

Borough of Camden, Planning Department, 2nd Floor, 5 Pancras Square, London, N1C 4AG.

DESIGN & ACCESS STATEMENT - 155 Drummond Street NW1 2PB.

07 September 2020.

Rev. B

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4.2 SCHEDULE OF PROPOSED ACCOMMODATION.

1.0 SITE CONTEXT.

1.1 SITE LOCATION.

The site is located within an urban block close to Euston Station in Central London. It is adjacent to the area identified for the redevelopment of Euston Station for the route of HS2. The urban block is bounded by Drummond Street to the north, North Gower Street to the east, Euston Road to the south and Hampstead Road to the west. This urban block contains The Camden Peoples Theatre [on the corner of Drummond Street and Hampstead Road] a Public House and mixed use of various commercial and residential properties.

The Tolmer's Square Estate was designed as a protective enclosure, with onion rings of layered buildings, making the transition from the hard outer edges of the urban block, to the softer central greenspace. The square is entered via four vehicular and pedestrian gateways, from; North Gower Street, Drummond Street and Hampstead Road. The gateways are generally characterised by higher density buildings. The pedestrian links are formed by relatively tiny fissures within the urban fabric. Gateway-D off Hampstead Road is bounded by 8-storey buildings, which form part of the western edge of Tolmer's Square Estate.



The Tolmer's Square Estate – view towards Hampstead Road.

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Designed circa. 1980 the Tolmer's Square Estate was conceived in a neo vernacular style, with heavy masonry using concrete and brickwork construction. The residential apartments to the north edge of Tolmers Square [behind Drummond Street] are designed with their primary access and living quarters, facing south to the central greenspace.

The application site is the northern gateway of the Tolmer's Square Estate and has a drive through archway providing vehicular and pedestrian access from Drummond Street to Foundry Mews and to the estate beyond. Relative to the other estate gateways, the density of the northern gateway is downplayed within the context of Drummond Street terrace, rather than Tolmer's Square Estate. The scale and character of the urban massing around Drummond Street has increased significantly since circa 1980 when the estate was redeveloped and this presents an opportunity to re-imagine the northern gateway to the Tolmer's Square Estate as a landmark building, that could act as a paradigm to increase housing density for other similar structures.

1.2 TRANSPORT LINKS.

The site has a high PTAL rating of 6B. A wide variety of bus routes are provided in close proximity to Hampstead Road and Euston Road and regular underground services are provided at Euston Square [Circle Line, Metropolitan Line, Hammersmith & City Line], Euston Station [Victoria Line, Northern Line], and Warren Street [Victoria Line, Northern Line], all within 600 metres walk from the site.

The site is also within easy walking distance of other significant transport links, including; Euston main line train station for both suburban and intercity rail services. Also in close proximity are the Kings X main line train station, the St Pancras main line train station and the Eurostar Terminal at St Pancras International Station.

1.3 WALKING LINKS.

The site is within easy walking distance of all of Central London, the West End, The City and the River Thames.

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1.4 CYCLING LINKS.

The site is relatively close to the Super Highway Cycle Route C6 which travels from Kentish Town, across Blackfriars Bridge to Elephant & Castle in south London. This north-south cycle route connects with various east-west cycle routes, including the C33 Super Highway Cycle Route which connects Hyde Park with Barking and travels along The Embankment.

The site is in a highly accessible location with excellent public transport opportunities giving good accessibility to all of Central London. The scale and nature of the proposed development and the number and quality of public transport services means that it shall have no negative impact on public transport services.

The proposed development seeks to maximise the use of this highly accessible urban location. The application site is adjacent the proposed station for the termination of HS2 and together with the established transport infrastructure links, it is difficult to imagine a location that has more physical connectivity and integration with public transportation links, than this one.

1.5 LISTED BUILDING & CONSERVATION AREAS.

The development site is not a Listed Building.
The site is not within a Conservation Area.

