

2.2 Elevations

2.2 Sections

DESIGN NOTES
 GRID IS BASED ON ARBITRARY COORDINATES AND IS ORIENTATED ORTHOGONAL TO THE MAIN SHOP FRONT.
 LEVELS ARE RELATED TO 11- ARBITRARY DATUM.

SURVEY CONTROL STATIONS SHOWN

ABBREVIATIONS (where applicable)

- | | |
|------------------------------|--------------------------------|
| AV Air Valve | WK Waster |
| BK Block | WS Wasteline |
| BL Blind | WT Water |
| BS Bus Stop | WV Wasteway |
| CB Cable Box | XD Overhead |
| CBR Cable Box Room | XS Crossing |
| CL Cover Level | XSJ Street Joint |
| CLJ Chamber | XSJL Street Joint |
| CO Column | PS Parking Meter |
| COE Concrete | FR Foot and Rail |
| CP Catch Pit | FI Foot and Wire |
| CPJ Concrete Parking Station | FE Fencing |
| CV Cable Television | RE Roadway Eye |
| CS Combined Sewer | REJ Retaining |
| DC Drainage Channel | RS Road Sign |
| DP Drop Pipe | RSJ Retard Steel Joint |
| EP Electricity Pipe | SC Stop Cook |
| ER Earthing Rod | SCD Scaffolding |
| FB Flower Bed | SP Stop Sign |
| FE Fence | STI Street Light |
| FI Fire Hydrant | SW Stop Valve |
| FL Floor Level | SWC Security Vision Camera |
| FP Flag Pole | SWM Storm Water |
| FR Fuel Return | TCS Telephone Call Box |
| GP Gate Post | TL Threshold Level |
| GV Gas Valve | T Traffic Light |
| GUD Gully | TS Tank |
| H Indent | TP Telegraph Pole |
| HC Inspection Cover | UC Underground |
| HL Level Land | UCF Underfoot to Stone Further |
| S Scaffolding | ULN Unlikely to Rise |
| IR Iron Rodding | W Footway |
| J Junction Box | W Level Water |
| KD Kerosene Outlet | WV Water Valve |
| LD Lamp Stand | WO Water Out |
| LP Lamp Post | |
| MC Manhole Cover | |
-
- | |
|-------------------------|
| A Arch Ht (m) |
| B Beam Ht (m) |
| C Ceiling Ht (m) |
| D Door Ht (m) |
| FC Floor Ceiling Ht (m) |
| H Ht (m) |
| SB Ht (m) |
| SP Spring Ht (m) |
| SSB Stone Steps Up |
| CSU Ceiling Slopes Up |

NOTES

- Drainage pipe sizes (where shown) have been adopted from the surface for safety reasons and should be regarded as approximate only.
- Tree services (where shown) should be treated with caution and expert identification is advised.
- Although this is a digital survey the accuracy and amount of detail shown is only commensurate with the practical limits of mapping as specified. Care should be exercised when working to larger scales.
- Visible features in the vicinity of the boundaries as shown above, may not represent the extent of legally conveyed easements.
- Whilst every effort has been made to achieve accuracy on this plan, ORIGINAL SURVEYING DIMENSIONS, LEVELS AND POINTS SHOULD BE CHECKED PRIOR TO DESIGN AND CONSTRUCTION.
- Mark levels have been taken in the bottom of the channel.

