

2.2 Functional Content - Overview

The only amendment to the content of the proposals is the addition of 16 apartments and the re-designation of all the apartments as London Affordable Rent (social rented). This has resulted in small changes to the size and layout of the bike and refuse stores.

The amended area break-down is summarised in the table below and can be compared to the June 2018 proposal in the tables on the page opposite.

Land Use	Use Class	GIA		NIA		Net to Gross NIA to GIA
		sqm	sqft	sqm	sqft	
Hotel Accommodation only	C1	20,281.52	218,310.28	20,281.52	218,310.28	100.0%
Serviced Apartments Accommodation only	C1	12,329.41	132,713.77	12,329.41	132,713.77	100.0%
Hotel Concourse	C1	1,253.81	13,496.01	1,253.81	13,496.01	100.0%
Hotel Executive Lounge	C1	279.56	3,009.18	279.56	3,009.18	100.0%
Serviced Apartment Executive Lounge	C1	350.50	3,772.78	350.50	3,772.78	100.0%
Hotel BOH / Offices	C1	1,835.93	19,761.95	1,835.93	19,761.95	100.0%
Kitchens	C1	689.12	7,417.69	689.12	7,417.69	100.0%
Food & Beverage	C1	1,782.86	19,190.67	1,782.86	19,190.67	100.0%
Syndicate	C1	1,377.01	14,822.14	1,377.01	14,822.14	100.0%
Conference	C1	2,523.94	27,167.69	2,523.94	27,167.69	100.0%
Gym	C1	825.40	8,884.61	825.40	8,884.61	100.0%
Hotel Cores/Circulation/Ancillary Spaces	N/A	27,845.59	299,729.95	0.00	0.00	0.0%
Affordable Residential Accommodation only, inc. WG	C3	5,170.89	55,659.46	5,170.89	55,659.46	100.0%
Affordable Residential Cores/Circulation/Ancillary Spaces	C3	2,263.81	24,367.67	0.00	0.00	0.0%
Scheme Total GIA and NIA		78,809.35	848,303.86	48,699.95	524,206.23	61.8%

Accommodation Units Summary					
Residential	Studio (1p)	1 Bed (2p)	2 bed (4p)	3 Bed (4-6p)	Total
Total	6	19	26	11	62
%	10%	31%	42%	18%	100%
Average Internal Unit Area (m2)	42.12	56.20	88.24	98.02	
Average Internal Unit Area (ft2)	453.34	604.97	949.83	1055.04	
Total Apartment NIA (m2)	252.70	1,067.85	2,294.28	1,078.17	4,693.00
Total Apartment NIA (ft2)	2,720.06	11,494.34	24,695.63	11,605.42	50,515.45
Total Winter Garden NIA (ft2)					5,144.01

Serviced Residences	Studio	One Bed	Two Bed	Penthouse	Total
Total	70	201	67	2	340
%	20.6%	59.1%	19.7%	0.6%	100%
Average Unit Area (m2)	23.90	33.41	53.54	177.14	
Average Unit Area (ft2)	257.27	359.61	576.25	1906.68	
Total (m2)	1,673.09	6,715.18	3,586.87	354.27	12,329.41
Total (ft2)	18,009.14	72,282.20	38,609.07	3,813.36	132,713.77

Hotel	Standard	Superior	Deluxe	Suite	Penthouse Suite	Total
Total	434	156	122	35	2	749
%	57.9%	20.8%	16.3%	4.7%	0.3%	100%
Average Unit Area (m2)	22.66	26.14	34.49	48.31	234.07	
Average Unit Area (ft2)	243.96	281.38	371.29	520.03	2519.48	
Total (m2)	9,836.17	4,078.02	4,208.28	1,690.92	468.13	20,281.52
Total (ft2)	105,876.53	43,895.81	45,297.93	18,201.06	5,038.95	218,310.28

Notes:
*Areas measured according to RICS Code of Measuring Practice - 6th Ed.
*GIA and NIA figures DO NOT include External Terrace or External Areas.
*GIA measured up to internal face of party wall between spaces of different use type. Internal walls within the same use type included in GIA.
*NIA excludes structural columns within units, party walls between different use types and internal walls within use types. This figure should not be used as the residential net sales area which includes structural elements.
*GIA figure excludes Residential External Private Gardens.

