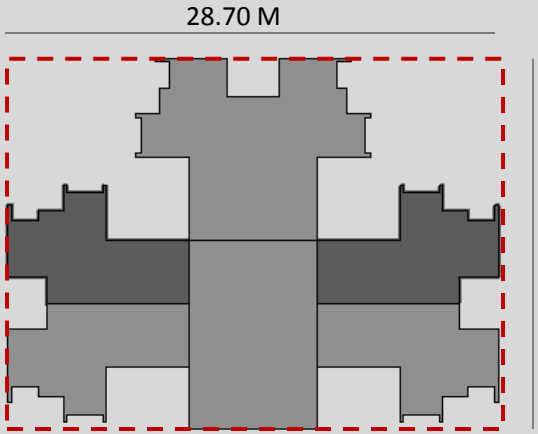
Palava

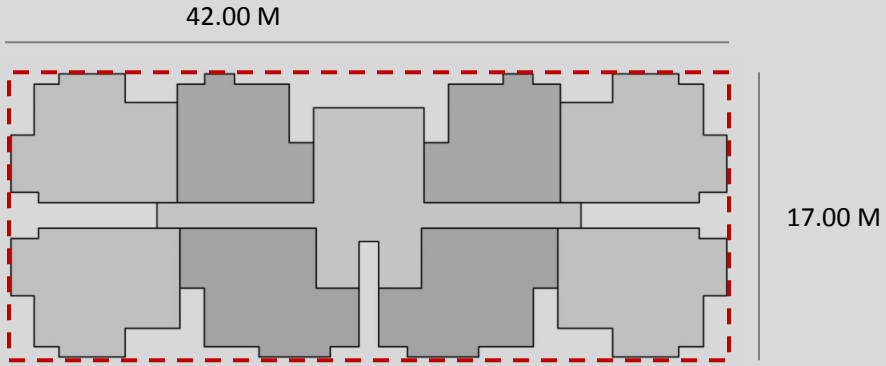
Part Master Plan _Urban Grain
(145 acres)

01 OCT 2016

MASTER PLAN _ COMPARING BUILDING TYPOLOGY



T Block _ M/s. Lodha
5 to Core
Extent on Ground : 621 Sq Mts



Linear Block _ M/s. KAPL
8 to Core
Extent on Ground : 714 Sq Mts

INFERENCE : **The Linear Block is more efficient** considering only 15 % rise in gross area resulting into more apartments (3 No.s) .
A 5 to a core Linear Block will have gross plot area of 450 Sq Mts (Compared to 621 Sq Mts of a T Block)

NOTE : The assumption needs to be qualified with detail building layouts/ plans



No. of Buildings

G+9	148	(76%)
G+17	48	(24%)
Total buildings	196	

Area distribution (sq.m)

Residential	1,08,106	(18%)
MLCP	21,171	(04%)
Cluster Green	79,320	(14%)
Riverfront / NDZ	1,17,520	(20%)
Driveway + Surface parking	260,553	(44%)

FSI (sq.m.)

Total BUA proposed	12,92,869
Deficit BUA	-25,669

Parking (nos.)

Car parking required	18,752	
Surface parking	5,860	(31%)
MLCP	9,315	(50%)
Total car parking proposed	15,175	
Deficit parking	3,577	(19%)

Description	Area Sq.M	FSI	Total BUA Sq.M	Total BUA Sft.
Plot Area (145 Acres)	5,86,670	1.6	12,67,207	1,36,40,218

NOTE : Area statement , parking nos. , line of built to the edge of the Riverfront development
(to be checked, currently drawn as per sketch shared by KAPL dated -23-09-2016)



