**From:** Stroud, Alfie [mailto:Alfie.Stroud@camden.gov.uk]
**Sent:** 08 July 2016 10:52
**To:** Peter Bovill <Peter.Bovill@montagu-evans.co.uk>; James Huish <James.Huish@Montagu-Evans.co.uk>; Marek Wojciechowski <marek@mw-a.co.uk>
**Cc:** Phillips, Kate <Kate.Phillips@camden.gov.uk>
**Subject:** 2016/1093/P - 20-21 King's Mews

Dear all,

1) Kate and I have been unable to find that revised Heritage Statement you said you have submitted to support the application. This is by far the most critical outstanding matter; a stronger and more persuasive justification for the demolition of a positive contributor is needed. Please could you send this document again? Your case in this regard is connected to the proposed design – especially on the west elevation.

The design, particularly of the elevation to the mews, is undoubtedly an improvement on the pre-application scheme. The brickwork, including the soldier course detailing, promise to be an attractive and high-quality finish. However as I said in my email of 24 June, I'm not convinced that the proposed design goes as far as it might to conserve at least the contribution in character made by the existing building. The west elevations as proposed have much less of the simple solidity of the frontages that have characterised this part of the mews, and while in scale and the mixture of vertical and horizontal emphases they seem to fit the modern mews house typology, the traditional and vernacular qualities of the building to be demolished, which evidence the history of uses in the mews, will be lost. The proposal seems to respond explicitly to its context on the north side – the modern mews house on the corner – but very little to the rest of the mews.

2) The size and regularity of the window openings and so the balance of solid to void seem a big part of the loss of character: is their large scale at second floor appropriate?; could the inset metalwork balustrades in the full-height windows at first floor be modified to give a bit more solidity here? The six windows along the length of the two buildings creates a very strong rhythm, which combined with the break-down of one plot into two (otherwise not contentious), makes for a very busy frontage; could this be softened if the two colours of brick did not contrast so much in tone, with each other, but also with the rest of the mews to the south?

3) As I said, the proposed design would undoubtedly produce two high-quality modern mews houses. I'm interested in making sure they contribute as much as possible to their context, given what would be lost.

Thanks for your patience with this.

Alfie

Alfie Stroud
Senior Planning Officer - Design & Conservation
Regeneration and Planning
Supporting Communities
London Borough of Camden

Telephone: 020 7974 2784
Web: camden.gov.uk
2 Floor
5 Pancras Square
London N1C 4AG

**Planning Response (8th July)**
Page 1/1

MWA Response:

1) Refer to email from Peter Bovill (13th July 2016), subject title, PD10435: 20-21 King's Mews - 2016/1093/P - Heritage Statement

2) West elevations proposed have been revised. The set back of the second floor emphasizes the subservient nature of the mews, in comparison to the ground and first floor. Stone reveals on the first floor have been removed, to create a simpler facade. The proposed rhythm of the openings takes reference from the existing mews typology along King's Mews. A study of the opening rhythm of the existing, consented and proposed schemes along King's Mews have been documented. Please refer to page 3.1 Varied Mews Typology and 3.2 Diagram of Opening Rhythm.

3) The window openings at the second floor have been reduced with a chamfer inset. A brickwall is proposed to be built in front of the metalwork balustrades at the first floor to create more solidity. The proposed brick type is more similar in tone. Please refer to P_13 Proposed Colour elevation Rev D.

**From:** James Huish
**To:** Ching Koh Mui; Aaron Thompson
**Cc:** Peter Bovill
**Subject:** RE: PD10435 - 20-21 Kings Mews - Revised planning submission
**Date:** 20 July 2016 16:49:16

Ching / Aaron

1) *Cycle Parking*
*The proposed residential development consists of 7 units with 2 bedrooms or more. Therefore 14 cycle parking spaces are required to meet the minimum cycle parking requirement. The proposals would provide 14 cycle parking spaces. This meets the minimum requirement which is welcomed by Camden. However, there are concerns about the cycle parking details proposed.*

*It is proposed to provide Brompton cycles in each flat. This is not in accordance with CPG 7 guidance. Cycle parking facilities should be either Sheffield or Josta stands.*

*Please have the applicant revise the cycle parking facilities to be in accordance with CPG 7 (Transport) which is available at the hyperlink below:*
- *http://camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en*

2) *External doors adjacent to the public highway*
*There appears to be a door on the ground floor plan that opens outwards on to the public highway. This would be unacceptable as it would be contrary to DP21, which states that the Council will expect works affecting highways to:*
- *"address the needs of wheelchair users and other people with mobility difficulties, people with sight impairments, children, elderly people and other vulnerable users;"*
- *"avoid causing harm to highway safety or hinder pedestrian movement and avoid unnecessary street clutter;"*

*The door would impede or obstruct pedestrian movement when open. It is necessary for the drawings to be revised so that the door opens inwards.*

*Summary*
*The proposal would be acceptable in terms of transport and highways impacts subject to a section 106 agreement including the following obligations:*
- *Car free development (PTAL rating = 6b)*
- *Construction Management Plan*

Kind regards,

James

**James Huish** MRTPI
**Planner**

Montagu Evans LLP
5 Bolton Street, London W1J 8BA
Direct: 020 7312 7484
Switchboard: 020 7493 4002

**Planning Response (20th july)**
Page 1/1

MWA Response:

1) Noted. Drawings have been revised to accommodate 13 cycle storage. Please refer to P_01 and P_02.

