



latitude

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Aerial view of the site

Project Team

A full design team has been employed on the development of these proposals as follows:

Client:	Hermes Investment Management
Development manager:	Ipsus
Architect:	Latitude
Planning consultant:	Turley

Sunlight & daylight:	
Cost consultant:	
Structural engineer:	
Services engineer:	
Sustainability:	
Acoustic engineer:	
Fire engineer:	
Principal Designer:	
Energy Consultant:	
Arboriculturalist:	
Soft Landscape Consultant:	

Jones Lang Lasalle Arcadis
Robinson Low Francis
Fairhurst
Building Services Design
Building Services Design
WSP
The Fire Surgery Ltd
Latitude
WSP
Flac
BWP

1.0 Introduction

This brochure compromises of the proposed design changes to Block A and Phase 1A, which are submitted as a non material amendment to Reading Borough Council.

Block A forms part of a much wider scheme relating to the redevelopment of the St MartIn's Precinct in Caversham which was granted planning permission on 31 March 2015 with Reference No.140997. Block A was redesignated as Phase 1A in a Deed of Variation to the S106 agreement dated 20 April 2017.

Block A comprises a ground floor A3 restaurant unit together with 17 no.1 and 2 bed apartments in a building over ground plus four stories. 17 car parking spaces were allocated to this block located in an open car park.

This design development stage which has resulted in the submission of this non material amendment application, involved interrogating all aspects of the scheme including structure, M+E services, acoustic, sustainability and fire as well as an assessment against all relevant RBC design standards.

In progressing the scheme to RIBA Stage 3, the design has sought to remain consistent as far as possible with the current planning permission and in that context:

- the number and mix of residential units remains unchanged
- the gross internal area of the A3 restaurant unit has been maintained
- the building footprint and height remain unchanged (with the exception of the introduction of a lift overrun and plantroom which were not shown on the original approved drawings).
- 17 car parking spaces are retained. (Although 3 spaces are displaced and located elsewhere)
- the external appearance and selection of materials has been refined although the overall design direction remains the same.

The changes that have been made have been introduced only where necessary in order to ensure that the scheme is technically robust to deliver a very high quality mixed use development in this very important location as the new gateway to a redeveloped Caversham town centre.

The changes illustrated in this brochure fall into the following categories:

- Layout and scheme optimisation
- Compliance with RBC design standards
- Commercial element redesigned to meet detailed operational requirements
- Phasing of Block A implementation to come forward in advance of the balance of the development.



Planning consented 3D view along Church Street



Planning consented north west 3D view along Church Street

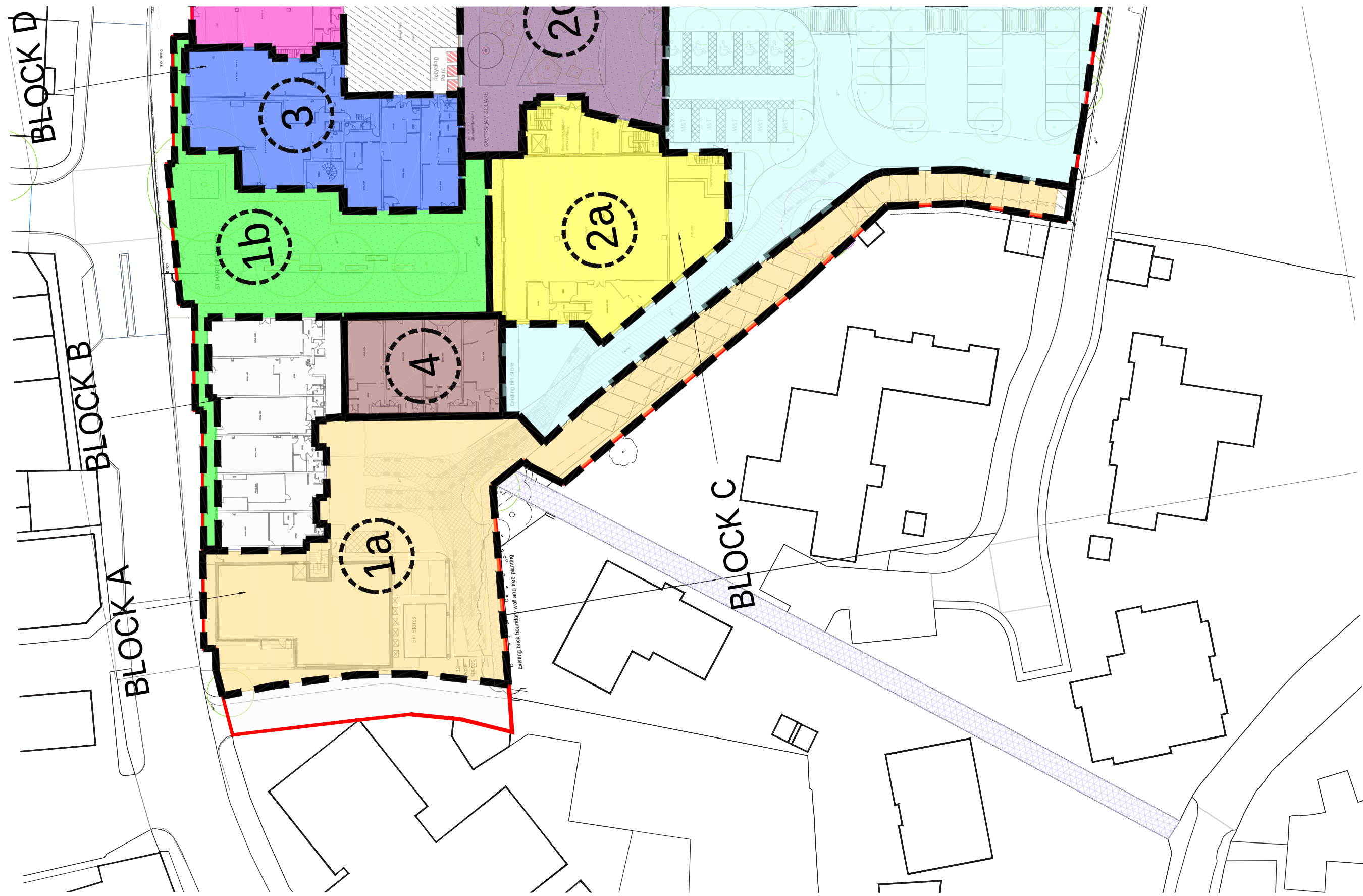


Planning consented street elevation - Church street



Planning consented street elevation - Abbotsmead Place

nts

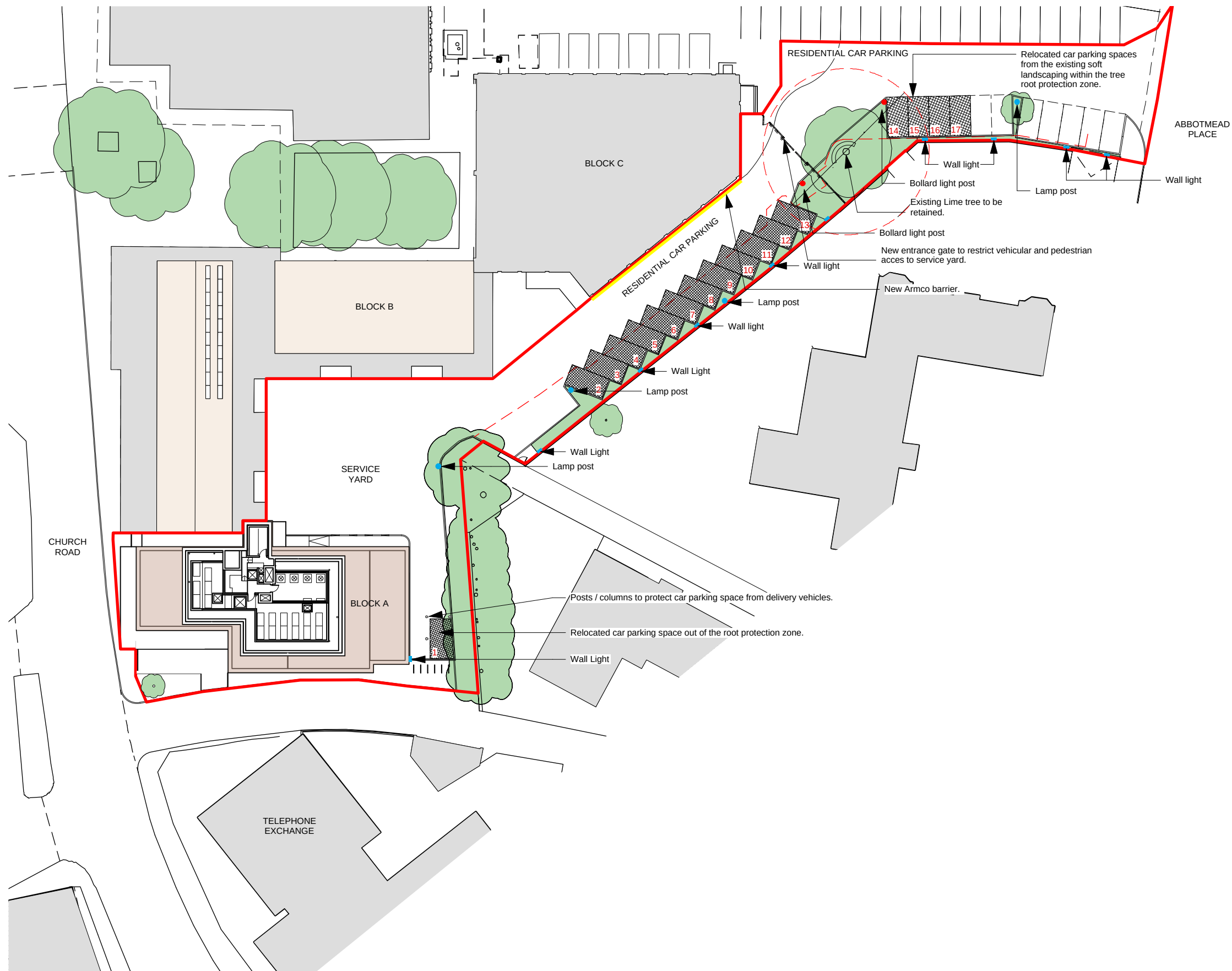


Planning consented project phasing plan

0 25m



1 : 500 @ A3



In order to bring forward phase 1A in advance of the balance of the development, an amendment is required to the phasing plan contained in the 2017 Deed of Variation. For reasons of construction practicality, it is proposed to slightly increase the area of the phase at the rear of the site to include the access road and bellmouth with Abbotmead Place. This will still permit operation of the balance of the St Martin's Centre car park and service access to the rear of the Iceland store and other retail units will be coordinated as part of the main contractor's responsibility.

Proposed phase 1A site plan

0 25m

latitude



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Extent of Revised Phase 1A

2.0 Design approach

The approach taken to the next phase of design development of Block A has involved a detailed review of the approved scheme design in the context of the following aspects:

