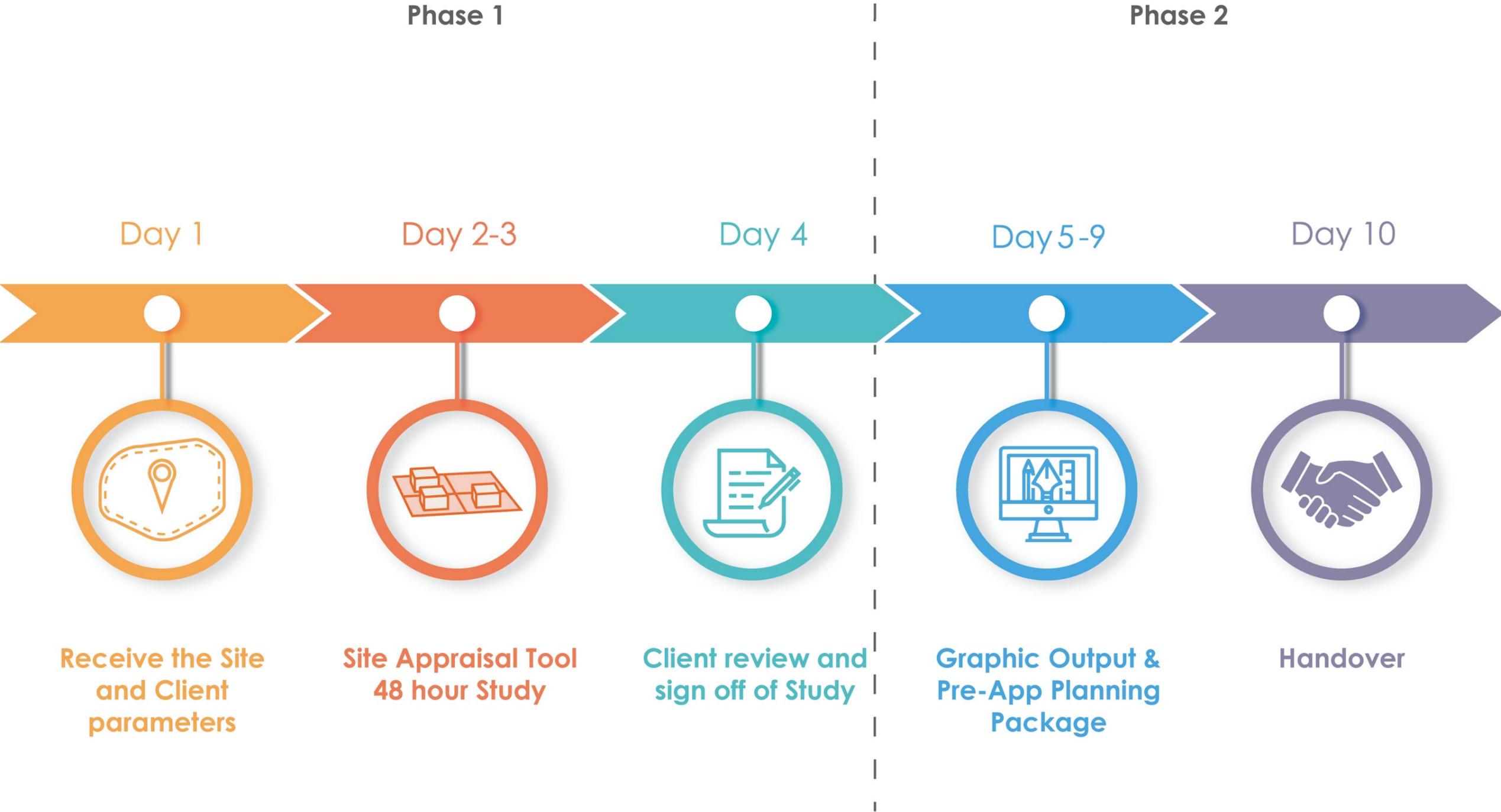
Swift Decision-making Capability with multiple comparisons available in real time

Decreased Time Period through reduced design stages, tuned to suit construction programming and early sub-contractor engagement.

Decreased Risk through analysis of a site and understanding of capability with a pre-purchase justification in 48 hours.

Full Audit Trail provided which enables ability to track track decisions and evaluation of all options.