2) Noted. Bin storage door has been revised and does not open over the highway. Please refer to drawing P_01.

**From:** James Huish [mailto:James.Huish@Montagu-Evans.co.uk]
**Sent:** 27 July 2016 17:21

**Subject:** RE: PD10435: King's Mews - S.106 [CC-UK1.FID22180722]

Aaron,

We have received a follow up email from the case officer regarding the access comments:

1) *"I've not spoken to the Access Officer but another officer has reviewed it for me and thinks we should be asking for Flat 3 to be accessible and adaptable - Building Regs Part M4(2). He also mentioned that the bin store should open inwards and needs to be large enough to cater for the whole block. Please can you confirm that the bin store accords with the requirements set out at pages 89 – 96 of CPG1?"*

2)

Given that she has not managed to speak to the officer, we may be expecting further detailed comments.

Regarding the bin storage, I have attached CPG1. How much of this do we meet, and what are we unable to meet?

Kind regards,

James

**James Huish** MRTPI
**Planner**

Montagu Evans LLP
5 Bolton Street, London W1J 8BA
Direct: 020 7312 7484
Switchboard: 020 7493 4002

**Planning Response (28th july)**
Page 1/1

MWA Response:

1) Noted. Flat 3 has been revised to comply with Building Regulations Part M4(2). Please refer to P_01.

2) Bin store has been relocated. Please refer to drawing P_01.

**From:** Phillips, Kate [mailto:Kate.Phillips@camden.gov.uk]
**Sent:** 29 July 2016 15:23
**To:** Peter Bovill <Peter.Bovill@montagu-evans.co.uk>
**Subject:** RE: PD10435: King's Mews - 2016/1093/P - Proposed Conditions

Peter,

1) Please can you give me a ring. I've taken the application to committee case conference and the managers aren't happy with the awkward design at ground level or the outlook for Flat 3. Having discussed it, we think the omission of Flat 3 would be the best way forward, which will also make it easier to provide the required cycle parking.

If you can get plans to me quickly, we can still get it to the 18th August committee.

As for the water condition, please see the following: PPG - Housing: Optional Technical Standards

Kate

Kate Phillips
Senior Planning Officer

1

**Planning Response (1st August)**
Page 1/1

MWA Response:

1) Noted. Flat 3 has been revised as a one bed flat. Please refer to P_01 & P_02 for revised layout.

**From:** Fallows, Hannah
**Sent:** 02 August 2016 15:32
**To:** Phillips, Kate
**Subject:** RE: 20-21 King-s Mews - another revised plan!

Hi Kate,

1) All doors have to be an absolute minimum of 900mm wide but preferably 1200mm for ease of access with a cycle. They should also either be automatic (probably over the top for a development this size), power assisted (preferable here) or suitable enough to prop open. This is particularly important with consecutive doors (as per this design). The proposed door into the cycle store looks a little small. I have tried to measure it off the pdf but it is not that accurate. Can a bigger door be installed here? Power assisted?

2) In addition to this can the applicant confirm that there is enough vertical clearance to install a 2-tier josta system? And horizontal clearance in front? CPG7 guidance asked for 2.7m high for a spacing of 400mm centres between stands or 2.5m high for a spacing of 650mm between stands. These details also need to be included on the revised drawing.

But in principle this looks great for cycle parking.

Hannah Fallows
Transport Planner

**Planning Response (2nd August)**
Page 1/1

**MWA Response:**

**1) Noted. Door dimensions have been shown in drawing P_01 and doors to common areas are power assisted.**

**2) Bike storage with dimensions are indicated in P_01. Please refer to Page 16.0 Cycle Storage Strategy.**


Ground Floor


First Floor and Above

**Site Usage**

- A1 Retail Use
- B1 Office Use
- Consented C3/ Under construction
- B2 Industrial Use
- C3 Residential Use

**11.0 Context Use Analysis**

**11.1** The diagram on the left shows existing and consented land use of the site as well as it's neighbouring properties.


**20-21 Kings Mews**
View looking South

Dashed line denotes areas of repaired/infilled brickwork

## 12.0 IDENTIFYING THE NEED

**12.1** This section is written in conjunction with Loss of Employment Supporting Statement by Montagu Evans.

**12.2** As set out in the accompanying report, the need for the change of use comes from the general under-utilisation of the site, the low standard of the existing B2 'Industrial use' and high cost associated with refurbishment, which would then expect to yield a low rent. The site at 20-21 Kings Mews identifies with a number of these considerations, as described below:

**12.3** The building is severely constrained in terms of its ability to provide suitable accommodation for B2 use and is entirely unsuited to other business uses. Given the significant refurbishment works needed and the listed status of the property, the standard of B2 accomodation that could be achieved through refurbishment is limited.

Please refer to the Loss of Employment Statement (Montagu Evans) for a more detailed assessment of the building's current condition against Camden's Development Policy.

