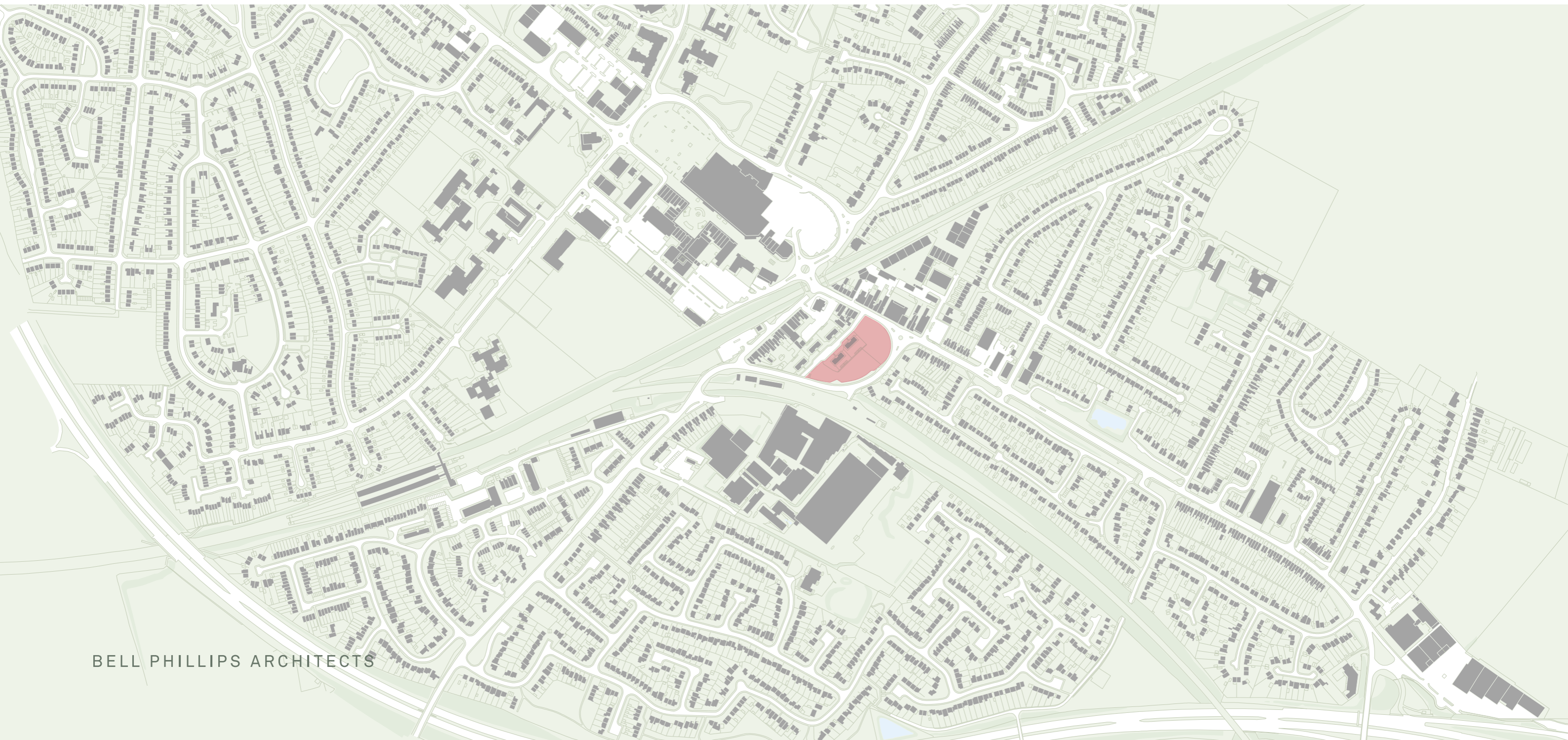


Appendix A

# Bevan Place

Interim Stage 2 Design





# Stage 1 scheme

Phase 1 scenario - WKHA blocks remain



Key Statistics	
1b2p	26
2b3p	20 + 5 WCH
2b4p	16 + 1 WCH
3b5p	6
Total Units	74
Total WCH	6 (8%)
Amenity	1,547.8sqm
Parking	34 spaces (0.46)

Phase 2 scenario - WKHA blocks are demolished



Key Statistics	
1b2p	34
2b3p	27 + 7 WCH
2b4p	23 + 1 WCH
3b5p	11
Total Units	103
Total WCH	8 (8%)
Amenity	2,408.4sqm
Parking	43 spaces (0.42)