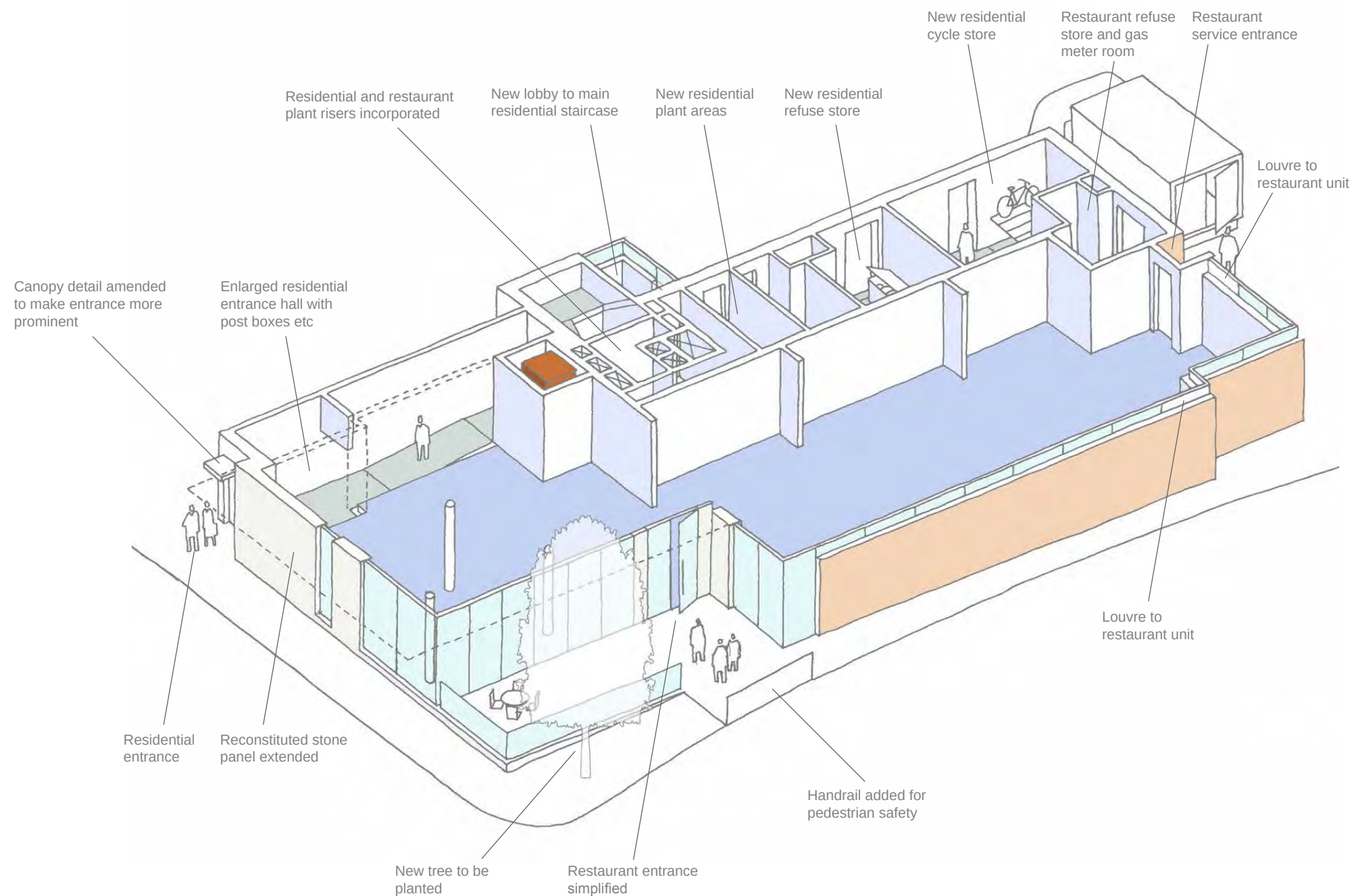
- Detailed site context analysis
- Scheme structural requirements
- Residential M+E services requirements
- Restaurant M+E services requirements
- Ancillary area requirements (refuse and cycle storage)
- Interior specification and configuration to market requirements
- Arboriculturist input to identify and address constraints associated with the existing trees.

As far as possible, the design evolution has sought to remain as true as possible to the existing planning permission and to limit any changes unless they are deemed to result in an improvement to the scheme that will positively impact on its success and bring additional benefit to the surrounding area.

A full topographical site survey and existing below ground services survey have also been undertaken in order to establish the site boundary conditions and the exact line of the Thames Water sewer that crosses the site.

The site area considered in the detailed design is bounded by Church Street immediately to the north, St Martin's Centre Blocks B and C immediately to the east, and Abbotsmead Place further to the south from where vehicular access is taken.

The following pages illustrate the considered response to the above which results in a robust and technically deliverable scheme design.



Ground floor configuration

The basic configuration of the ground floor has been retained with the main entrance to the residential levels and restaurant unit arranged with their main frontage onto Church Street.

The primary change to the approved scheme at ground floor level is the infilling of the previously proposed undercroft to the rear of the building and the relocation of 3 car parking spaces in order to incorporate the necessary provision of ancillary requirements needed to ensure both the residential and commercial elements can function properly. 1 of the spaces has been located to the south of the building and the 2 other spaces form part of a considered car parking scheme for the residential block that extends to Abbotsmead Place and includes proposed secure pedestrian and vehicular gates at the rear of Block C.

The overall parking allocation for the residential elements remains unchanged and approved as per the planning permission.

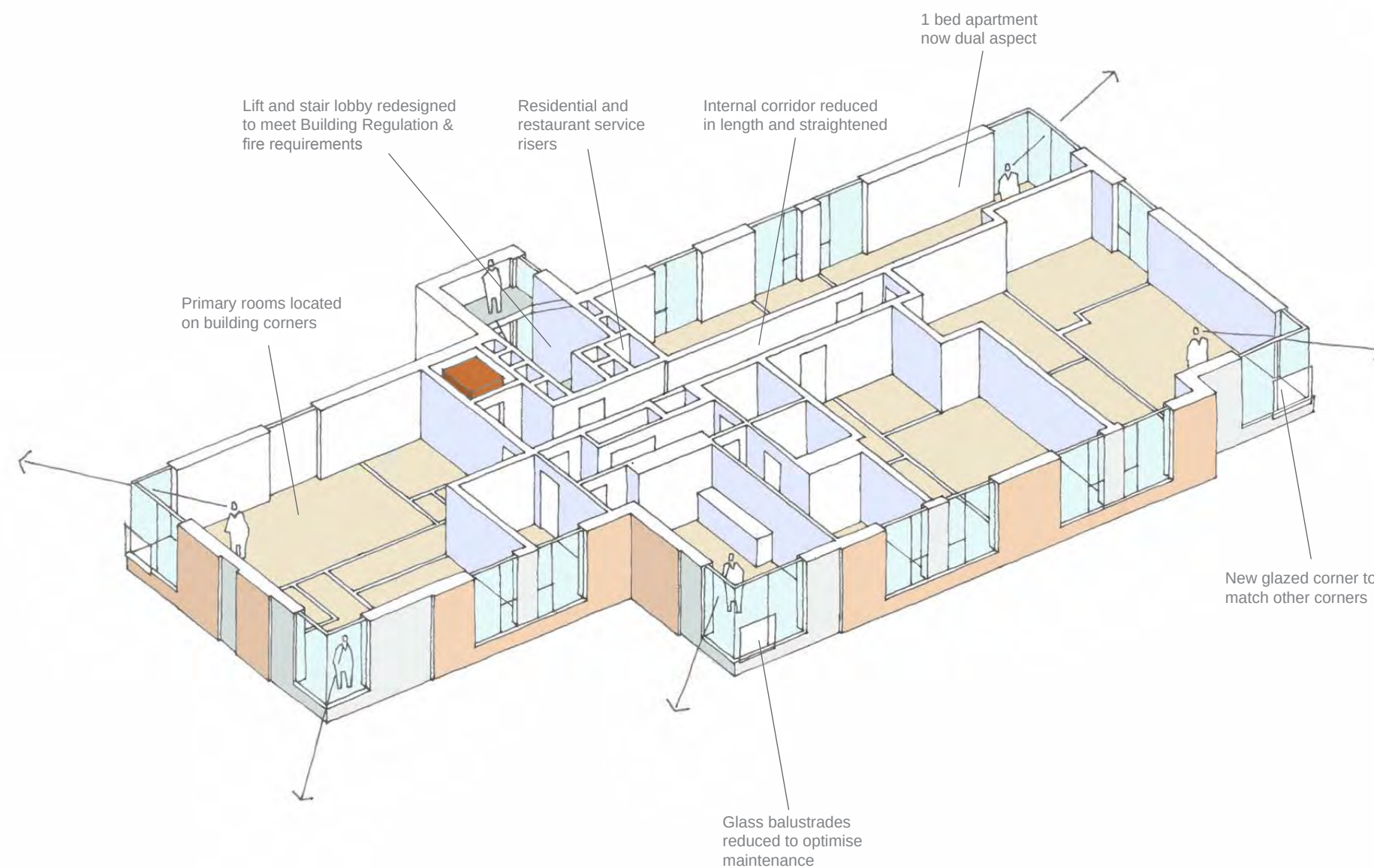
A secure internal cycle store accommodating 24 spaces is provided for residents conveniently located adjacent to the residential rear entrance, together with a dedicated residential refuse store, both of which are sized to accommodate the necessary number of cycles and bins respectively to meet RBC requirements. Travel distances from the apartments to the refuse store and also from the refuse store to the loading area where the refuse lorry will park are all to the relevant standards.

The main entrance to the residential accommodation has been enhanced internally with a enlarged hallway that accommodates the postboxes for the apartments. A double lobby has been incorporated to meet secure by design standards.

The basic configuration of the restaurant has been retained with provision made for secure refuse storage and gas intake room. Provision for ventilation louvres has been discreetly made in the clerestorey glazing to the west and south elevations. As with the residential element, a dedicated commercial refuse store has been provided to its rear that is easily accessible from the "back of house" service entrance.



Proposed restaurant terrace and seating area



Typical residential floor

The layouts of the typical residential floors have been amended to optimise the living arrangements of the apartments, eliminate extended corridors both in the common parts and within the apartments, and provide the required services risers essential to the technical operation of the building.

The stair core has been planned in detail to provide a dry riser outlet, a passive smoke exhaust shaft, water services riser, electrical riser, boiler flue and gas riser in addition to a flue enclosure and refrigeration pipework riser to roof level serving the restaurant unit.

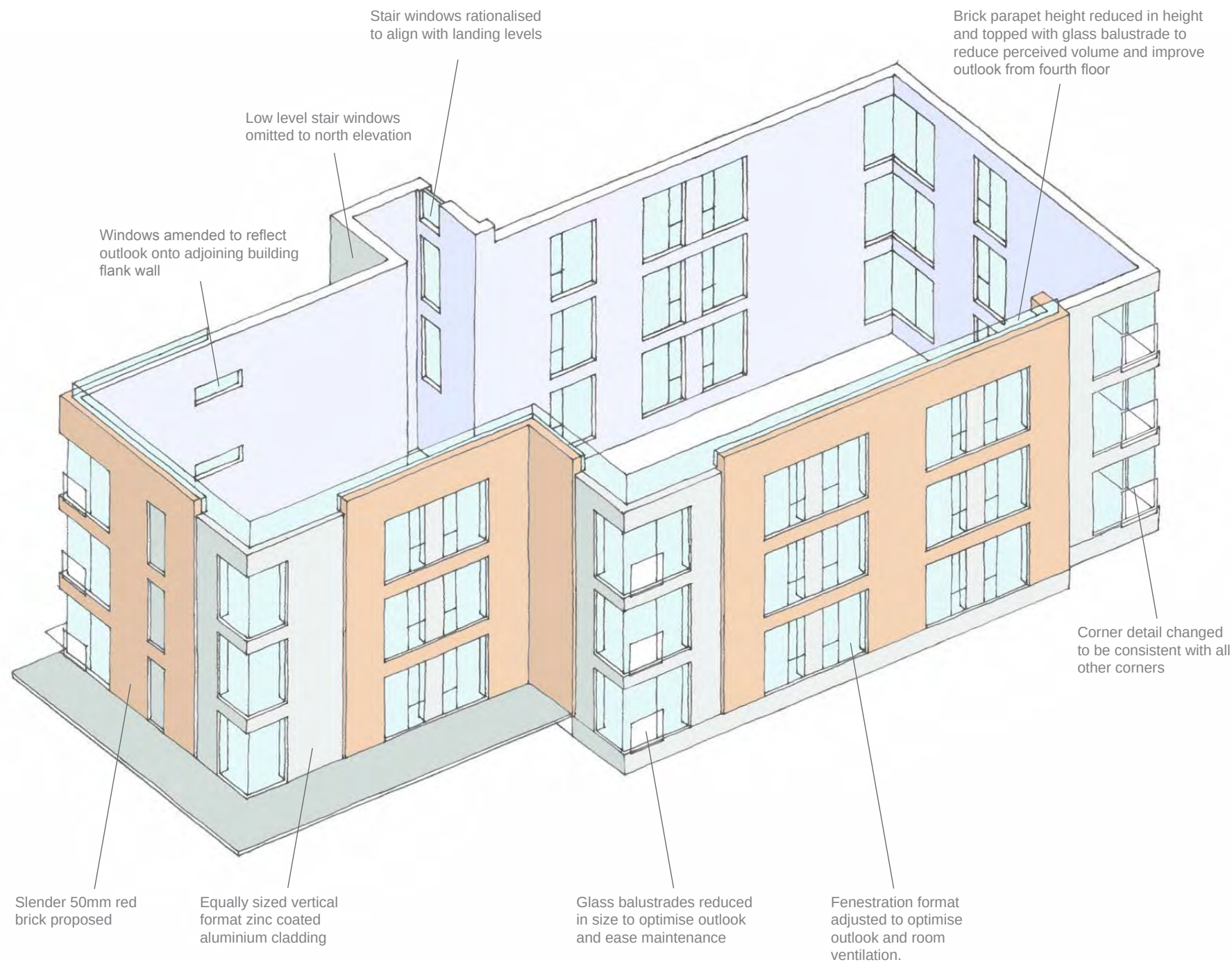
The apartments have been reconfigured to improve the previously single aspect 1 bed apartment overlooking the service yard so that it is now dual aspect with a southerly facing living room. The other apartments have been amended to optimise the outlook from the primary rooms and locate apartments appropriately. A glazed corner is proposed to the south-west corner of the building to be consistent with the overall architectural approach.

It should be noted that no additional windows have been added and the majority of window location have remained unchanged.