**12.4** Furthermore, the framework places emphasis on the need for residential accommodation and states:

> *"Local planning authorities should ... approve planning applications for change to residential use and any associated development from commercial buildings (currently in the B use classes)"*

The demand for housing in the United Kingdom and, in particular, in London is exceptionally high. As noted in Camden's Core Strategy, any opportunity to reuse existing buildings to increase the availability of sustainable, quality homes should be regarded as beneficial.


01. Proposed timber framed double glazed windows.

02. Timber hardwood doors.

03. London stock brickwork type B

04. London stock brickwork type A

05. Vertical control joint between the application site and the neighbouring properties.

06. Proposed stone reveal.

07. Fluted stone panel.

08. Metal railings.

09. Glass Balustrade

## 13.0 DESIGN PROPOSALS

### 13.1 Design Strategy

All proposed works are illustrated in detail on the drawings submitted as part of this application.

A summary of the works is described below,

*Demolition of the existing building, associated with change of use from Class B2 'general industrial' use (mechanic/garage) to Class C3 'residential, including excavation to create lower ground floor. The proposal creates 1no. 1 bed & 6no. 2 bed C3 units across lower ground, ground, first and second floors, with roof terraces located on the set back second floor. Provisions have also been made for cycle storage, ground floor waste storage and plant areas.*

### 13.2 Front Elevation Design Strategy

The proposal splits the front elevation of 20-21 Kings Mews vertically in keeping with the grain of the street and paying homage to historic legacy of the site when it was two distinct mews buildings prior to 1890. The front elevation is constructed of brickwork and dressed stone elements which create the formal street frontage to the building whilst retaining the character of the existing building.

The design, massing and materials of the building envelope has been developed following close consideration of the site and its context.

In developing the design the following principles have been adopted:

• Repair and reinforce the urban pattern and fabric;
• Provide a cohesive and high quality contemporary design that complements and reflects the surrounding buildings proportions;
• Integrate both traditional and contemporary materials;

The new facade greatly improves the flat-faced, appearance of the existing facade, its extruded depth allows the provision of south-private terraces and Juliet balconies that reduce the existing bulk of the building. To assist this, the second floor level has been set back from the existing facade line diminishing the impact of this elevation.

The elevations of the building are predominately London stock brick to the front facade and London stock to the rear.

### 13.5 Proposed New Entrance

Although the property reads as two distinct mews buildings, the property has one central entrance, the adjacent opening houses the communal bin store.

* Revised in response to planner's comments

## 14.0 SUSTAINABILITY AND M&E SERVICES

### 14.1 Sustainability

Please refer to Energy and Sustainability Statement (Cundall) for full details of the sustainability strategy.

The proposed energy efficient systems and passive design features result in the scheme achieving a 6% improvement over the Part L1b 2013 Building Regulation $CO_2$ emission standards.

Passive strategies are employed where possible, large windows to the front and rear elevations, increasing daylight levels and operable windows at the front and back to improve natural ventilation.

Low environmental impact is a key consideration for the development at 20-21 Kings Mews, whilst still providing a high quality residential development.

### 14.2 Servicing Strategy

Please refer to Outline Services Report (Cundall) for full details of the servicing strategy.

#### 14.2.1 Heating

Individual boilers will be installed to each apartment to provide heating through radiators and heated towel rails throughout the apartments. These are located centrally in the apartments with flues running to the roof and elevations.

#### 14.2.2 Cooling

AC condensers are proposed to the roof, which would not be visible from the street.

Refer to Acoustic Report (KP Acoustics) and Outline Services Report (Cundall)

#### 14.2.3 Ventilation

The apartments will be naturally ventilated throughout the front and rear facades windows. A controlled Mechanical Ventilation with Heat Recovery (MVHR) is proposed for each dwelling, to reduce the heating load, filter pollutants out of incoming air and improving the internal environment which is ideal for this proposal that sits in central London.

#### 14.2.4 Water

Booster and pump located at the lower ground floor and distributed throughout the apartments. Dual flush cisterns, flow restriction on taps, low flow showers and water meter systems are all introduced to minimise the demand for water.

#### 14.2.5 Incoming services/Plant

All incoming services are into the plant room located on the lower ground floor and the ground floor entrance. These services will then be distributed via the riser located next to the staircore.

#### 14.2.6 Sedum roof

Sedum roof is proposed at roof level, which improves the ecological value of the site. Please refer to Energy & Sustainability Report (Cundall).

**PROPOSED UNIT SUMMARY**

| | | Proposed Unit Areas* | | | | |
|---|---|---|---|---|---|---|
| | | (sqm) | (sqft) | Amenity | (sqm) | (sqft) |
| Flat 01 - 2 Bed/4 Person | Ground Floor/Basement | 86 | 926 | Planter | 7 | 75 |
| Flat 02 - 2 Bed/4 Person | Ground Floor/Basement | 96 | 1,033 | Planter | 6 | 65 |
| Flat 03 - 1 Bed/2 Person | Ground Floor | 52 | 560 | _ | _ | _ |
| Flat 04 - 2 Bed/3 Person | First Floor | 65 | 700 | _ | _ | _ |
| Flat 05 - 2 Bed/3 Person | First Floor | 64 | 689 | _ | _ | _ |
| Flat 06 - 2 Bed/3 Person | Second Floor | 62 | 667 | Terrace | 5 | 54 |
| Flat 07 - 2 Bed/3 Person | Second Floor | 61 | 657 | Terrace | 5 | 54 |
| GRAND TOTALS | | 486 | 5,231 | | 10 | 108 |

