

2.13 Topography

The Finchley Road slopes down from north to south. Across the face of the site it drops 0.4m from approximately +57.3m AOD down to +56.9m AOD.

Away from Finchley Road the site drops down to +52.0m AOD, to what used to be the railway platform level. Continuing along the length of the site the level carries on dropping down to rail level of approximately +50.0m AOD, just above the running track level.

Rosemont Embankment faces south overlooking the site, it inclines from track level up +58.0m AOD where it backs onto the properties on Rosemont Road. Along most of its length Blackburn Road is at track level until its east end where it raises very steeply to join the Finchley Road.

2.14 Conservation Area

The site is not in a conservation area.

The Fitzjohns/Netherhall & South Hampstead Conservation Area is towards the north & east of the site behind to the Finchley Road frontages. Despite it being on rising ground, the site & proposed building cannot be seen from anywhere in the conservation area.



West End Green

2.15 Public Open Space Assessment

There are a great many public open green spaces of various sizes offering a wide range of facilities and planting in and around the area of the site. The plan opposite and the following text focus's on those that are within 1 mile, or a 20 minute walk, of the site.

As well as those described below, and of very significant importance, there is also Hampstead Heath (1 mile) and the Royal Parks of Regents Park (1.3 mile) and Primrose Hill (1.0 mile). These are vast open green spaces that have much more than local or regional importance, they are of national significance.

1 - West End Green - 1 mile

West End Green was originally the green of the ancient hamlet of West End. It is situated right by the shops and bus stops. As well as lawn areas and mature plane trees, West End Green has a large decorative stone drinking fountain, dating from 1897. There is also an oak tree which was planted to commemorate the coronation of King Edward VII.

2 - Sumatra Road Open Space - 0.8 mile

This small open space, created just after the Second World War, includes a small hard surface five-a-side pitch and a playground for younger children.



Maygrove Peace Park

A shrub lined walk leads into the site from the road and a specimen rose hedge lines the street frontage.

3 - Broadhurst Copse - 0.4 mile

The name of this site is misleading. If there was a copse on this site it has long since been replaced by a small park, the main feature of which is a playground.

4 - Maygrove Peace Park - 0.9 mile

Opened in 1984, the Peace Park is an unusual site with landscaped rolling hillocks and shrub covered embankments. The gardens are well known for the large number of plaques and other features which promote World peace.

A Japanese style pagoda entrance leads through to a "peace walk". Maygrove Peace Park also has a playground and a floodlit multi-use games area; it is next to the Sidings Community Centre.

5 - Iverson Road Open Space - 0.8 mile

Iverson Road Open Space provides two facilities; a hard surface multi-use sports area containing a five-a-side pitch and two basketball courts and a children's playground.



Kilburn Grange Park

6 - Kilburn Grange Park - 0.9 mile

Kilburn Grange is a large park situated behind the busy Kilburn High Road. It was opened to the public in 1913, the land having previously been part of the Grange estate from which it takes its name.

The park is divided into a series of areas. At one end are tennis courts and a play project. Next is the secluded rose garden; the main central area is a large open lawn which is used for fairs and other events in the summer. There is also a large hard surface multi-use games area in one corner and a dog exercise area. On the other side of the lawn, near to the new park attendants hut are children's playgrounds where there is a unique children's water play feature. The park is staffed permanently by both a gardener and an attendant.

7 - Swiss Cottage Open Space - 0.6 mile

The open space forms the centrepiece of the Swiss Cottage civic site redevelopment which includes the refurbished library, sports centre, community centre and theatre. The open space will include a water feature with angled jets to be lit in the evening. The park will be landscaped with shrubs and trees (mainly cherries for spring colour and maples for autumn colour).



Regent's Park

The lawn areas will be banked in a series of terraces. There will be a toddlers' play area and an all weather five-a-side football pitch.

8 - Hampstead Green - 0.8 mile
Hampstead Green is not generally open for public access. Instead it is cultivated as a spring wild flower meadow and in spring is a blaze of colour with daffodils. This attractive site can be easily viewed from paths which run around most of its perimeter. Hampstead Green is a small haven for wildlife, particularly insects, in this busy built up area.

Descriptions of the parks numbered 1 to 8 are taken from "A Guide to Camden's Parks and Open Spaces".

Distances are measured using Google maps navigational tools.



Site centred map showing the public open spaces around the site

2.16 Opportunities and Constraints

Constraints

Site Access : via Finchley Road / Blackburn Road / Rail
The railway lines bounding the site north and south limit site access to being off the Finchley Road. Realistically this means that any scheme would have to be built out starting from the furthest point of the development working back toward the Finchley Road.

Defining the site boundary : Rail Infrastructure
Network Rail have imposed limits on the footprint of any potential development which are designed to protect the ongoing running of the railway.

Primarily no development is permitted :

- within 4.5m of a working rail track
- within 3.5m of an overhead gantry
- within 3m of an overhead power line
- within 1m of the communication equipment boxes
- over the communications cabin
- to have fully openable windows onto the railway land

When combined this creates a line around the site. From this line a construction zone of 2m is offset inward to create a zone to build and maintain the building. This offset line defines the maximum extent of any new building footprint.

Network Rail will also expect mitigating measures to be taken to account for other items of infrastructure :

- a small brick cabin containing the EDF power supply connection can be moved but the power supply must remain uninterrupted.
- an encased electric cable crossing the site will have to be investigated. If 'live' it needs to be protected / rerouted and if inactive it will have to be safely removed.
- the brick retaining wall from the original station building needs consideration and could be removed.

Network Rail will conduct a full signal sighting survey to confirm that the rules established above are sufficient to maintain a train driver's view of the signals from 7.5 seconds down the track (from on-site meeting with Network Rail engineers). Desk top study and site visits by Network Rail have raised this as a low risk concern.

Topography : varying site levels

As described in section 2.13 the site varies in level.

Policy may request that all available sites should provide residential housing as a first resort unless it is not appropriate.

Where it has railways on either side the site is not appropriate for permanent residential housing; primarily because of the constraints placed upon development by Network Rail. Constraints are introduced for the parts of the building facing the Finchley Road where housing is now proposed.

Opportunities

The site analysis and consultations we have made have shown us that the site constraints are wide and varied with differing levels of impact on development. It should be recognised however that the opportunity for a larger development than that of the existing planning permission (refer to para 2.4) still exists on the site and the railway land beyond.

A new development would seek to :

- make use of a previously developed urban brown field site (a very positive point made by resident associations during our previous consultations)
- provide a high quality enhancement of the Finchley Road area with new uses
- make use of the existing topography by capitalising on the opportunity for two extra levels of accommodation below the Finchley Road level without the need for extensive excavation
- build into the railway land away from the Finchley Road where the building can stand away from neighbours
- capitalise on the east-west orientation of the site, making maximum use of the sunpath for daylighting and solar gain (reducing the need for supplementary electrical power as much as possible)
- bookend the parade at 279 Finchley Road. Currently this building has its flank gable end exposed, revealing the site as a gap in the urban grain
- be car free, making use of the excellent public transport connections already provided in the area

By providing student housing along much of the length of the site (student housing is not a permanent form of accommodation) other properties in the borough where students may otherwise live could be released for family housing - therefore by a secondary means this scheme would make a contribution to the demand for housing as well as the proposed provision on the site.

Architecturally the application will seek to be more aspirational than the previous planning permission on the front site.

The scheme will continue the ongoing development and upgrading in the vicinity of the O2 Centre hub that has taken place over previous years. With the O2 Centre itself opened in 1998, the Holiday Inn Express Hotel and 'The Pulse' a new residential scheme on Lymington Road as examples.

3.0 Design Development

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3.1 Introduction

This section provides a summary of the design development of the scheme and how it has been informed by Section 2.0 and the project brief.

The primary aim of the project is to reuse an available brown field site, whilst also making a valuable addition to the urban grain.

Viability of the scheme will be critical to its success which implies a critical mass of building behind an infill development on the Finchley Road.

A new building on the Finchley Road, even on this prominent site, need not be a 'landmark' building in the true sense. However, We see the site as being suitable for more of a corner 'marker' building with a reasoned degree of importance.

3.2 Design Concepts

Design Concepts :

- Maximise the use of a brown field site
- Maximise active street frontage
- Maintain Network Rail site access
- Balanced massing in context
- Car free development
- BREEAM 'Very Good'
- Bookend the gable end of 279 Finchley Road
- Cost effective design

3.3 Concept and Scheme Development

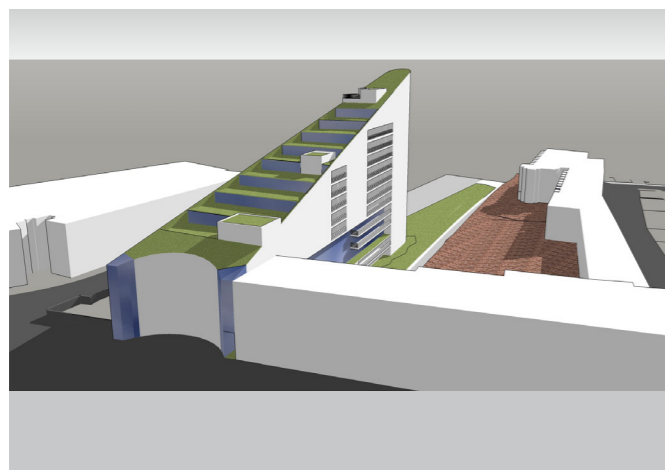
The concept derives from considerations of the local urban environment. The busy main road, the proximity of the O2 centre, the two flanking railway lines, the neighbouring residential terraces to the north and the potential to enhance the ecology of the site.

The part of the scheme with street frontage is suitable for active economic uses with residential accommodation above, akin to the adjacent buildings to the north and across the Finchley Road.

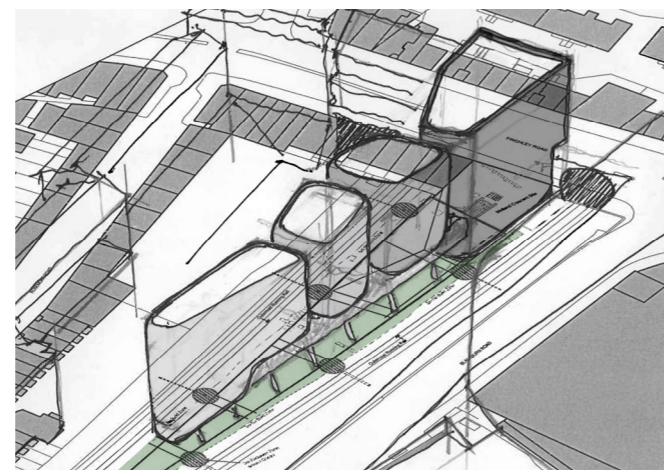
Community and commercial activity is considered compatible with the dynamic environment that can be expected adjacent to the railway lines.

The environmental conditions along Finchley Road and the constraints of building near a railway line mean that the building will require high levels of sound and air protection with sealed windows and tempered air systems. As a result of these constraints this location is more suitable for housing limited to the Finchley Road front element of the site and the student housing. The ecological strategy extends to the roofs where green coverings are proposed to add to the local biodiversity.

The height of the building is similar to the neighbouring urban townscape to the north. The concept is to articulate the buildings visually into four linked elements. Stepping down away from the Finchley Road frontage at the slope of Blackburn Road. With a palazzo like frontage building, a narrow 'flat iron' building at the west end and intermediate elements segueing between the two.