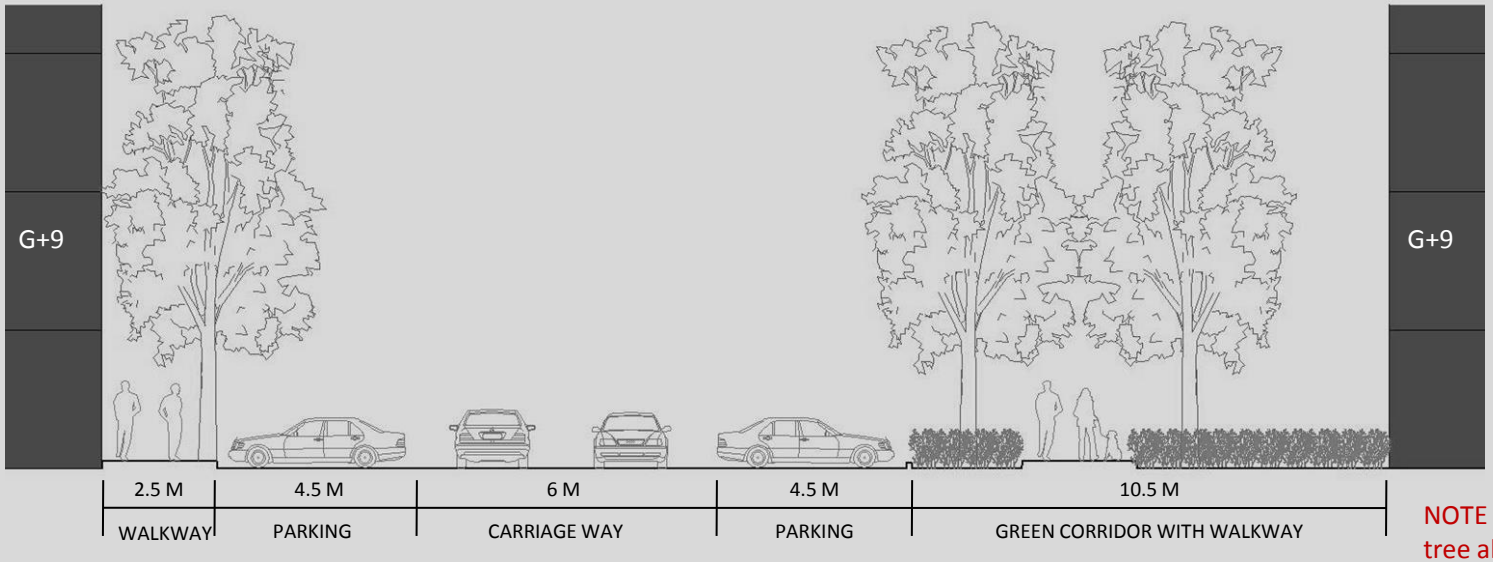




No. of Buildings	
G+9	144 (75%)
G+17	48 (25%)
Total buildings	**192**
Area distribution (sq.m)	
Residential	1,05,600 (18%)
MLCP	28,500 (05%)
Cluster Green	1,03,135 (16%)
Riverfront / NDZ	1,17,520 (20%)
Driveway + Surface parking	2,40,030 (41%)
FSI (sq.m.)	
Total BUA proposed	**12,67,200**
Deficit BUA	**18**
Parking (nos.)	
Car parking required	18,432
Surface parking	6,030 (33%)
MLCP	12,540 (67%)
Total car parking proposed	**18,570**
Deficit parking	**-138**

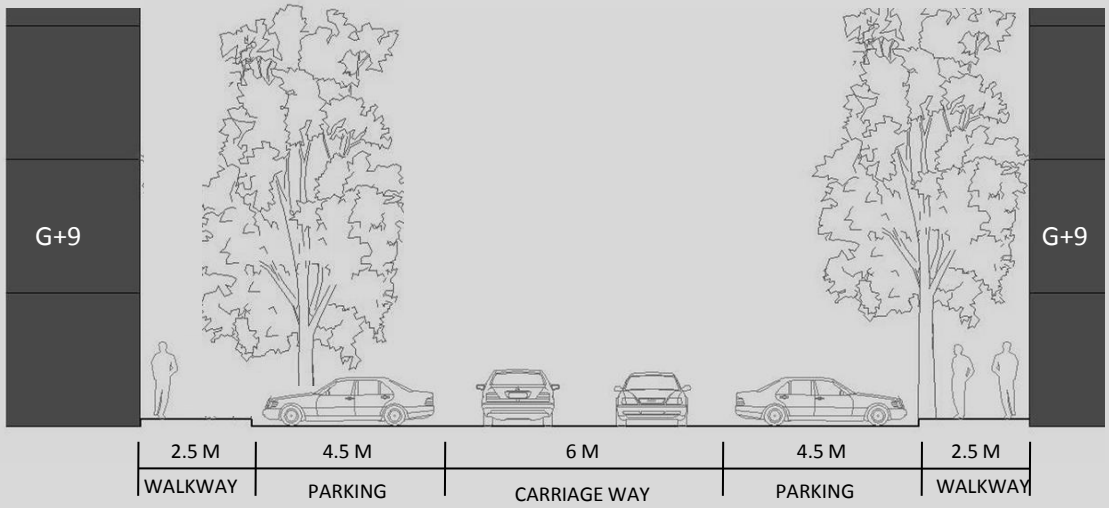
INFERENCE : Cluster level green concentrated in the vertical green corridors. Thin sleeves of green introduced along the lateral road.