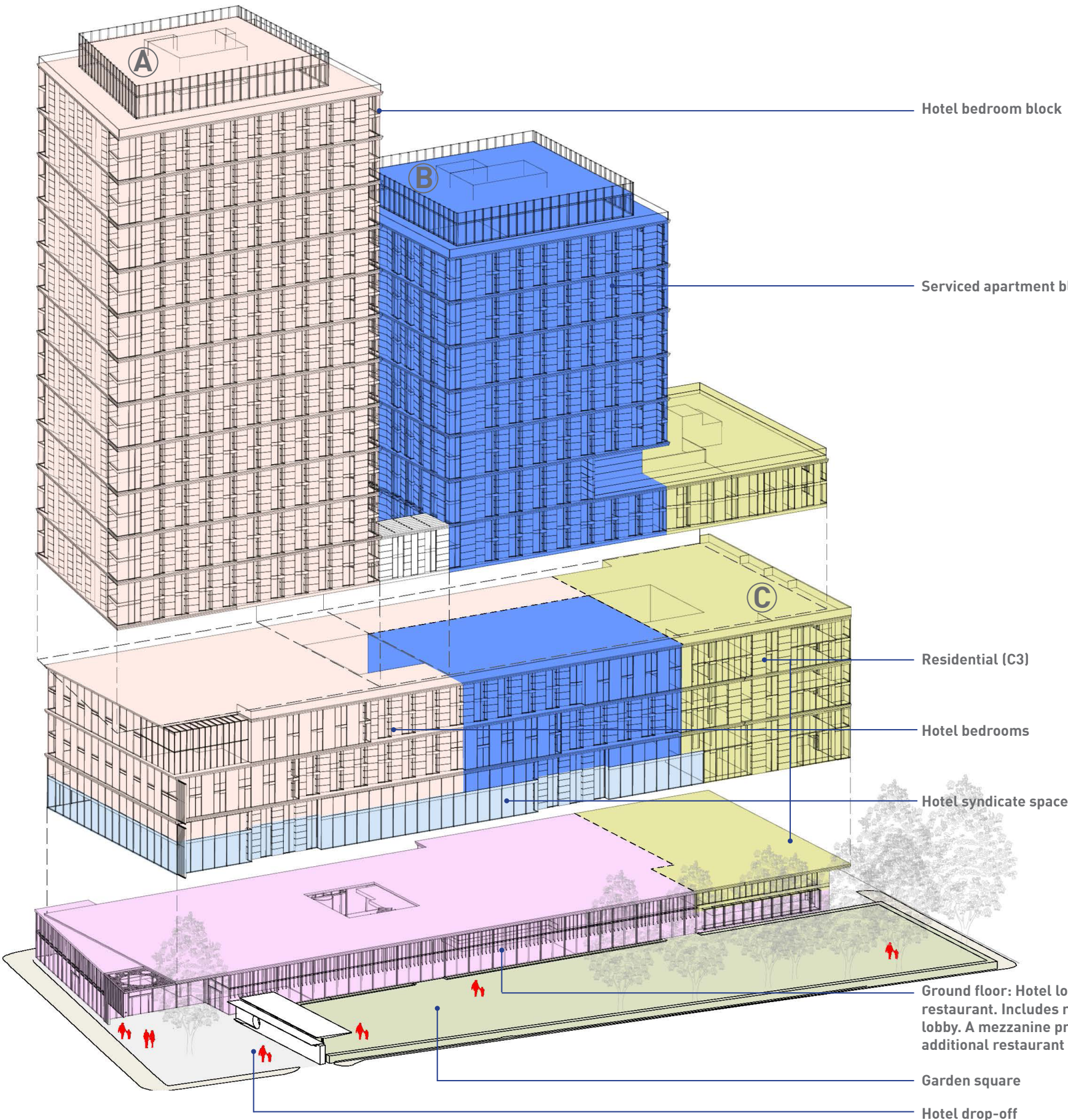


Fig 2.21 Functional axonometric of the building with proposed amendments illustrating the functional distribution of the main building elements