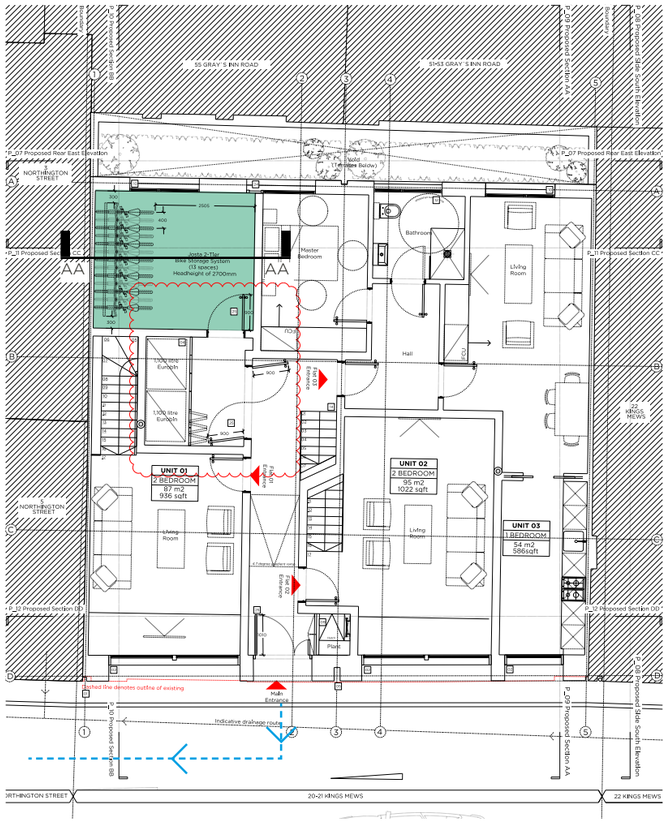
Notes: All areas are approximate only, are based on measurements obtained from the measured survey provided by MobileCad.
All measurements to be checked on site
All quoted areas subject to necessary consents

**15.0 PROPOSED USE, UNIT SIZE AND DENSITY**

**15.1 Proposed Use.**
Please refer to Loss of Employment Statement (Montagu Evans).

**15.2 Proposed Units with Dual Aspect**
The proposal comprises of a variation of sizes of 1 no.1-bed and 6 no. 2-bed unit with dual aspect. This sizing complies with London Housing Guide 5.2.

**15.3 Proposed Density**
The site area is 185 sqm (1,991 sqft). This then means that the proposed scheme provides a density of 1,135 Hr/Ha (habitable rooms per hectare). It is deemed that this is a suitable density given the central location of the site.




Proposed Ground Floor Plan

Josta 2-tier bike




Section AA

< 1 minute walking to Santander Cycle Scheme

Proposed Josta 2 tier (13no. bike)

## 16.0 CYCLE STORAGE PROVISION

### 16.1 Access and Parking

There are currently no car parking spaces within the curtilage of the site. The proposed development will be car free.

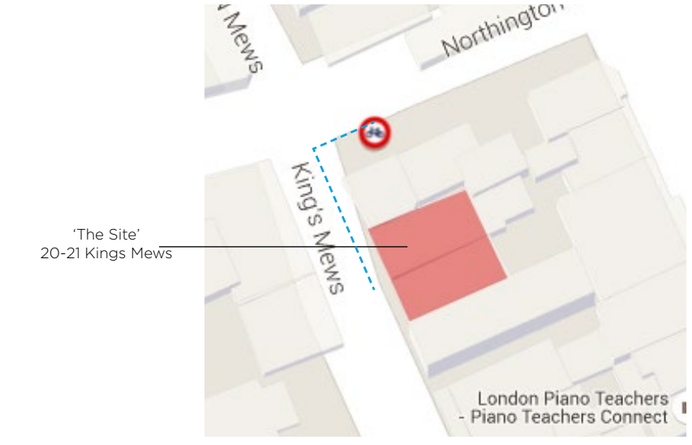
This is considered viable due to the high concentration of public transport in the vicinity which has a PTAL of 6b.

### 16.2 Cycle Storage

Following Camden's Core Strategy Policy, cycling is promoted as a sustainable means of travel that provides the opportunity to relieve congestion and promote a healthy lifestyle.