2.0 DESIGN.

2.1 THE EXISTING BUILDING.

The existing building at 155 Drummond Street consists of a 3-storey structure built at podium level above a vehicular and pedestrian gateway to the Tolmer's Square Estate. The existing building is constructed from reinforced concrete, brickwork and structural timber and is of poor architectural quality and poor environmental performance.

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The existing basement of 93 sq m has access hatches, a staircase, site services and storage. There is no on-site rubbish, recycling and food waste provision and the current building utilises the centralised estate services bin store via a licenced agreement.

The existing ground floor of 3 sq m has a constrained entrance [to the apartments above] from Drummond Street, storage and meter cupboards. There is no passenger lift and the access staircase does not comply with the current Building Regulations.

The pedestrian access to the Tolmer's Square Estate does not provide 1200mm clear level access as required for wheelchair users. The vehicular access to the Tolmer's Square Estate is 3400mm clear width.

The first floor apartment of 69 sq m has two double bedrooms to provide 2-bedroom, 4-person accommodation. Storage is 0.8 sq m. Amenity space is provided off the kitchen / dining area with a balcony of 5.4 sq m. A living room, bathroom and WC are accessed via the entrance hall. Some of the accommodation is below the National Minimum Standards.

The second and third floor duplex apartment of 101 sq m has three double bedrooms and a single bedroom to provide 4-bedroom, 7-person accommodation. Storage is 14 sq m. Amenity space is provided off bedroom-02 with a roof terrace of 15.0 sq m. Amenity space is provided off bedroom-03 with a balcony of 2.7 sq m. A kitchen / dining room is accessed via the entrance hall. There is no living room. Some of the accommodation is below the National Minimum Standards.

The roof is constructed in part from a pitched tiled roof and in part from a flat asphalt roof. There is no access to roof level.

2.2 THE PROPOSED BUILDING.

The proposed building at 155 Drummond Street consists of a 5-storey structure built at podium level above a vehicular and pedestrian gateway to the Tolmer's Square Estate. The proposed building is constructed from the retained elements of the existing reinforced concrete structure and of good architectural quality and good environmental performance.

The proposed basement of 85 sq m has passenger lift access, a Utility Staircase, services and meter cupboards for gas and electricity. On-site provisions for recycling, general waste and food waste at 120L x 4 general waste, 140L x 4 recycling, 23L x 4 food waste.

The proposed ground floor of 27 sq m has a generous entrance [to the apartments above] from the accessway off Drummond Street, to provide a glazed entrance lobby with Utility Stair, passenger lift and postage boxes for the individual apartments. A separate doorway is provided for the basement entrance staircase.

The pedestrian access to the Tolmer's Square Estate provides 1200mm clear level access as required for wheelchair users. The vehicular access to the Tolmer's Square Estate is 3400mm clear width.

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The first floor apartment of 74 sq m has two double bedrooms to provide 2-bedroom, 4-person accommodation. Storage is 2.0 sq m. Amenity space is provided off the open-plan kitchen / living / dining area with a level access balcony of 9.78 sq m. There is an en suite bathroom and a WC that is accessible off the central lobby. The accommodation complies with the National Minimum Standards.

The second floor apartment of 74 sq m has two double bedrooms to provide 2-bedroom, 4-person accommodation. Storage is 2.0 sq m. Amenity space is provided off the open-plan kitchen / living / dining area with a level access balcony of 9.78 sq m. There is an en suite bathroom and a WC that is accessible off the central lobby. The accommodation complies with the National Minimum Standards.

The third floor apartment of 74 sq m has two double bedrooms to provide 2-bedroom, 4-person accommodation. Storage is 2.0 sq m. Amenity space is provided off the open-plan kitchen / living / dining area with a level access balcony of 9.78 sq m. There is an en suite bathroom and a WC that is accessible off the central lobby. The accommodation complies with the National Minimum Standards.

The fourth and fifth floor apartment of 140 sq m has an upside down configuration, so that the living spaces are on the top floor to benefit from light and amenity.