Fig 2.22 Area summary of the key functional components of the amended scheme

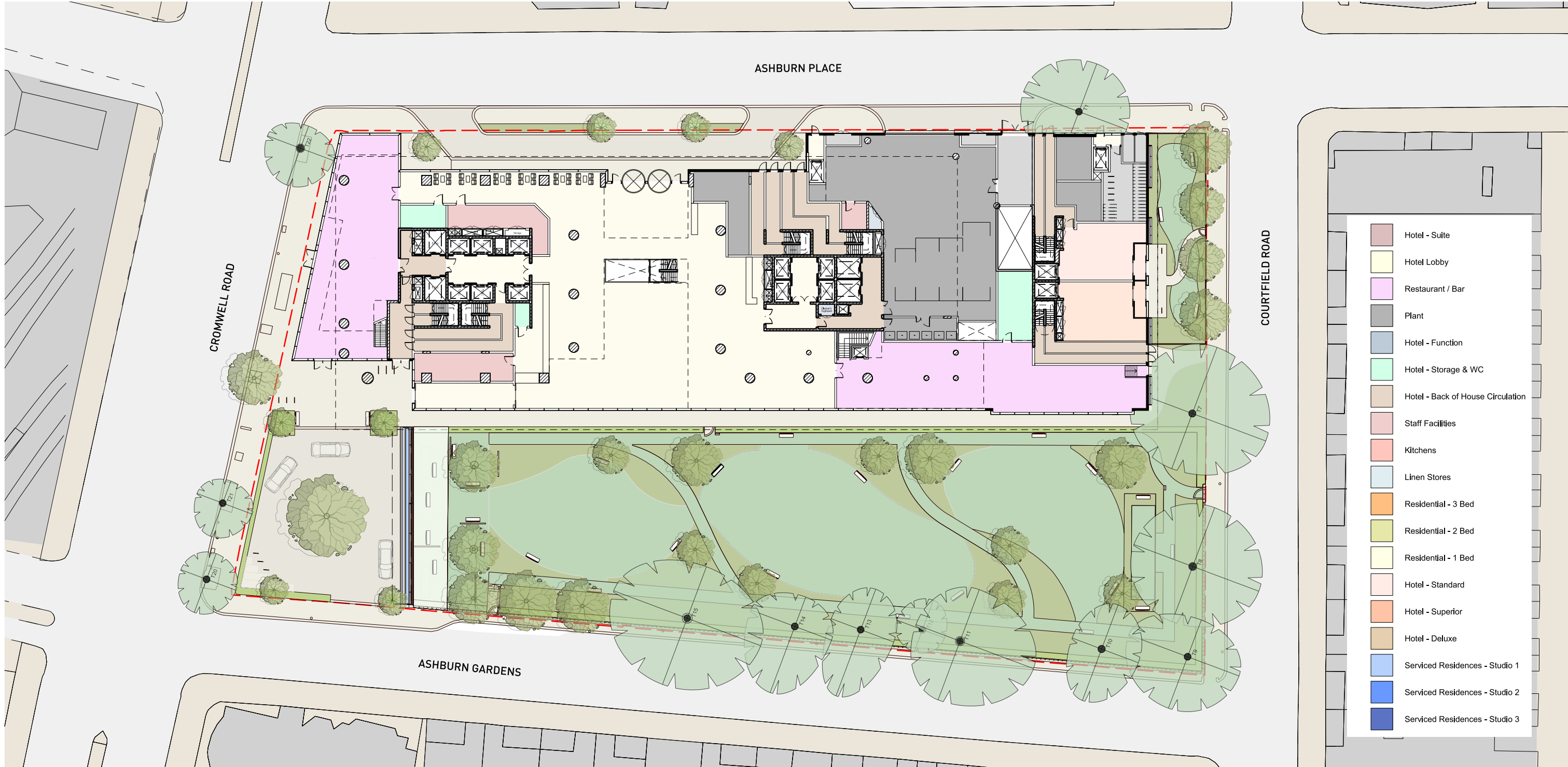


Fig 2.23 Ground floor plan of the original submitted scheme

2.2.1 The ground floor

The amendments to the proposals only affect the arrangement of the bike store and the lobby to the residential apartments which is no longer split and has become a large single lobby facing the private garden along Courtfield Road. The bike store has increased in size in order to provide additional cycle stands for the 16 new homes on site.