Scheme sketch - Feb 2008



Scheme sketch - Mar 2009



Scheme sketch plan - Jun 2009

4.0 The Proposal

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4.0 Introduction

4.1 Aims of the proposal

- Make best use of this long derelict site.
- Provide a mixed use development that best reflects the constraints and opportunities of the site.
- Propose an appropriate scale of development that enhances the Finchley Road, Blackburn Road and the surrounding environment.
- Propose a high quality of building fabric suitable for this transport oriented site.
- Increase the pavement width and maximise the active frontage onto the Finchley Road.

4.2 Form and Scale

4.2.1 The building runs at right angles behind the Finchley Road frontage down the east/west length of the site.

4.2.2 The general level of the site at track level, is some two stories below the pavement on Finchley Road.

4.2.3 The building has two basement floors, (track level and gantry level), ground floor at the Finchley Road level plus two upper floors on the majority of the site. The Finchley Road frontage with 4 storeys only on the corner of Finchley Road and Blackburn Road over the rail tracks.

4.2.4 This equates to a similar height to the O2 Centre to the south.

4.2.5 The adjacent building on the street is 279 Finchley Road. It is partially suspended above the railway tracks on ground and three upper stories.

4.2.6 The ground level rises to the north such that buildings across the northern tracks are at a higher level. They are visually protected from the railway and the proposed building by a thick belt of trees.

4.2.7 The land is constrained to allow adequate construction space from the lines, equipment and gantries of the running railway. A two metre wide zone

provides external amenity space and means of escape.

4.2.8 This building appearance from the south has been formalised into a series of four distinct blocks along the site articulated by glazed links. These break up the length of the building externally.

4.2.9 Another articulating device is the expression of the living rooms of the cluster units, detailed with curved full height glazing to give the buildings a sequence of west emphasised ends.

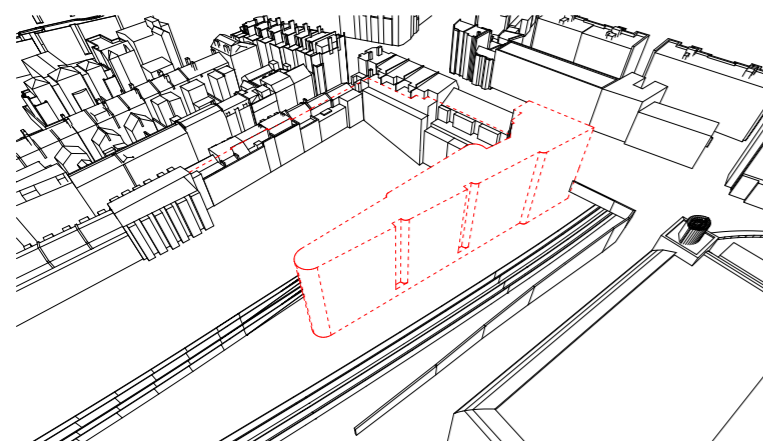
4.2.10 To reduce the height of the majority of the building the ground storey varies in height from 4.2m floor to floor on the frontage (in keeping with Finchley Road frontages) to a typical 3.0m floor to floor for the residential accommodation behind.

4.2.11 On the north side of the building the parapets are kept to a minimum to ensure the maximise light possible for the neighbours.

4.2.12 Extensive climbing planting on the north elevation softens the less fenestrated elevation.

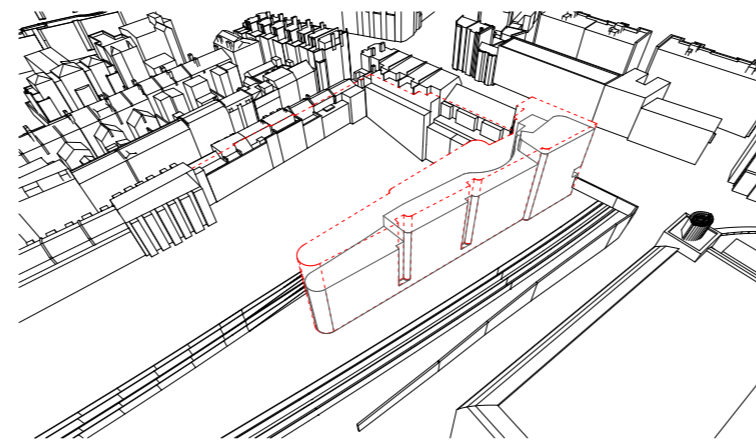
4.2.13 The Finchley Road elevation is articulated to achieve a distinctive south east "street corner", partially cantilevering over the widened pavement two floors align with No. 279 to the north the two above curve around to the north away from the corner.

4.2.14 Care has been taken not to overlook the outside terraces or the windows of No.279 from the proposed windows or terraces of the proposal.

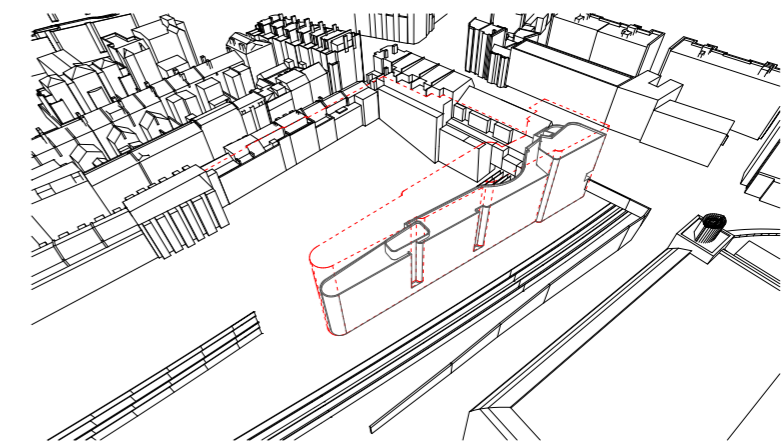


4.2.16 Massing

1. Revised massing in relation to average roof datum of properties on Finchley Road and Rosemont Road.



2. Stepped massing towards the western end of the scheme, stepping down Blackburn Road & toward no.279 Finchley Road



3. Articulation in the massing of the scheme & the addition of a higher element at the Finchley Road corner.

4.3 Sense of Enclosure

The previous planning application was dismissed at appeal based on the following reason.

The effects the proposal on the living conditions of neighbours.

The Council's concerns relate to residents of properties on Finchley Road and in Rosemount Road and I was able to view the rears of these properties at close quarters at my site visit. There are residential properties on the upper floors of the 3 storey terrace on Finchley Road, immediately adjacent to the appeal site.

The proposal would be higher than these Finchley Road properties and would project significantly further rearwards. According to the figures set out by the Council, the proposals would project 90m beyond the rear of No 279a Finchley Road.

I consider that the rearward projection of the proposed buildings, combined with their height, would mean that when viewed from these adjacent residential properties on Finchley Road and their outdoor terraces, the proposals would both appear unacceptably dominant and would represent an overbearing feature.

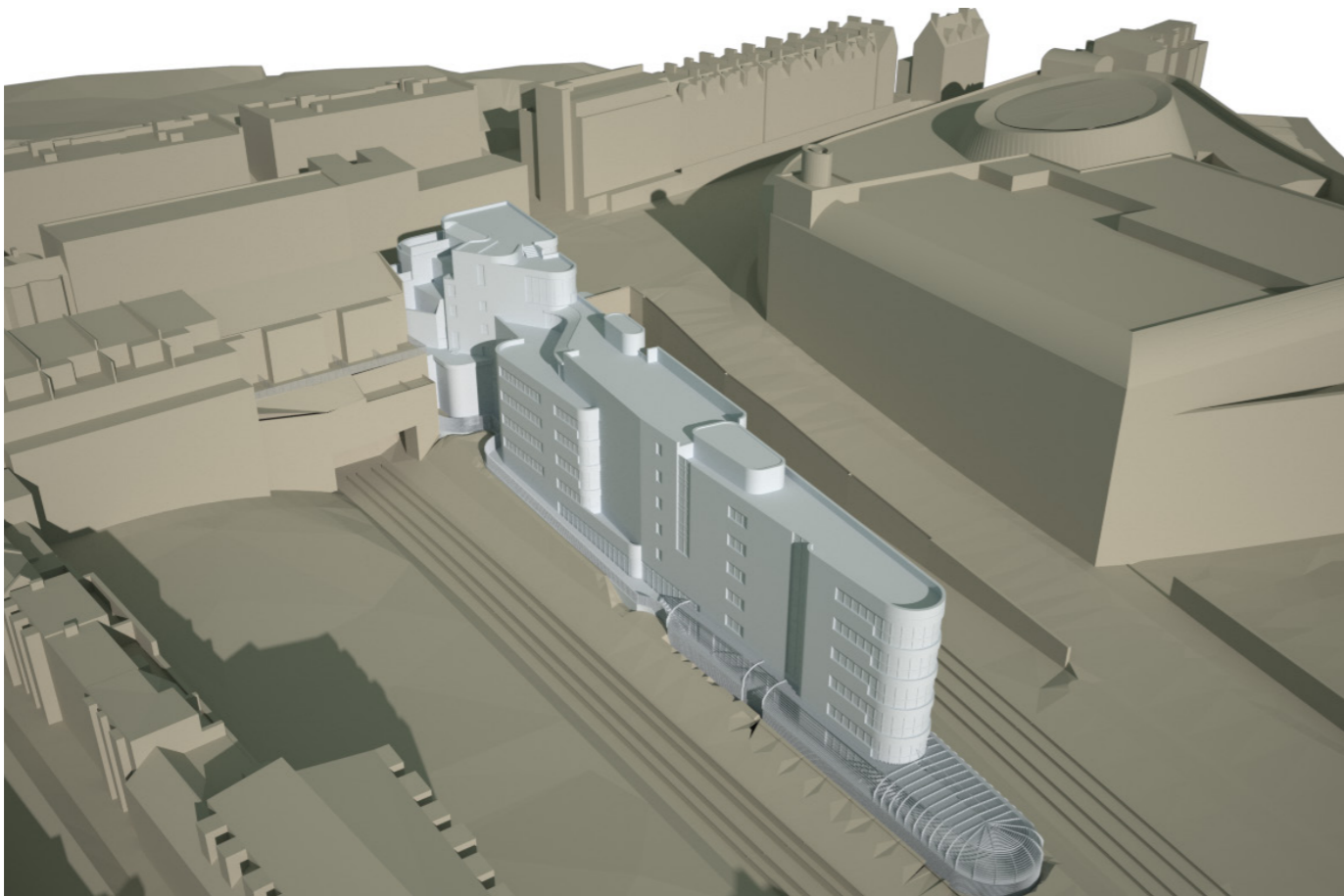
I have noted that the proposals would be set at an angle where they adjoin 279 Finchley Road, but taking account of the height, depth and the other element of the building that would project out, I find these matters would be far from sufficient to render the proposed relationships acceptable. Therefore, in this respect there is a conflict with the aims of Policies CS5 and DP26 for both appeals.

The revised design has addressed the comments raised by the inspector through a series of measures.