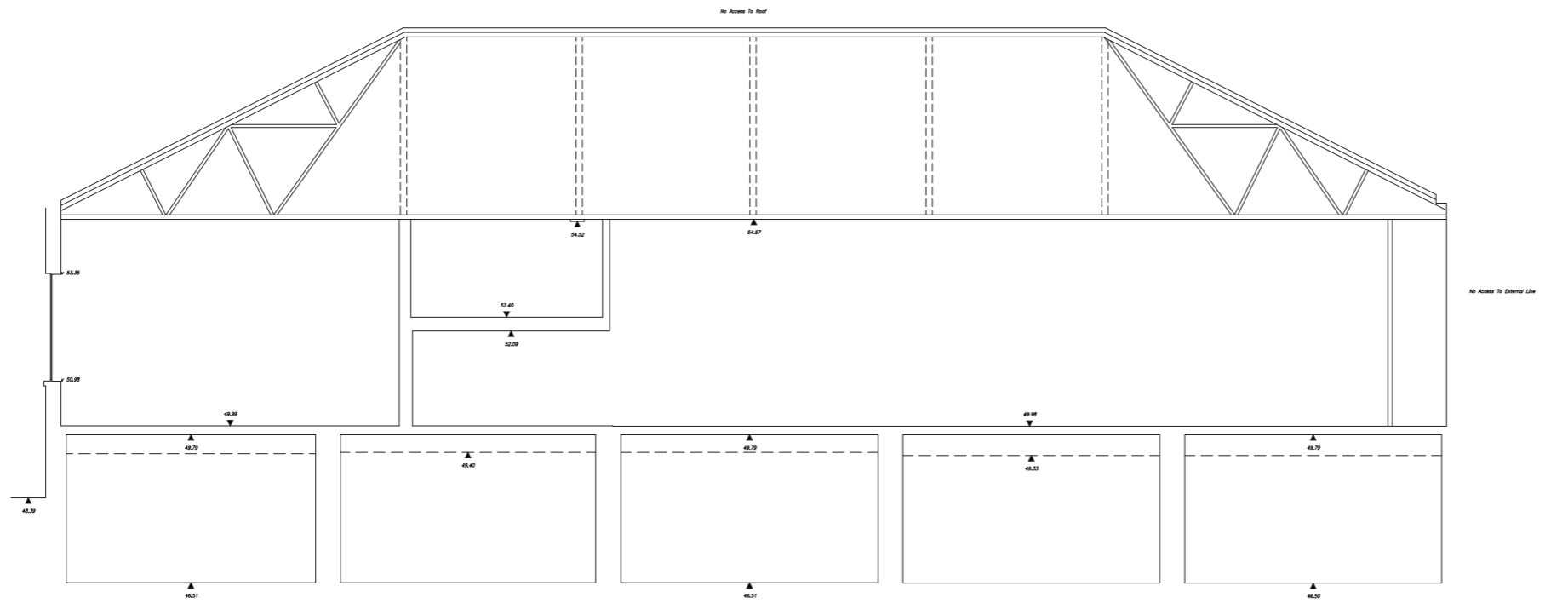
SHEET LAYOUT
 NOT TO SCALE

CALUMET PHOTOGRAPHIC
 93-103 DRUMMOND ST.
 LONDON
 NW1 2HJ
 BUILDING SURVEY

SURVEYED FOR	CEWG ARCHITECTS, 17 BONDING GREEN LANE LONDON EC1R 3DB	SURVEYOR	R WARR
		DATE	JULY 2016

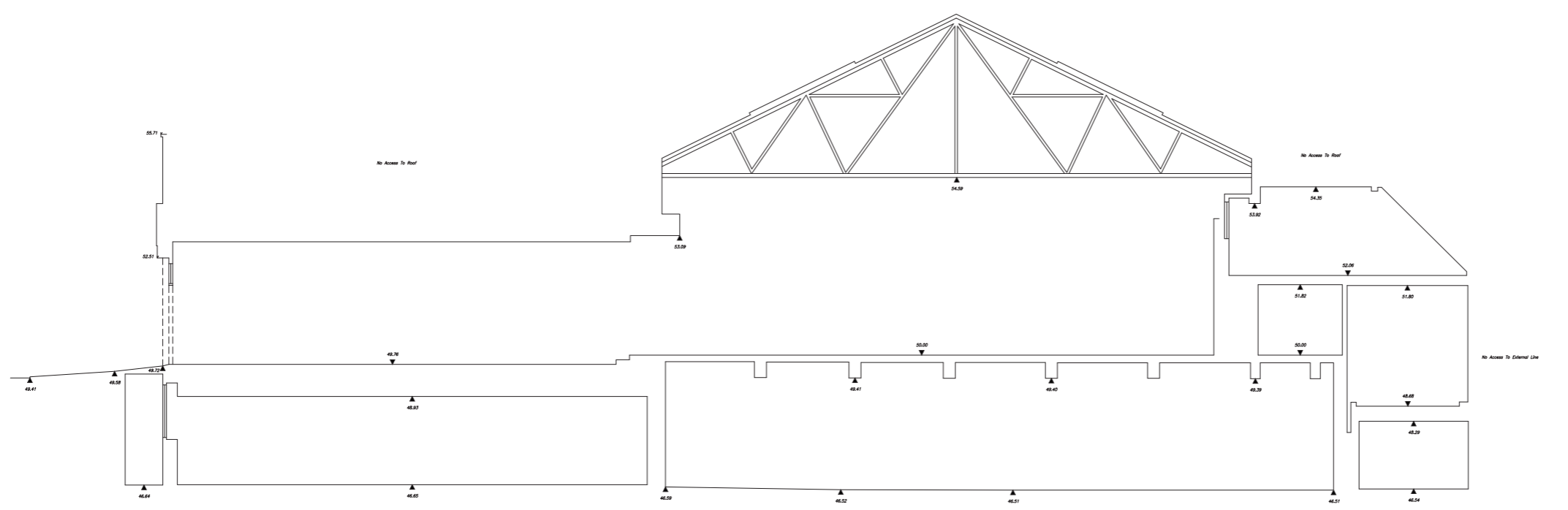
NO	DATE	REVISION

DRAWING NO	G 8478/6	REV	0
DRAWING TITLE	SECTIONS		
SCALE	1 : 50 (A0)		
SEE ALSO DWG NOS			
SHEET	6 of 6		
REF NO	G 8478		



Section A

Datum 45.0m



Section B

Datum 45.0m

3.0 DESIGN CONCEPT

3.1 The Proposal

The proposal is for the replacement of the existing building with a new B1 use building of similar scale and size within the present foot print.

The existing building is made up of a number of different brick structures fronting Drummond and Cobourg Street. It extends into the block with a large shallow pitched hipped roof containing a double height space. At the corner of Drummond Street is a large forecourt / courtyard currently used for parking.

The building was originally used as a car repair workshop with a petrol station in the forecourt. It is currently used as a retail space by a camera retailer.

The existing building shares a party wall on the east side of Drummond Street with the listed disused Euston Northern Line Underground Station and a blank party wall to listed three storey houses on Cobourg Street faces the forecourt.

The main part of the tube station on the corner of Drummond and Melton Street is clad in glazed terracotta blocks with large arches and a deep cornice at the top. Adjacent to the site the elevation changes station to patterned yellow and red stock brickwork with three smaller infilled arches and a less pronounced cornice at the top.

The elevations of the proposed building at the same scale to those of the tube station and adopt a similar vertical and horizontal structural rhythm to the adjacent brick work sections. This is expressed with a frame of Core 10 steel channels infilled with full height glazing.

The main entrance to the building is at the end of the courtyard facing the junction of Drummond Street and Cobourg Street is set at 45 degrees in plan emphasizing its prominence. It is clad in brickwork allowing the steel framed parts of the building fronting Drummond Street and the courtyard to read independently and cohesively. The colour of the Core 10 steel blends with that of the terracotta and brick parts of the tube station integrating within it yet maintaining the independent legibility of the two buildings.

Internally the building is planned around a central core and a large skylight atrium which provide daylight to all floors.