Internally the apartments have been planned in detail to ensure that they are Lifetimes Homes compliant and meet the minimum sizes of the technical housing standards, nationally described space standard. This has entailed detailed planning to ensure consistent bathroom, kitchen and wardrobe provision. Aspect and receipt of natural light has been maximised to all apartments and habitable rooms.



Solid window panel removed to improve natural light



Elevational design

The material palette and aesthetic have remained the same on the primary elevations but made crisper and sharper whilst the design has been amended to reflect changes to the ground floor arrangements, internal changes to the typical residential floors and the roofscape.

The primary elevation materials are proposed to be a soft red handmade 215 x 50mm brick in stretcher bond and zinc interlocking cladding panels, comprising of equally sized modules set in a vertical format.

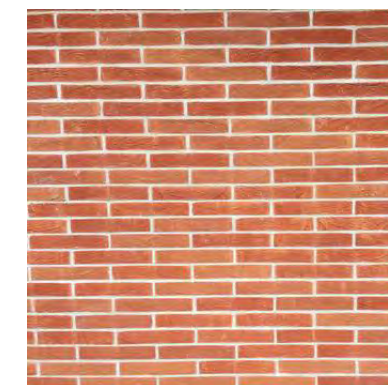
It is proposed to change the material to the secondary elevations to the south and east by replacing the rendered facade with the zinc cladding used on the primary elevations. It is felt that the zinc cladding offers a higher quality impression and has much superior weathering qualities and durability. Once weathered the zinc cladding will lose its reflectivity, therefore the cladding will not appear as bright and will not have such a visual impact upon the neighbouring properties on Abbotsmead Place.

The windows to the corners are similar in form to the approved scheme but have been amended to eliminate situations where glass balustrades sit in front of fixed glazing due to maintenance practicality - the balustrades now only sit in front of sliding opening panels.

The remaining window openings are similar in form to the approved scheme but have been amended to be consistent with brick dimensions. The window design has been simplified to omit extraneous solid panels in order to increase the amount of natural light into the apartments and to permit the required purge ventilation from appropriately sized opening windows.

The stair windows have been rationalised to align with stair half landings and omitted at the lower levels on the north elevation where the outlook and views from Church Street are limited.

The brick parapet to the fourth floor has been reduced in height and surmounted by a glass balustrade in order to improve the outlook when sitting in the apartments at that level.



215 x 50 x 102mm red brick



Equally sized zinc coated aluminium cladding



Example of 50mm high brick : East Ham Customer Services Centre / Library



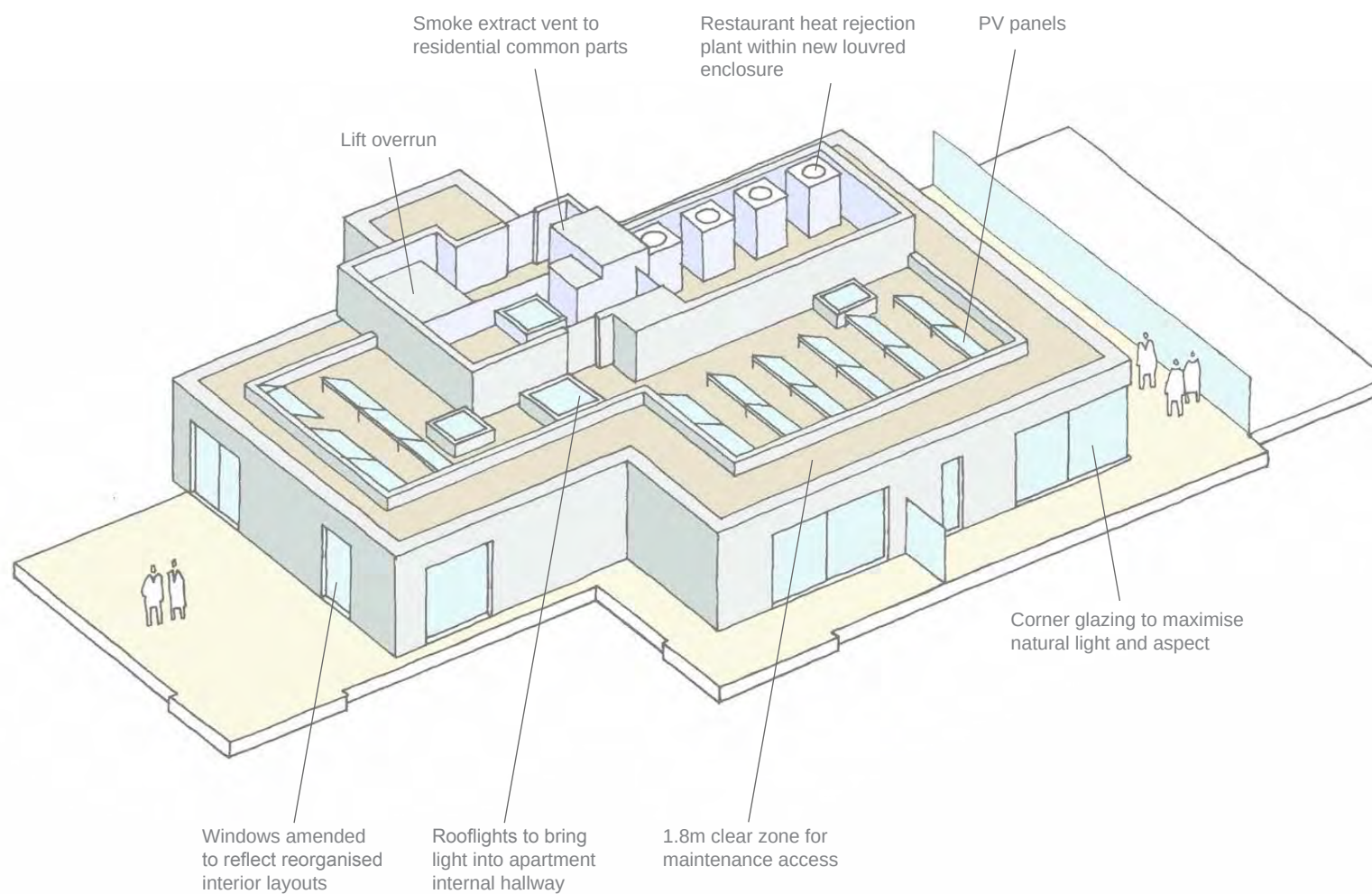
Example of Zinc panel cladding : Marcol House, London



Example of 50mm high brick : University of East London, Stratford Library



Example of Zinc panel cladding : Private house, Australia



Roofscape

The proposed fourth floor accommodates 2 no. re-configured 2 bed apartments as in the approved scheme and adopts the same footprint. The cladding to the fourth floor is proposed to be the same zinc interlocking panels as the lower elevations although the fenestration arrangements have changed slightly to reflect the revised apartment interiors. The size of the patio doors have increased to soften the elevation and allow more natural light into the principle rooms.

The design of the roofscape of the proposed scheme is similar at 4th floor and roof level to that of the approved scheme in that the parapet levels from the approved scheme have been respected but an enclosure has been added at roof level which contains essential heat rejection restaurant plant (from an assessment made by the M+E engineer and which has been checked against normal commercial requirements), other required plant / vents and the lift overrun none of which were shown on the approved plans.

Acoustic studies have been undertaken in order to demonstrate that the rooftop plant does not affect the amenity of the surrounding environment.

Access to the new louvred enclosure is from a glazed rooflight to the main stair landing which also serves as an Automatic Opening Vent (AOV) for fire safety purposes.

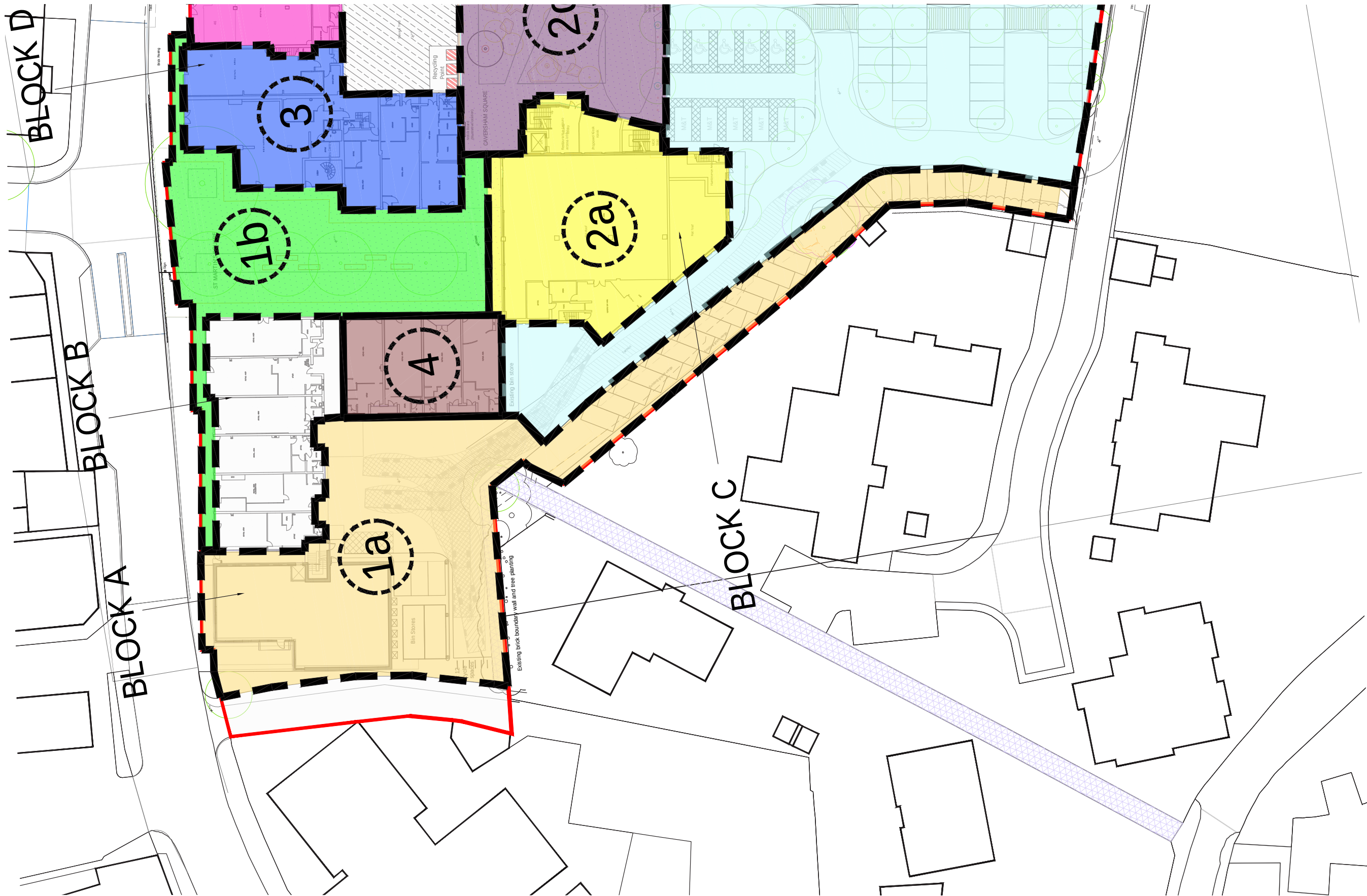
The louvred enclosure has been designed to be as low as practicable to house the required plant and as limited in plan form as possible and pushed as far to the least visible area from Church Street as possible. The tallest point of the enclosure is the smoke exhaust vent that serves the residential common parts and is required for fire safety which protrudes slightly above the enclosing walls. The walls are proposed to be clad in silver grey louvres that minimise visual impact when seen against the sky.

Facade maintenance and window cleaning requirements have led to a 1.8m clear zone around the perimeter of the roof, inside which a 400mm high enclosure screens a PV panel array which is required to comply with sustainability requirements. Sustainability pre-assessments have been undertaken for residential and commercial uses that have demonstrated PV provision for Block A. The required number of PV panels are to be located on the roofs of Blocks A and B. Rooflights to apartment hallways are also included and enclosed within this screen.



3.0 Proposed revised design comparison

This following section compromises of the planning consented drawings and the proposed revised design drawings for comparison.