The fourth floor has three double bedrooms to provide 3-bedroom, 6-person accommodation. Storage is 3.38 sq m. Amenity space is provided off the hall with a level access balcony of 9.78 sq m. There is an en suite bathroom to bedroom-03 and shared bathroom that is accessible off the central hall. The accommodation complies with the National Minimum Standards.

The fifth floor has a galley kitchen and open plan living and dining area with skylights. Storage is 1.16 sq m. There is a WC accessed off the main space and a study room accessed via the central hall. A Private Stair provides access to the roof terrace above.

The roof terrace of 63.85 sq m has an area of decking and planted areas divided into accessible planted zones and dense planting zones. A PV panel installation is mounted on a steel framework to provide shaded seating areas beneath and storage for garden furniture.

2.3 DESIGN CONCEPT.

The architectural concept for the design proposal, developed from the understanding that the site is both part of the street scene along Drummond Street and the northern gateway to the Tolmer's Square Estate. Since the pre-War era, the urban context of this area of London has changed beyond all recognition and many high density developments lie within close proximity to the site. There is a 10-storey block on Drummond Street, west of Hampstead Road and buildings in excess of 30-storeys height, immediately beyond that.

Although the height of Drummond Street, east of Hampstead Road, is generally limited to 4-5 storey buildings, the scale of some of the neighbouring buildings is very large. For example, the adjacent property at 141-153 Drummond Street is a relatively massive and homogenous building on a horizontal axis. It has no particular architectural merit and is far removed from the texture and grain of the pre-War terraced houses that used to occupy the site.



155 Drummond Street – view towards Hampstead Road.

Beyond a reading of the site as simply a street terrace infill, a more accurate and nuanced understanding of the site is as the northern gateway of the Tolmer's Square Estate, which in itself contains 8-storey residential blocks. The site is 1 of 4 gateway's to the Tolmer's Square Estate and currently downplayed with the neo vernacular design of the existing building, being of little or no architectural merit.

The other 3 gateways are characterised with greater architectural mass and drama. Gateway-A is a vehicular and pedestrian route, from North Gower Street to Tolmer's Square and framed by a traditional 4-storey terrace and a contemporary style 8+-storey mirror clad building. Gateway-B is a pedestrian route, from North Gower Street to Tolmer's Square and framed by traditional and contemporary 4-storey terraces, with views to higher density buildings beyond. Gateway-D is a vehicular and pedestrian route, from Hampstead Road to

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Tolmer's Square and framed by 8-storey building [which form part of the Tolmer's Square Estate] and a contemporary style 8+ storey mirror clad building.

The proposed gateway building, provides a counterpoint to the homogeneity of 141-153 Drummond Street and landmark's the northern gateway to Tolmer's Square. By enhancing the architectural design of the northern gateway, adding density to provide additional residential accommodation and improve the vehicular and pedestrian links to the Tolmer's Square Estate, the design enhances the sustainability of the estate as a whole.

There is a need for additional housing within the London Borough of Camden and a site in this location, with extensive public transport infrastructure links and within easy walking reach of most Central London locations, has no requirement to be reliant on private motor car ownership and there is an opportunity to make a positive contribution to the reduction of CO2 emissions with this development.

There is a direct link between housing density and sustainable development and even relatively small housing developments, such as this one, have their role to play within the emerging climate emergency.

2.4 SUSTAINABLE DESIGN.

Directly informing the sustainable redevelopment was an innovative application of structural design principles which allows the existing primary reinforced concrete structure [comprising; foundations, ground slab and 1st floor transfer structure] to be retained and reinforced with relatively minor structural interventions and without any structural implications for the adjacent properties. The retained 1st floor transfer structure shall be utilised as a crash deck during the construction process and permit the northern gateway to Tolmer's Square Estate to remain open to vehicular and pedestrian access throughout the construction process. The re-engineering and re-use of the existing reinforced concrete foundations and transfer structures, makes a significant contribution to the reduction of the CO2 footprint for this development, over and above more conventional construction methods [not only in the casting of new foundations, but also in the reduction of demolitions waste and their transport to landfill].

