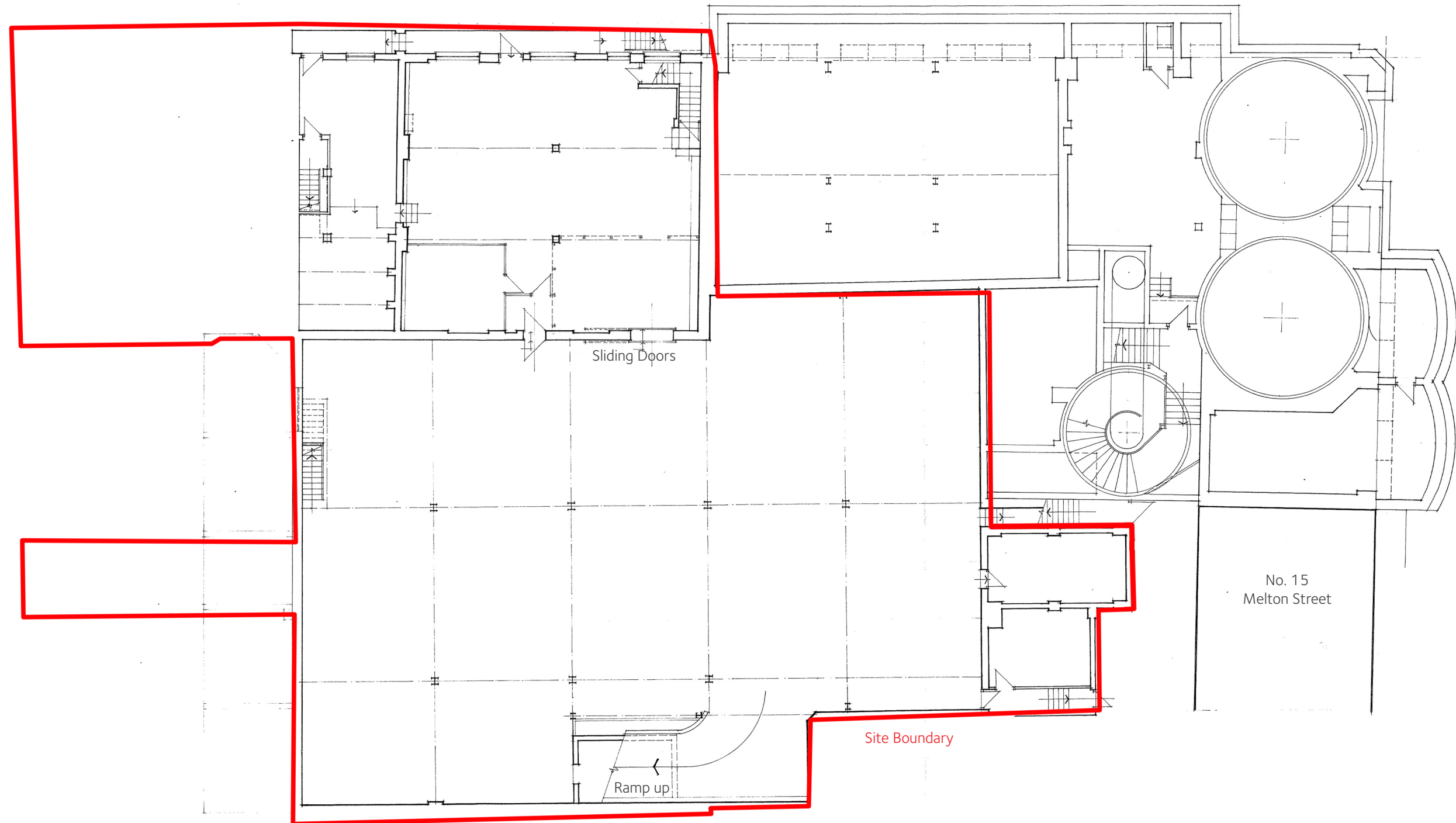


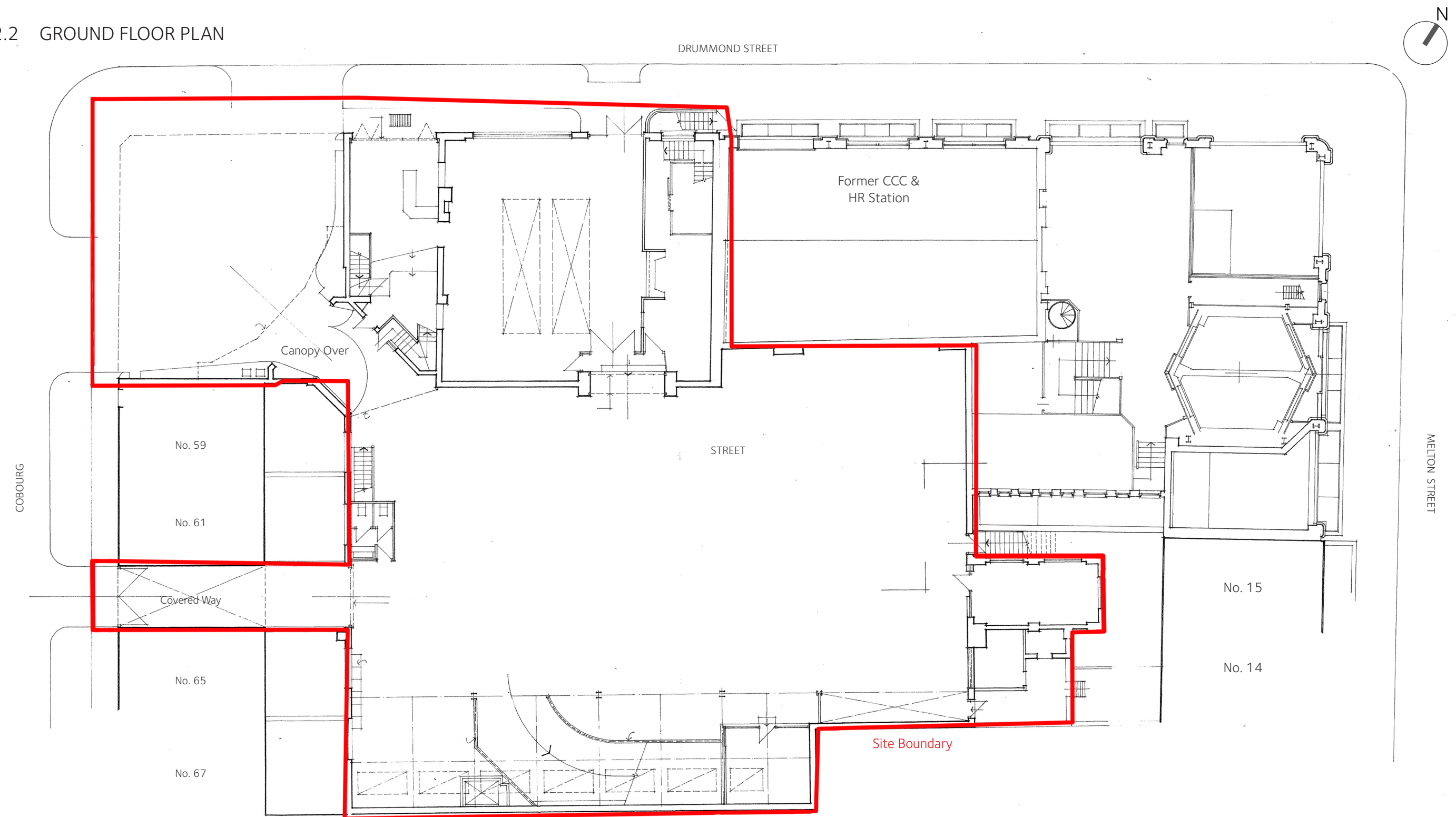
2.0 EXISTING BUILDING PLANS

2.1 BASEMENT LEVEL



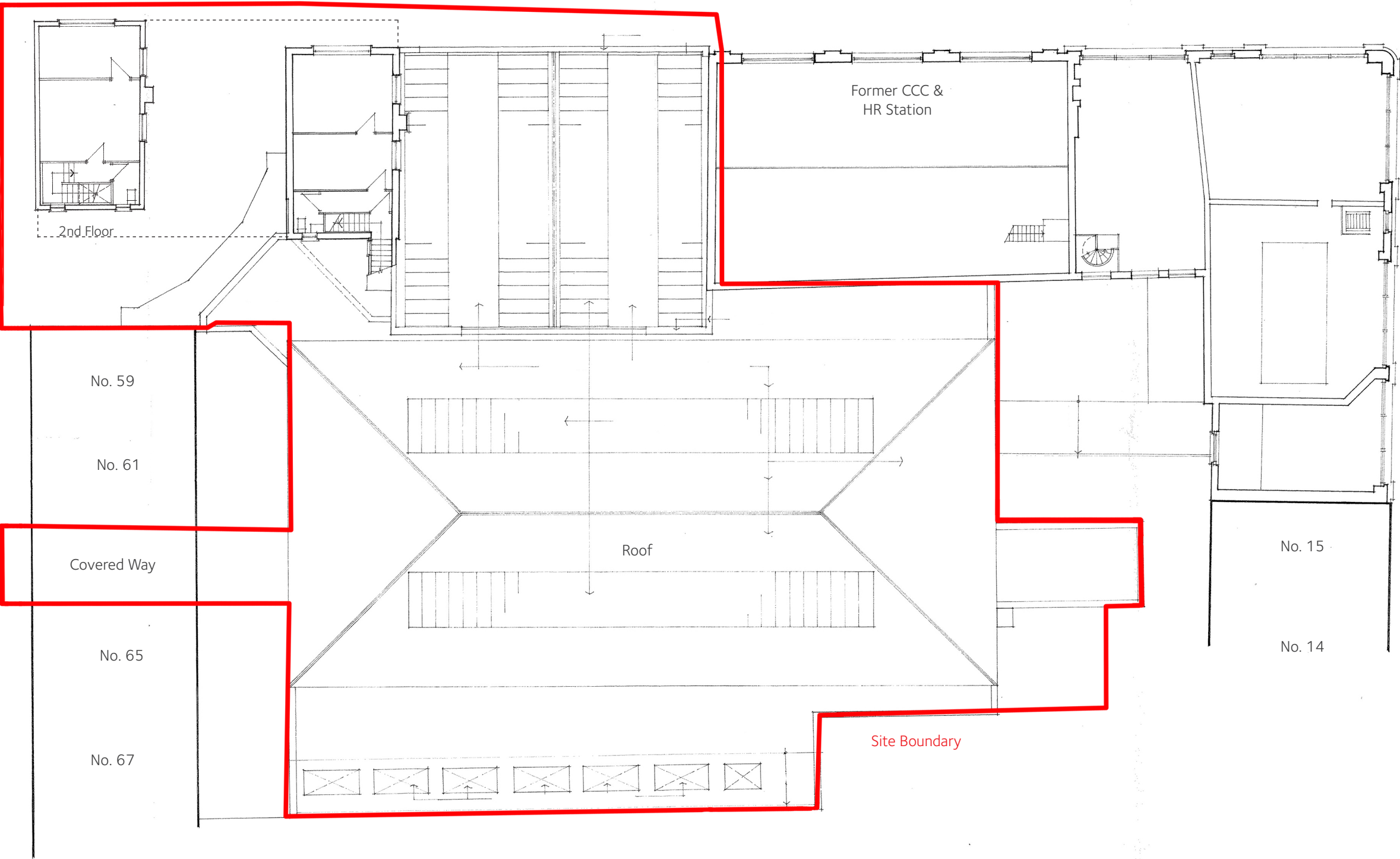
NOTE: THESE DRAWINGS ARE SCANNED REDUCTIONS OF ORIGINAL PHOTOCOPIES AND ARE APPROXIMATELY 1:200 SCALE. THEY MAY BE SUBJECT TO SOME IMAGE DISTORTION.

2.2 GROUND FLOOR PLAN



NOTE: THESE DRAWINGS ARE SCANNED REDUCTIONS OF ORIGINAL PHOTOCOPIES AND ARE APPROXIMATELY 1:200 SCALE. THEY MAY BE SUBJECT TO SOME IMAGE DISTORTION.