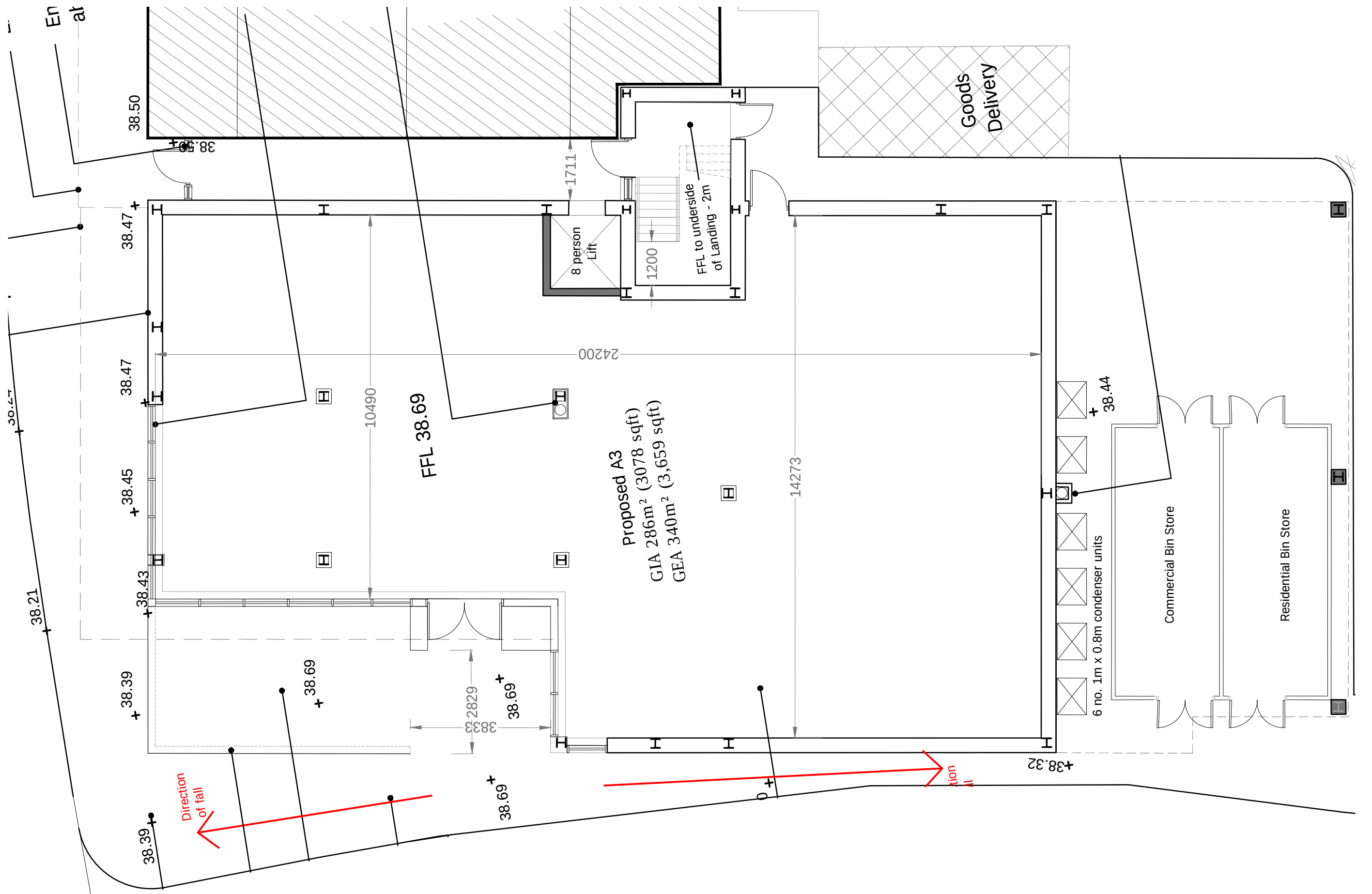


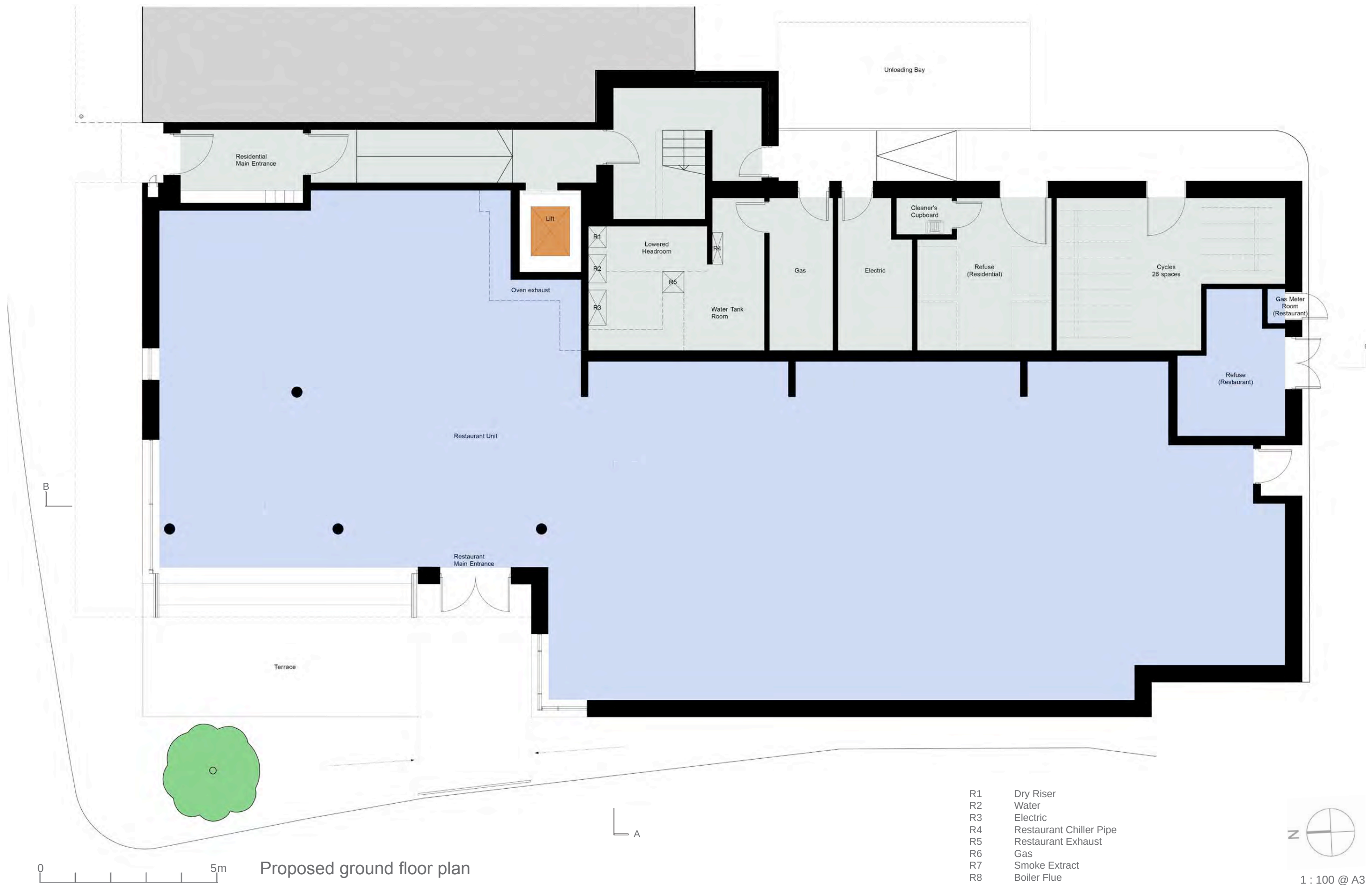
Planning consented project phasing plan

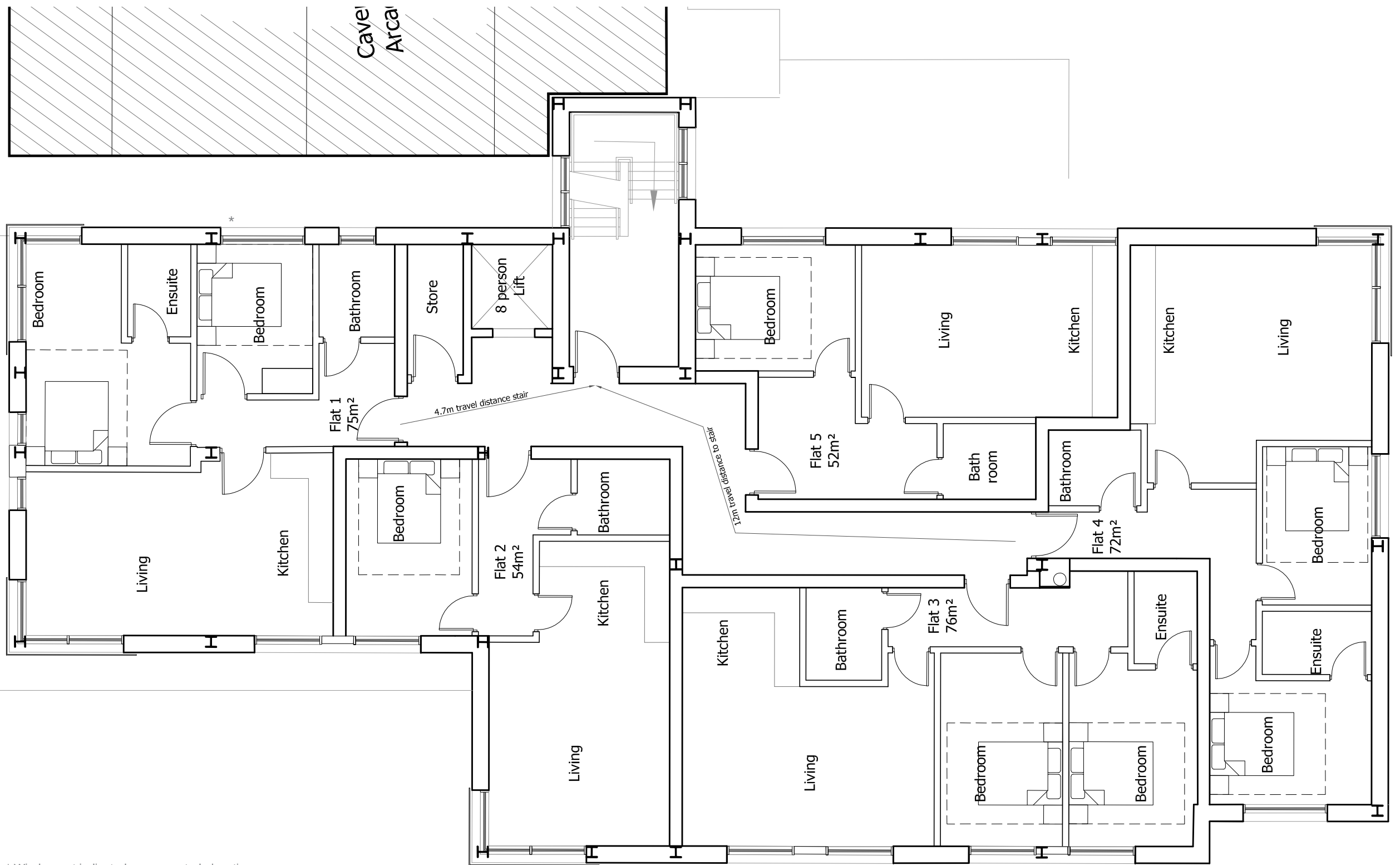
0 25m



1 : 500 @ A3







0 5m

PP-A-02 Rev P3 - Planning consented first floor plan



** High level window

- R1 Dry Riser
- R2 Water
- R3 Electric
- R4 Restaurant Chiller Pipe
- R5 Restaurant Exhaust
- R6 Gas
- R7 Smoke Extract
- R8 Boiler Flue