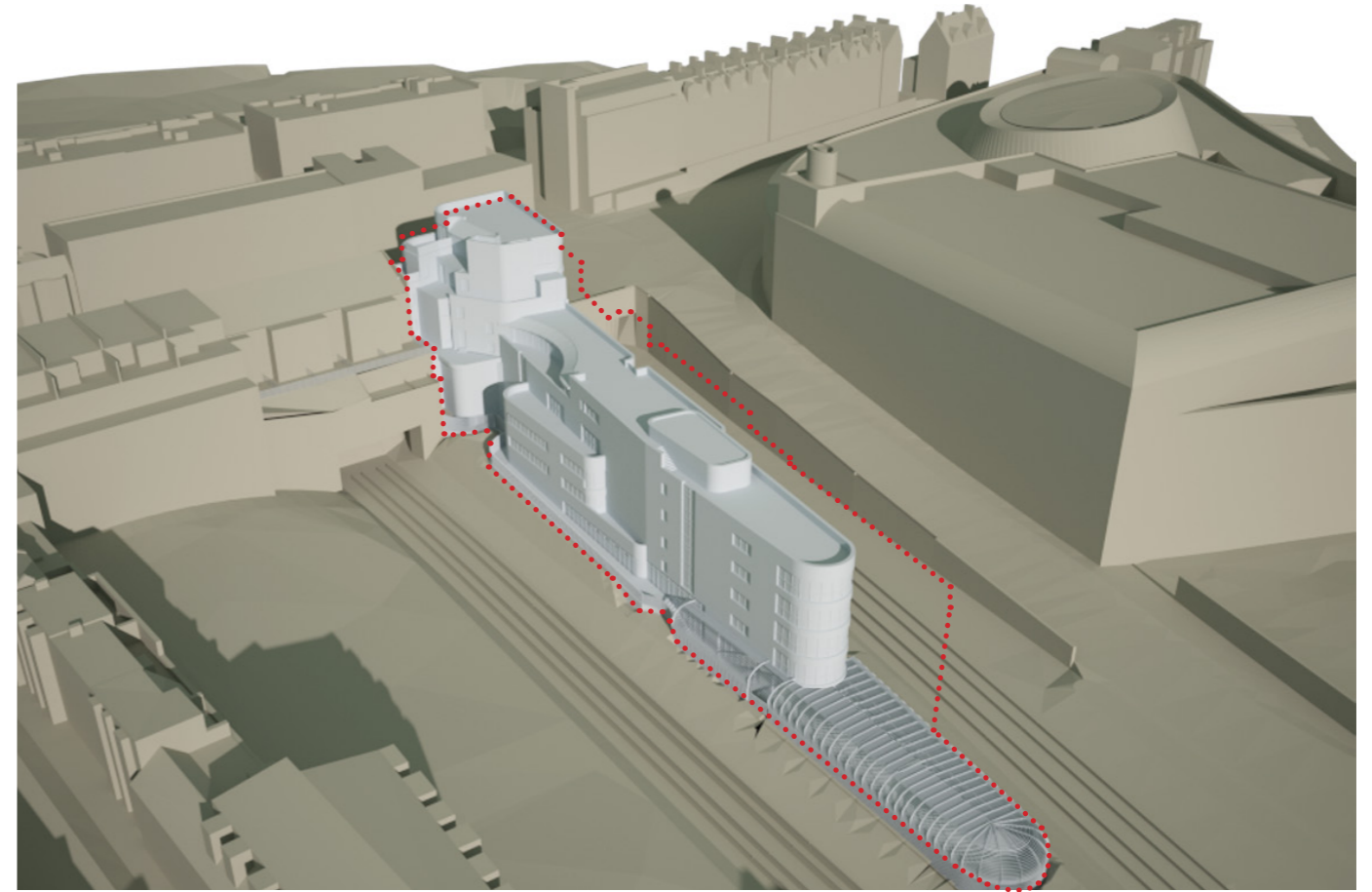
- Reduction in building length.
 - Overall the building length is reduced by 13.17m
- Reduction in building height.
 - The building height has been reduced by one story over the length of the student residential component. The top floor of the proposed application maintains the setbacks and massing principles established in the previous application.

- Additional reductions in massing have been made to the building to improve the relationship with the adjoining neighbour at 279 Finchley road.
 - These include the shortening of the western edge of the residential building, reducing the core and residential floor area.
 - The reduction by two floors to the massing on the northern edge of the student building directly adjacent to 279 Finchley road.

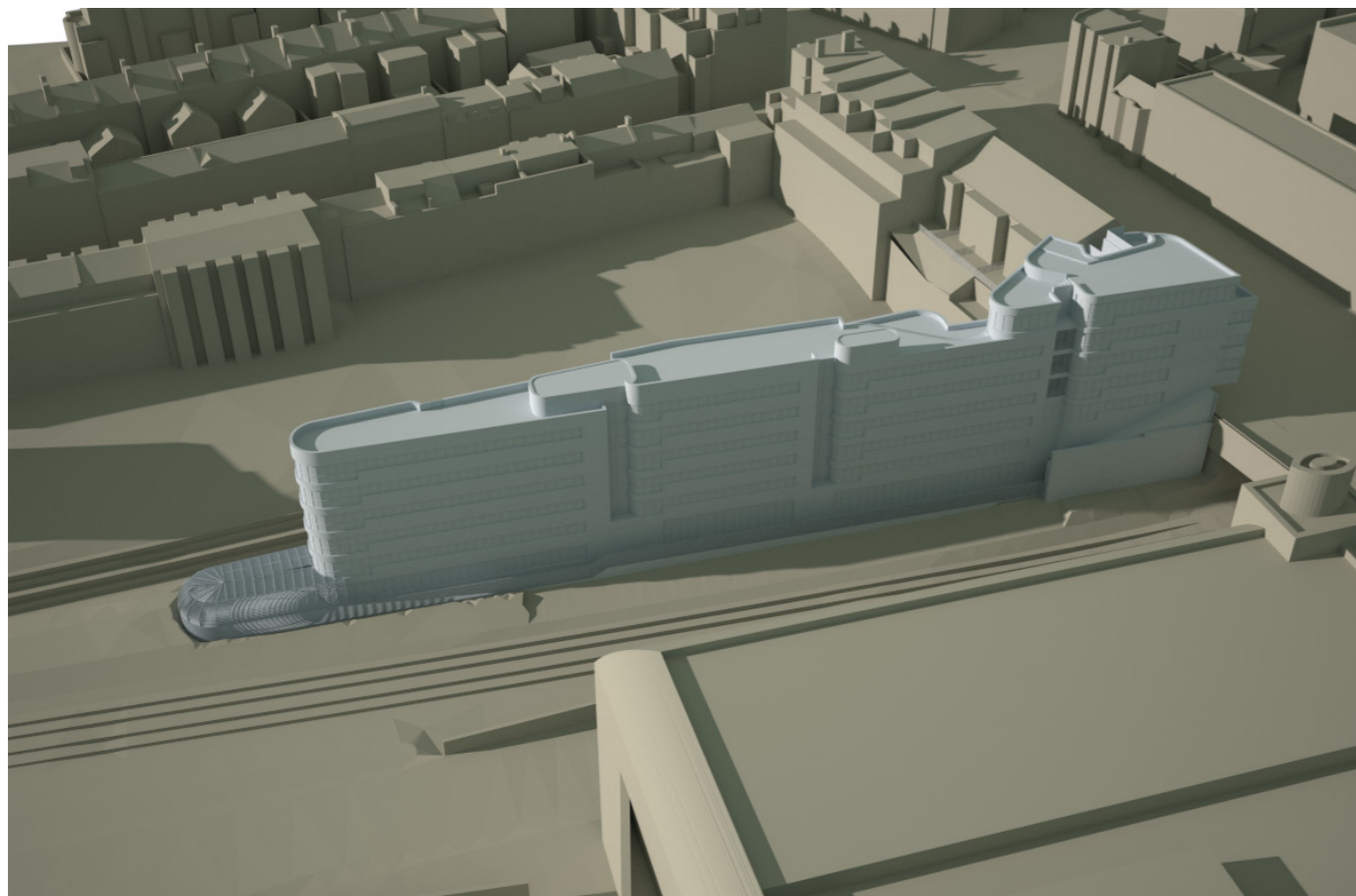
The gross external volume of the part of the building to the west of the terraces of 279 Finchley Road and above terrace level at 1st floor [ie 1st floor and upwards of proposed building] equates to a 45% reduction from the previous proposal.



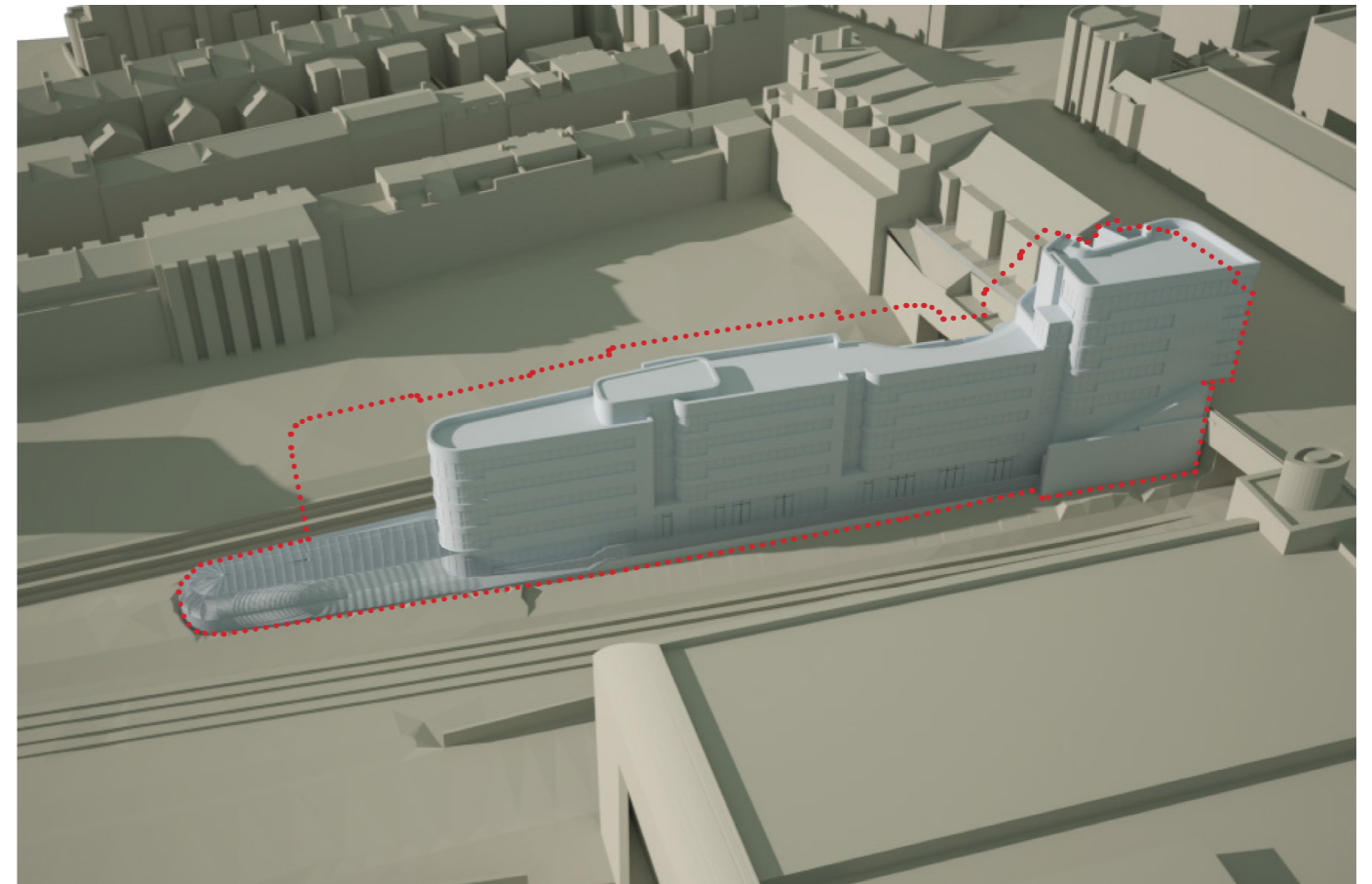
Previous planning application – Aerial view looking North