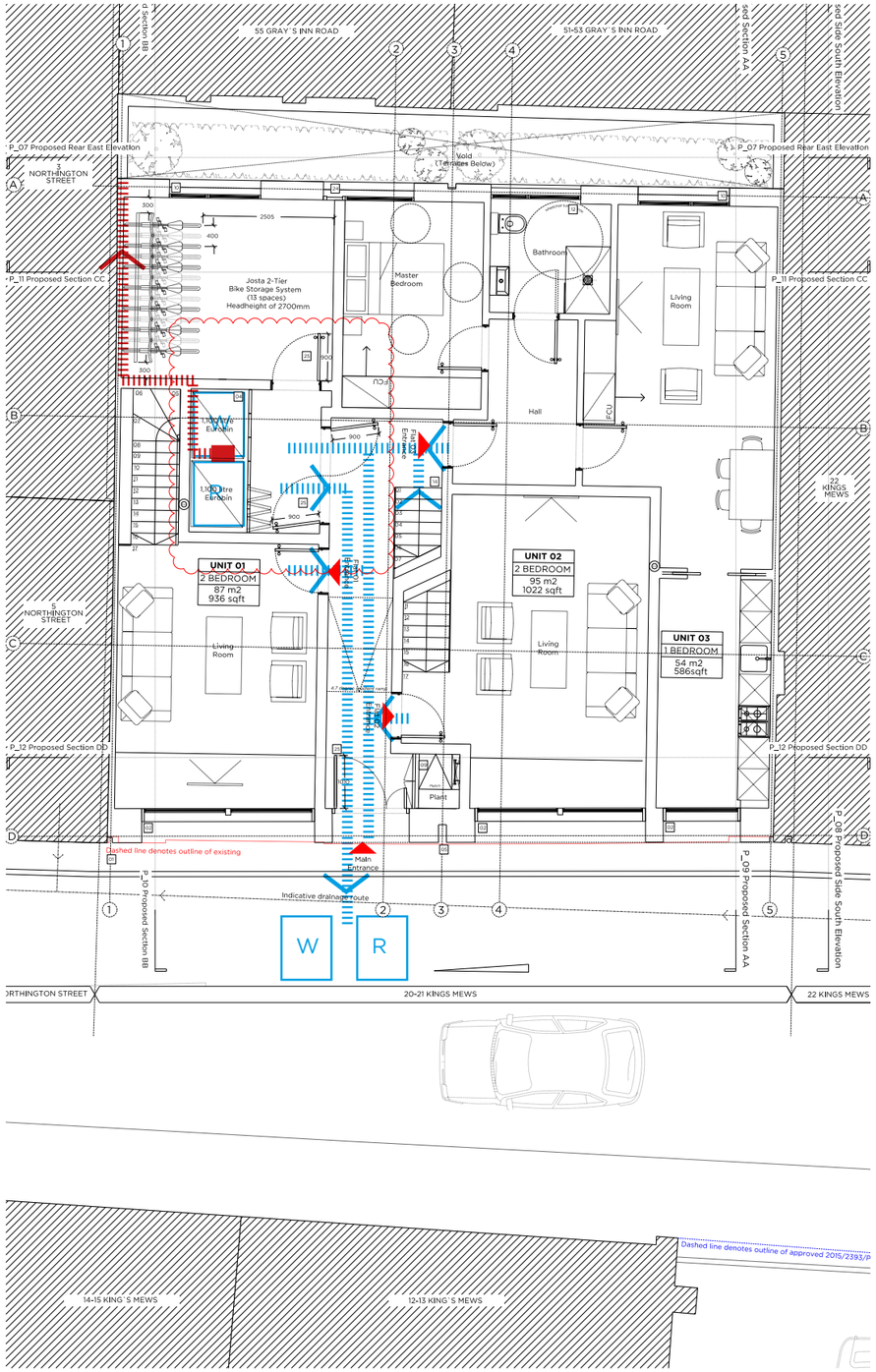
Cycle storage has been provided in the form of Camden bike stands, Cyclehoop wall anchors and contained within built-in joinery. The proposal provides a total of 13 secure cycle storages, which allows for 1 bike space per bedroom as per our pre-application advice and the London Plan, chapter 6; Table 6.3; Cycle Parking Standards.

Residents and visitors are also able to rent bicycles with Santander Cycle Scheme. The nearest cycle rental is just around the corner, located at the intersection of Northington Street and King's Mews.




Nearest Santander Cycle Rental

* Revised in response to planner's comments




Indicate waste routes
Ventilation extract

Figure 14. Amount of internal storage space required by the number of rooms in dwelling

| Number of habitable rooms in dwelling | Capacity of external storage space required for that dwelling (for weekly collection) |
|---|---|
| 1 | 0.15 $m^3$ |
| 2 | 0.20 $m^3$ |
| 3 | 0.25 $m^3$ |
| 4 | 0.30 $m^3$ |
| 5 | 0.35 $m^3$ |
| 6 | 0.40 $m^3$ |

NB: The figures include both recyclable and non-recyclable waste

CPG 1 Figure 14

## 17.0 WASTE MANAGEMENT

### 17.1 Encouraging Recycling

Each apartment will be fitted with a 85litre separate waste and recycling containers within the kitchen units. It is considered that this encourages occupants to separate their rubbish and recycling more regularly and reliably. See image below of the integrated bin storage.

In addition to the integrated waste storage within the kitchen units, our proposal provides 2,200 litres of communal bin storage (2no. 1,100 litre Eurobins) at ground floor rear with a ventilation extract to the rear facade.

Referring to CPG1 Figure 14 shown in the table,

Proposed units : 7
Habitable rooms in each unit : 3
Storage space required: 7 x 0.25$m^3$ = 1.75$m^3$ / 1750 litre

As the minimum required storage space is 1750 litre, the proposed bin storage more than meets the requirement.

### 17.2 Waste Collection

Occupants will bring their waste from their individual dwellings to the communal bin store located on the principal facade or directly to the collection point within the allotted time frame.