MASTER PLAN _ GRAIN – OPTION 1 _ ROW TYPOLOGY

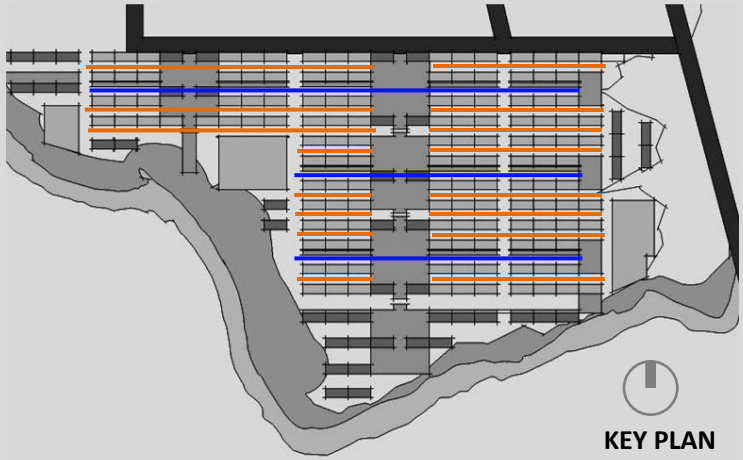


28M wide Road

NOTE : Tentative section . The tree along the pavement edge can be appropriated by reducing the green on the other side .



20M wide Road



KEY PLAN







No. of Buildings

G+9	130	(70%)
G+17	56	(30%)
Total buildings	186	

Area distribution (sq.m)

Residential	1,02,300	(17%)
MLCP	24,410	(04%)
Cluster Green	93,140	(16%)
Riverfront / NDZ	1,17,520	(20%)
Driveway + Surface parking	2,49,300	(42%)

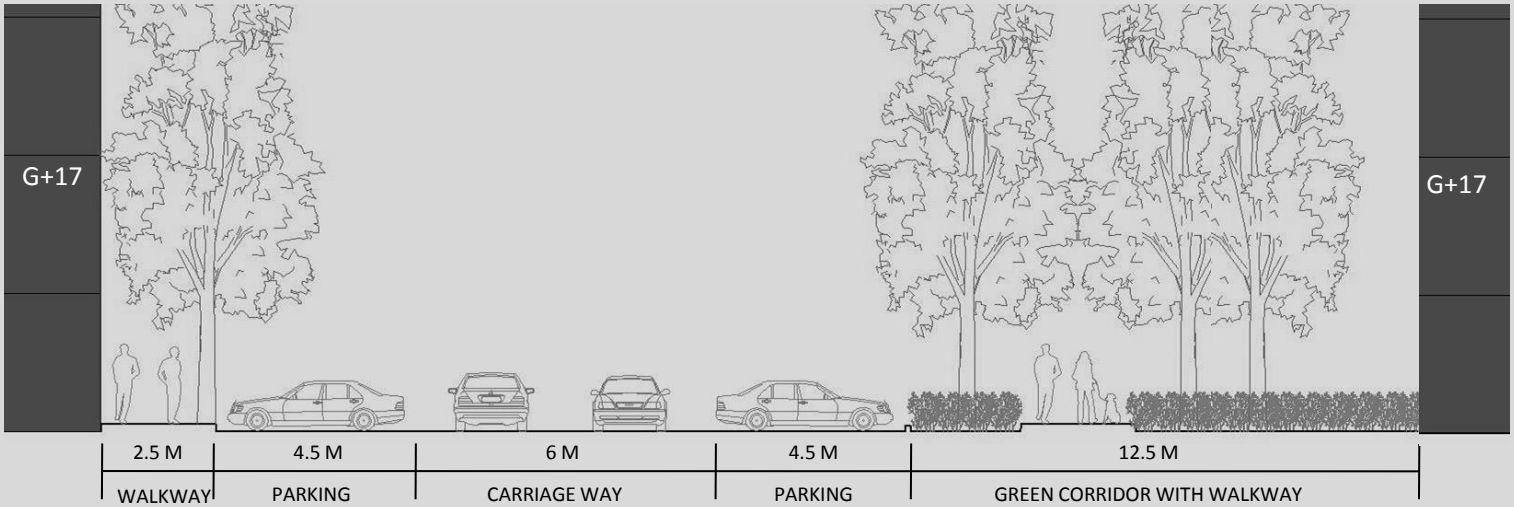
FSI (sq.m.)