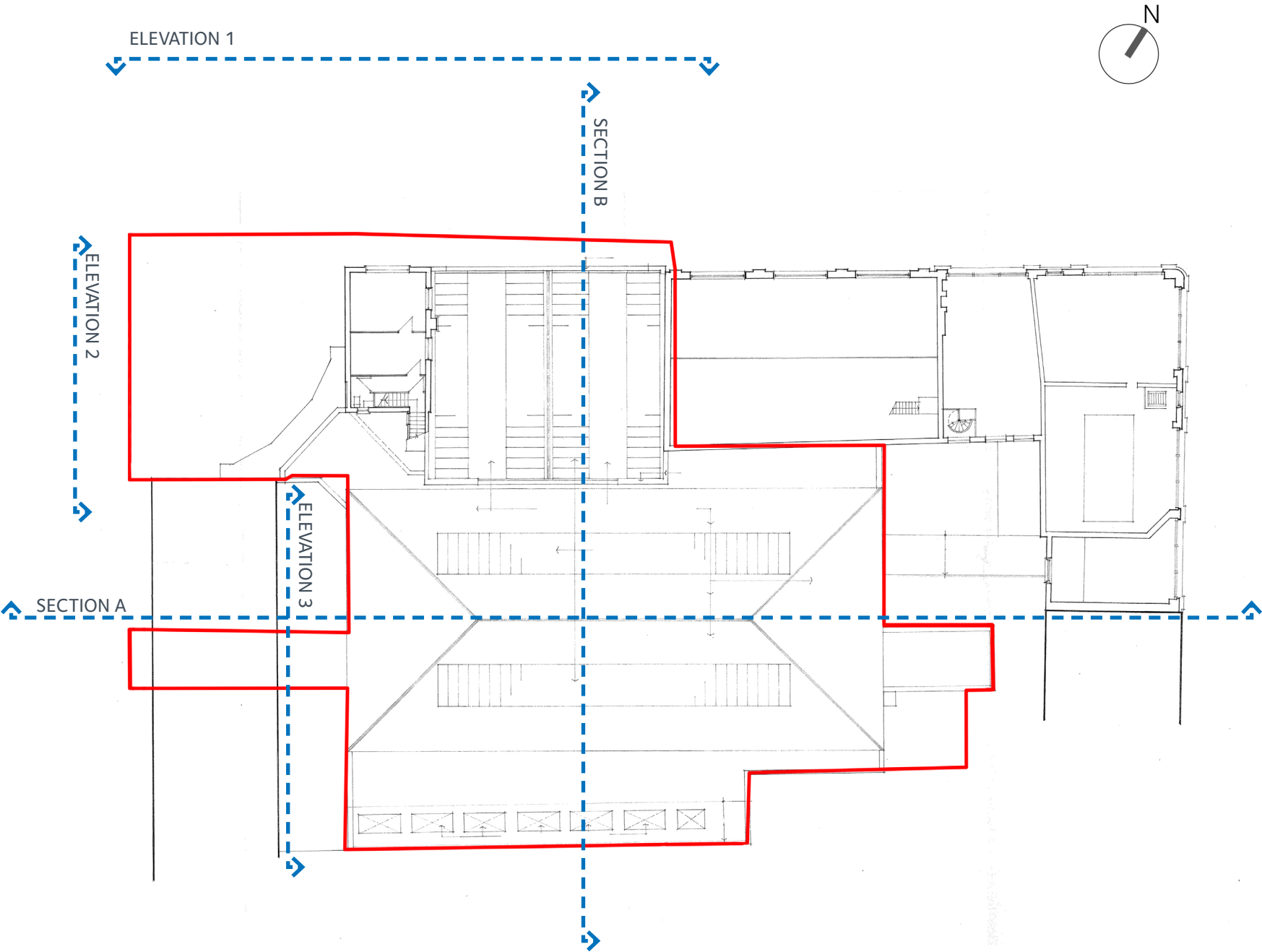
2.3 FIRST AND SECOND FLOORS



NOTE: THESE DRAWINGS ARE SCANNED REDUCTIONS OF ORIGINAL PHOTOCOPIES AND ARE APPROXIMATELY 1:200 SCALE. THEY MAY BE SUBJECT TO SOME IMAGE DISTORTION.