Example of in-kitchen waste and recycling storage

* Revised in response to planner's comments

**Part M Design Criteria**

**Criterion 1**– Parking (width or widening capability)
**Criterion 2** – Accessible approach to dwelling from parking (distance, gradients and widths)
**Criterion 3** – Accessible approach to all entrances
**Criterion 4** – All entrances should:
a) Be illuminated
b) Have level access over the threshold; and
c) Have effective clear opening widths and nibs
d) Have adequate weather protection*
e) Have a level external landing.*
**Criterion 5**– Accessible communal stairs and lifts
**Criterion 6** – Internal doorways and hallways enable convenient movement in hallways and through doorways.
**Criterion 7** – Circulation Space enable convenient movement in rooms for as many people as possible.
**Criterion 8** – Entrance level living space provide accessible socialising space for visitors less able to use stairs.
**Criterion 9** – Potential for entrance level bed-space to provide space for a member of the household to sleep on the entrance level if they are temporarily unable to use stairs.
**Criterion 10** – Entrance level WC and shower drainage to provide an accessible WC and potential showering facilities.
**Criterion 11** - WC and bathroom walls ensure future provision of grab rails is possible, to assist with independent use of WC and bathroom facilities.
**Criterion 12** – Stairs and potential through-floor lift in dwellings enable access to storeys above the entrance level for the widest range of households.
**Criterion 13** – Potential for fitting of hoists and bedroom / bathroom relationship to assist with independent living
**Criterion 14** – Provide an accessible bathroom that has ease of access to its facilities from the outset.
**Criterion 15** – Glazing and window handle heights to enable people to have a reasonable line of sight from a seated position in the living room and to use at least one window for ventilation in each room.
**Criterion 16** – Locate regularly used service controls, or those needed in an emergency, so that they are usable by a wide range of household members

## 18.0 LIFETIME HOMES/PART M

The table below shows the lifetime homes/Part M assessment of each apartment.

Given the restrictive nature of the site, it is not possible to meet all of the requirements due to the need to preserve the historic nature of the building. These exceptions have been limited and are noted in the matrix below.

The internal layouts of the apartments and their services all comply with Lifetime Homes Criterion 6-16 where applicable. This means that all internal circulation, bathrooms and layouts are compliant where possible.

**Matrix**

| *Criterion* | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Flat** | **Beds** | Parking | Approach to dwelling from parking. | Level approach to all entrances | External entrance | Communal stairs | Internal doors & hallways | Circulation space | Entrance level living space | Entrance level bed space | Entrance level WC & shower drainage | Bathroom / WC adaptability | Stairs and potential through floor lift in dwelling | Potential for fitting of hoists | Bathroom | Windows | Service Controls |
| Flat 1 | 2 | Note A | Note A | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | Note B | Note B | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Flat 2 | 2 | Note A | Note A | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | Note B | Note B | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Flat 3 | 1 | Note A | Note A | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | N/A | ✓ | ✓ | ✓ | ✓ |
| Flat 4 | 2 | Note A | Note A | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | N/A | ✓ | ✓ | ✓ | ✓ |
| Flat 5 | 2 | Note A | Note A | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | N/A | ✓ | ✓ | ✓ | ✓ |
| Flat 6 | 2 | Note A | Note A | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | N/A | ✓ | ✓ | ✓ | ✓ |
| Flat 7 | 2 | Note A | Note A | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | N/A | ✓ | ✓ | ✓ | ✓ |

Note A No car parking spaces to be provided as part of development.
Note B No lift due to site constraints.