Total BUA proposed	12,66,100
Deficit BUA	1,118

Parking (nos.)

Car parking required	18,416	
Surface parking	6,060	(33%)
MLCP	10,740	(58%)
Total car parking proposed	16,800	
Deficit parking	1,616	(9%)

INFERENCE : The Green Networks weaves through in vertical and Horizontal direction dotted with cluster level greens at regular intervals.

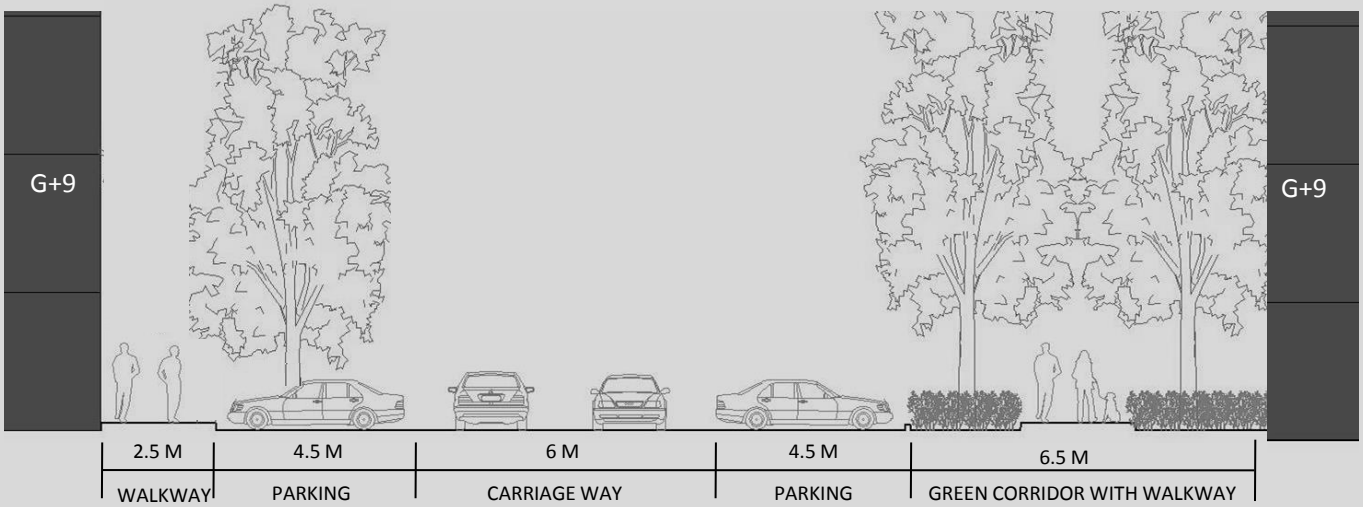


30 M wide Road



KEY PLAN

NOTE : Tentative section . The tree along the pavement edge can be appropriated by reducing the green on the other side .