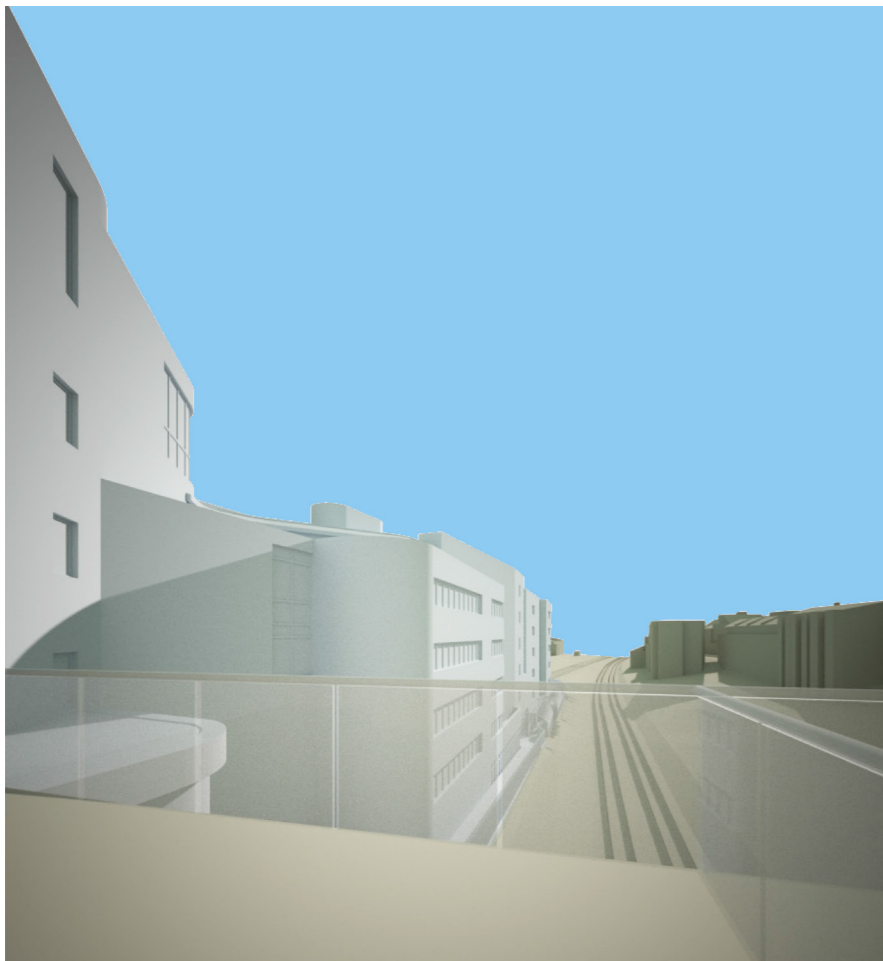
Proposed planning application – Aerial view looking North – Illustrating the reduction in massing



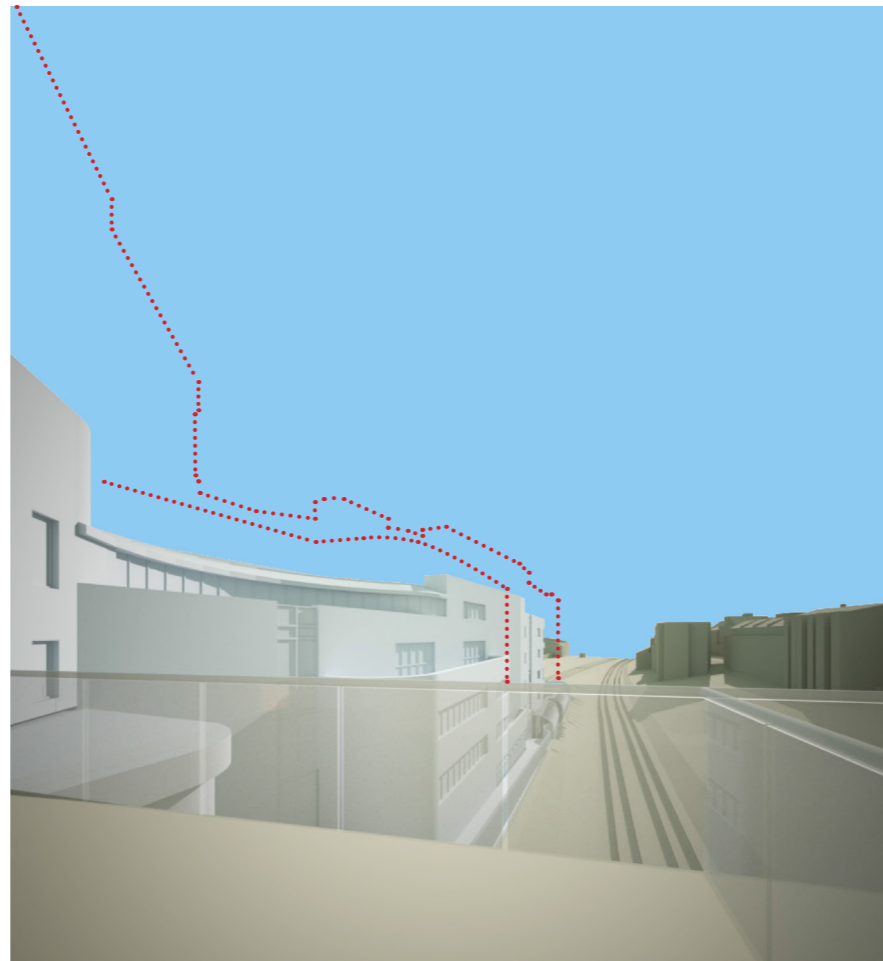
Previous planning application – Aerial view looking North



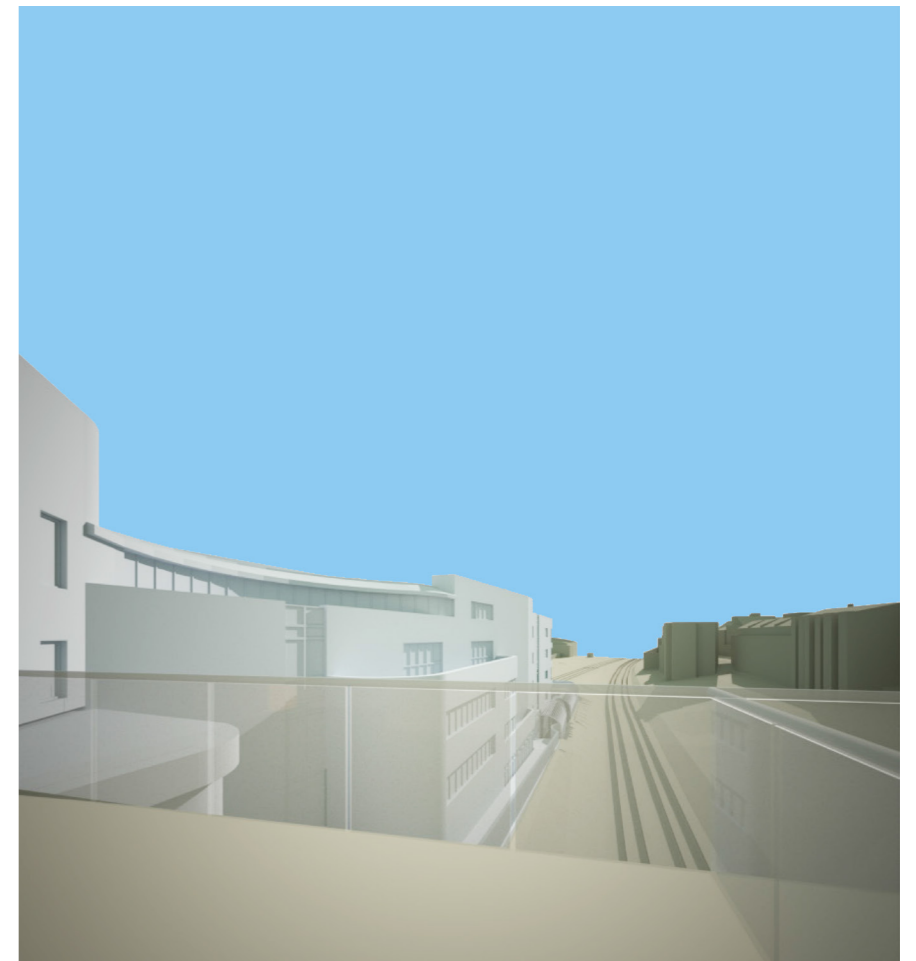
Proposed planning application – Aerial view looking North – Illustrating the reduction in massing



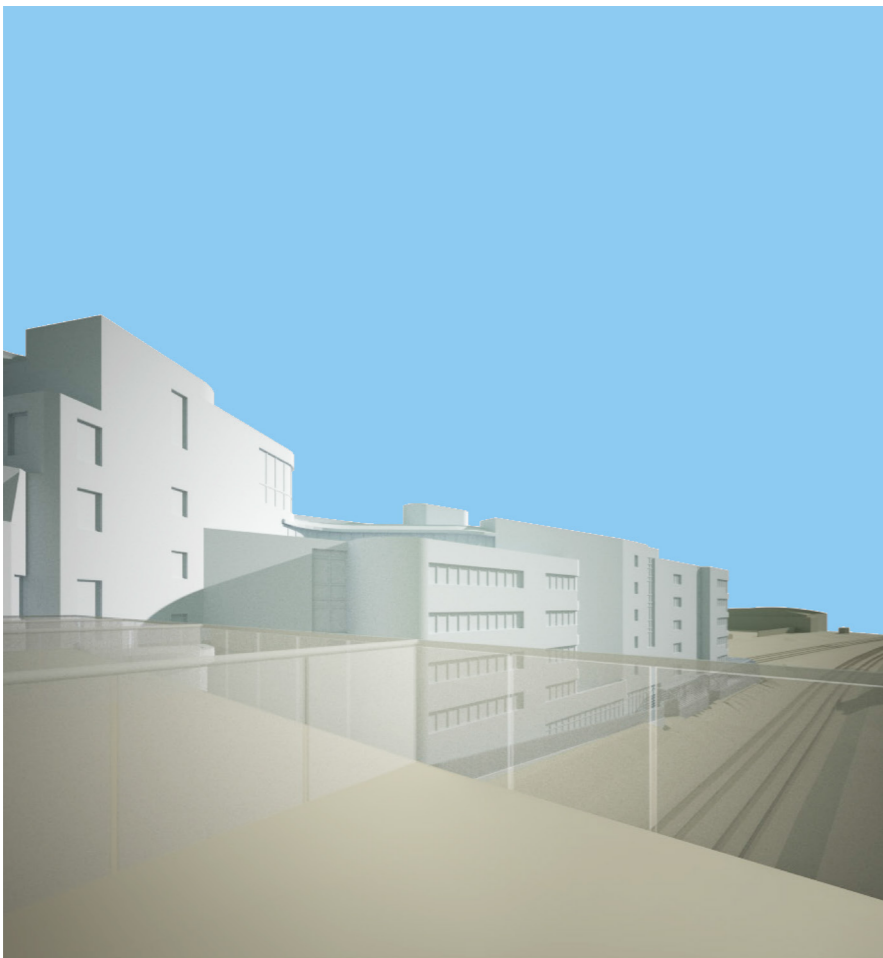
Previous Planning Application - View from balcony of 279a Finchley Road