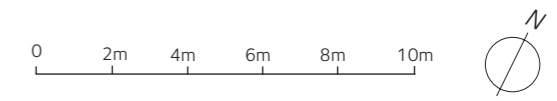
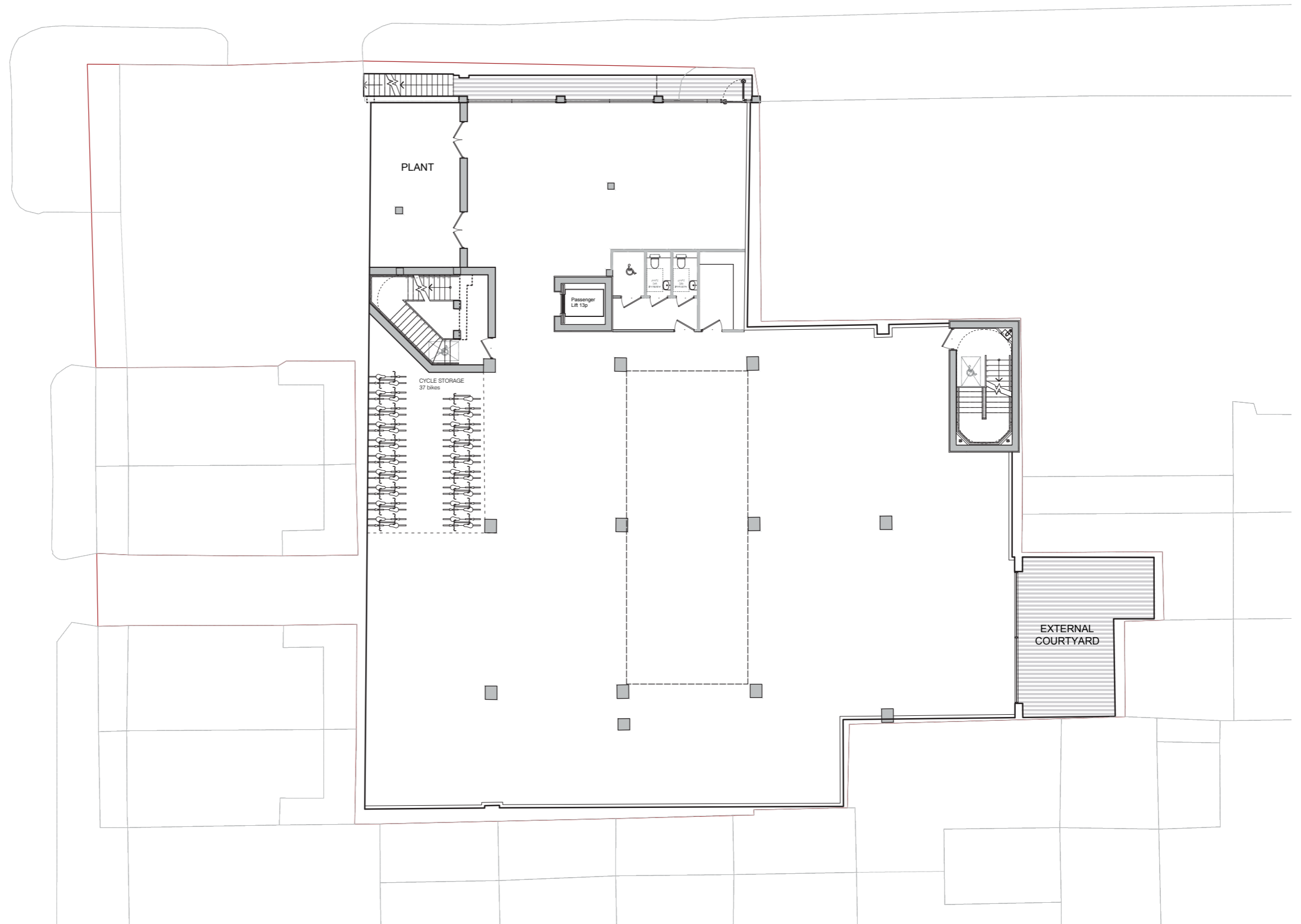
The existing basement is retained and its day lighting is further improved by the opening up of the existing light well to Drummond Street and further glazing at basement and ground floor along the eastern elevation.

The roof profile of the building within the site has generally been maintained as per the existing therefore not affecting the light levels to the adjacent properties. However, the existing roof trusses are to be replaced with new propped rafters allowing for improved mezzanine space.