24M wide Road



KEY PLAN







No. of Buildings

G+9	124	(68%)
G+17	59	(32%)
Total buildings	**183**	

Area distribution (sq.m)

Residential	1,00,650	(17%)
MLCP	24,410	(04%)
Cluster Green	1,04,404	(18%)
Riverfront / NDZ	1,17,520	(20%)
Driveway + Surface parking	2,39,686	(41%)

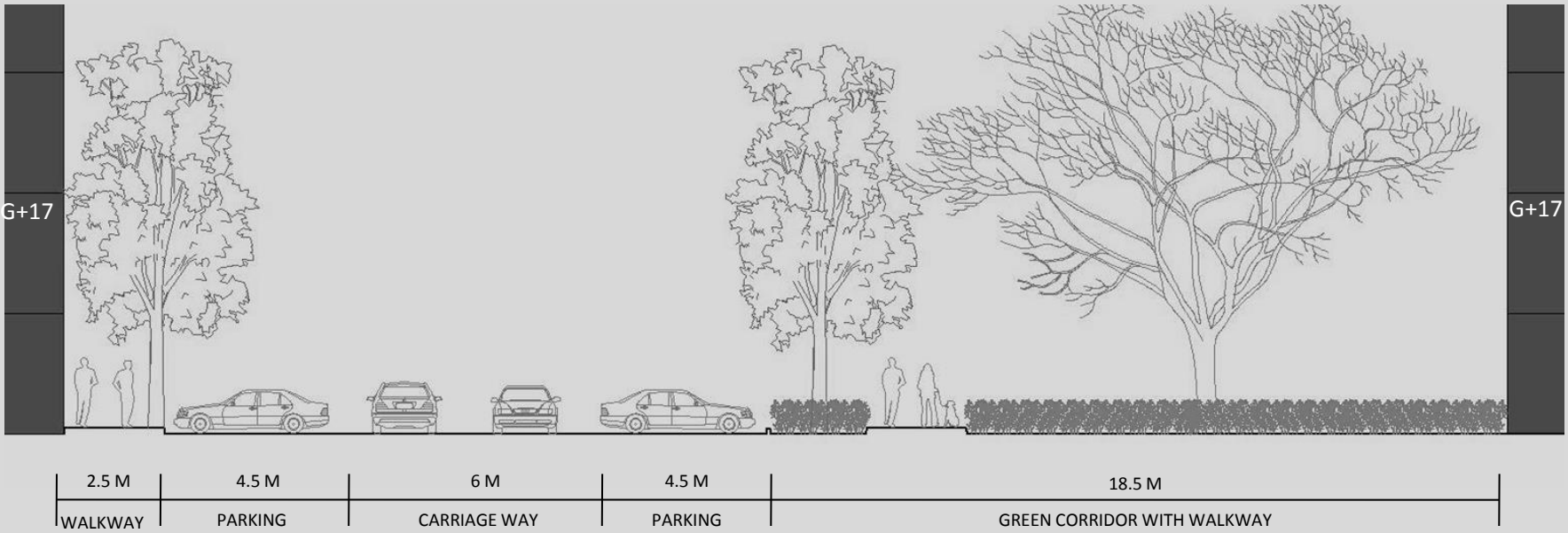
FSI (sq.m.)

Total BUA proposed	**12,66,100**
Deficit BUA	**1,118**

Parking (nos.)

Car parking required	18,416	
Surface parking	5,385	(29%)
MLCP	10,740	(58%)
Total car parking proposed	**16,125**	
Deficit parking	2,291	(13%)