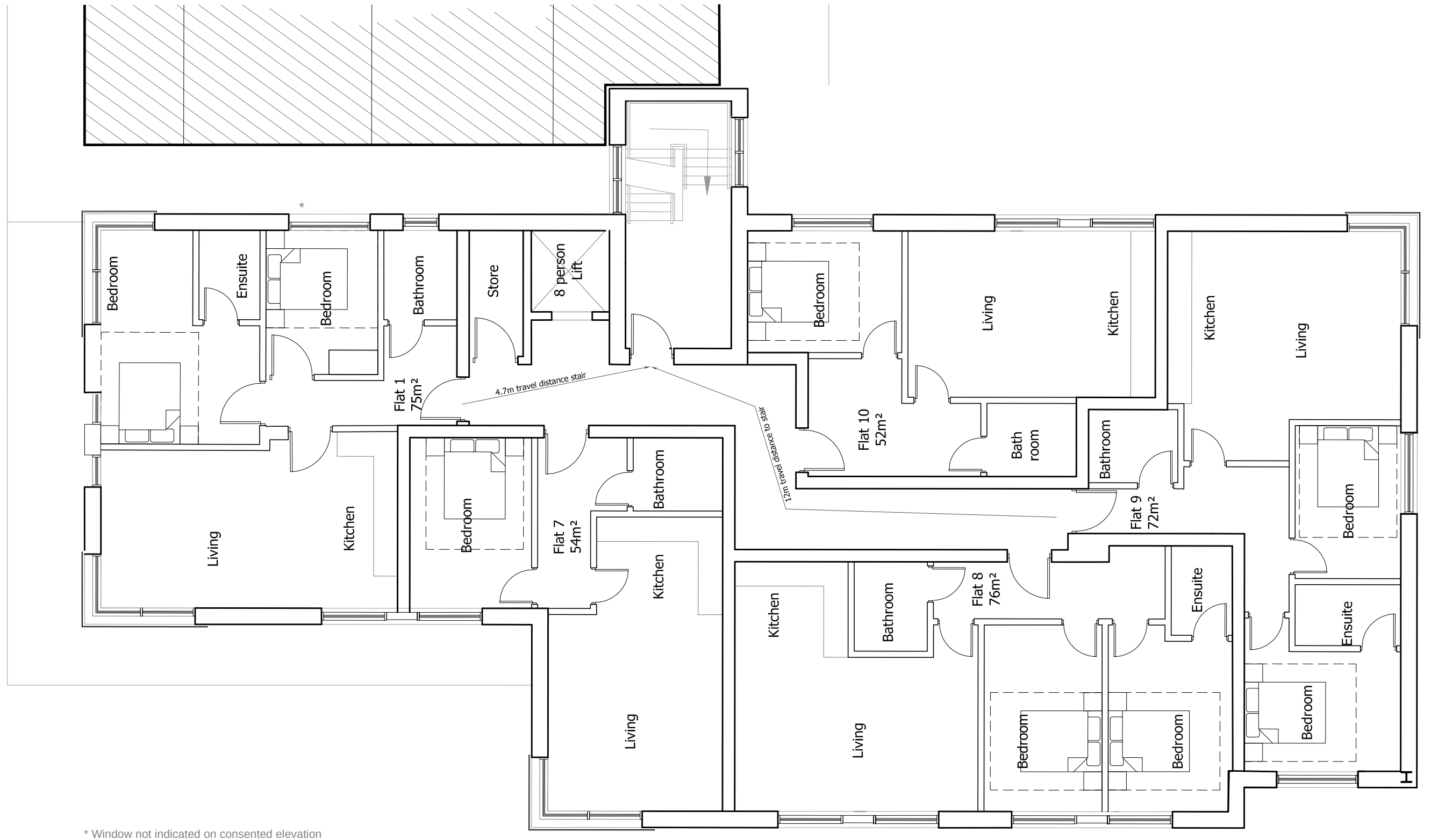


1 : 100 @ A3

0 5m

Proposed first floor plan

latitude



* Window not indicated on consented elevation



PP-A-03 Rev P3 - Planning consented second floor plan



** High level window

- R1 Dry Riser
- R2 Water
- R3 Electric
- R4 Restaurant Chiller Pipe
- R5 Restaurant Exhaust
- R6 Gas
- R7 Smoke Extract
- R8 Boiler Flue

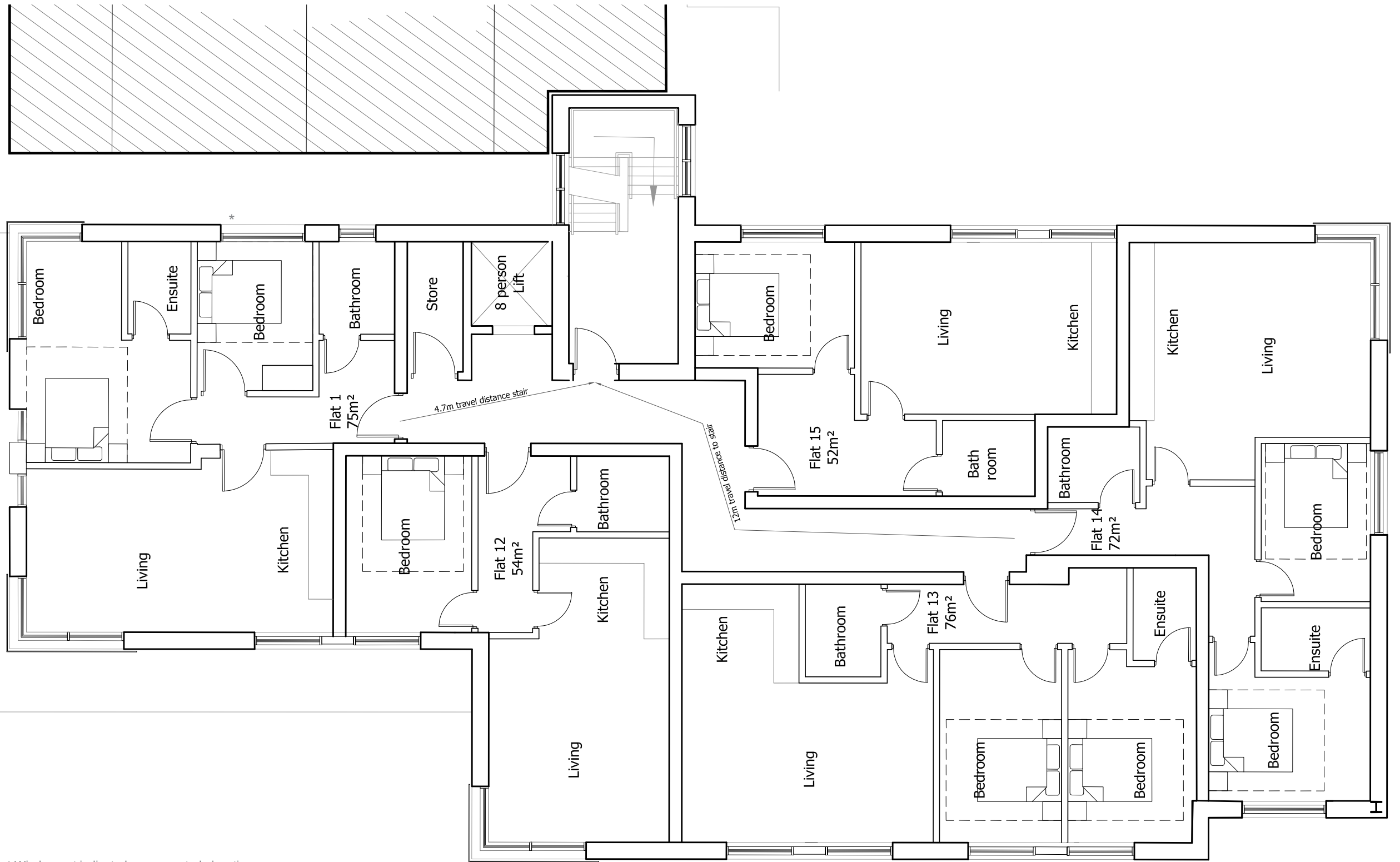


1 : 100 @ A3

0 5m

Proposed second floor plan

latitude



* Window not indicated on consented elevation



PP-A-04 Rev P3 - Planning consented third floor plan



** High level window

0 5m

Proposed third floor plan

A

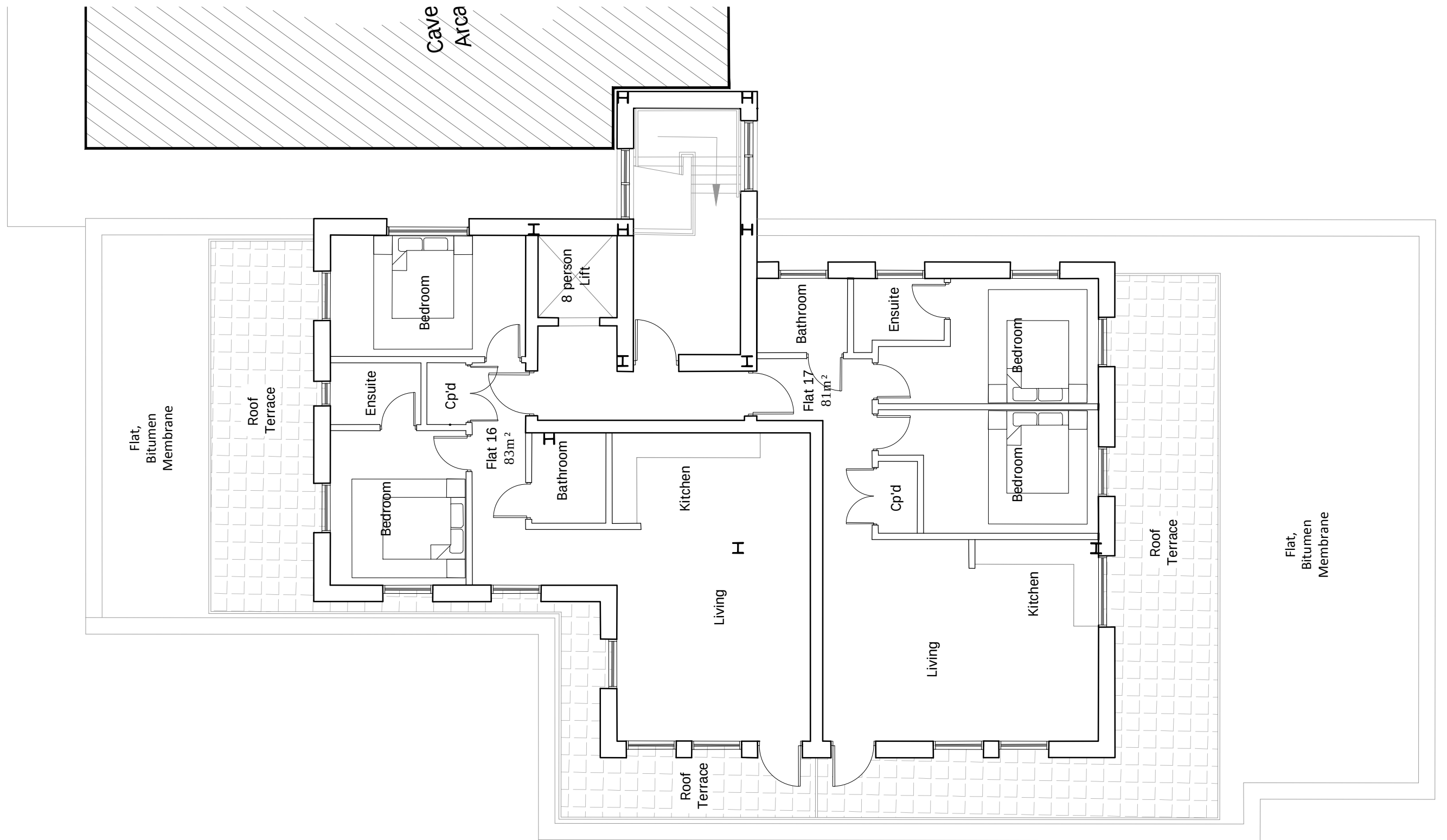
- R1 Dry Riser
- R2 Water
- R3 Electric
- R4 Restaurant Chiller Pipe
- R5 Restaurant Exhaust
- R6 Gas
- R7 Smoke Extract
- R8 Boiler Flue