4.0 PROPOSED SCHEME DRAWINGS— PLANS

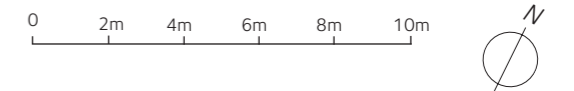
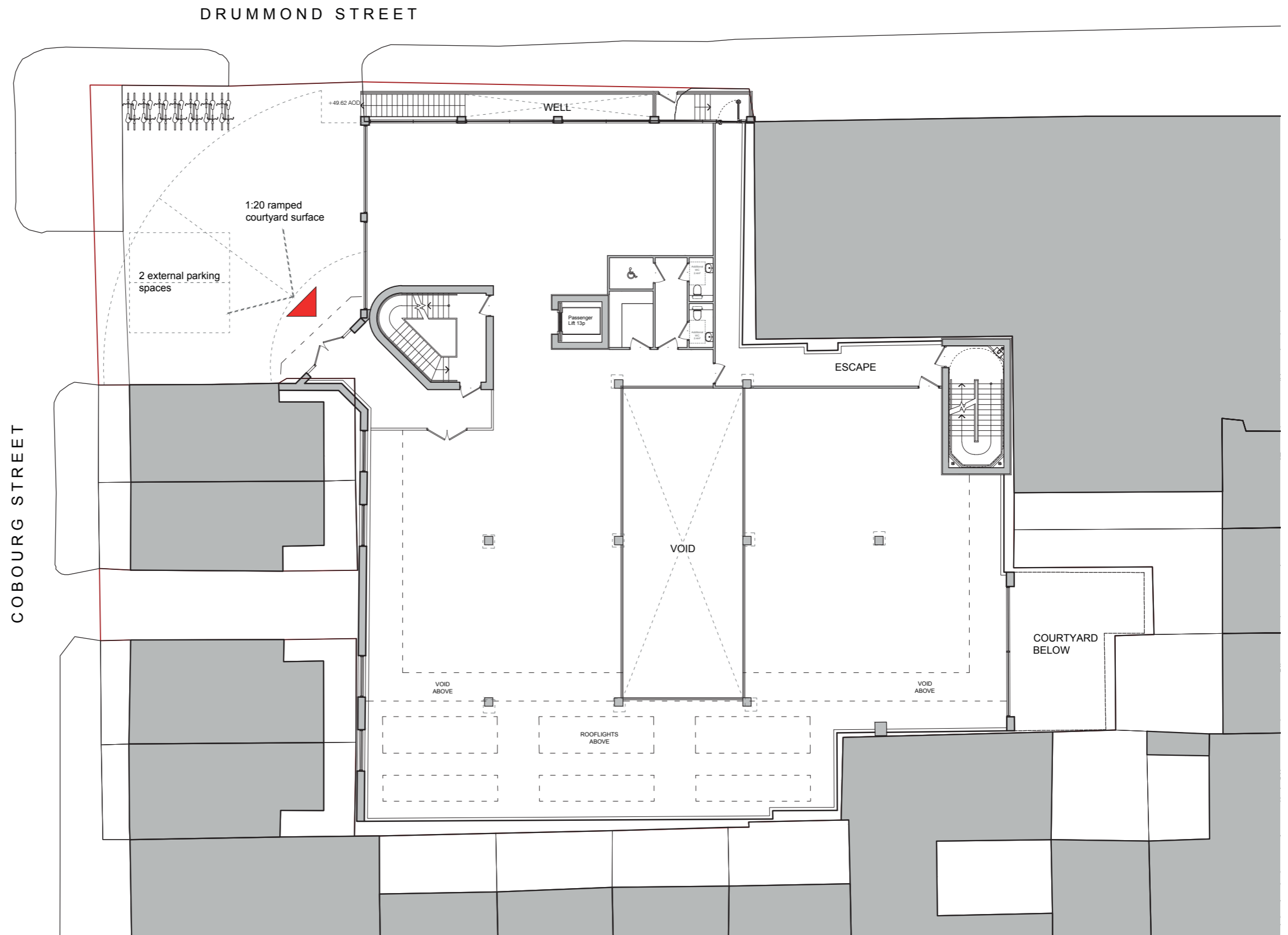
4.1 Basement Level