In considering the wider implications of sustainable development, the client and designer felt strongly that they have a responsibility towards maximising the development potential of the site, within the constraints of the retained reinforced concrete structures and fire engineering principles. The design proposal achieves this, with the maximum number of new homes provided, for the minimum CO2 impact for this site. Due to the limitations of the regulations and of the software, the retained concrete structure and foundations do not have a CO2 value that can be factored into the energy report provided by Build Energy. With the retention of the fairly extensive concrete structures and foundations, the real world performance of the design proposal is better than that indicated within the report.

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The constraints of the freehold site area, meant that there was no scope to re-design the building site layout. The orientation of the rooms within the floor plate, placed the living rooms to the south façade for maximum benefit from daylight and the amenity spaces. Passive design demand reduction measures which were employed include the use of thermal massing and solar shading provided by the masonry balconies.

2.5 FIRE SAFETY.

The fire safety strategy for the design proposal has been developed in conjunction with Assent Building Control and the fire engineering was provided by FSECUK. The London Fire Brigade have provided an approval for the fire engineering design of the proposal for a taller building, dated September 2019.

2.4 DAYLIGHT / SUNLIGHT ANALYSIS.

The Daylight / Sunlight analysis was provided by The Daylight Lab, for a taller building, dated September 2019. There is no detrimental impact of the massing of the scheme on the neighbouring properties. The report indicated that overall there was no significant loss of daylight for the neighbouring buildings, nor to their amenity spaces and that the proposed development satisfies the relevant BRE requirements for both sunlight and daylight.

2.5 MASSING, FAÇADE DESIGN & FENESTRATION.

In consideration of the sustainable design principles, the maximum area of reinforced concrete structures are retained and re used. The retained masonry structures are to be structurally reinforced and re-clad with new brickwork. The retained masonry base forms a high mass foundation for the construction of the upper floors.

The massing of the proposed development, is a response to the street scene along Drummond Street. The northern gateway to the Tolmer's Square Estate is emphasised, while remaining in equilibrium with the street scene along Drummond Street. The period

building on the corner of Drummond Street and Hampstead Road has a vertical emphasis to the fenestration. The size and proportions of the window arrangements are referenced in the proposed development.

The north façade, viewed from Drummond Street, responds to the architectural rhythm and emphasis of the adjacent historic terraces. The fenestration, similarly follows a vertical emphasis and the roof structure is a mansard form. The façade brickwork forms a crisp and contemporary reference to the historic terraces along Drummond Street. The windows would be specified as high quality solar glazing. The roof mansard is clad with technical tiles. The roof terrace is bounded by a structural glass balustrade, constructed without a conventional frame, to reduce the visual impact.