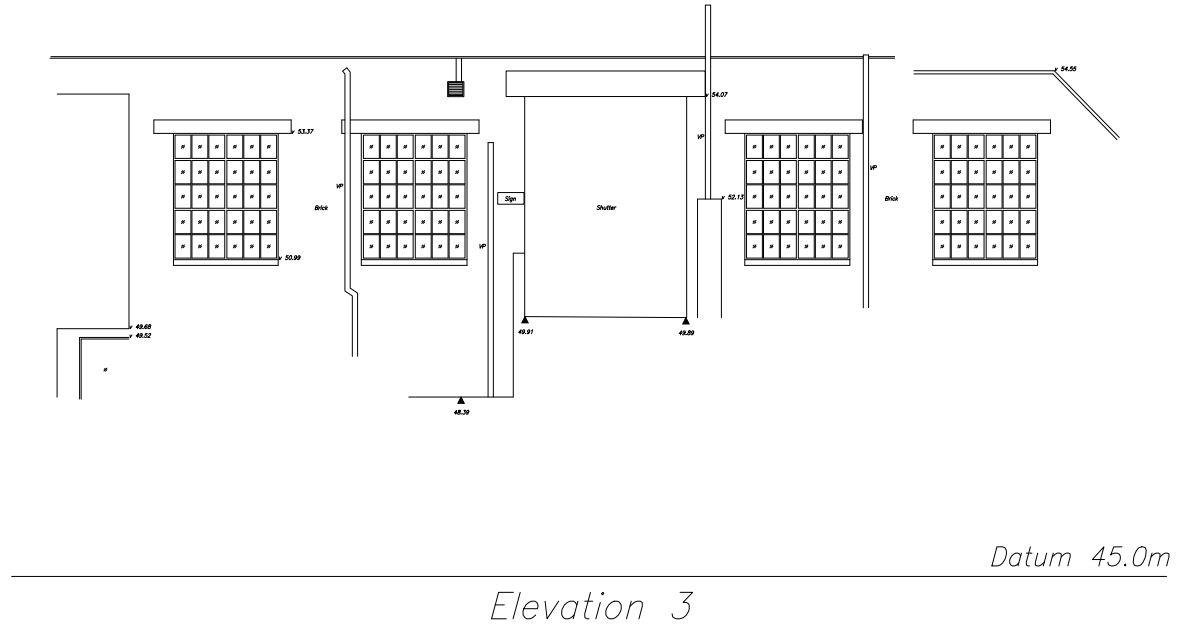
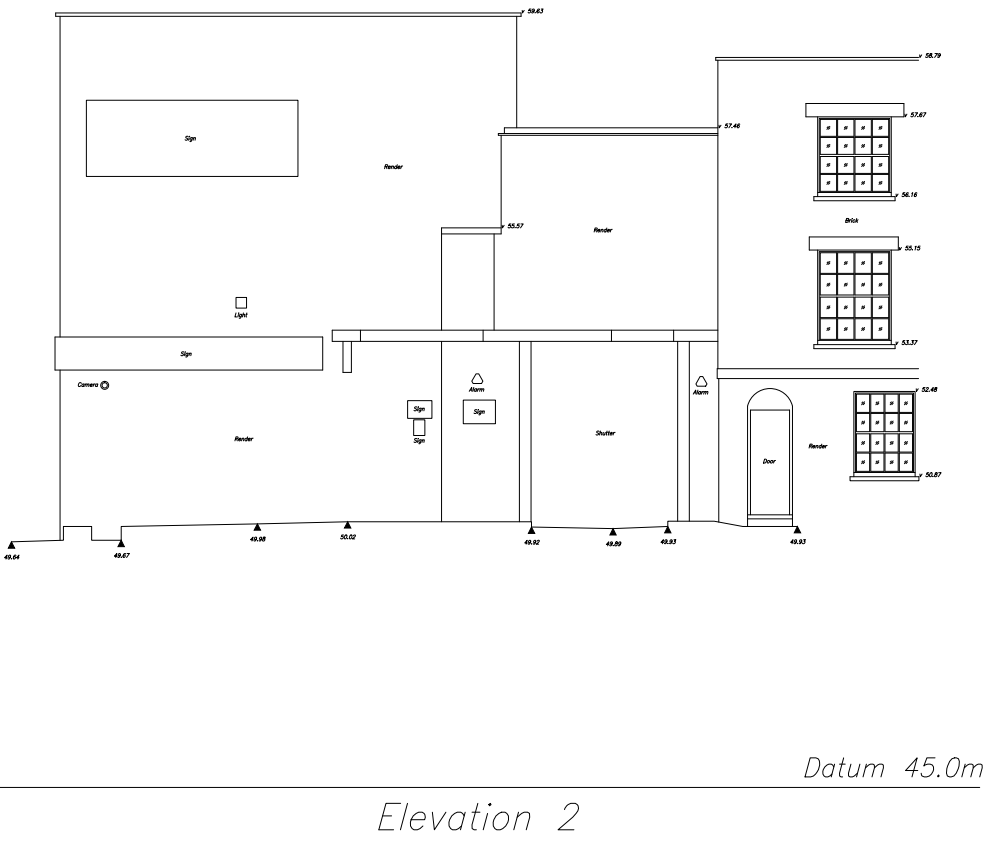