Site Appraisal Program:





Site Boundary



Use Classes



Site Constraints



Number of Buildings



Maximum Density



HGV Logistics



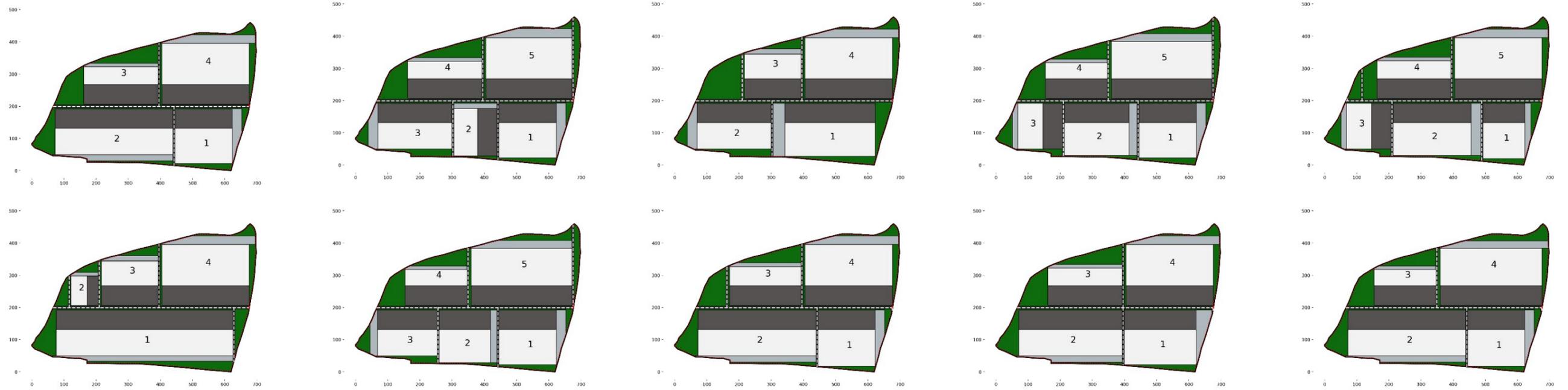
Vehicle Parking



Vehicular Access

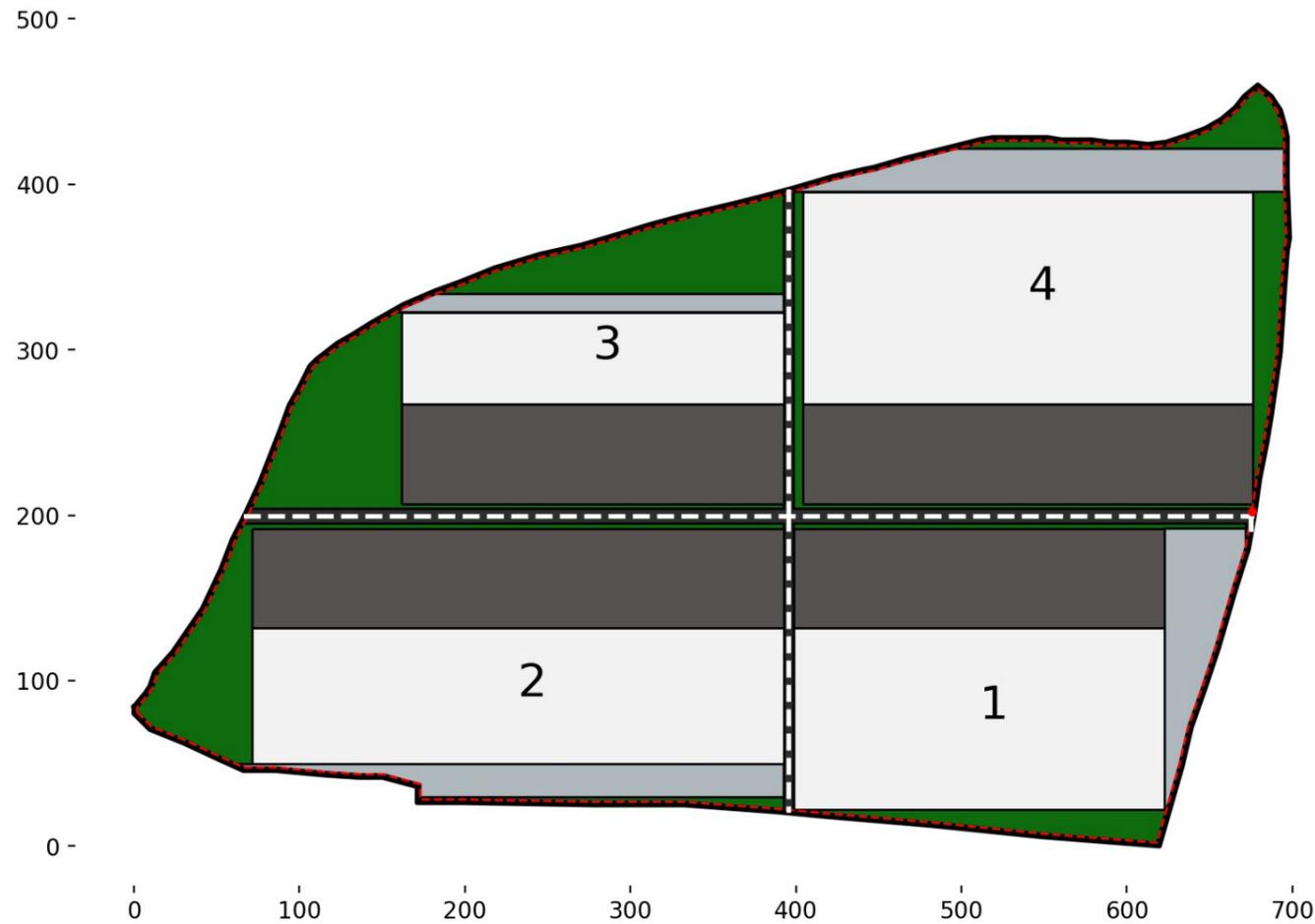
Here is a link to a quick demonstration
[Mosaic-I - Industrial Master Planning Tool](#)