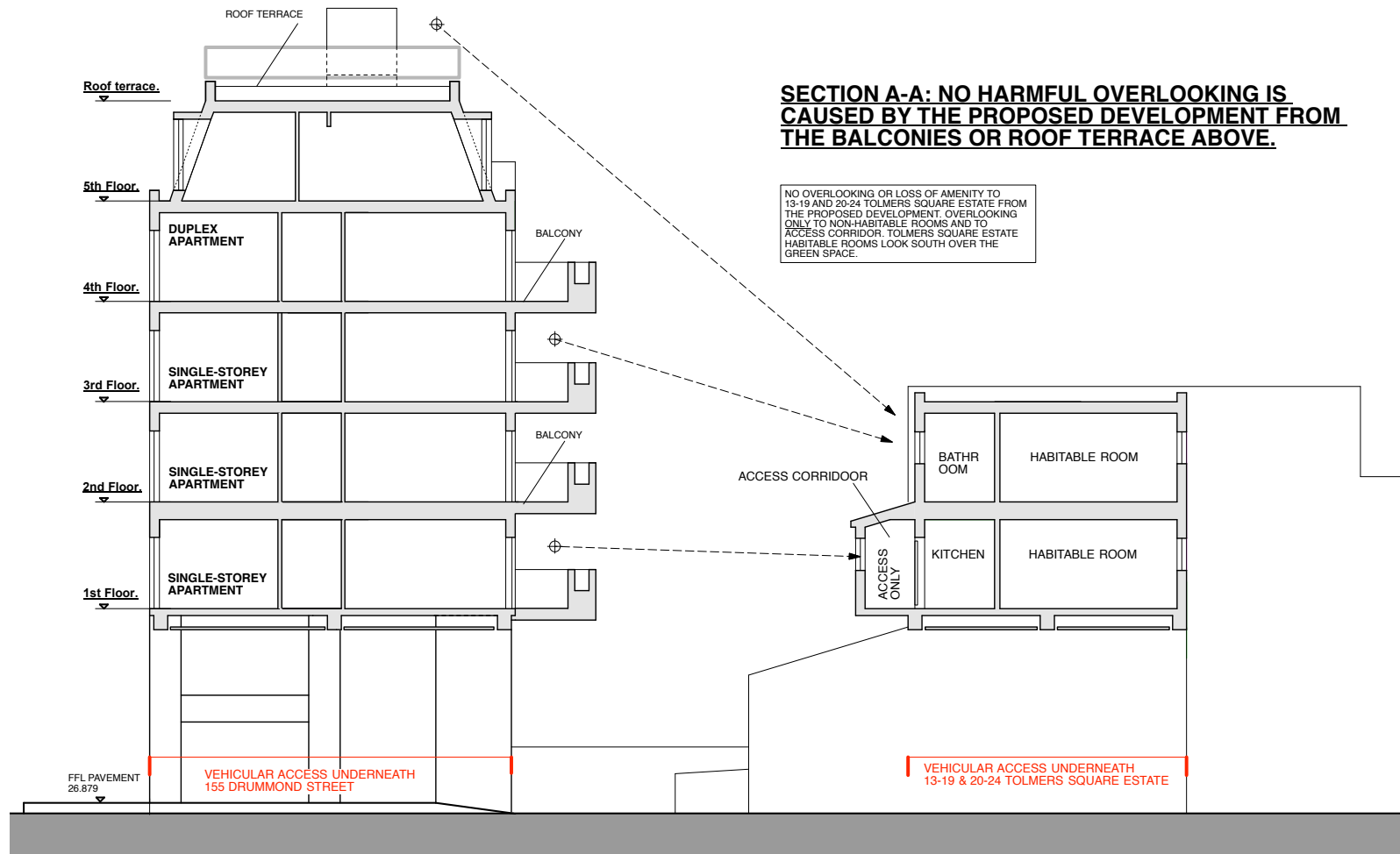
155 Drummond Street – front elevation viewed from Drummond Street.

The south façade, viewed from Foundry Mews to the north side of the Tolmer's Square Estate, follows the stepped rhythm to the internal facades along Foundry Mews. The fenestration, similarly follows a vertical emphasis. The façade brickwork forms a crisp and contemporary reference to the historic terraces. The windows would be specified as high quality solar glazing. The roof structure is a mansard form and is clad with technical tiles. The roof terrace is bounded by a structural glass balustrade, constructed without a conventional frame, to reduce the visual impact. The projecting balconies, provide solar shading to the south facing living rooms and are of generous proportions to provide useful amenity space for the apartments. The balcony balustrades are constructed from brickwork, with built-in planters to provide a green room effect and additional solar shading.