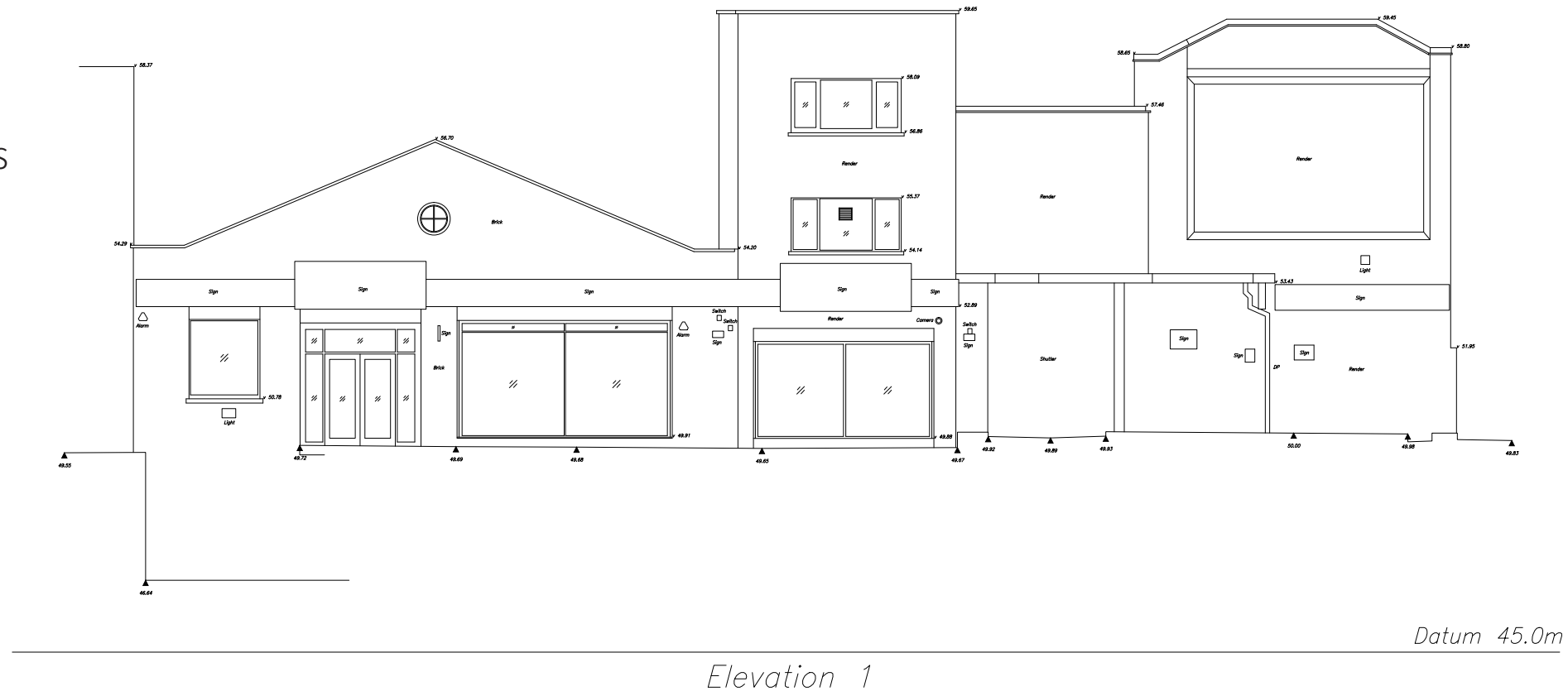
2.4 KEY PLAN TO ELEVATIONS AND SECTIONS