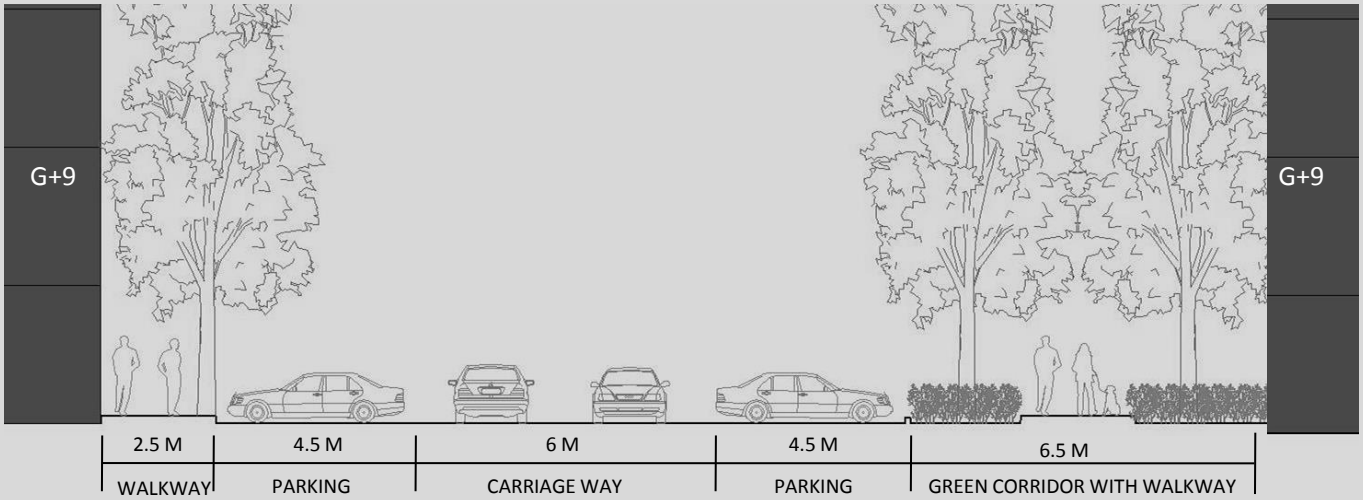
INFERENCE : Cluster level green concentrated in the vertical green corridors



36M wide Road



NOTE : Tentative section . The tree along the pavement edge can be appropriated by reducing the green on the other side .



24M wide Road



KEY PLAN

NOTE : Tentative section . The tree along the pavement edge can be appropriated by reducing the green on the other side .

MASTER PLAN _COMPARISON






	KAPL OPTION	PBB _OPTION 1 A	PBB _OPTION 2 A	PBB _OPTION 3 A
No. of Buildings				
G+9	148 (76%)	144 (75%)	130 (70%)	124 (68%)
G+17	48 (24%)	48 (25%)	56 (30%)	59 (32%)
Total buildings	**196**	**192**	**186**	**183**
Area distribution (sq.m)				
Residential	1,08,106 (18%)	1,05,600 (18%)	1,02,300 (17%)	1,00,650 (17%)
MLCP	21,171 (04%)	28,500 (05%)	24,410 (04%)	24,410 (04%)
Cluster Green	79,320 (14%)	1,03,135 (16%)	93,140 (16%)	1,04,404 (18%)
Riverfront / NDZ	1,17,520 (20%)	1,17,520 (20%)	1,17,520 (20%)	1,17,520 (20%)
Driveway + Surface parking	260,553 (44%)	2,40,030 (41%)	2,49,300 (42%)	2,39,686 (41%)
FSI (sq.m.)				
Total BUA proposed	**12,92,869**	**12,67,200**	**12,66,100**	**12,66,100**
Deficit BUA	-25,669	18	1,118	1,118
Parking (nos.)				
Car parking required	18,752	18,432	18,416	18,416
Surface parking	5,860 (31%)	6,030 (33%)	6,060 (33%)	5,385 (29%)
MLCP	9,315 (50%)	12,540 (67%)	10,740 (58%)	10,740 (58%)
Total car parking proposed	**15,175**	**18,570**	**16,800**	**16,125**
Deficit parking	3,577 (19%)	-138	1,616 (9%)	2,291 (13%)
Total units	**18,752**	**18,432**	**18,416**	**18,416**
% of units facing green (>6m)	**22%**	**36%**	**67%**	**44%**

MASTER PLAN _COMPARISON (Considering Max building Ht. 40M – All Resi.)