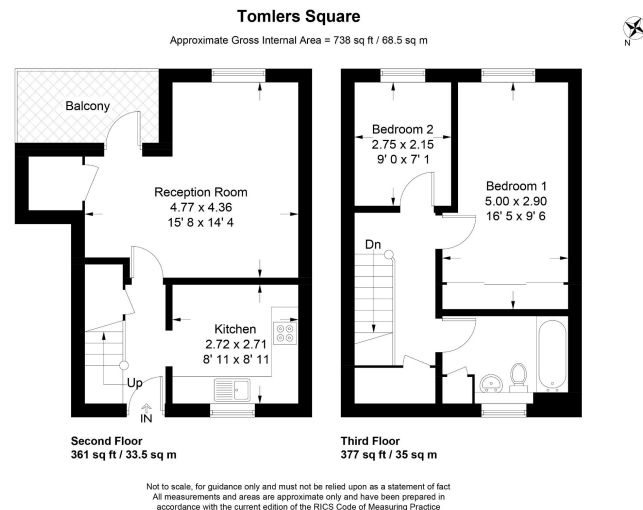


155 Drummond Street – rear elevation viewed from Foundry Mews.

Generally, the orientation of habitable rooms within the adjacent areas of the Tolmer's Square Estate, is to the south, overlooking the central greenspace. All the Living Rooms, balconies and Bedrooms, face due south. Kitchens, bathrooms, access corridors and staircases, all face north towards the proposed development. The proposed development for 155 Drummond Street does not cause any loss of amenity, nor harmful overlooking to the adjacent properties; 13-19 Tolmer's Square Estate and 20-24 Tolmer's Square Estate.



No harmful overlooking is caused by the proposed development.



Tolmer's Square Estate – general orientation of habitable rooms facing south.

The proposal has achieved the technical design brief of; re-using the existing foundations and masonry structures, working within the constraints of fire safety engineering, providing high quality apartments with a relatively low CO2 footprint, designing out overlooking and loss of amenity to the neighbouring properties, developing a design that mitigated the requirement to close the vehicular & pedestrian access to Tolmer's Square Estate during the construction works and to provide a design that does not significantly degrade the daylight / sunlight amenity available to the neighbouring residential buildings.

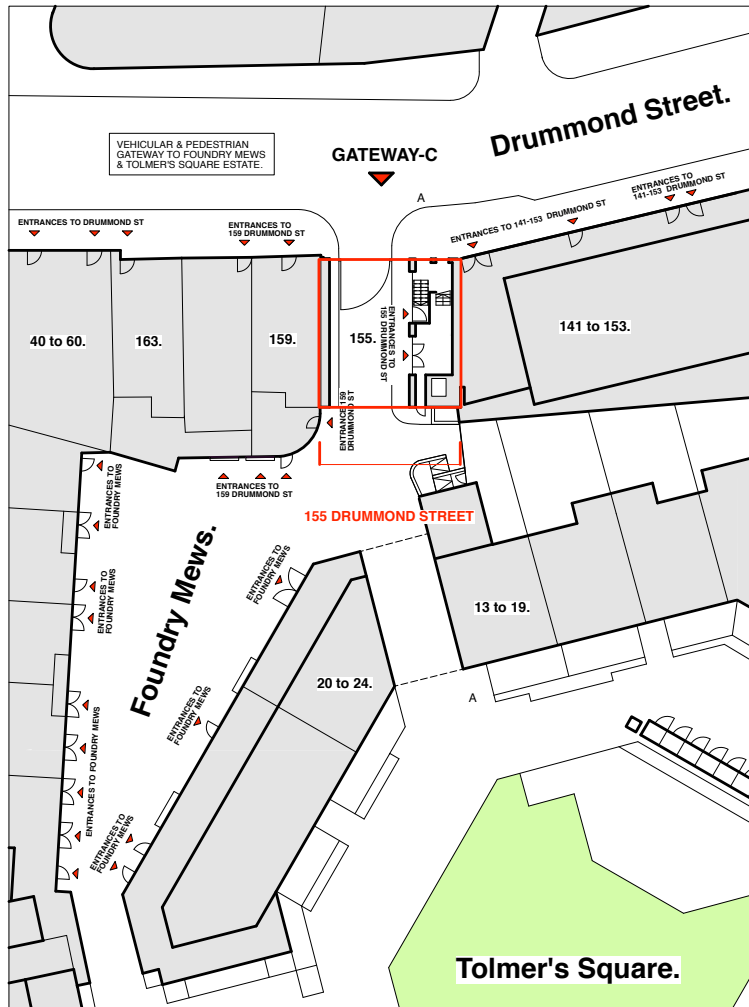
Amenity space is provided to the single-storey apartments via level access balconies to the south façade, directly off the living quarters. The penthouse apartment has access to a private roof garden, comprising timber decking for a limited seating area and extensive green roof systems for environmental benefit and added amenity for the upper floors.