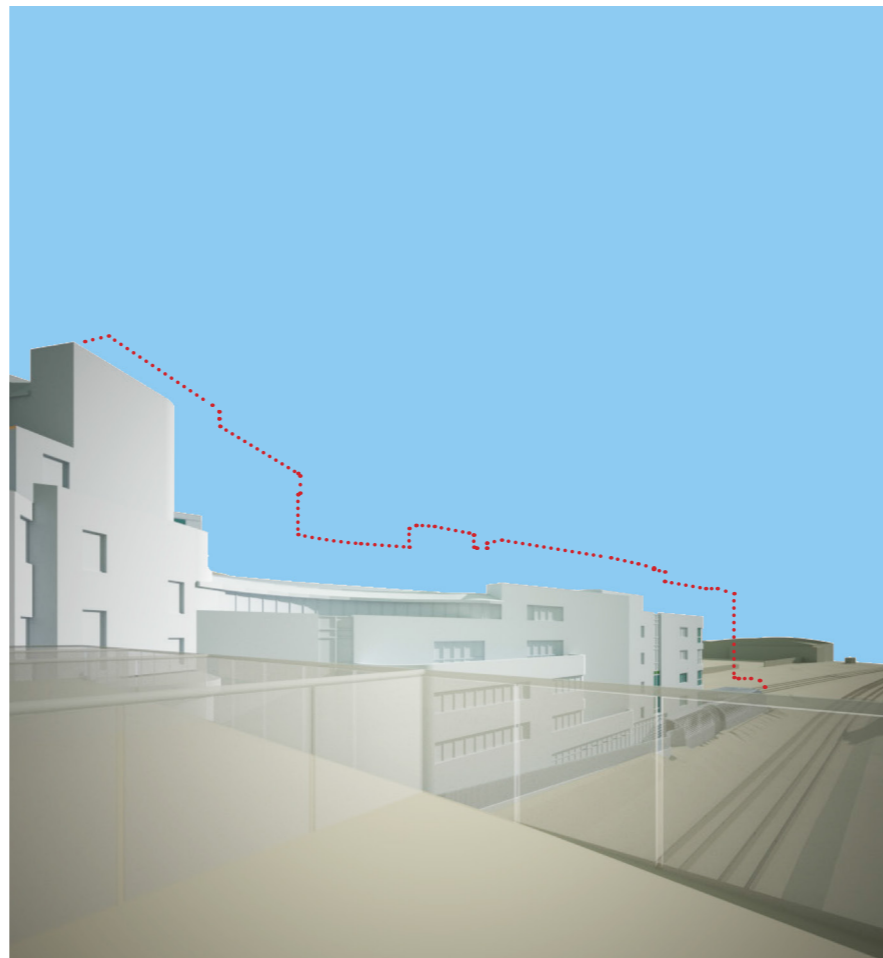
Comparitive overlay of revised Planning Application - View from balcony of 279a Finchley Road



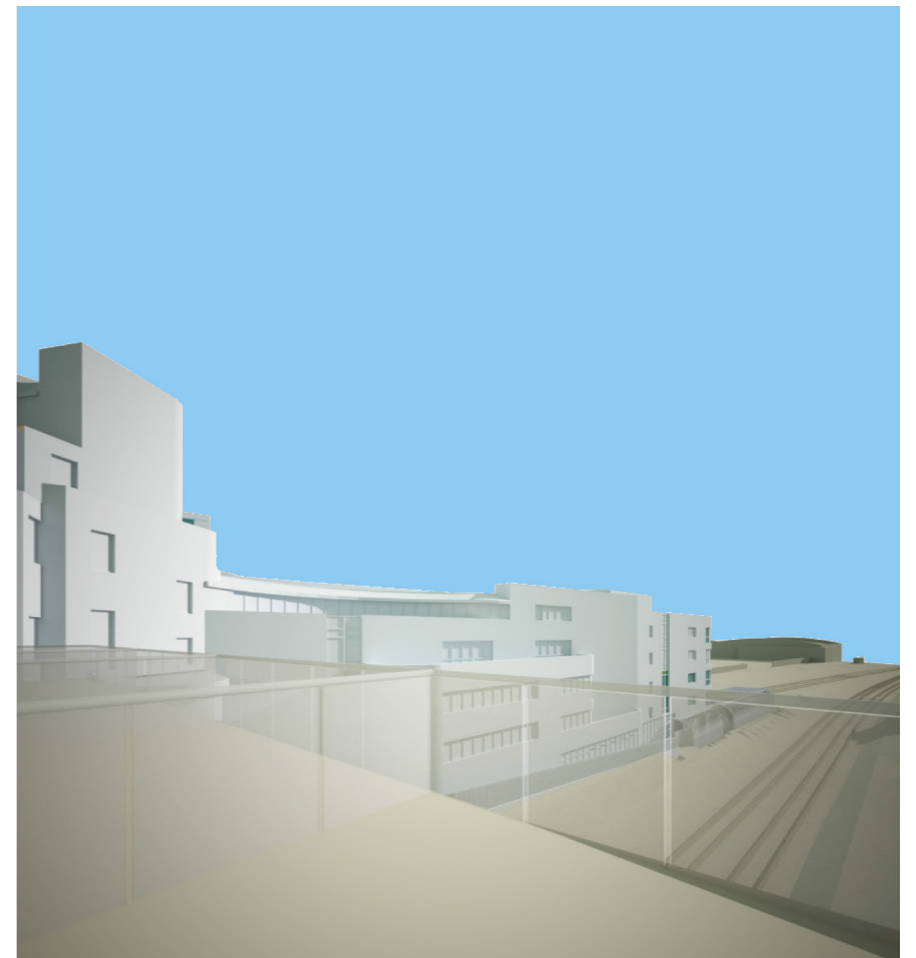
Revised Planning Application - View from balcony of 279a Finchley Road



Previous Planning Application - View from balcony of 279d Finchley Road



Comparitive overlay of revised Planning Application - View from balcony of 279d Finchley Road



Revised Planning Application - View from balcony of 279d Finchley Road

4.4 Layout

4.4.1 The mixed uses of the building are Community/Commercial as well as a student amenity space at Track level (basement -2). The student amenity space consists of a lounge/bar area with a ceiling height of 3.0m, laundrette, lavatories and an external terrace. There is student residential accommodation on basement level -1 to third floor and private residential from first to fourth floors. The ground floor frontage on Finchley Road is divided between the three uses. The majority is an "active frontage" for the former use as a shop with the commercial entrance central, residential entrance to the north and student entrance to the south.

4.4.2 Beyond the student reception/security are

ancillary administration areas. Lifts from the entrance serve Gantry level (basement 1) and upper floors.

4.4.3 The student accommodation is predominantly in cluster flats of five rooms sharing a living/kitchen room. These are defined by the separate elements of the articulated building such that the living rooms have double aspect corners facing south and west or north and west along the railtracks. Individual studio rooms, being more flexible in plan and allowing greater articulation, are positioned in the first part of the student building.

4.4.4 The student accommodation is served by two lifts one in the central core and one in the western core

connected by the north facing corridors which are well lit and articulated by the glazed walkways linking the elements of the building.

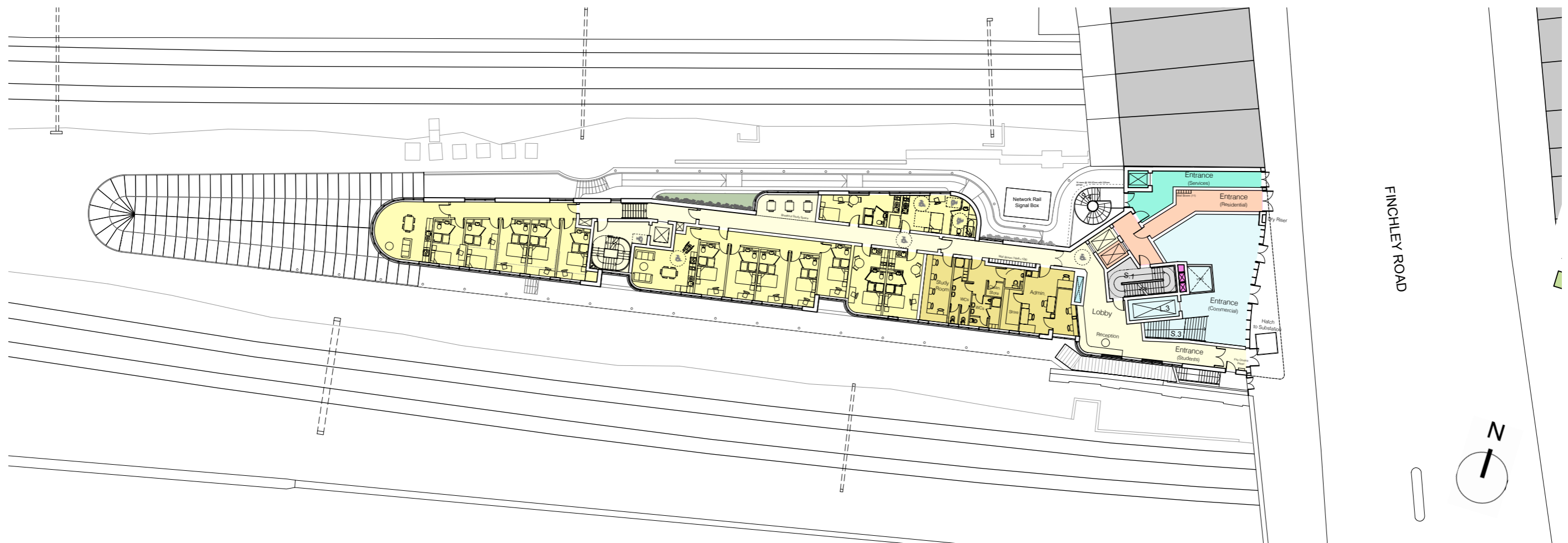
4.4.5 The roof areas above the accommodation serves as large green roofs and plant areas, both open and enclosed.

4.4.7 The Commercial/Community space at Track level (Basement -2) accommodation has a spacious floor to floor height of 4m. It is served by a dedicated passenger and separate service lift as well as a generous accommodation stair and dramatic void space (through the basement 1 plant room) linking it to its entrance hall above. The student amenity space is served by a

separate dedicated passenger lift and stair core.

4.4.8 The sub station enclosure is at basement level -1 and is proposed to be accessed via a service route at the same level for routine maintenance. An Access cover hatch is provided at street level for plant replacement purposes.

4.4.9 Railside access is also provided by a roofed 'external' stair on the south elevation linking the paved route at track level up to the lobby to the student accommodation (security from public use) and directly onto Finchley road for Network rail servicing access.