Scale 1:200



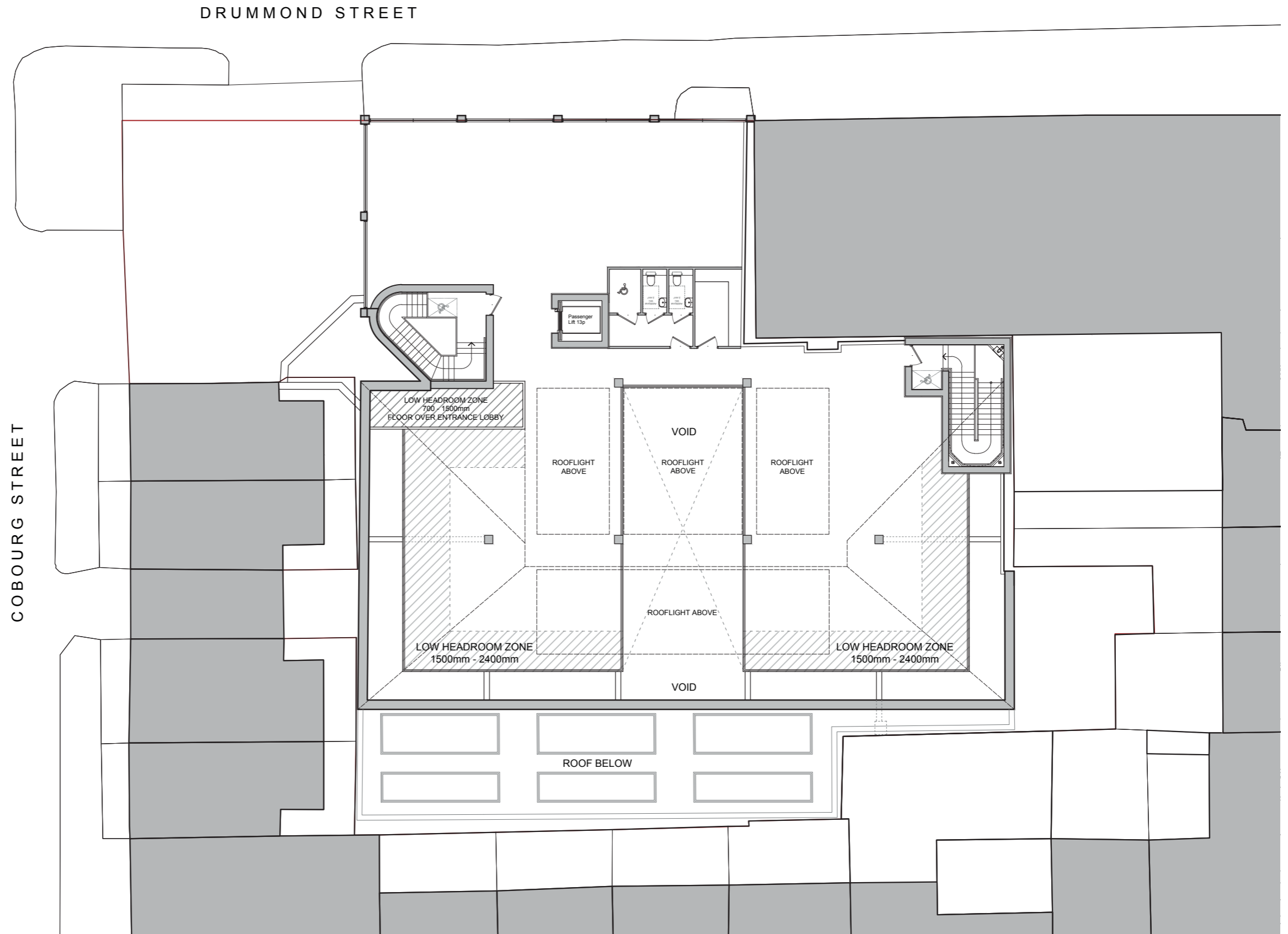
4.2 Ground Level

Scale 1:200



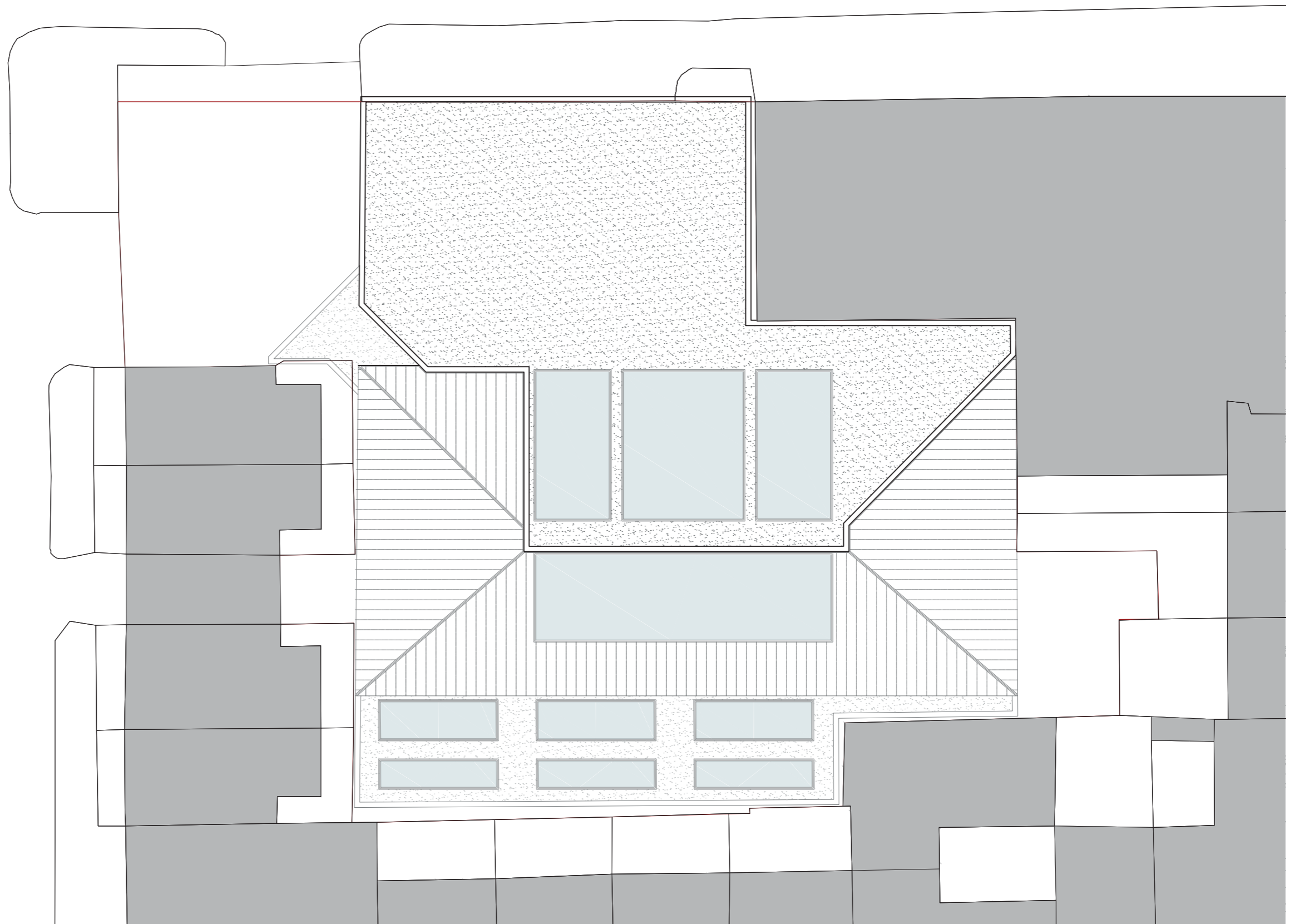
4.3 First Level

Scale 1:200



4.4 Roof Level

Scale 1:200



0 2m 4m 6m 8m 10m



5.0 PROPOSED SCHEME DRAWINGS— ELEVATIONS

5.1 North West Street Elevation (Drummond Street)