# Stage 1 - Design

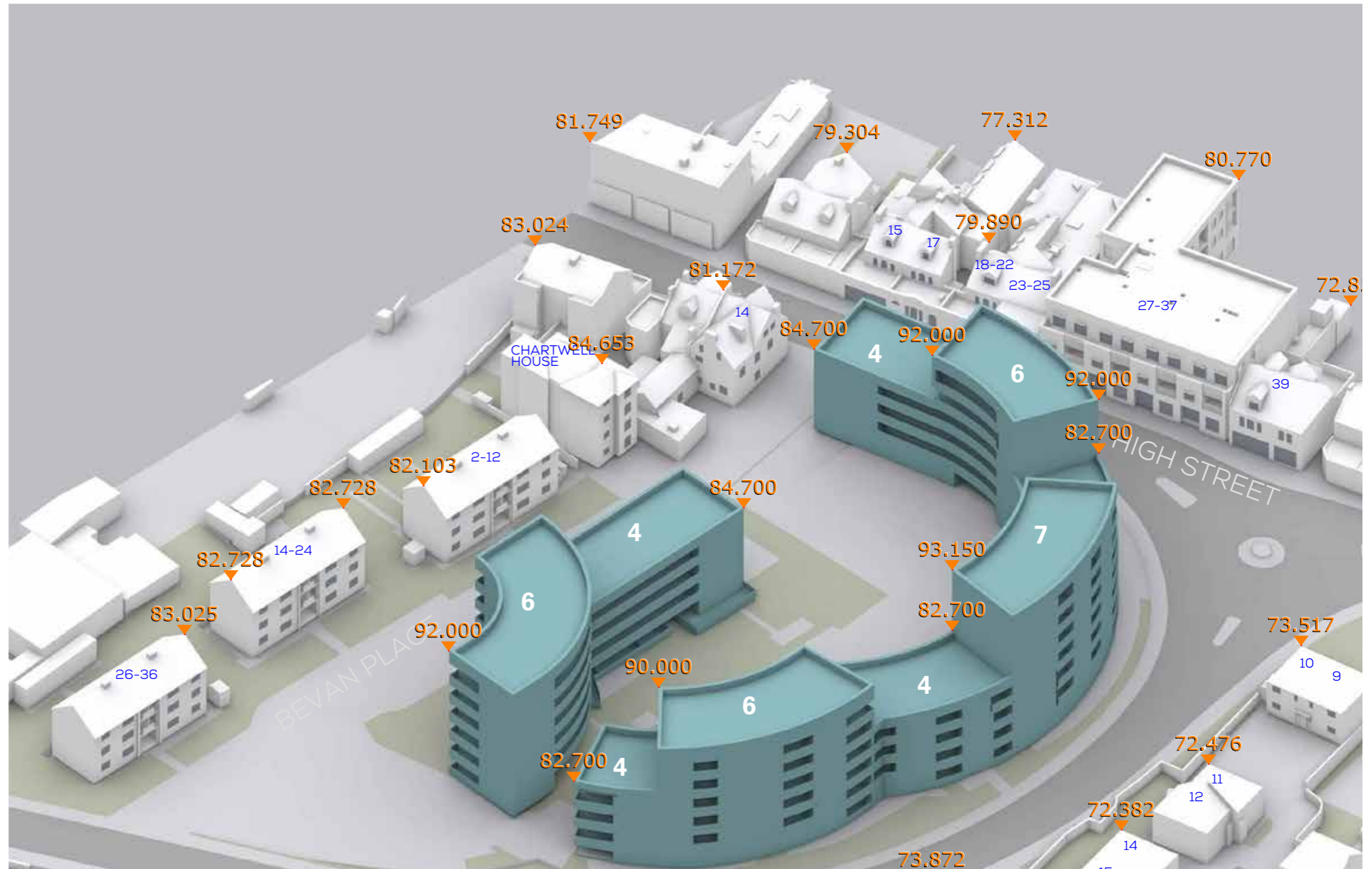


Figure 03: Phase 2 of the Proposed Development shown in Teal

# Stage 2 - Design Development

## Typical Floor

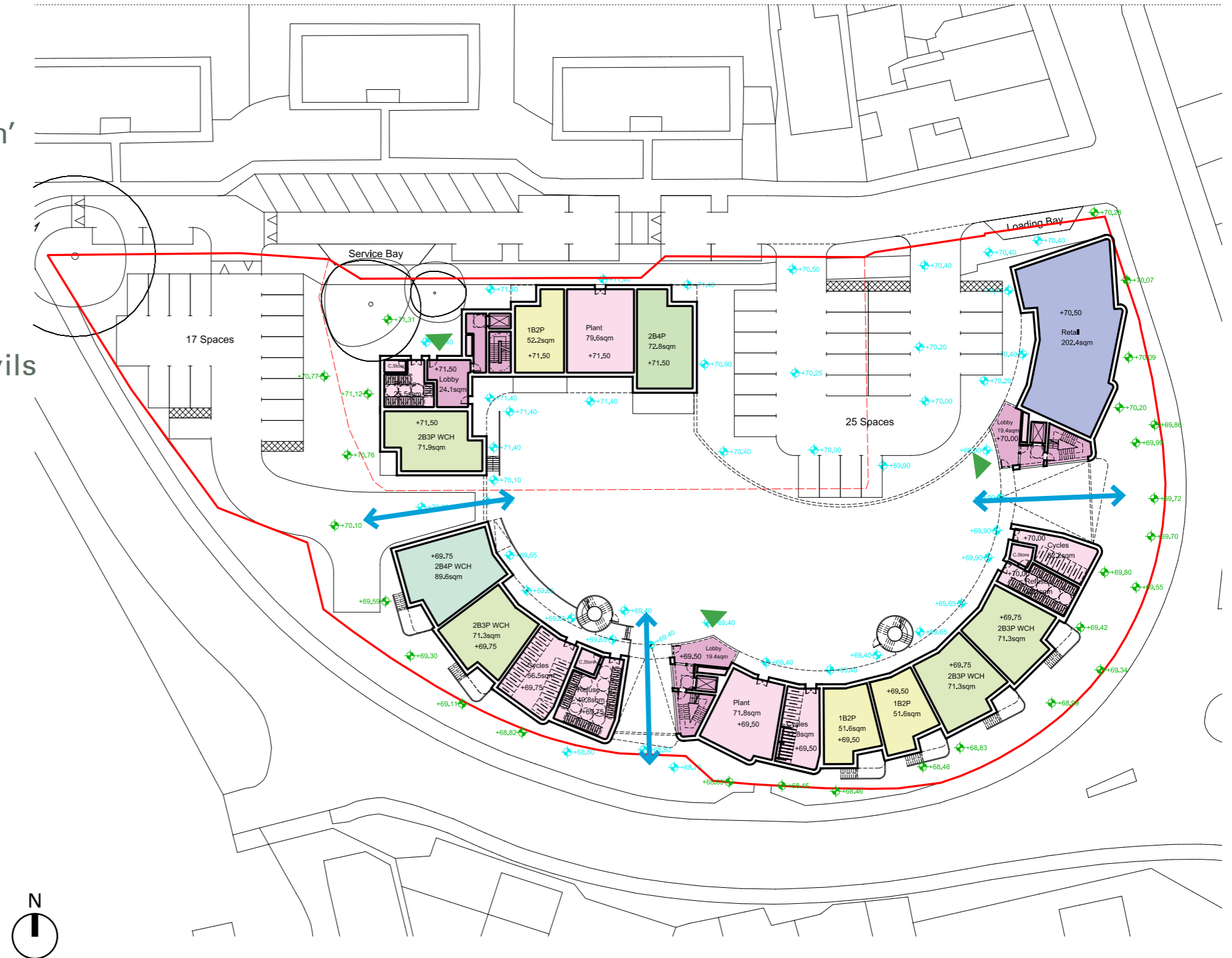
- Reduced number of cores
- Regular flat layouts
- Change of height
- Improved efficiencies
- Fewer steps and less overall external envelope
- 3 repeated curves - all based on the same radius - repeated elements
- stepped away from the High Street to improve DSO