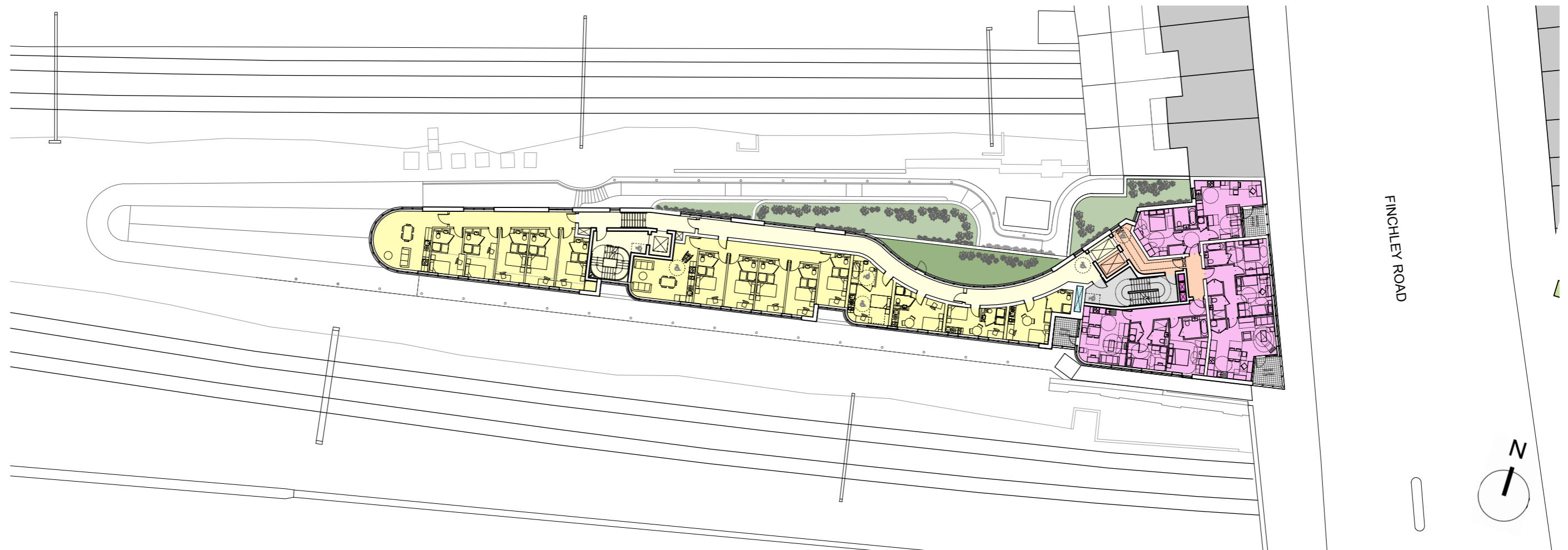
Ground Floor Plan

4.4.10 The residential accommodation is a mix of 1,2 & 3 Bed units.

4.4.11 They are serviced by a separate entrance & lift which also gives access to the bike parking in the basement (should the lift break down the other "student" lift can be temporarily commandeered).

4.4.12 Each unit benefits from either a generous terrace or winter garden. The winter gardens protect the amenity from excessive noise & particulates.

4.4.13 The apartments are arranged fronting onto Finchley Road & Blackburn Road. There are no single aspect north facing flats.



Second Floor Plan

4.5 Location and Quantum

4.5.1 The commercial / community uses are at track level as that level is considered less suitable for residential use, but attractive for a lively working / cultural environment.

4.5.2 The quantum of upper floor student accommodation is defined by the form of the site and articulation of the building and a height in keeping with the surroundings.

4.5.3 The body of the residential accommodation is defined by two key restrictions; the rights of light corridor & the massing on Finchley road. These two constraints mean the building is terraced in multiple

directions; both towards the south and the west.

4.6 Schedule of Accommodation

Below is a schedule of accommodation for the proposed scheme.

4.7 Landscaping and Amenity

4.7.1 The pavement to the north of the site and currently in front of the site on Finchley Road is 3.2 metres wide, to the south on the bridge the pavement is 6.0 metres wide. The scheme shows a double curved

ground floor frontage so that the pavement gently widens to link the two differing widths. It will be paved with high quality paving.

4.7.2 The landscape at Track level takes the form of planting either side of an access/escape path around the building.

4.7.3 Trellis wires carry planting up the building on the north facing elevation. The planting being selected for growth, coverage and tolerance of aspect.

4.7.4 The surrounding land remains in its 'wild' state and is subject to Network Rail's maintenance regime.

4.8 Daylight and Sunlight

The site is very open, which affords good all round light penetration.

Studies have shown how the scheme also achieves good sun penetration and this is capitalised upon with the majority of accommodation being south facing.

4.8.1 INTERNAL DAYLIGHTING

Throughout the development there are windows sized appropriately to the room behind. The ribbon windows provide very good daylighting. The largest windows are to the living rooms within the cluster accommodation.

Floor	Building		Commercial				Plant /Services			Student Facilities						Room Type					Residential													
	GEA sqm	GIA sqm	Sub total GEA sqm	Commercial GIA sqm	Bin Store GIA sqm	Cycle Rack No.	Sub total GEA sqm	Plant GIA sqm	Substation GIA sqm	Sub total GEA sqm	Student GIA sqm	Bin Store GIA sqm	Admin GIA sqm	Communal GIA sqm	Student Cycle Area GIA sqm	Student Cycle Rack No.	Amenity Space sqm	Cluster Standard	Wheelchair	Studio Standard	Wheelchair	Total Rooms	Sub total GEA sqm	Residential GIA sqm	Bin Store GIA sqm	Cycle Storage Area GIA sqm	Cycle Racks No.	Amenity space sqm	Room Type			Habitable Rooms	Total Units	
Lower Ground -2	972	890	671	614	13		123	101		192	168			168			241	14	1	1	1	17	53	48	16	27								
Lower Ground -1	952	868	55	49			51	43	17	784	708	19			81			14	0	3	1	14	54	52										
Ground	919	836	107	94			49	36		708	632		93					10	0	3	1	14	273	248										
1st	846	762					10.0	4.2		573	506							14	1	0	0	15	271	243				18	1	2	0	8	3	
2nd	799	714					10.0	4.2		526	519							10	0	3	1	14	259	230				18	1	2	0	8	3	
3rd	326	290					74	60															204	178				26	0	1	1	7	2	
4th	204	180					7.0	3.0																			33				1	4	1	
TOTAL	5018	4540	833	757	Included in total	10	324	251	Included in total	2783	2533	Included in total			60	241	48	2	7	3	60	1114	999	Included in total	18	95	2	5	2	27	9			

Site Area	0.15	ha	
♿ (inc. Studios)	5		10% of total rooms required to be wheelchair
Student Studio Rooms	7		
Student Standard Rooms	48		
Total Student Rooms	60		
Residential Units	9		
Total Amenity	336		* External Amenity Space for reference only - not included in GEA or GIA totals
Total Cycle Spaces	88		For student and staff. (Cycle store for Commercial users from lower gr. TBC) + Residential 1.5 space per unit

Note: All areas and numbers are preliminary and are dependant on final design.

Floor	Unit No.	Flat Type	NIA sqm	NIA sq ft	1 Bed	2 Bed	3 Bed
1st	1.01	1B 2P	53	570	1		
	1.02	2B 4P	75	807		1	
	1.03	2B 3P	70	753		1	
2nd	2.01	1B 2P	53	570	1		
	2.02	2B 4P	75	807		1	
	2.03	2B 3P	70	753		1	
3rd	3.01	3B 5P	96	1033			1
	3.02	2B 3P	79	850		1	
4th	4.01	Penthouse	144	1549			1
Total			715	7693	2	5	2

4.9 Appearance / Surface / Detail

4.9.1 The appearance of the building is defined by the four distinct linked elements when viewed from the south (three from the north). The articulation comes from the set back 'glazed bridge' elements that divide the elevations. The curved end plan form of the elements adds to the reading of separate buildings in a sequence, culminating in a distinctive rounded end prow building facing towards the dividing railway tracks to the west.

4.9.2 The upper floor fenestration emphasises the streamlined forms with long horizontal ribbon windows descending to floor level on the curved corners.

4.9.3 The full length track level glazing to the commercial/community space otherwise follows the same pattern as the floors above.

4.9.4 On the Finchley Road frontage building the same idiom of ribbon windows forms the fenestration emphasising the sculptural quality of the form of the building and its exposed south east corner.

4.9.5 The masonry surface of the building is to be

glazed terracotta tiles in two colours: of cream and blue/green. These colours are complimentary to the O2 Centre and surrounding buildings of brick and stone.

4.9.6 The Finchley Road frontage building is purely in the cream terracotta. The elements to the west are a mix of the two colours.

4.9.7 On the south side, facing the O2 and the public road, the cream terracotta forms the base colour descending from east to west along the length of the building emphasising the stepping down of the parapet above. The final building to the west is thus of the blue/green colour on a narrow base of cream.

4.9.8 Conversely on the north side facing the woodland area to the north of the tracks, the more shady side of the building is lightened with predominantly cream on the upper parts of the elements over a base of the blue/green colour. A good foil for the climbing planting.

4.9.9 The reversed colours meet dramatically at the prow of the west elevation to emphasise its narrow verticality.

4.9.10 The tiles are vertically oriented to accommodate the curves of the elevations.

4.9.11 The window frames and terracotta cladding are flush with each other to provide a smooth streamlined appearance to reflect the dynamic flows of this transport oriented site (and facilitate keeping the elevations clean).

4.9.12 The ribbon fenestration consists of windows and spandrel panels in matt silver frames. The spandrel panels are also to be matt silver.

4.10 Structure

'If the nineteenth century was the century of steel, and the twentieth the century of concrete, then the twenty-first century is about engineered timber.

A ton of steel produces 1.5 tons of carbon in the making. A ton of cement 1.125 tons. And they aren't as interesting, as versatile, as expressive. A tree produces

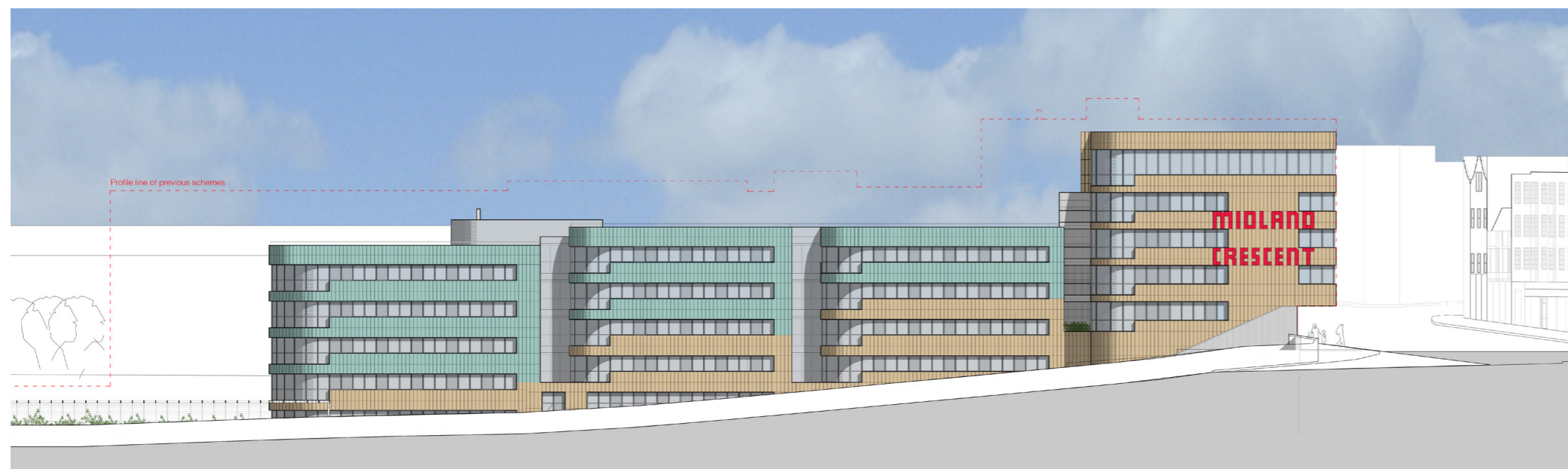
oxygen, and absorbs 1.42 tons of carbon for every ton of timber grown.' Alex de Rijke, Director, dRMM

The construction strategy for the scheme seeks to promote Cross Laminated Timber (CLT) in combination with concrete and steel. Timber is a good material to build from as, unlike most other building materials, it has removed CO2 from the atmosphere rather than adding to it.