A 2.0m wide screen has been included to the north-west corner of the hotel restaurant along with a series of elevated fins along the 'porte-cochere' on Cromwell Road. These are provided to help dissipate windy conditions around this area of the building and achieve a satisfactory level of pedestrian comfort.

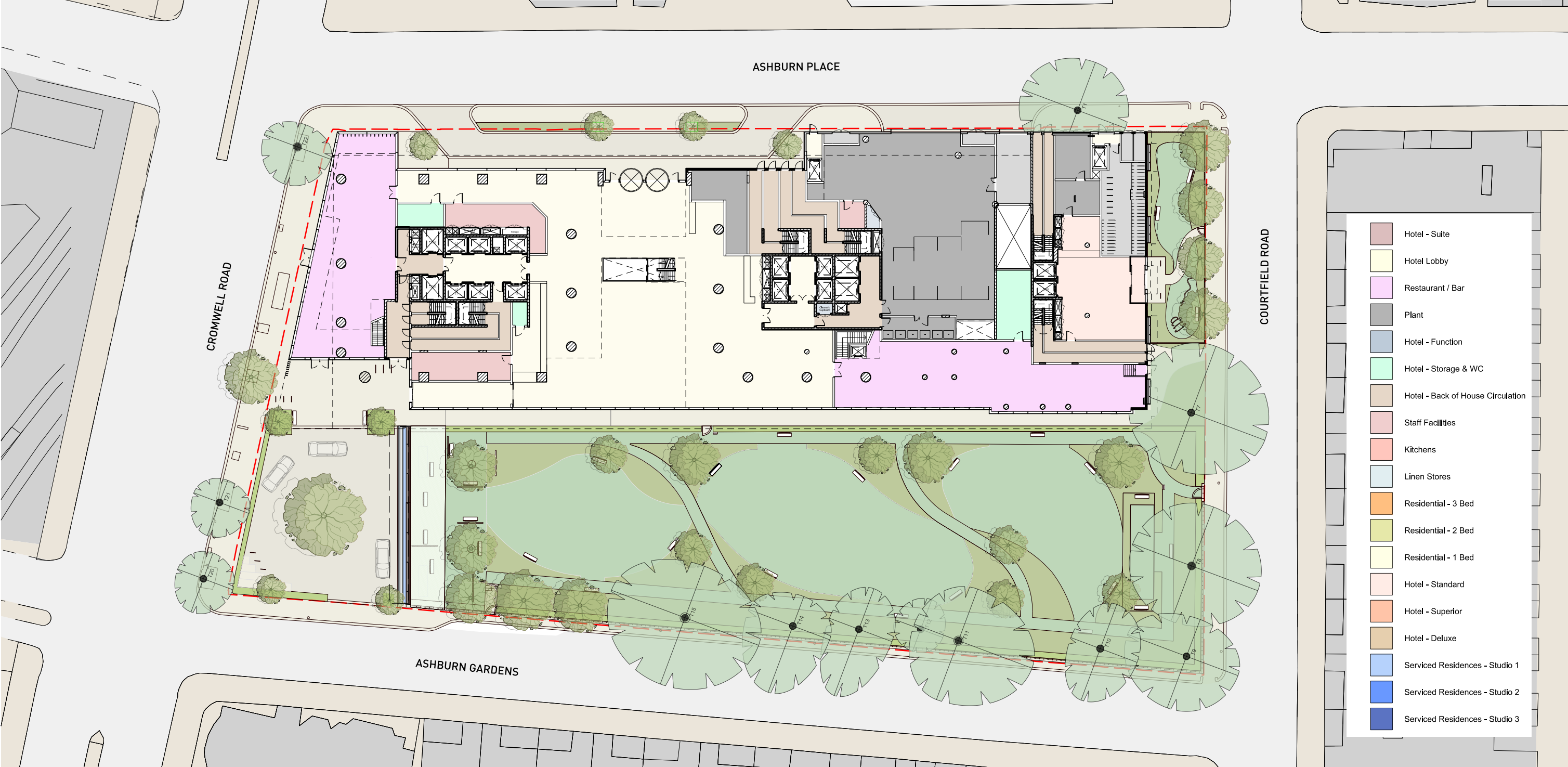


Fig 2.24 Ground floor plan of the scheme with proposed amendments