# Stage 2 - Design Development

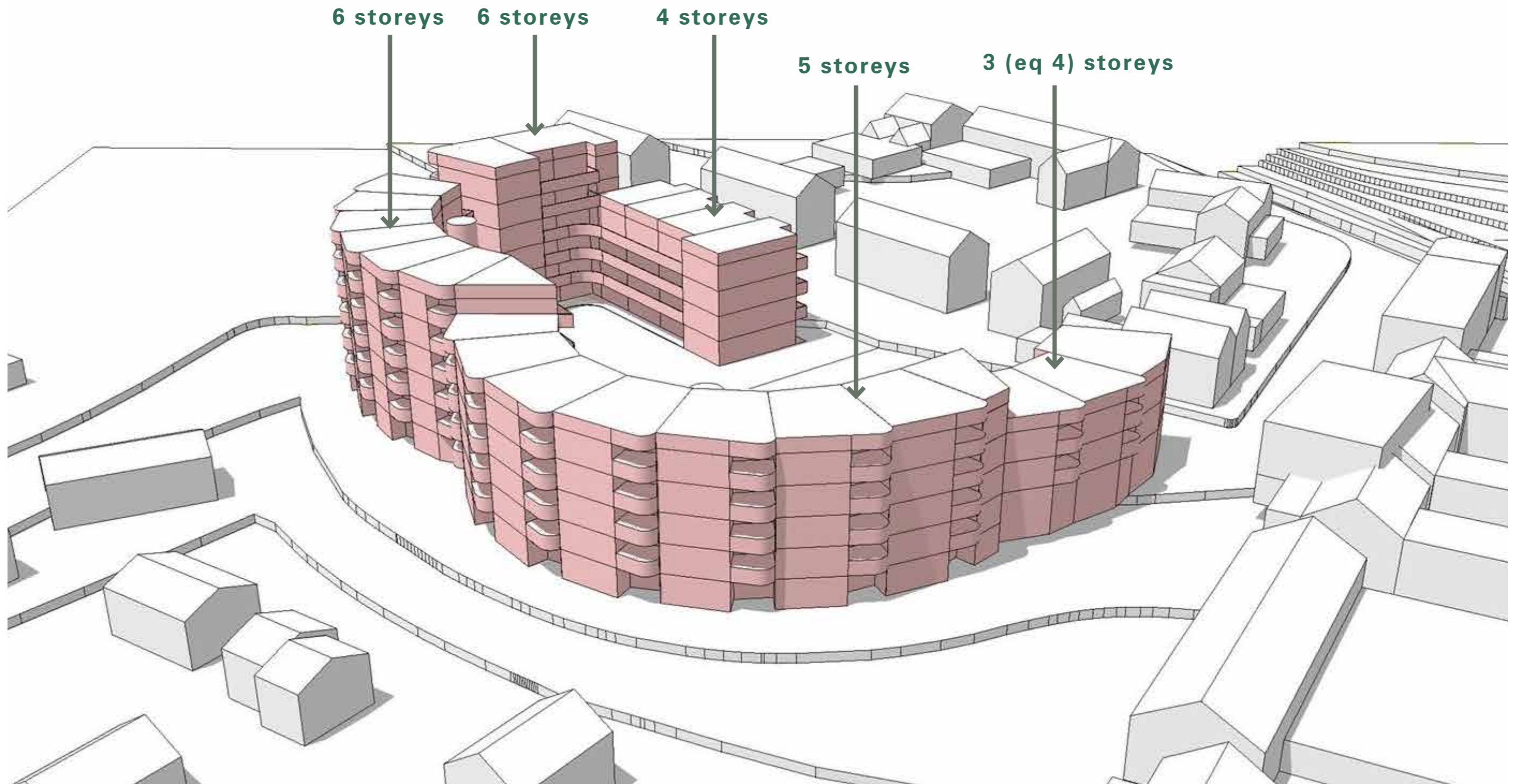
## Ground Floor

- 3 principal entrances
- Entrances located at the 'pinch'
- Tweaked highway proposal
- Bike stores within landscape
- Bin stores internal
- Levels to be reviewed with Civils