1 : 100 @ A3



PP-A-05 Rev P2 - Planning consented fourth floor plan





0 5m

Proposed fourth floor plan

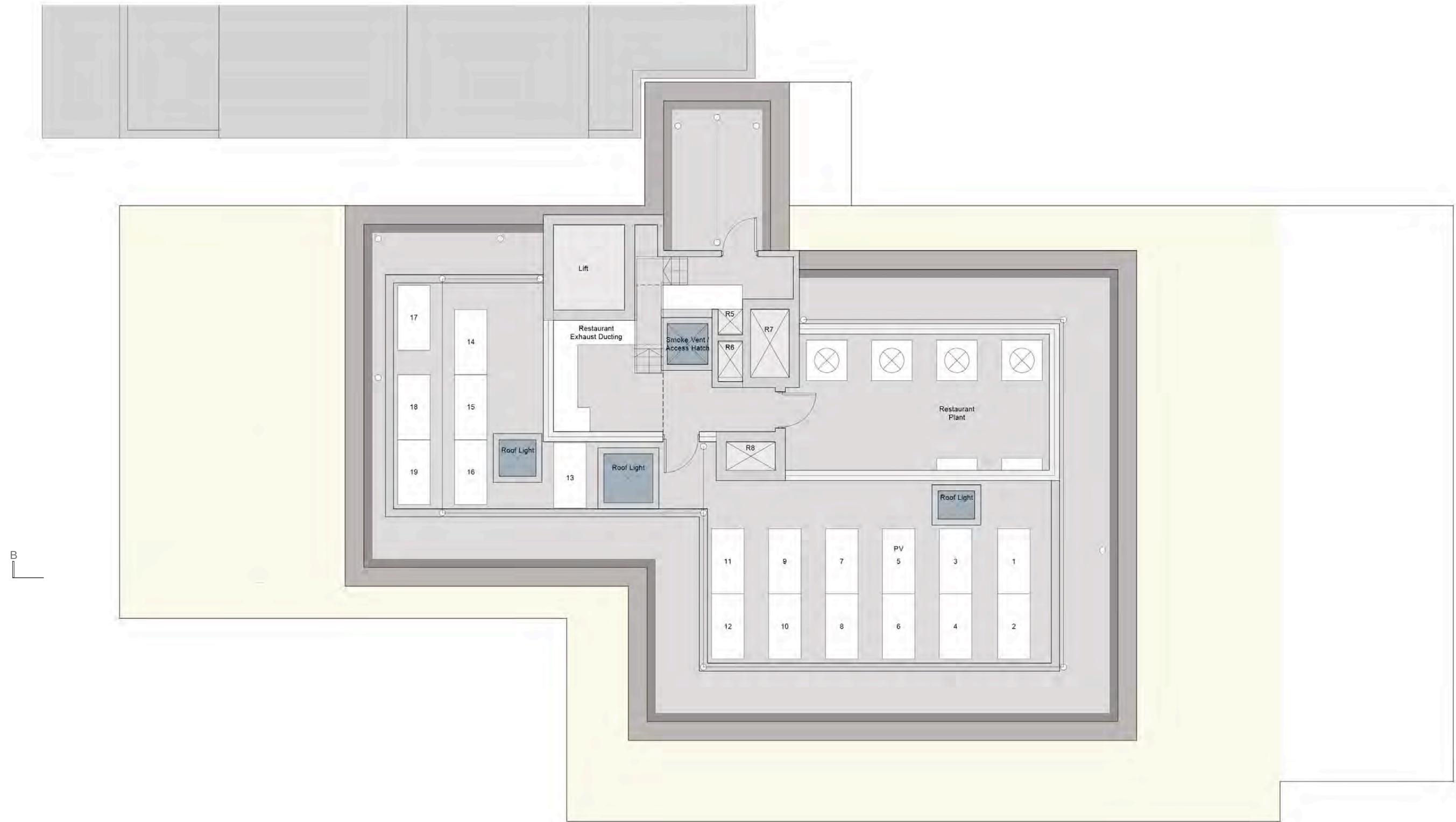
A

- R1 Dry Riser
- R2 Water
- R3 Electric
- R4 Restaurant Chiller Pipe
- R5 Restaurant Exhaust
- R6 Gas
- R7 Smoke Extract
- R8 Boiler Flue



1 : 100 @ A3

Roof plan was not part of the
consented planning submission



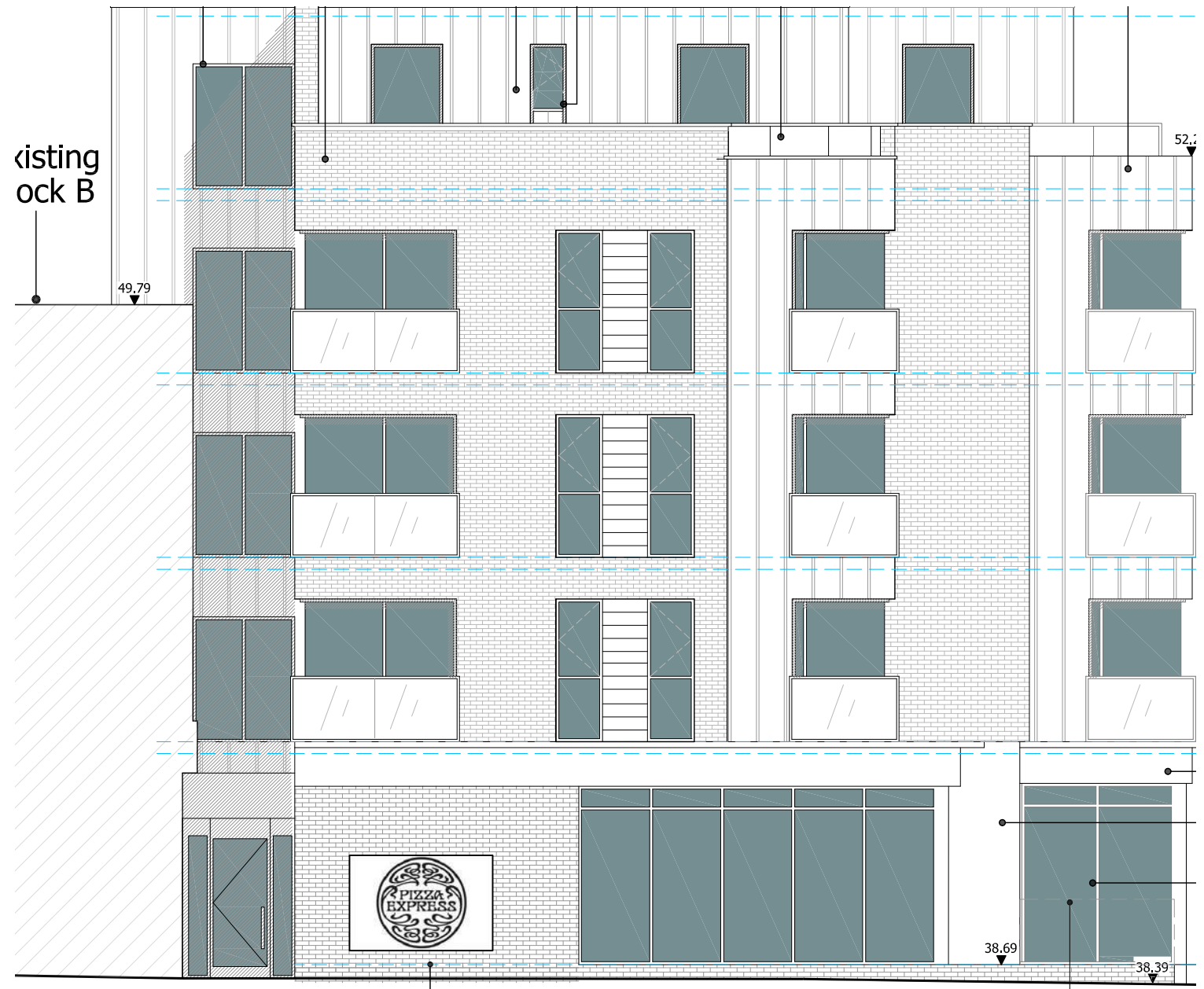
0 5m

Proposed roof plan

- R1 Dry Riser
- R2 Water
- R3 Electric
- R4 Restaurant Chiller Pipe
- R5 Restaurant Exhaust
- R6 Gas
- R7 Smoke Extract
- R8 Boiler Flue



1 : 100 @ A3



PP-A-07 Rev P3 - Planning consented north elevation

Top of Smoke Extract 57065
 Top of Plant Enclosure 56790
 Top of Lift Shaft 56215
 Top of Roof Parapet 55310
 Top of 4F Parapet 53145
 4F FFL 52045
 3F FFL 48700
 FFL 2F 45640
 FFL 1F 42580
 FFL GF 38690



- Materials
- 1. Eternit panel
 - 2. Metal cladding
 - 3. Red brick
 - 4. Reconstituted stone
 - 5. Grey aluminium panel
 - 6. Glass balustrade
 - 7. Aluminium louvre

0 5m Proposed north elevation

1 : 100 @ A3

latitude



PP-A-08 Rev P2 - Planning consented west elevation

PP-A-08 Rev P2

Top of Smoke Extract 57065
 Top of Plant Enclosure 56790
 Top of Lift Shaft 56215
 Top of Roof Parapet 55310
 Top of 4F Parapet 53145
 4F FFL 52045
 3F FFL 48700
 FFL 2F 45640
 FFL 1F 42580
 FFL GF 38690

Materials

1. Eternit panel
2. Metal cladding
3. Red brick
4. Reconstituted stone
5. Grey aluminium panel
6. Glass balustrade
7. Aluminium louvre



0 5m Proposed west elevation

1 : 100 @ A3

latitude

Proposed west elevation
 Block A . St Martin's Centre . Caversham RG4 1607_07_032



PP-A-06 Rev P2 - Planning consented south elevation

Top of Smoke Extract 57085
 Top of Plant Enclosure 56700
 Top of Lift Shaft 56215
 Top of Roof Parapet 55310
 Top of 4F Parapet 53145
 4F FFL 52045
 3F FFL 48700
 FFL 2F 45640
 FFL 1F 42580
 FFL GF 30600

- Materials
- 1. Eternit panel
 - 2. Metal cladding
 - 3. Red brick
 - 4. Reconstituted stone
 - 5. Grey aluminium panel
 - 6. Glass balustrade
 - 7. Aluminium louvre



0 5m

Proposed south elevation

1 : 100 @ A3

latitude

Proposed south elevation
 Block A . St Martin's Centre . Caversham RG4 1607_07_034



PP-A-09 Rev P2 - Planning consented east elevation

Top of Smoke Extract 57055
Top of Plant Enclosure 56790

Top of Lift Shaft 58215

Top of Roof Parapet 55310

Top of 4F Parapet 53145

4F FFL 52045

3F FFL 48700

FFL 2F 45640

FFL 1F 42580

FFL GF 38690

Materials

1. Eternit panel
2. Metal cladding
3. Red brick
4. Reconstituted stone
5. Grey aluminium panel
6. Glass balustrade
7. Aluminium louvre

0 5m Proposed east elevation

1 : 100 @ A3

latitude

Proposed east elevation
Block A . St Martin's Centre . Caversham RG4 1607_07_036

Section was not part of the
consented planning submission

Top of Smoke Extract 57005
 Top of Plant Enclosure 56790
 Top of Lift Shaft 56215
 Top of Roof Parapet 55310

Top of 4F Parapet 53145

4F FFL 52045

3F FFL 48700

FFL 2F 45640

FFL 1F 42580

FFL GF 38690

SSL 54990

SSL 51745

SSL 48585

SSL 45525

SSL 42465

SSL 38590 Top of screed 38650

0 5m

Proposed section A-A

1 : 100 @ A3

latitude

Proposed section A-A
 Block A . St Martin's Centre . Caversham RG4 1607_07_038

Section was not part of the
consented planning submission





Planning consented street elevation - Church street



Proposed street elevation - Church street

nts



Planning consented street elevation - Abbotsmead Place



Proposed street elevation - Abbotsmead Place

nts



PROPOSED 3D VIEW ALONG CHURCH STREET - BLOCK A
ST MARTINS CENTRE, CAVERSHAM - DRG NO 18511/PP-MP-05 / REV P3



Proposed 3D view from along Church Street - Block A



PROPOSED NORTH-WEST VIEW FROM CHURCH STREET
ST MARTINS CENTRE, CAVERSHAM - DRG NO 18511/PP-MP-12/ REV P1

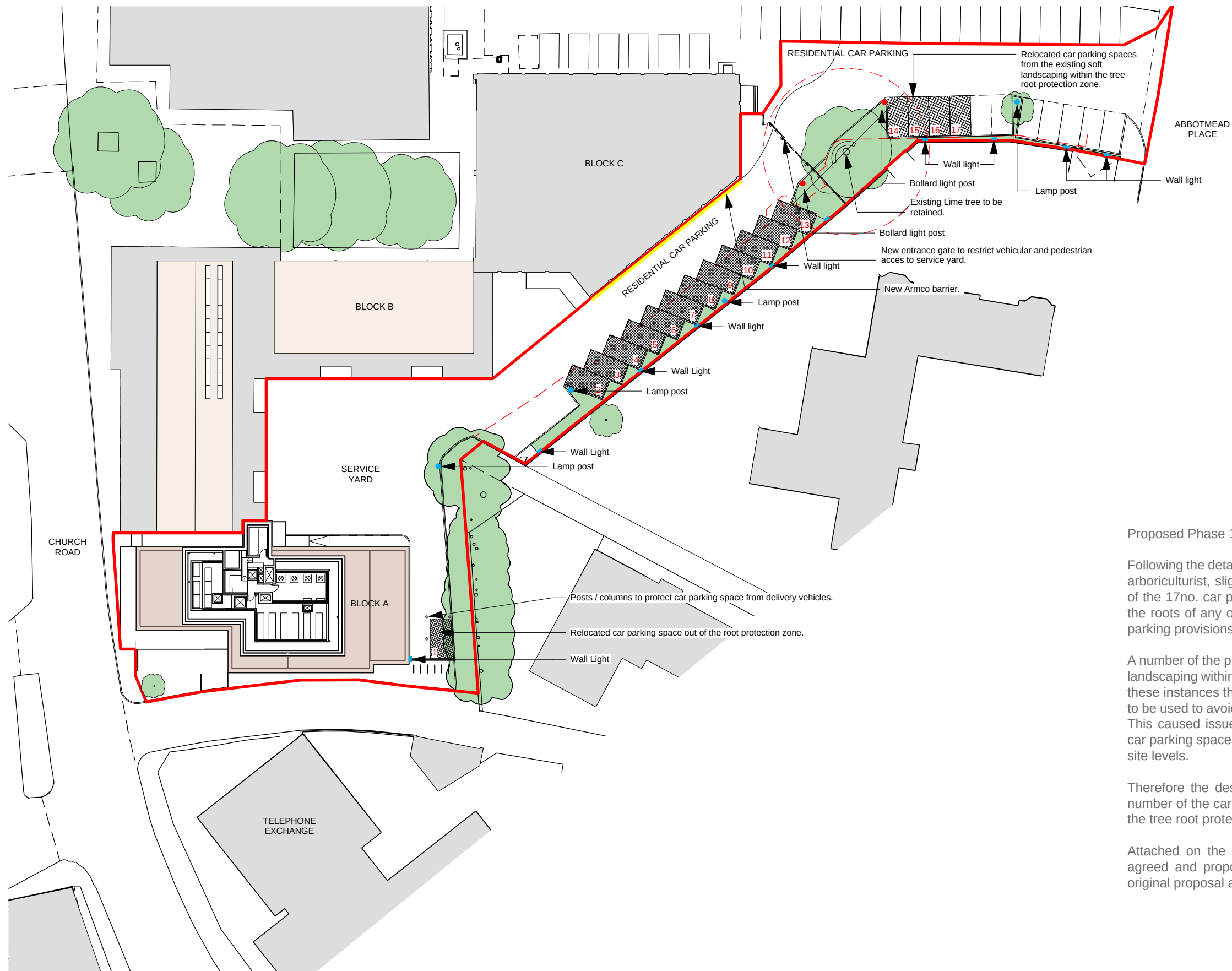


Proposed north west 3D view along Church Street



Proposed detailed 3D view of revised restaurant entrance area

Design of the car parking layout
was not part of the consented
planning submission



Proposed Phase 1A car parking provisions.