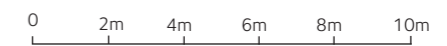
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0 2m 4m 6m 8m 10m

5.2 South West Street Elevation (Cobourg Street)

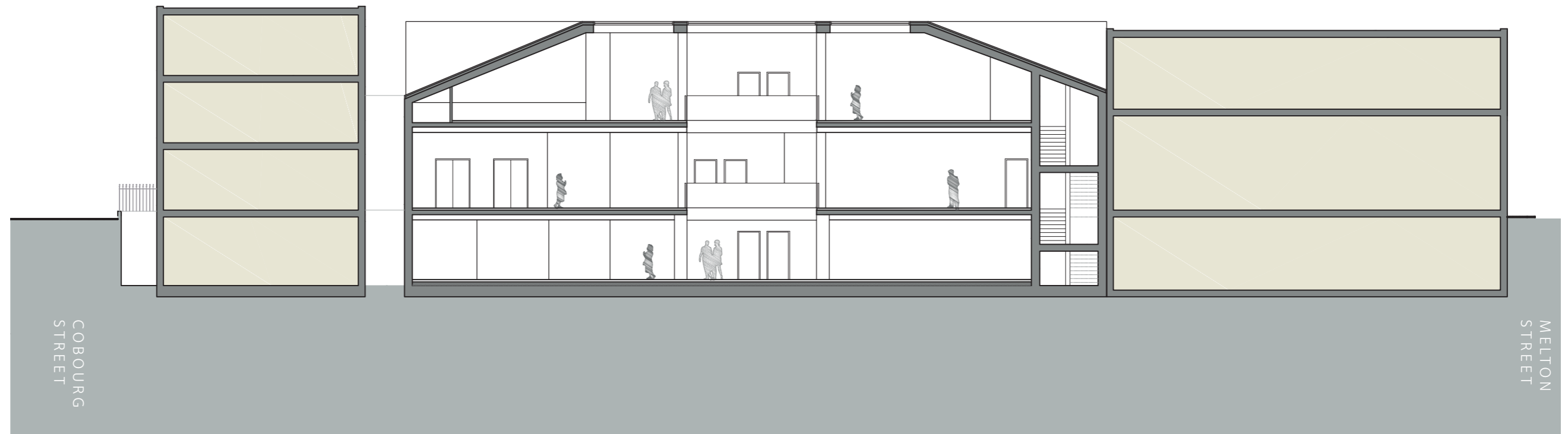
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6.0 PROPOSED SCHEME DRAWINGS— SECTIONS