# Stage 2 - Aerial View 1



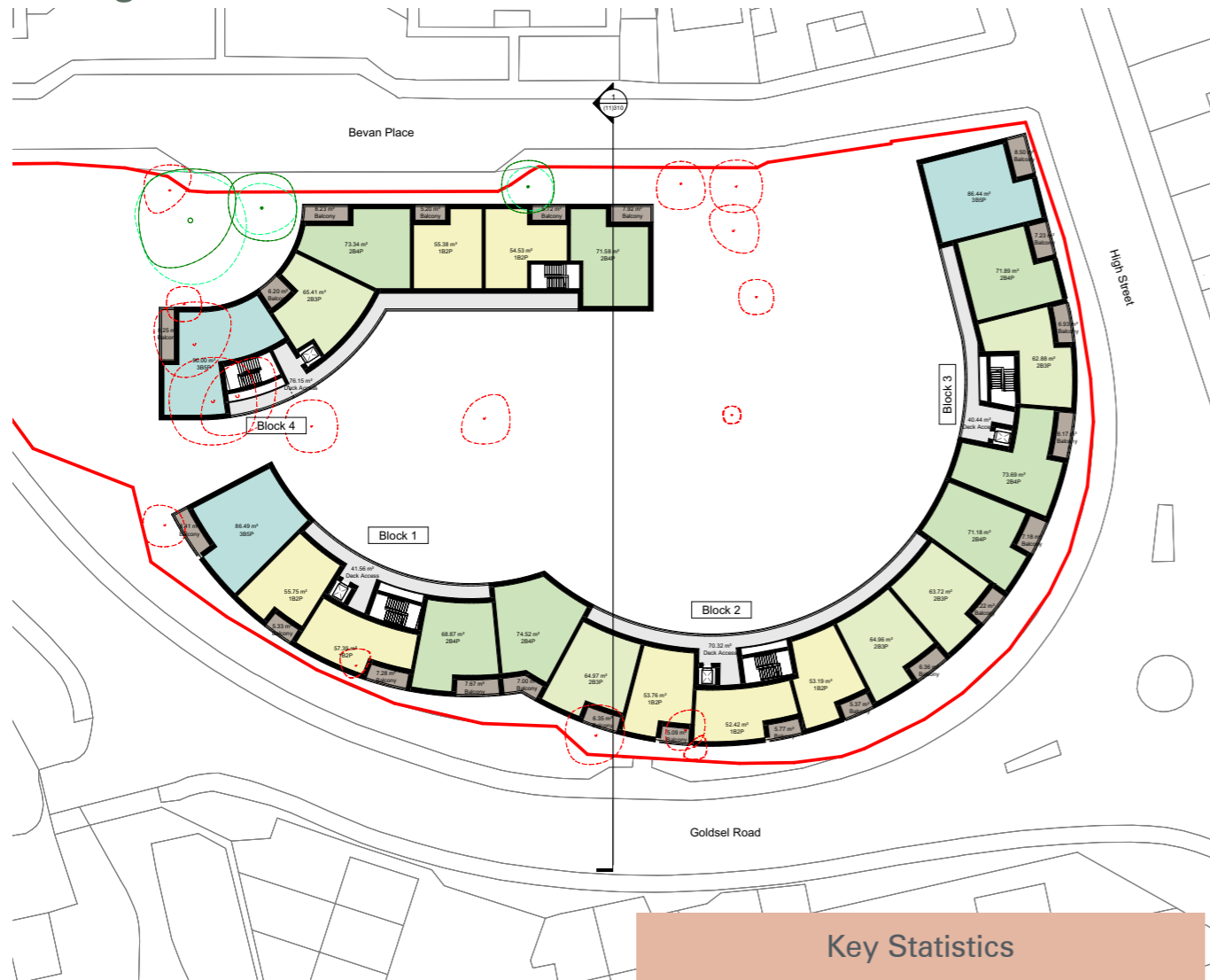


# Stage 2 - Aerial View 2



# Stage 2 - Typical Floor Comparison

## Stage 1 Scheme



4.5 cores  
 Units: 22  
 NIA: 1,472.54sqm  
 GIA: 1,649.01sqm  
 NIA/GIA: 0.89

Key Statistics	
1b2p	34
2b3p	27 + 7 WCH
2b4p	23 + 1 WCH
3b5p	11
<b>Total Units</b>	<b>103</b>
<b>Parking</b>	<b>43 spaces (0.42)</b>

## Stage 2 Interim Scheme



3 cores  
 Units: 21  
 NIA: 1,307sqm  
 GIA: 1,476.6sqm  
 NIA/GIA: 0.89

Key Statistics	
1b2p	44 (48%)
2b3p	8 (9%)
2b4p	35 (38%)
3b5p	5 (5%)
<b>Total Units</b>	<b>92</b>
<b>Parking</b>	<b>42 spaces (0.46)</b>



# Stage 2 - Highways

## Proposed Strategy

- one-way access from High Street with left turn egress at Goldsel Road
- on street parking layout proposes minor adjustments
- raised tables to slow speed

## KCC Initial Feedback

- Work to Bevan Place would be subject to a S278 agreement
- Final arrangement would need review to ensure it meets adoption criteria
- Alteration to one-way road would require a Traffic Regulation Order which will be subject to public consultation
- Refuse access arrangements to be reviewed by Design Team