Following the detailed review of the car parking provisions for phase 1A with the arboriculturist, slight amendments have been agreed for the locations of 3no. of the 17no. car parking spaces in order to ensure that they do not impact on the roots of any of the existing trees that are being retained. The revised car parking provisions are detailed upon the proposed phase 1A car parking plan.

A number of the proposed car parking spaces were located upon existing soft landscaping within the tree root protection zone around the existing lime tree. In these instances the arboriculturist requested a 3D cellular confinement system to be used to avoid any digging and potential damage to the existing tree roots. This caused issues with maintaining the original levels and drainage, as the car parking spaces would need to be approximately 300mm above the existing site levels.

Therefore the design team has agreed with the arboriculturist to relocate a number of the car parking spaces to avoid clashing with any tree routes within the tree root protection zone.

Attached on the following pages are annotated drawings of the previously agreed and proposed car parking plans, which identify the issues with the original proposal and tracks the changes shown upon the revised proposal.

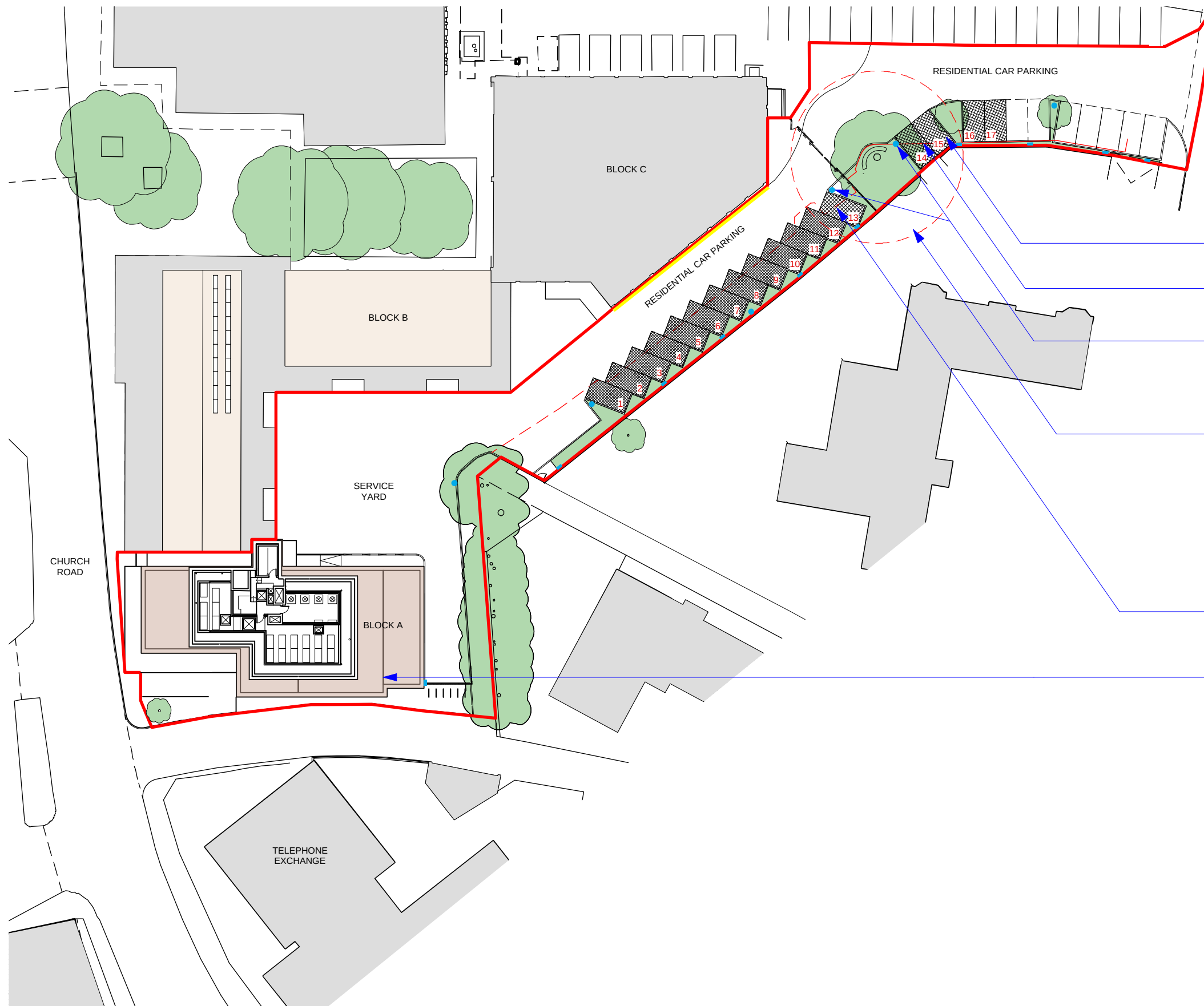
Proposed Phase 1A car parking plan

0 25m

latitude



1 : 500 @ A3



ABBOTMEAD PLACE

The previous approved planning drawing proposed a car parking layout that was not capable of being implemented in a limited number of areas due to issues either with site levels or because of the impact on the existing tree to be retained.

Spaces 14 & 15 reside fully within the tree root protection zone and partly upon the existing soft landscaping, this would require a raised cellular confinement system to construct the parking spaces. This would make the level of the spaces approximately 300mm above the existing level of the access road. This will cause difficulty in tying into the existing levels and drainage.

Line of existing soft landscaping.

The foundations required for the proposed locations of the lampposts could cause issues as they are located within the tree root protection zone.

Tree root protection zone with a radius of 10m around the existing tree as advised by the arboriculturist (FLAC). Any spaces located within the soft landscaping area are required to be constructed using a raised cellular confinement system upon the existing soft landscaping levels. This will cause difficulty and will not work with the existing access road levels.

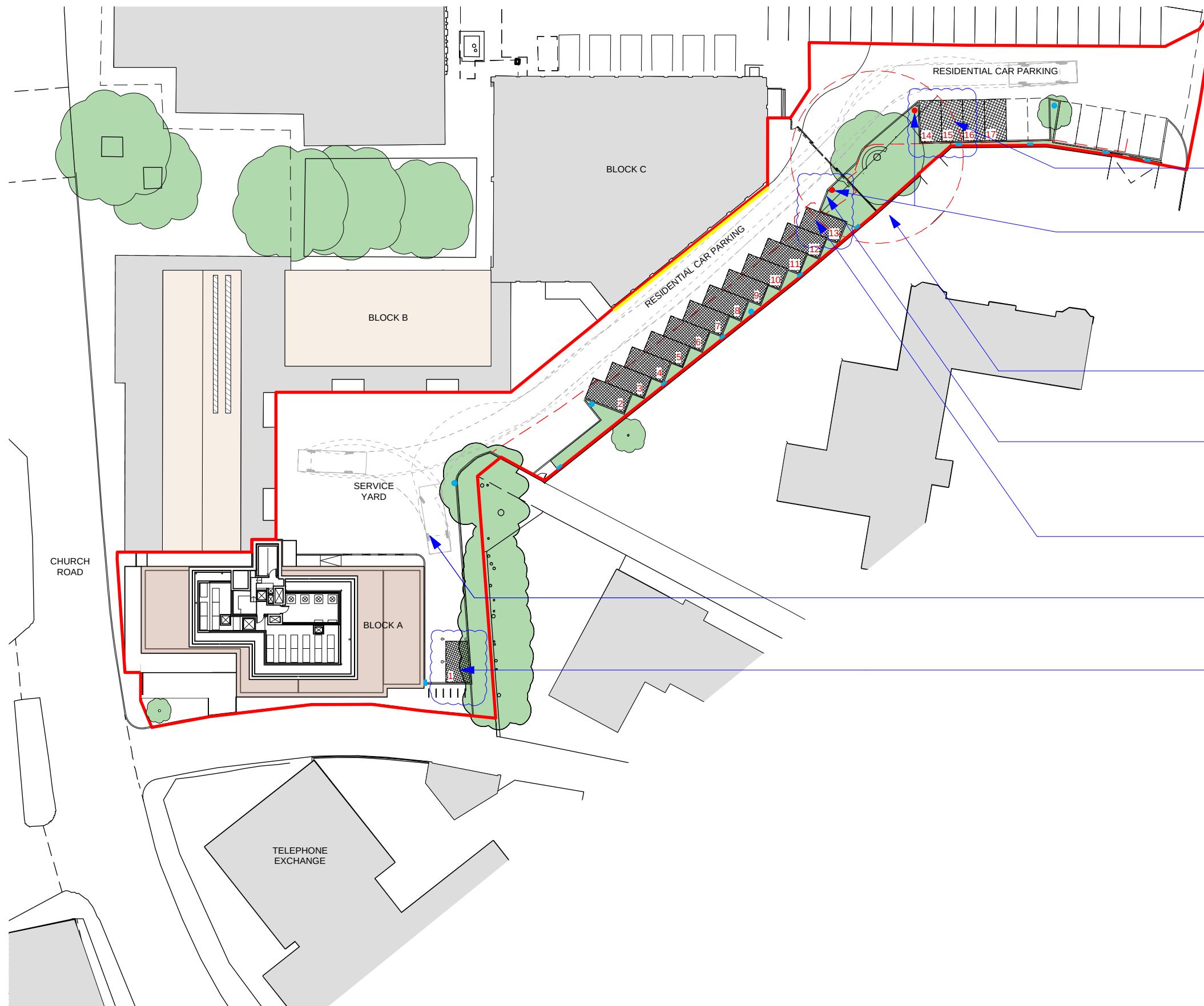
Only space 13 fully resides within the tree root protection zone, located upon the area of existing soft landscaping, therefore the space would require to be constructed using a raised cellular confinement system. This would make the level of the space approximately 300mm above the existing level of the access road. This will cause difficulty in tying into the existing levels and drainage. Whilst space 12 partly resides within the root protection zone it is only on the periphery of it and the arboriculturist has confirmed that in this location the impact on the roots caused by the limited excavation to create the new space will be negligible and its location can remain as previously proposed.

The original scheme had 3no. car parking spaces below the undercroft. The undercroft has now been removed and the ground floor arrangement amended. The 3no. spaces have been relocated.

Previous Phase 1A car parking - annotated



1 : 500 @ A3



Parking spaces 14 & 15 have been rotated to align with 16 & 17. The revised location of the spaces is upon existing tarmac road not soft landscaping. Whilst the spaces are in the tree root protection zone, as they are located on the area of existing tarmac surfacing there is no excavation or works to be done that will come into contact or affect the existing tree roots. The spaces will not require a raised cellular confinement system to be used, as only the existing wear layer of the tarmac is being replaced meaning the existing levels can be maintained.

The lamp posts located within the tree root protection zone has been amend to bollard lights, as these have minimal foundation requirements, which will be less intrusive to the existing tree roots.

Tree root protection zone with a radius of 10m around the existing tree as advised by the arboriculturist (FLAC). Any spaces located within the soft landscaping area are required to be constructed using a raised cellular confinement system upon the existing soft landscaping levels. This will cause difficulty and will not work with the existing access road levels.

1no. space has been removed from beside the gate, to avoid the tree root protection zone. Space has been relocated to behind the cycle storage area to the rear of the building (see parking space 1).