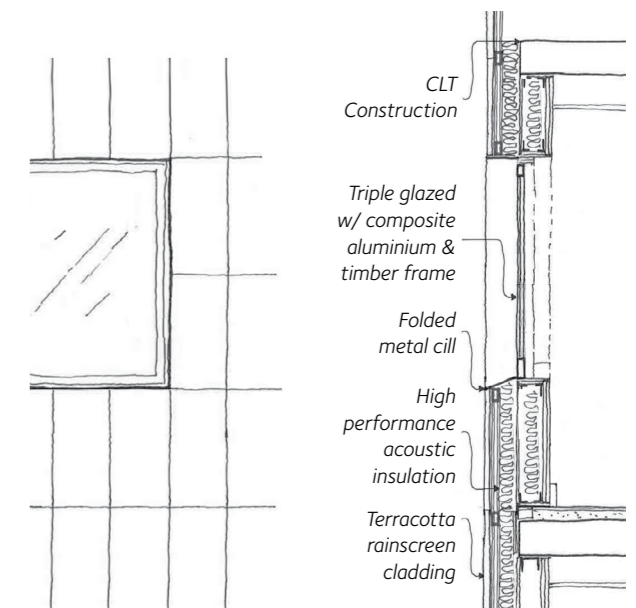
4.11 Cladding

The building is to be clad with a two colours of terracotta tile hung in portrait orientation.

Terracotta has been chosen because it is a durable material that is cost effective, attractive & lightweight. As well as this, they are easily cleaned in a particulate laden environment. The cream colour alludes to both high quality stone and modernist concrete buildings. The blue/green colour relates the building to the local context specifically to the copper roof on the O2 centre to the immediate south.



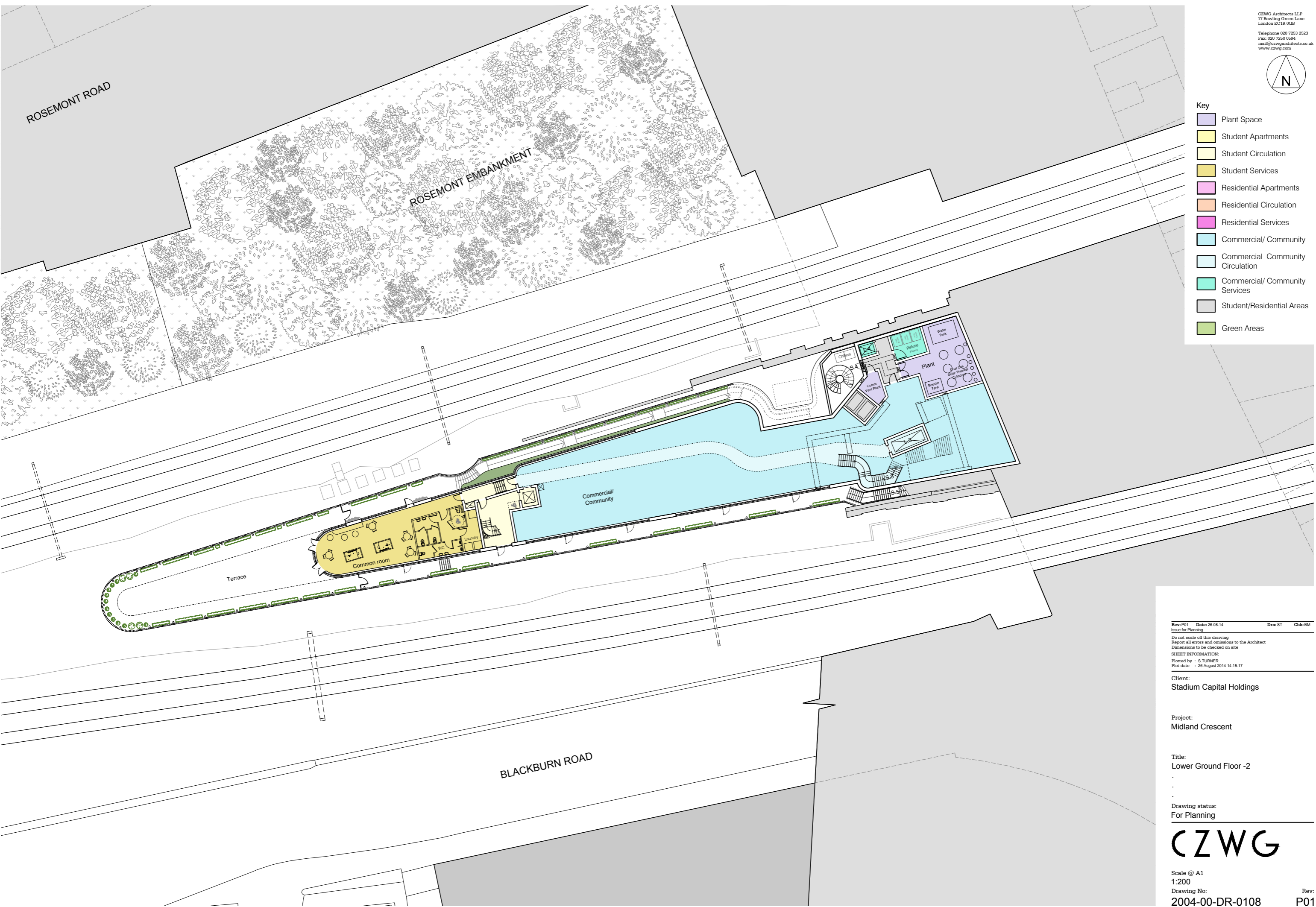
North Elevation



Cladding & Glazing detail.



- Key**
- Plant Space
 - Student Apartments
 - Student Circulation
 - Student Services
 - Residential Apartments
 - Residential Circulation
 - Residential Services
 - Commercial/ Community
 - Commercial Community Circulation
 - Commercial/ Community Services
 - Student/Residential Areas
 - Green Areas



Rev: P01 Date: 26.08.14 Dwn: ST Chk: BM
 Issue for Planning
 Do not scale off this drawing
 Report all errors and omissions to the Architect
 Dimensions to be checked on site
 SHEET INFORMATION:
 Plotted by : S TURNER
 Plot date : 26 August 2014 14:15:17

Client:
Stadium Capital Holdings

Project:
Midland Crescent

Title:
Lower Ground Floor -2

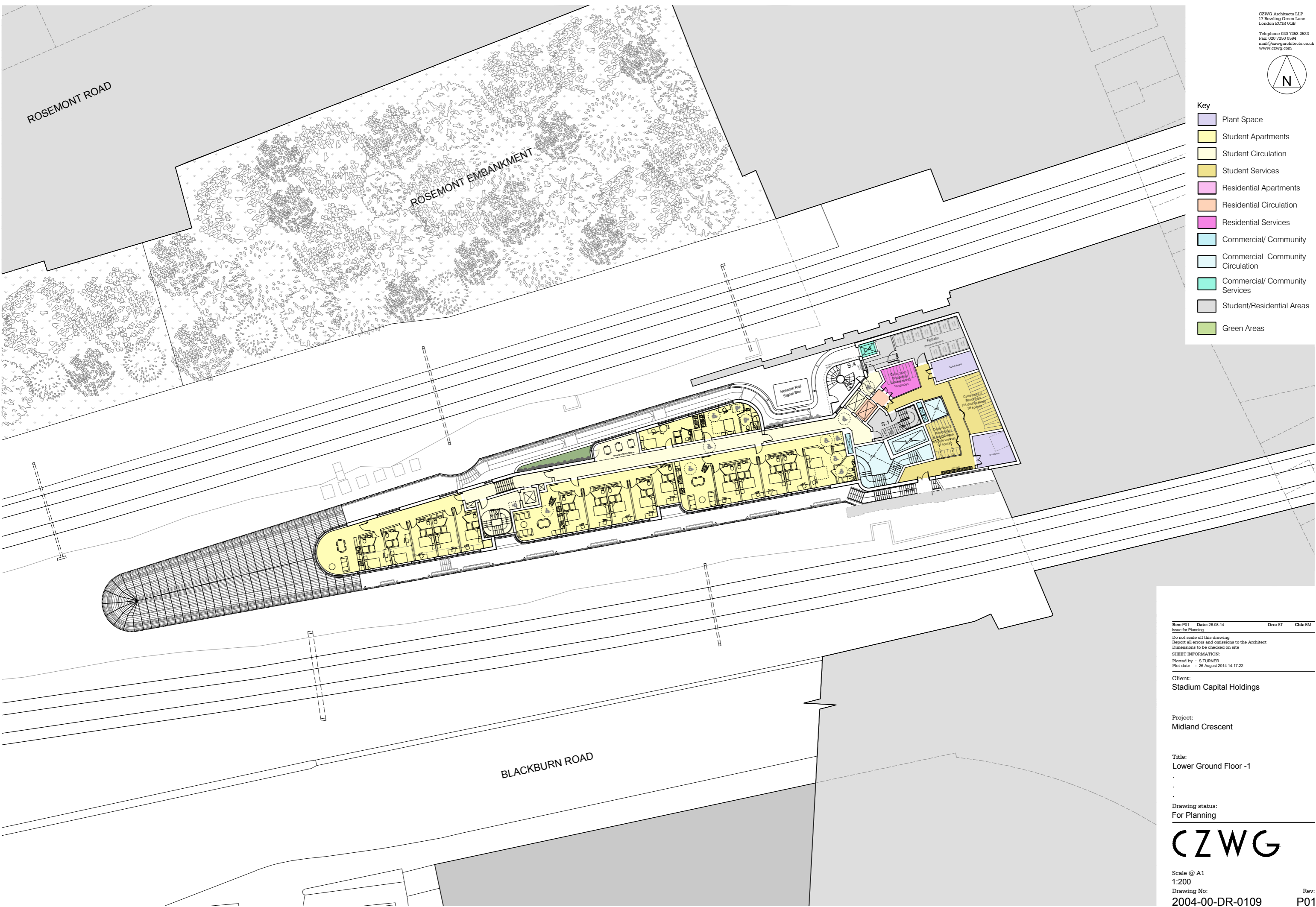
Drawing status:
For Planning



Scale @ A1
 1:200
 Drawing No:
2004-00-DR-0108
 Rev:
P01



- Key**
- Plant Space
 - Student Apartments
 - Student Circulation
 - Student Services
 - Residential Apartments
 - Residential Circulation
 - Residential Services
 - Commercial/ Community
 - Commercial Community Circulation
 - Commercial/ Community Services
 - Student/Residential Areas
 - Green Areas



Rev: P01 Date: 26.08.14 Dra: ST Chk: BM
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SHEET INFORMATION:
 Plotted by : S.TURNER
 Plot date : 26 August 2014 14:17:22