Top 10 Outputs



Selected Output:

- Building Area - 98,777 sqm
- Green Space - 16%
- Flexible Perimeter Buffer Zone - 5m
- Designated Use Class - B8
- Yard Depth - 60m

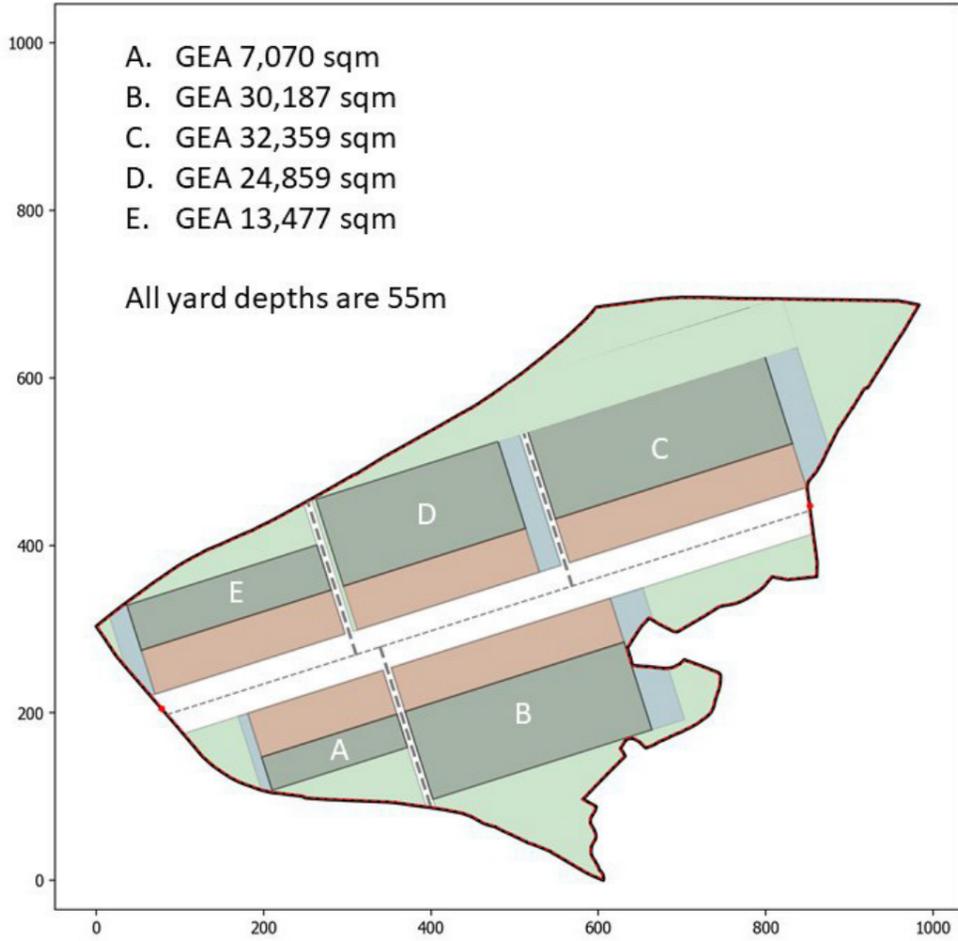


Case Study

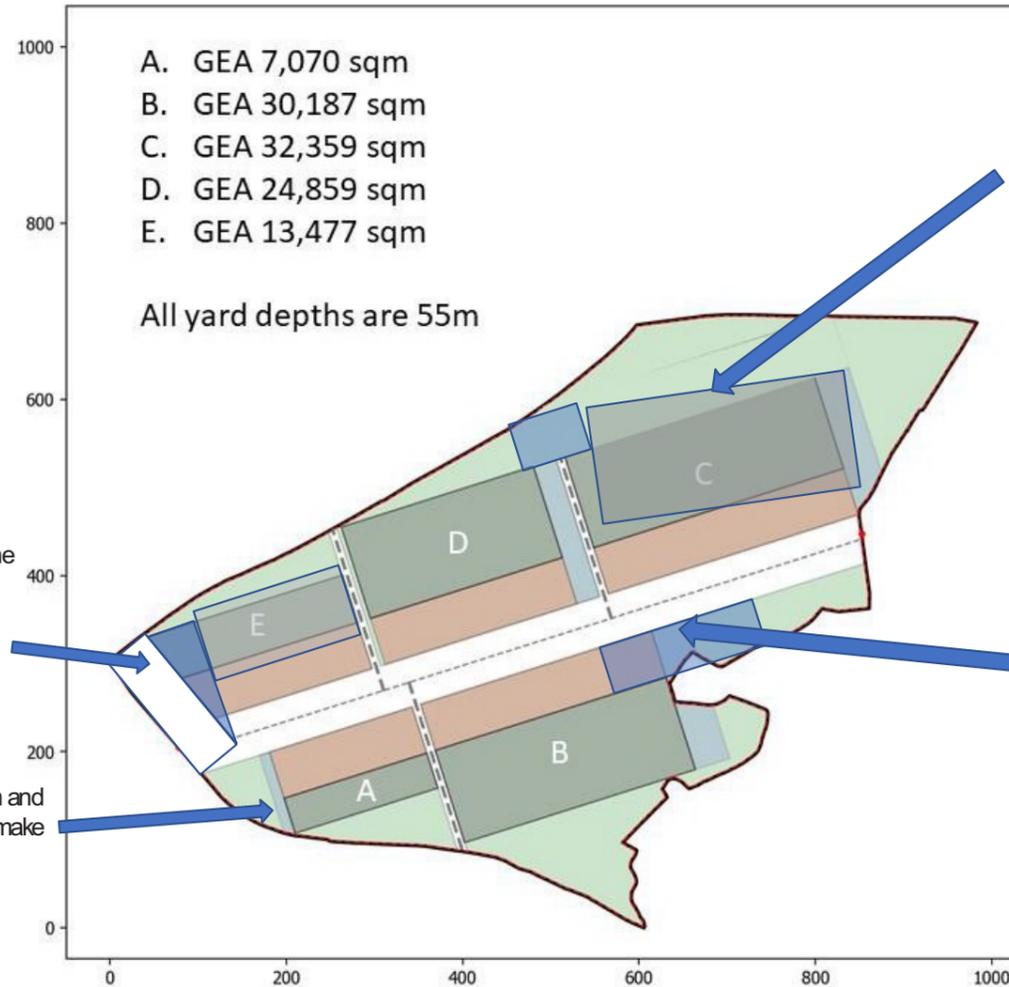
Strict Parameter Example

Initial Model Output

Option 1726



Client's Comments



If the access route came in over the 'white' box I've shown we could put the offices into the end of E overlooking a car park and also make the building a little deeper which would be better orientated. The yard for this could come down to 50m.

Yard on A could be reduced to 45m and the building shortened slightly to make it a bit deeper?

Would rotating this building slightly work to make it a little deeper and also provide a bit more of a screen to the rest of the development?
 Finching below 55m at one end of the yard wouldn't impact value, especially if the other end was increased. We could also then shift the car park up to the road and have a dedicated access for the car park (potentially shared with the entrance for Unit D car park as well? But they would need the option for independent areas/barrier control) possibly to reduce the burden on the main estate road? (But keep HGVs to that route?)

The car parking here could overlap the building slightly (assuming it would have internally constructed offices anyway and then stretch along the estate road.
 Although presumably the car park for B and the yard for C could actually extend over the pipeline a little as the estate road wouldn't need to run beyond the access points to these units?

Refined Output



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