Only space 13 still partly resides within the tree root protection zone and upon existing soft landscaping. The construction of the parking sapce is to be agreed with the arboriculturist so it can be constructed at a gradienti to tie in with the existing access road and drainage. Works to this area are less sensitive due to the distance to the existing tree.

Delivery route to the service yard of Block A is unaffected.

1no. space has been relocated from within the tree root protection zone by the entrance gate to beside the building. The space is to be protected from delivery vehicles by 3no. post / columns.

Proposed Phase 1A car parking plan - annotated

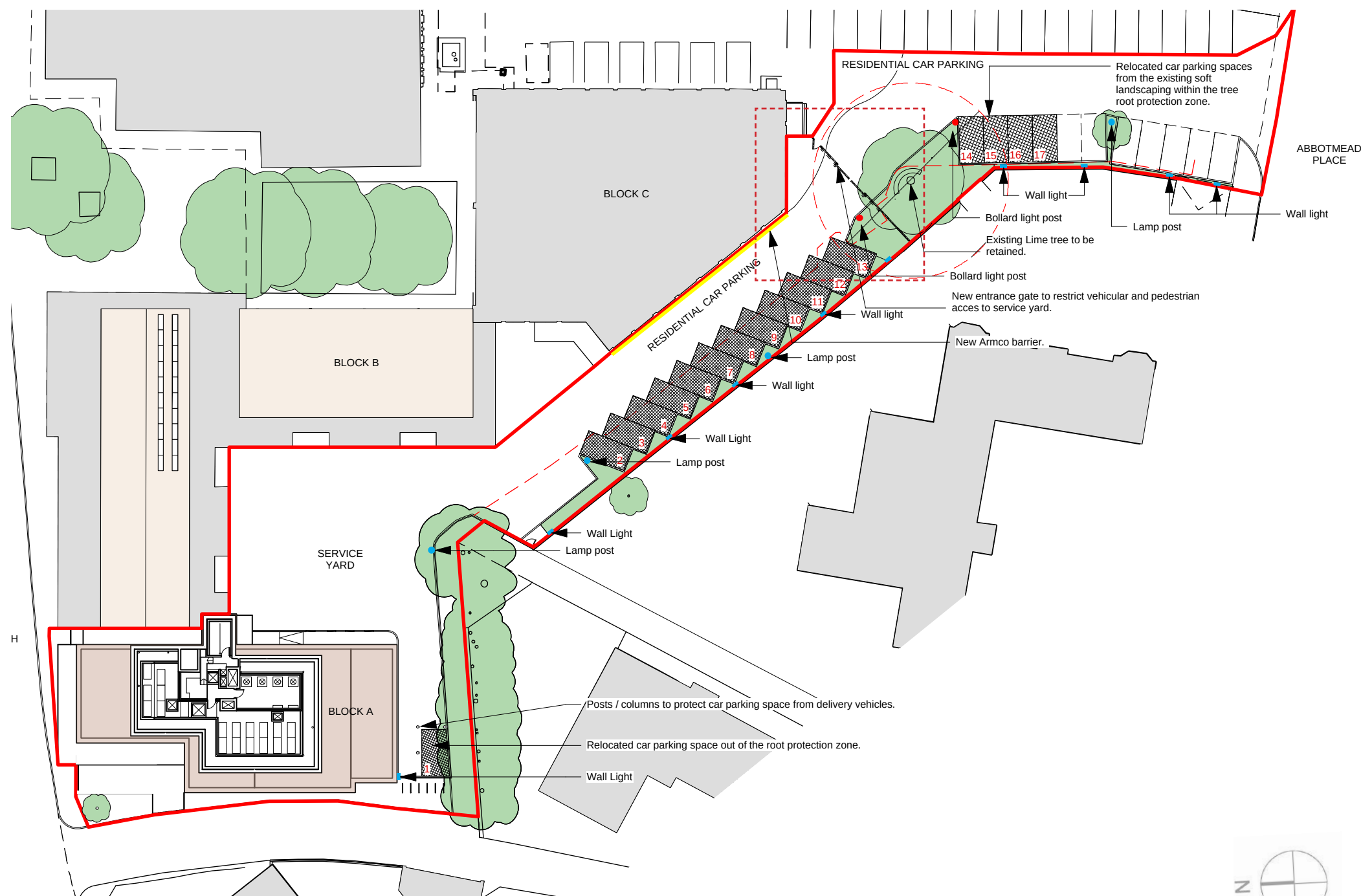
0 25m

latitude



1 : 500 @ A3

Design of the entrance gate
was not part of the consented
planning submission



Proposed phase 1A site plan

Proposed Phase 1A entrance gate - access control.

Following the inclusion of the service road within the scope of works for Phase 1A a design for a secure pedestrian and vehicular gate at the rear of Block C has been included to control access into the service yard and parking area for Block A.

Refer to the red dashed box upon the proposed phase 1A site plan for the location of the new entrance gates. Also refer to the detailed proposal for the design of the entrance gate upon the next page.

Entry by a resident / commercial occupier

The area in front of the parking security gate shall be fitted with a door entry panel c/w with fob reader / radio receiver. When a resident of the apartments or an occupier of one of the commercial properties, arrives at the gate they will utilise their coded radio transmitter / remote control which will open the gate allowing entry into the service yard and parking area.

Entry into these areas by the commercial occupiers will be restricted to only those hours when servicing is permitted to take place as established by the landlord as part of the estate management regime, in order to protect the amenity of the residential occupiers. This is achieved through programming of the entry fob. Outside these times their fob will not permit them access.

If arriving on foot or by bicycle there is a separate pedestrian gate which is again controlled by the fob. Once presented to the fob reader the gate will open. Exit is via a green push to exit button located on the inside of the gate post.

Having a separate pedestrian gate will not only make access and egress safer for people on foot but it will also increase the longevity of the main vehicle gate as it will not need to open as frequently.

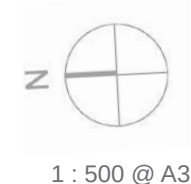
Leaving the carpark

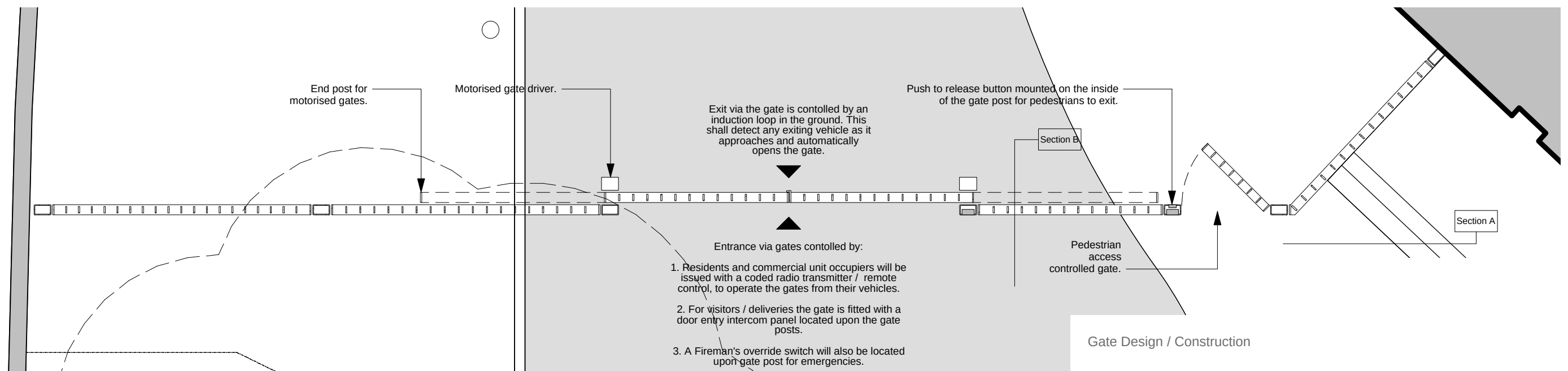
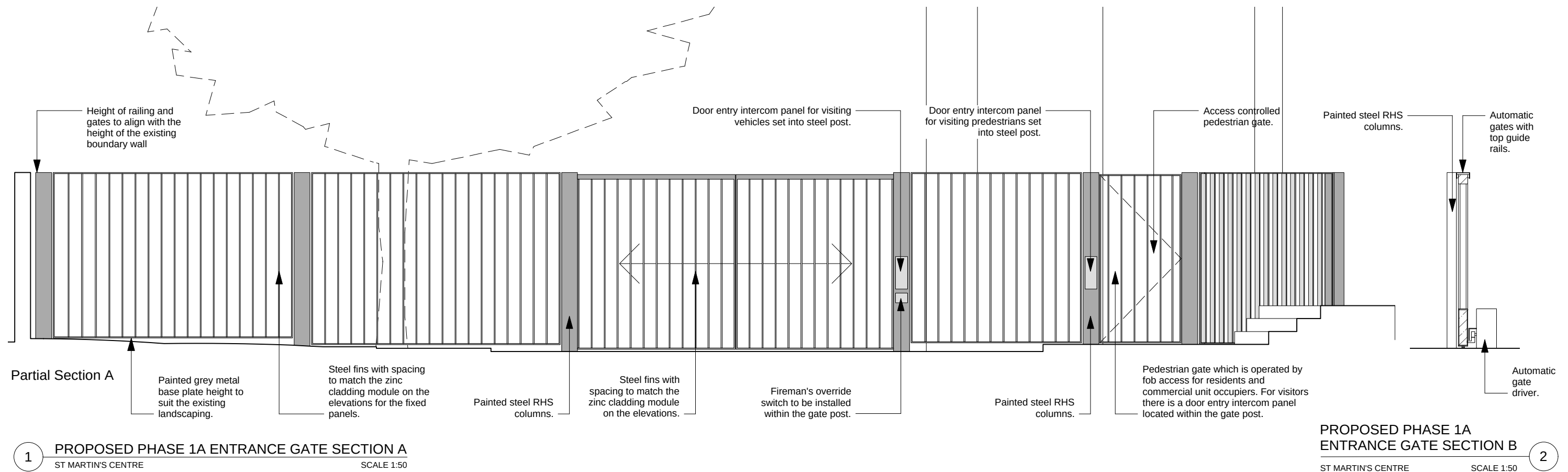
When leaving the carpark the exiting vehicle shall drive towards the gate and it will open automatically. This is achieved by the installation of an induction loop in the ground in front of the gate. This shall detect the exiting vehicle as it approaches the gate and automatically open the gate. Once the vehicle passes through the gate automatically closes.

Entry by a visitor / delivery vehicle

When a visitor arrives at the access control gate they will use the panel fitted on the front entrance to call the apartment or commercial property they are visiting. The NACD system will dial the telephone of the resident / commercial occupiers they are visiting. The property owner / occupier will be able to speak with the visitor via the telephone, and can then buzz the visitor in via their telephone and give the visitor access. The NACD system also contains a video entry arrangement where by the image of a visitor can be programmed to appear on a television. The commercial occupiers will only be able to provide access under this arrangement during the agreed access times.

When the visitor is leaving the gate will be automatically opened via the induction loop installed below the road surface.





Gate Design / Construction

Following discussions with the arboriculturist, a design has been produced that enables the gate and foundations to be constructed in locations using methods that will not impact on the existing Lime tree that is to be retained. Above are the details that the arboriculturist has approved and which will be addressed in more detail in the tree protection plan, which is to be submitted by FLAC in relation to Condition 8 of the Planning Permission.



1 : 50 @ A3

Schedule of accommodation for amended scheme

Residential	Apartment	Apartment type	Net Internal Area (NIA)		Gross Internal Area (GIA)	
			Proposed		Proposed	
			m ²	ft ²	m ²	ft ²
Ground					119.2	1285
First	1.01	2 Bed	79.4	855	399.7	4300
First	1.02	2 Bed	73.1	785		
First	1.03	1 Bed	50.0	540		
First	1.04	2 Bed	75.7	815		
First	1.05	1 Bed	55.1	595		
Second	2.01	2 Bed	79.4	855	399.7	4300
Second	2.02	2 Bed	73.1	785		
Second	2.03	1 Bed	50.0	540		
Second	2.04	2 Bed	75.7	815		
Second	2.05	1 Bed	55.1	595		
Third	3.01	2 Bed	79.4	855	399.7	4300
Third	3.02	2 Bed	73.1	785		
Third	3.03	1 Bed	50.0	540		
Third	3.04	2 Bed	75.7	815		
Third	3.05	1 Bed	55.1	595		
Fourth	4.01	2 Bed	79.3	855	205	2205
Fourth	4.02	2 Bed	80.8	870		
Total	17 units	6 x 1 Bed + 11 x 2 Bed	1160.0	12495	1404.1	15105
Net : Gross	82.60%					

Restaurant			Net Internal Area (NIA)		Gross Internal Area (GIA)	
			Proposed		Proposed	
			m ²	ft ²	m ²	ft ²
Ground			299.1	3220	312.40	3365
Total	1 unit		299.1	3220	312.4	3365

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