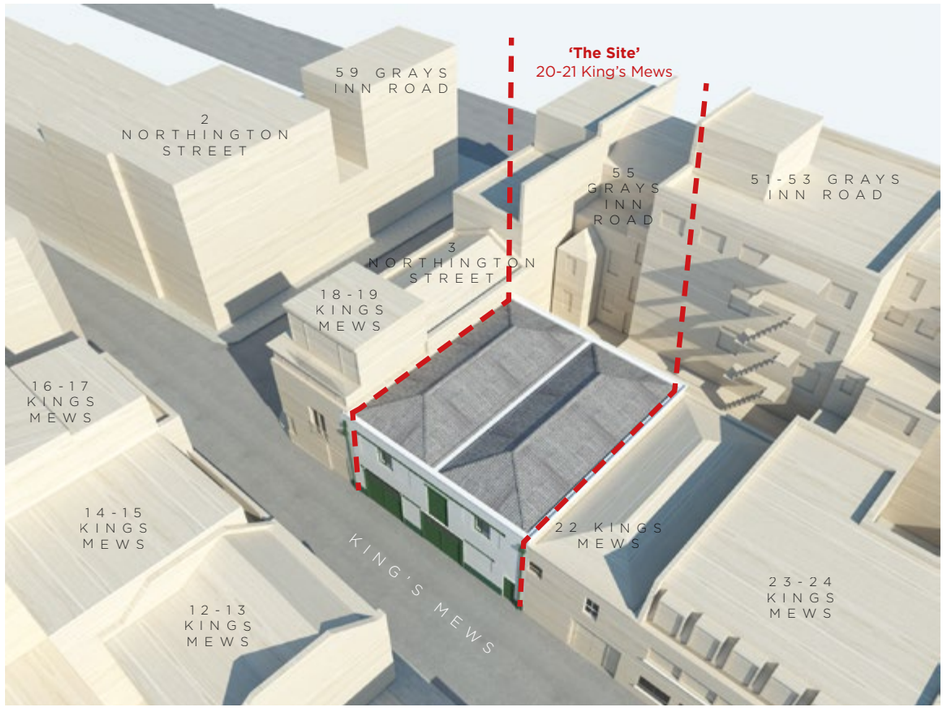

**20-21 King's Mews**
Looking South along King's Mews

## 19.0 CONCLUSION

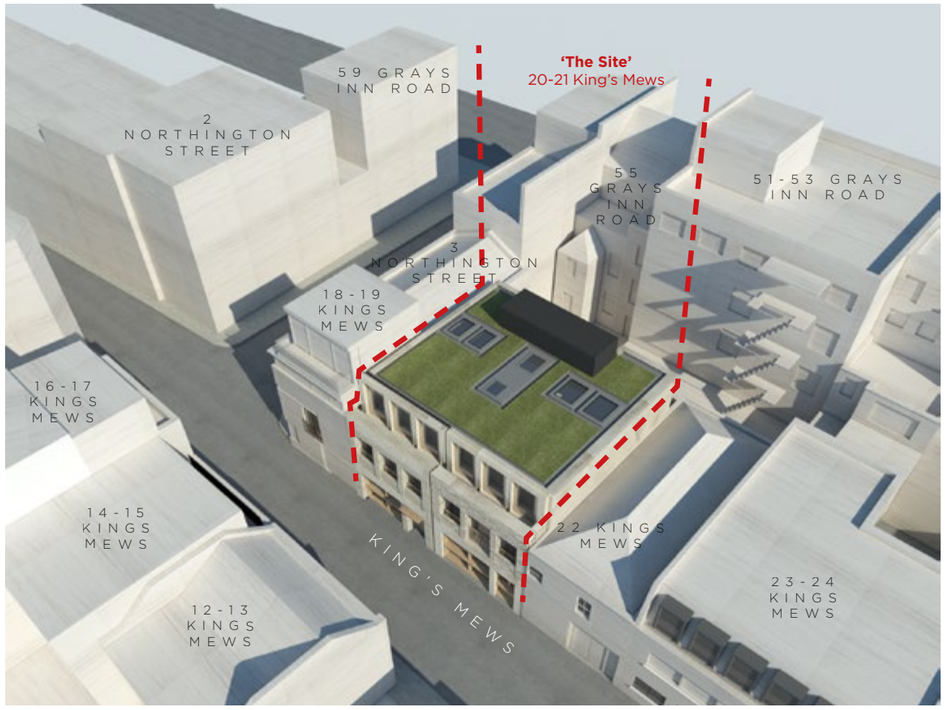
**19.1** This document has been compiled following thorough investigation of the history of the site and surrounding area, recently consented developments close to the application site, and all relevant local and national planning policy. We believe that by adopting a sensitive and considered approach, the proposals outlined in this document represent an opportunity to create an exemplary residential development without impacting the amenity or character of the surrounding area.

SECTION THREE:

PROPOSED VISUALS

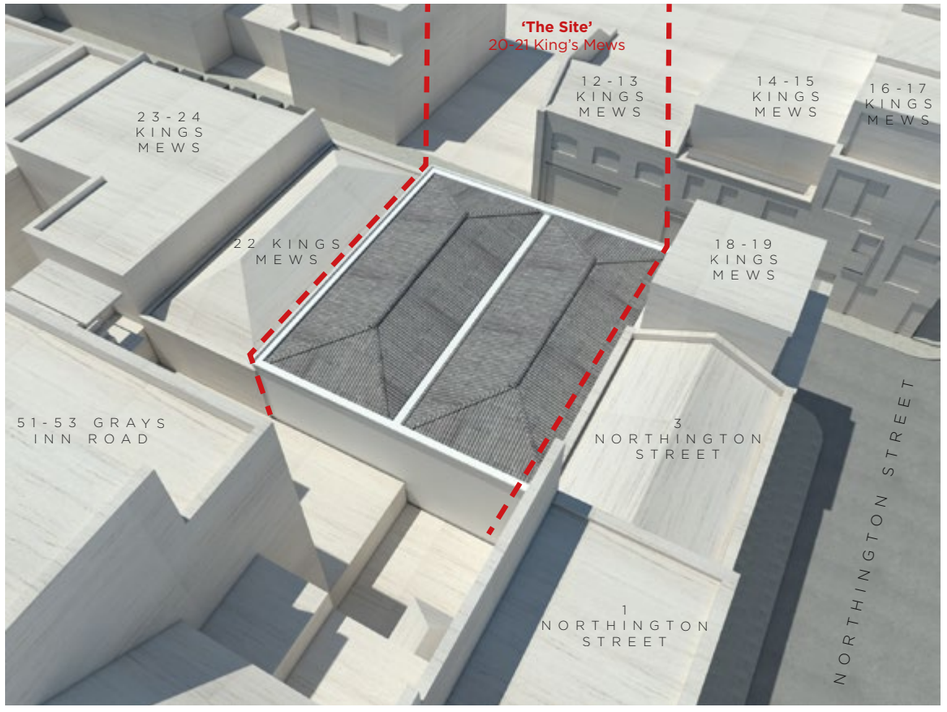



**As Existing**
Isometric View Looking North East

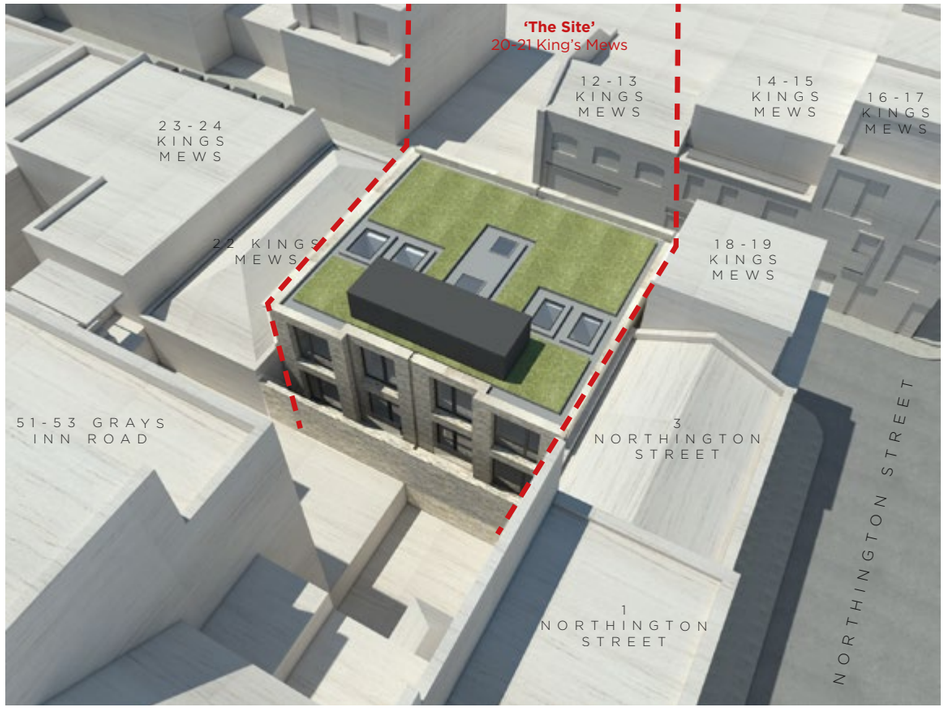



**As Proposed ***
Isometric View Looking North East

* Revised in response to planner's comments




**As Existing**
Isometric View Looking South West




**As Proposed ***
Isometric View Looking South West


**20-21 King's Mews Front Elevation**
As Submitted


**20-21 King's Mews Front Elevation**
Revised Proposal *

**23 King's Mews consented scheme**

**20-21 King's Mews - Street View**
As Submitted

**20-21 King's Mews - Street View**
Revised Proposal *

**23 King's Mews consented scheme**


**20-21 King's Mews - Night View**
Revised Proposal *

**Brick Type A**
**Petersen Kolumba K31**

**Brick Type B**
**Petersen brick D72**

**23 King's Mews consented scheme**

* Revised in response to planner's comments

**SECTION FIVE:**

# EXISTING & PROPOSED AREAS

| Gross External Area | Existing | | Proposed | |
|---|---|---|---|---|
| | m2 | Sq Ft | m2 | Sq Ft |
| Site | 185 | 1991 | 185 | 1991 |

| Gross Internal Areas | Existing | | Proposed | |
|---|---|---|---|---|
| | m2 | Sq Ft | m2 | Sq Ft |
| Ground Floor | 176 | 1894 | 142 | 1528 |
| Basement | 0 | 0 | 143 | 1539 |
| First Floor | 175 | 1884 | 142 | 1528 |
| Second Floor | 0 | 0 | 129 | 1389 |
| **Totals** | **351** | **3778** | **556** | **5985** |

| Net Internal Area | NIA | | Unit Types** |
|---|---|---|---|
| | m2 | Sq Ft | |
| Flat 01 - Ground Floor/Basement | 87 | 936 | 2B4P |
| Amenity | 7 | 75 | |
| Flat 02 - Ground Floor/Basement | 95 | 1023 | 2B4P |
| Amenity | 6 | 65 | |
| Flat 03 - Ground | 54 | 581 | 1B2P |
| Amenity | - | - | |
| Flat 04 - First | 65 | 700 | 2B3P |
| Amenity | - | - | |
| Flat 05 - First | 64 | 689 | 2B3P |
| Amenity | - | - | |
| Flat 06 - Second Floor | 62 | 667 | 2B3P |
| Amenity | 5 | 54 | |
| Flat 07 - Second Floor | 61 | 657 | 2B3P |
| Amenity | 5 | 54 | |
| **Totals** | **488** | **5253** | |

| Gross External Areas | Proposed | |
|---|---|---|
| | m2 | Sq Ft |
| Ground Floor | 160 | 1722 |
| Basement | 166 | 1787 |
| First Floor | 163 | 1755 |
| Second Floor | 150 | 1615 |
| Totals | 639 | 6878 |

**Notes:**
* Areas are approximate only, subject to necessary consents, and based on draft measured
**Units subject to necessary consents and further detail design development