		PBB _OPTION 1 B	PBB _OPTION 2 B	PBB _OPTION 3 B
No. of Buildings				
G+12		**178**	**178**	**178**
Area distribution (sq.m)				
Residential		97,900 (17%)	97,900 (17%)	97,900 (17%)
MLCP		28,500 (05%)	24,410 (04%)	24,410 (04%)
Cluster Green		1,02,720 (18%)	97, 540 (17%)	1,07,154 (18 %)
Riverfront / NDZ		1,17,520 (20%)	1,17,520 (20%)	1,17,520 (20%)
Driveway + Surface parking		2,40,030 (41%)	2,49,300 (44%)	2,39,686 (41%)
FSI (sq.m.)				
Total BUA proposed		**12,27,200**	**12,27,200**	**12,27,200**
Deficit BUA		-5,482	-5,482	-5,482
Parking (nos.)				
Car parking required		18,512	18,512	18,512
Surface parking		6,030 (32%)	6,060 (33%)	5,385 (29%)
MLCP		12,540 (68%)	10,740 (58%)	10,740 (58%)
Total car parking proposed		**18,570**	**16,800**	**16,125**
Deficit parking		-58	1,712 (9%)	2,387 (13%)

Total units		**18,512**	**18,512**	**18,512**
% of units facing green (>6m)		**38%**	**67%**	**44%**

MASTER PLAN _ COMPARISON WITH EXISTING SECTOR 3 and 4

	SECTOR 3	SECTOR 4	KAPL OPTION	PBB _OPTION 1 A	PBB _OPTION 2A	PBB _OPTION 3A
Plot area (sq.m)	3,38,479 (84 acre)	2,22,585 (55 acre)	5,86,670 (145 acre)	5,86,670 (145 acre)	5,86,670 (145 acre)	5,86,670 (145 acre)
No. of Buildings						
G+9	-	-	148 (76%)	144 (75%)	130 (70%)	124 (68%)
G+17	96 (100%)	52 (100%)	48 (24%)	48 (25%)	56 (30%)	59 (32%)
Total buildings	**96**	**52**	**196**	**192**	**186**	**183**
Area distribution (sq.m)						
Residential	42,058 (12%)	23,932 (11%)	1,08,106 (18%)	1,05,600 (18%)	1,02,300 (17%)	1,00,650 (17%)
MLCP	14,513 (04%)	16,467 (07%)	21,171 (04%)	28,500 (05%)	24,410 (04%)	24,410 (04%)
Cluster Green	65830 (20%)	33,042 (15%)	79,320 (14%)	1,03,135 (16%)	93,140 (16%)	1,04,404 (18%)
Riverfront / NDZ	-	-	1,17,520 (20%)	1,17,520 (20%)	1,17,520 (20%)	1,17,520 (20%)
Driveway + Surface parking	123750 (37%)	68,380 (31%)	260,553 (44%)	2,40,030 (41%)	2,49,300 (42%)	2,39,686 (41%)
Others (retail +aspi +green buffer)	92,328 (27%)	80,764 (36%)	-	-	-	-
FSI (sq.m.)						
Total BUA proposed	**6,07,279**	**4,02,540**	**12,92,869**	**12,67,200**	**12,66,100**	**12,66,100**
Deficit BUA			-25,669	18	1,118	1,118
Parking (nos.)						
Car parking required	9,180	4,968 (excluding aspi)	18,752	18,432	18,416	18,416
Surface parking	1,689 (18%)	1,658	5,860 (31%)	6,030 (33%)	6,060 (33%)	5,385 (29%)
MLCP	6,738 (74%)	7,645	9,315 (50%)	12,540 (67%)	10,740 (58%)	10,740 (58%)
Total car parking proposed	**8,427**	**9,303**	**15,175**	**18,570**	**16,800**	**16,125**
Deficit parking	753 (8%)	-	3,577 (19%)	-138	1,616 (9%)	2,291 (13%)

Total units	**9180**	**4,968 (excluding aspi)**	**18,752**	**18,432**	**18,416**	**18,416**
% of units facing green (>6m)	**60%**	**64%**	**22%**	**36%**	**67%**	**44%**

MASTER PLAN _ GRAIN COMPARISON

PBB _OPTION 1A



PBB _OPTION 2A



PBB _OPTION 3A



PRODUCT MIX (RESI) – G+9 & G+17

PBB _OPTION 1B



PBB _OPTION 2B



PBB _OPTION 3B



PRODUCT MIX (RESI) – G+12

PBB _OPTION 2A



No. of Buildings

G+9	130	(70%)
G+17	56	(30%)
Total buildings	186	

PBB _OPTION 2B



No. of Buildings

G+12	177 (100 %)

Total buildings

Land/plot released.
(compared to OPT 2A)



OCT 2016