Client:
Stadium Capital Holdings

Project:
Midland Crescent

Title:
Lower Ground Floor -1

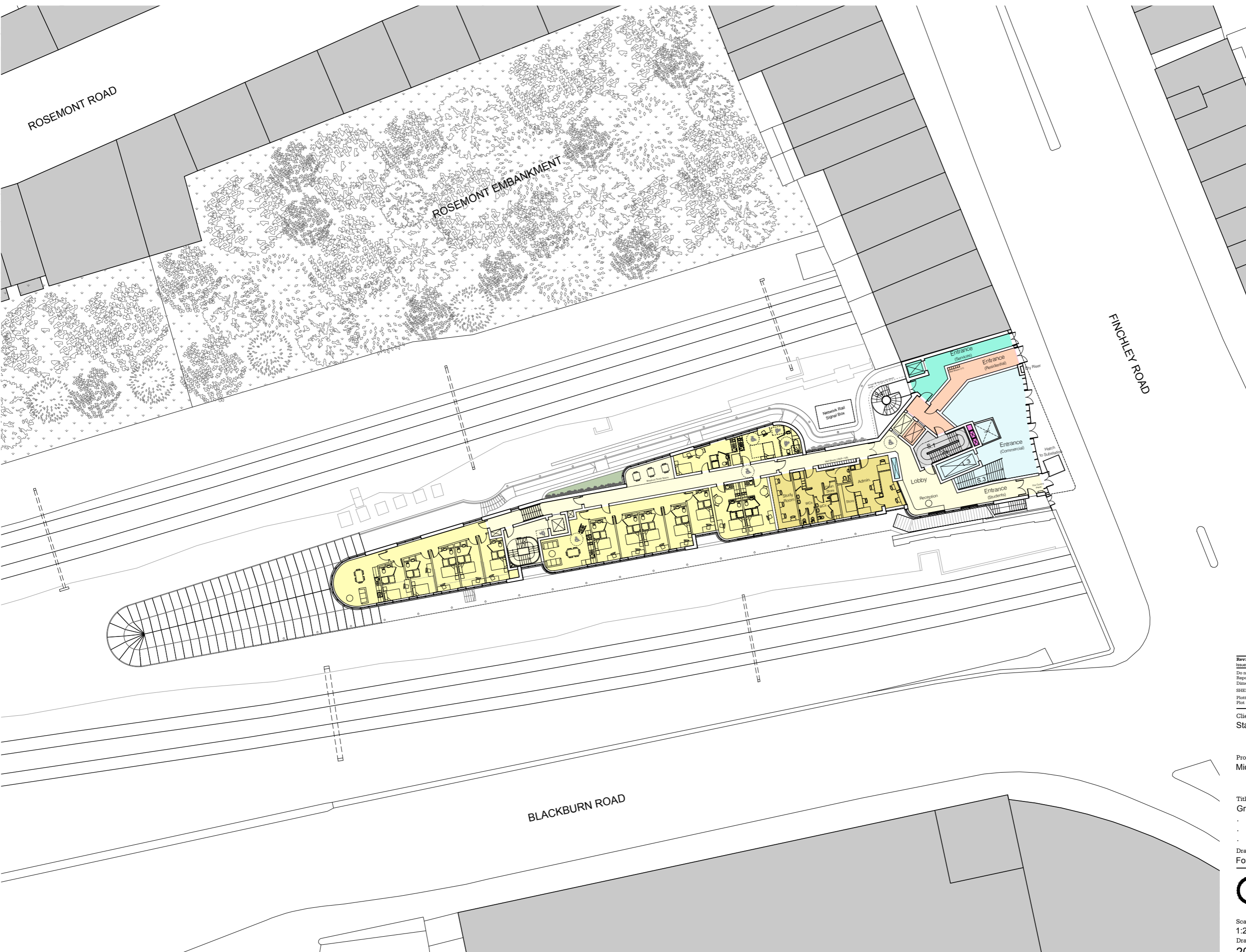
Drawing status:
For Planning



Scale @ A1
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 Drawing No:
2004-00-DR-0109 Rev:
P01



- Key**
- Plant Space
 - Student Apartments
 - Student Circulation
 - Student Services
 - Residential Apartments
 - Residential Circulation
 - Residential Services
 - Commercial/ Community
 - Commercial/ Community Circulation
 - Commercial/ Community Services
 - Student/Residential Areas
 - Green Areas



Rev: P01 Date: 26.08.14 Dra: ST Chk: BM
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 Dimensions to be checked on site
 SHEET INFORMATION:
 Plotted by : S. TURNER
 Plot date : 26 August 2014 14:17:50

Client:
Stadium Capital Holdings

Project:
Midland Crescent

Title:
Ground Floor

Drawing status:
For Planning



Scale @ A1
 1:200
 Drawing No:
2004-00-DR-0110 Rev:
P01



- Key**
- Plant Space
 - Student Apartments
 - Student Circulation
 - Student Services
 - Residential Apartments
 - Residential Circulation
 - Residential Services
 - Commercial/ Community
 - Commercial/ Community Circulation
 - Commercial/ Community Services
 - Student/Residential Areas
 - Green Areas



Rev: P01 Date: 26.08.14 Dra: ST Chk: BM
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 SHEET INFORMATION:
 Plotted by : S.TURNER
 Plot date : 26 August 2014 14:18:25

Client:
Stadium Capital Holdings

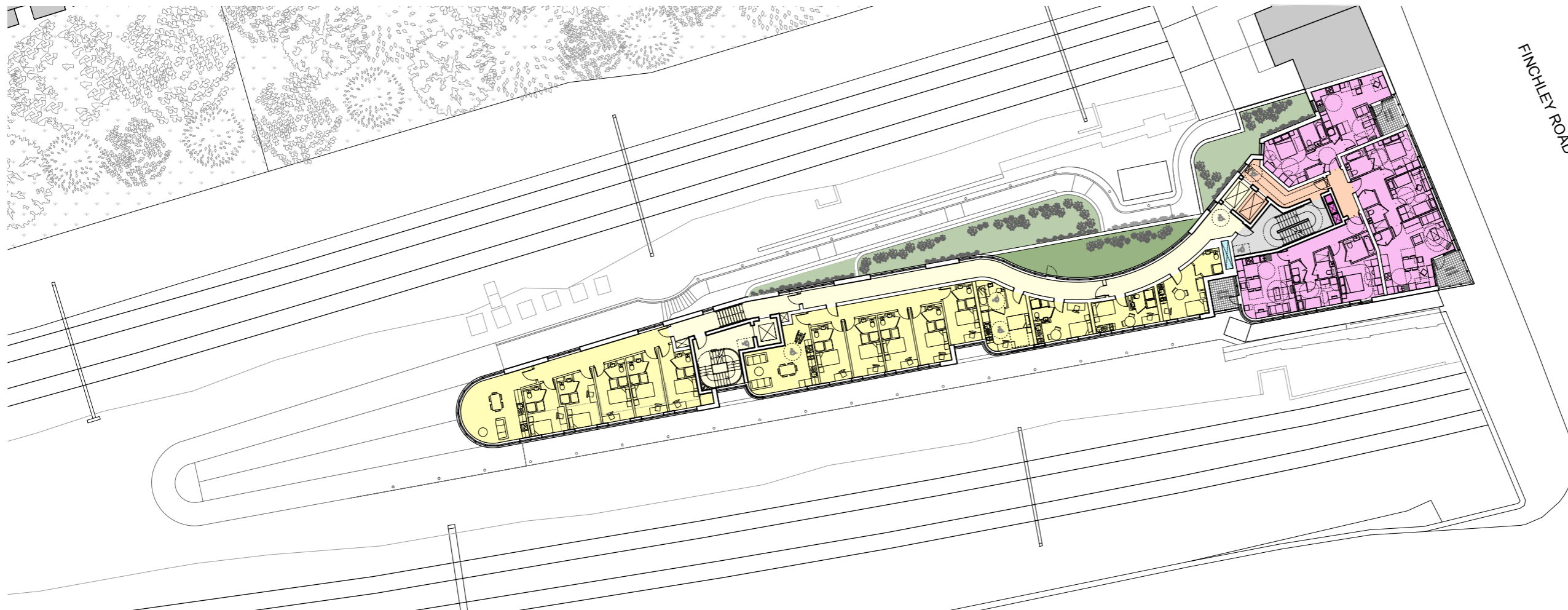
Project:
Midland Crescent

Title:
First Floor

Drawing status:
For Planning



Scale @ A1
 1:200
 Drawing No:
2004-00-DR-0111 Rev:
P01



- Key**
- Plant Space
 - Student Apartments
 - Student Circulation
 - Student Services
 - Residential Apartments
 - Residential Circulation
 - Residential Services
 - Commercial/Community
 - Commercial/Community Circulation
 - Commercial/Community Services
 - Student/Residential Areas
 - Green Areas

Rev: P01 Date: 28.08.14 Dwg: ST Chk: BM
 Issue for Planning
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 Dimensions to be checked on site
 SHEET INFORMATION:
 Plotted by: S. TURNER
 Plot date: 28 August 2014 14:19:01

Client:
 Stadium Capital Holdings

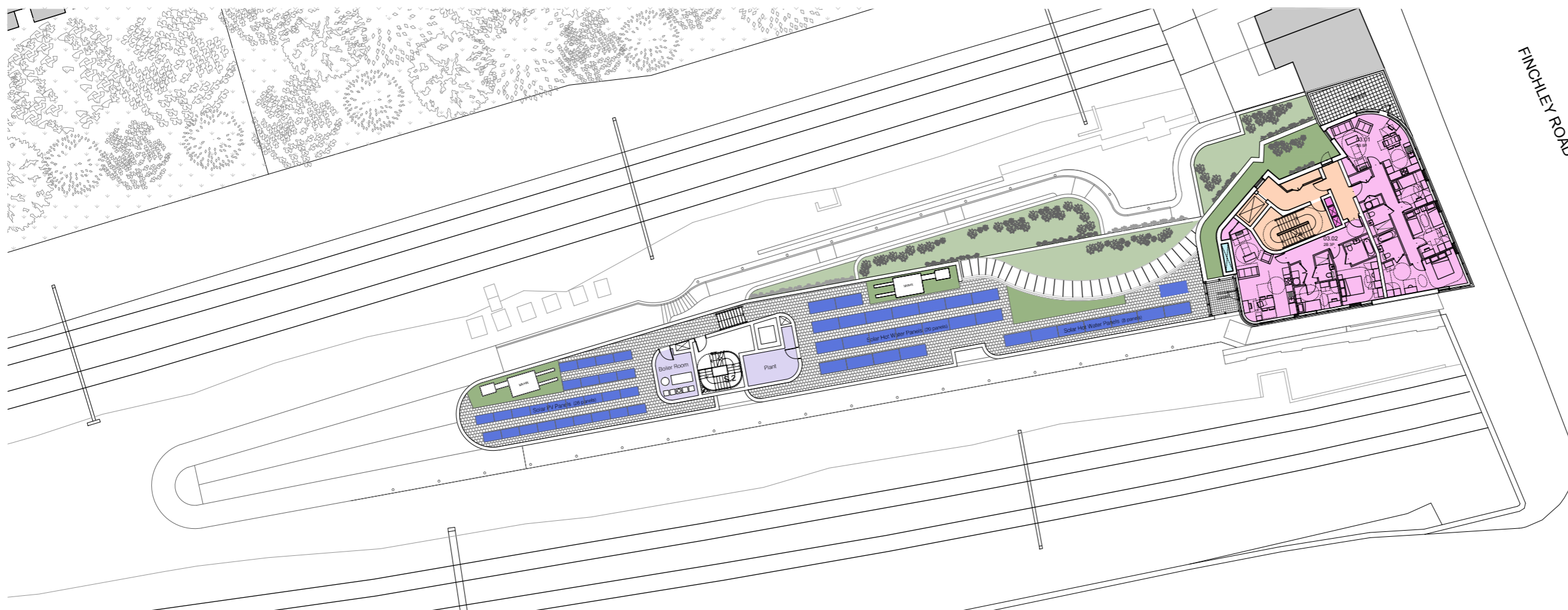
Project:
 Midland Crescent

Title:
 Second Floor

Drawing status:
 For Planning

CZWG

Scale @ A1
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 Drawing No:
 2004-00-DR-0112 Rev:
 P01



Rev: P01 Date: 28.08.14 Dwg: ST Chk: BM
 Issue for Planning
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 Dimensions to be checked on site
 SHEET INFORMATION:
 Plotted by: S. TURNER
 Plot date: 28 August 2014 14:19:30

Client:
 Stadium Capital Holdings

Project:
 Midland Crescent

Title:
 Third Floor

Drawing status:
 For Planning

CZWG

Scale @ A1
 1:200
 Drawing No:
 2004-00-DR-0113 Rev:
 P01