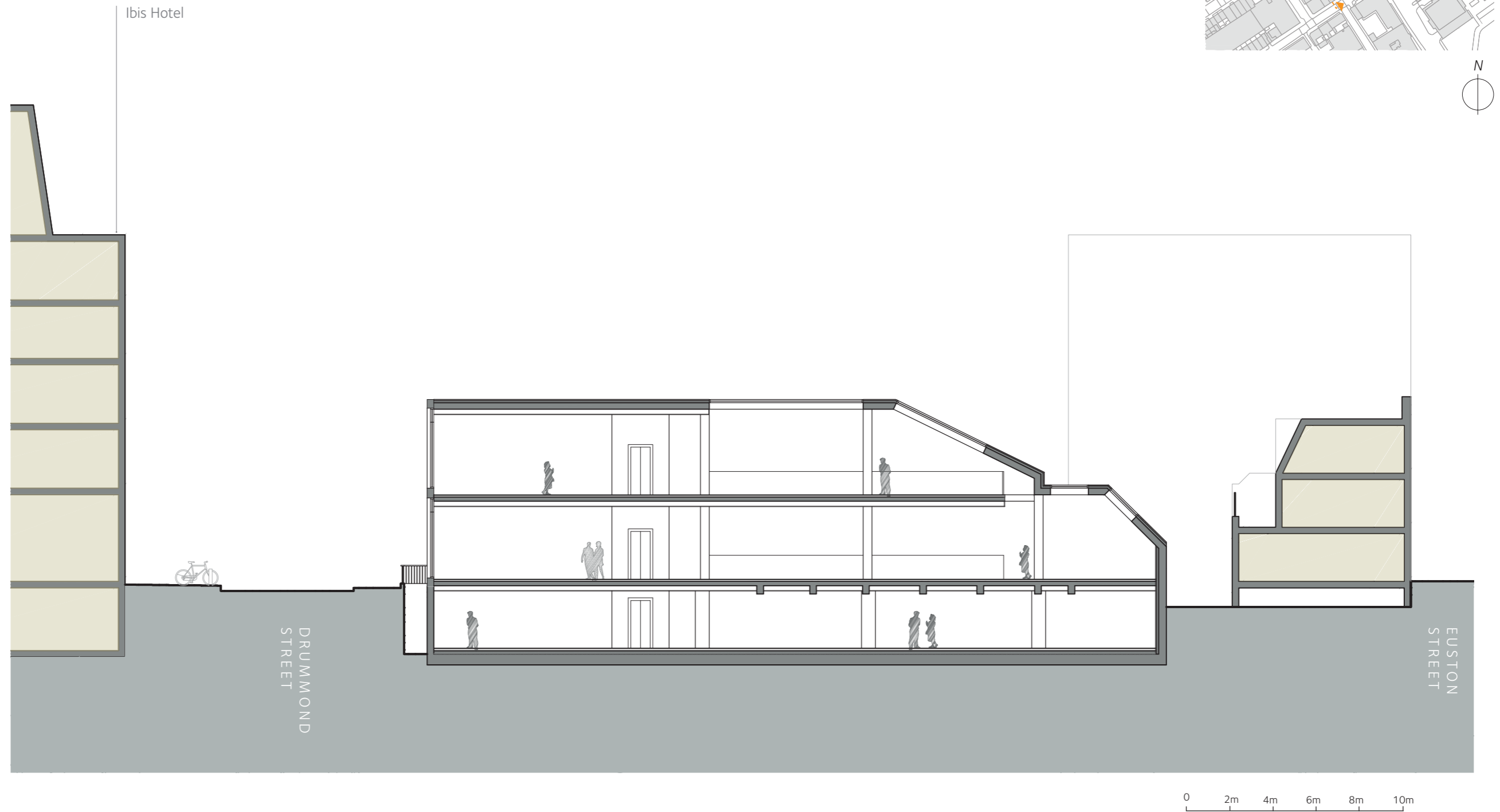
6.1 Section AA

Scale 1:200



6.2 Section BB

Scale 1:200



7.0 INDICATIVE 3D MASSING

7.1 Looking East (Drummond Street) Existing