3.0 ACCESS.

3.1 ACCESS FROM STREET LEVEL.

The existing main entrance to 155 Drummond Street from the street frontage is narrow and constrained. A single street entrance doorway, leads up a poorly designed and narrow entrance staircase, to the apartment entrances which are distributed on the first and second floors. Due to the tightly constrained dimensions of the existing site freehold area and the limitations of the original Tolmer's Square Estate design, it is not possible to provide a street front entrance for the proposed redevelopment.

The design concept for the main entrance, references the physical context of the Tolmer's Square Estate and in particular, Foundry Mews. The adjacent period property, 159 Drummond Street, has 1 side entrance from the accessway underneath 155 Drummond Street and 3 rear entrances off Foundry Mews. The Tolmer's Square Estate properties, to the south west of the development site contain numerous entrances from Foundry Mews.



Property entrances from the accessway and Foundry Mews.

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Foundry Mews entrances - from accessway and looking west.

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Foundry Mews entrances - looking east.

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The proposed main entrance is re-designed as a side entrance, to accommodate a passenger lift, lift lobby and utility staircase of more generous proportions. By relocating the main entrance into the new side elevation, it pulls activity into the existing uninhabited and dark zone underneath the vehicular and pedestrian access archway. Extensive glazing and lighting to this façade provides secondary surveillance, activity, safety and enhancement to the northern gateway, for the benefit of the development and all estate residents and pedestrians, while retaining the existing un restricted vehicular and pedestrian access.

The existing pedestrian link from Drummond Street to the Tolmer's Square Estate is narrow, dark, with no secondary surveillance and is characterised by fly-tipping and the stench of stale urine. The existing pathway does not comply with the current Building Regulations because it is less than 1200mm wide and does not provide level access from Drummond Street to Tolmer's Square Estate. There has been a long and recorded history of un-desirable behaviour connected to the poor design of this northern gateway to the Tolmer's Square Estate.

The proposed pedestrian link is widened to comply with the Building Regulations and the steps are removed to provide level access for disabled and ambulant users. The existing vehicular barrier is retained and the street lighting / pavement lighting under the access way shall be improved.

The existing property does not provide access for older people, disabled people and wheelchair users.

The proposed design provides improved access for older people, disabled people and accompanied wheelchair users. Level access from Drummond Street pavement, is provided via a step free pathway to the main entrance lobby for 155 Drummond Street. The design of the lift / stair lobby and the provision of a passenger lift allows improved access. Provisions have been designed for a 6-person traction lift, which provides access for a wheelchair user + 1 person to assist [if required]. The entrances to the individual apartments, on the upper floors, have been designed to allow provisions for visitors who are wheelchair users. A clear landing 1500mm long and 1500mm wide, directly in front of the lift door, is provided at every floor. Level access to each apartment is provided and each apartment has clear open space to provide adequate access for wheelchair users to visit the property. Level access is also provided to the amenity spaces of most apartments. The new self-contained homes are accessible and adaptable in line with the Building Regulations M4(2). Due to the dimensional constraints of the site, it is not possible to provide 10% of the new self-contained homes to be suitable for occupation by wheelchair users, in line with the Building Regulations M4(3). This access strategy has been agreed with our consultants; Assent Building Control.

The passenger lift is additionally utilised as part of the fire safety engineering / fire escape strategy, therefore improving safety for less able bodied residents and visitors.

The existing common access staircase does not comply with the current Building Regulations. This is re-designed as a utility staircase, with even flights for greater safety and ease of use. Internally the upper penthouse apartments are served by private staircases.

In keeping with the sustainable design principles adopted and considering the high level of connectivity of the site, there is no requirement for the residents of the development to have private ownership of a motor vehicle. The freehold owner is willing to accept a condition, or legal agreement, with respect of this matter.

A dedicated basement access doorway is provided, directly off Drummond Street, for access to provide up to 18 cycle parking spaces.

Provisions would also be made for the re-charging of electric bicycles.

3.2 SITE ACCESS: DEMOLITIONS & CONSTRUCTION.

In terms of access for demolitions and building construction, the site is constrained. The re-development site sits at the first floor level and higher, above the existing vehicular and pedestrian route. Apart from the freehold area, which forms the entire limit of the site development area, there is no additional land for the use as site works or building material storage. The first floor structure is a 600mm deep reinforced concrete structure and heavily engineered. Flying scaffolding would be attached to this structure, to the front – oversailing the vehicular crossover and pedestrian pathway, and to the rear – oversailing Foundry Mews. In this way, by utilising the first floor transfer structure as a crash deck and the application of flying scaffolding to raise the construction datum to the first floor, it would allow demolition materials and construction materials, to be off-loaded and loaded at first floor level and to ensure that the vehicular and pedestrian access remains open throughout the construction process.

4.0 SCHEDULE OF ACCOMMODATION

SUMMARY
ROOM SIZES

4.1 SCHEDULE OF EXISTING ACCOMMODATION

ACCOMODATION	NO. STOREYS	GIA SQ.M.	NO. BED SPACES	BED-01 SQ.M.	BED-02 SQ.M.	BED-03 SQ.M.	BED-04 SQ.M.	STORE SQ.M.
BASEMENT	SINGLE- STOREY	93.15	N/A	N/A	N/A	N/A	N/A	N/A
GROUND FLOOR	SINGLE- STOREY	3.29	N/A	N/A	N/A	N/A	N/A	1.03
MEZZANINE	SINGLE- STOREY	10.45	N/A	N/A	N/A	N/A	N/A	N/A
1 ST FLOOR	SINGLE- STOREY APARTMENT	69.35	2 BEDROOM 4 PERSONS	11.00	12.94	N/A	N/A	0.84
2ND & 3 RD FLOORS	TWO-STOREY - DUPLEX APARTMENT	101.21	3 BEDROOM 5 PERSONS	11.50	15.28	11.71	6.84	13.99
ROOF	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

4.2 SCHEDULE OF PROPOSED ACCOMMODATION

ACCOMODATION	NO. STOREYS	GIA SQ.M.	NO. BED SPACES	BED-01 SQ.M.	BED-02 SQ.M.	BED-03 SQ.M.	AMENITY SPACE	STORE SQ.M.
BASEMENT	SINGLE-STOREY	85.17	N/A	N/A	N/A	N/A	N/A	N/A
GROUND FLOOR	SINGLE-STOREY	27.05	N/A	N/A	N/A	N/A	N/A	N/A
MEZZANINE	SINGLE-STOREY	24.88	N/A	N/A	N/A	N/A	N/A	N/A
1 ST FLOOR	SINGLE-STOREY APARTMENT	73.75	2 BEDROOM 4 PERSONS	11.50	11.50	N/A	BALCONY - 9.78	2.00
2ND FLOOR	SINGLE-STOREY APARTMENT	73.75	2 BEDROOM 4 PERSONS	11.50	11.50	N/A	BALCONY – 9.78	2.00
3 RD FLOOR	SINGLE-STOREY APARTMENT	73.75	2 BEDROOM 4 PERSONS	11.50	11.50	N/A	BALCONY – 9.78	2.00
4 TH & 5 TH FLOORS	DUPLEX APARTMENT	140.43	3 BEDROOM 6 PERSONS	11.50	11.50	11.50	BALCONY – 9.78 ROOF TERRACE - 63.85	4.98

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September 2020.