Based on Laser Surveys drawings July 2016.



NOTE: THIS DRAWING IS SCANNED REDUCTION OF ORIGINAL PHOTOCOPIES AND NOT TO SCALE. THIS MAY BE SUBJECT TO SOME IMAGE DISTORTION.

2.5 ELEVATIONS



DATUM NOTES

GRID IS BASED ON ARBITRARY COORDINATES AND IS ORIENTATED ORTHOGONAL TO THE MAIN SHOP FRONT

LEVELS ARE RELATED TO := ARBITRARY DATUM.

SURVEY CONTROL STATIONS SHOWN

ABBREVIATIONS (where applicable)

[illegible]

NOTES

- Drainage pipe sizes (where shown) have been gauged from the surface for safety reasons and should be regarded as approximate only.
- Tree species (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 graphical scale of mapping. Features are specified. Care should be taken not to rely on larger scales.
- Visible features in the vicinity of the boundaries as shown above, may not represent the extent of legally conveyed ownership.
- Whilst every effort has been made to achieve accuracy on this plan, CRUCIAL clearance dimensions, levels and invert levels should be checked prior to design and construction.
- Kerb levels have been taken in the bottom of the channel.

SHEET LAYOUT
NOT TO SCALE

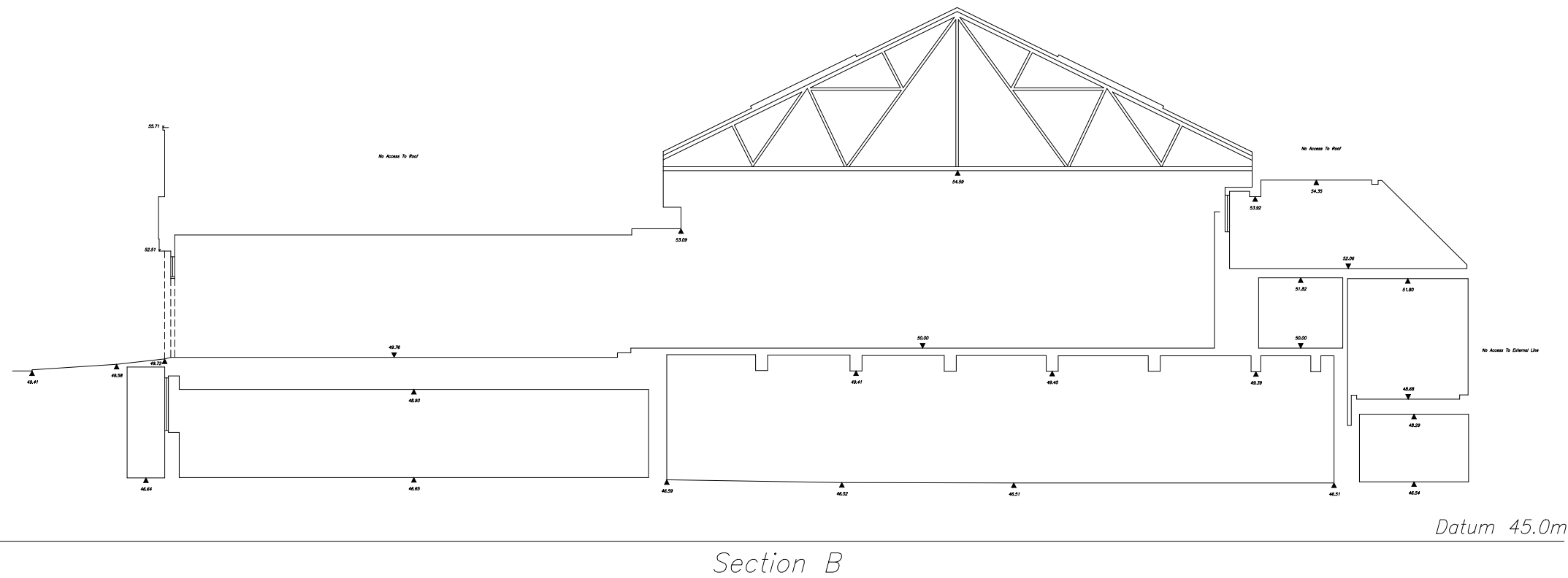
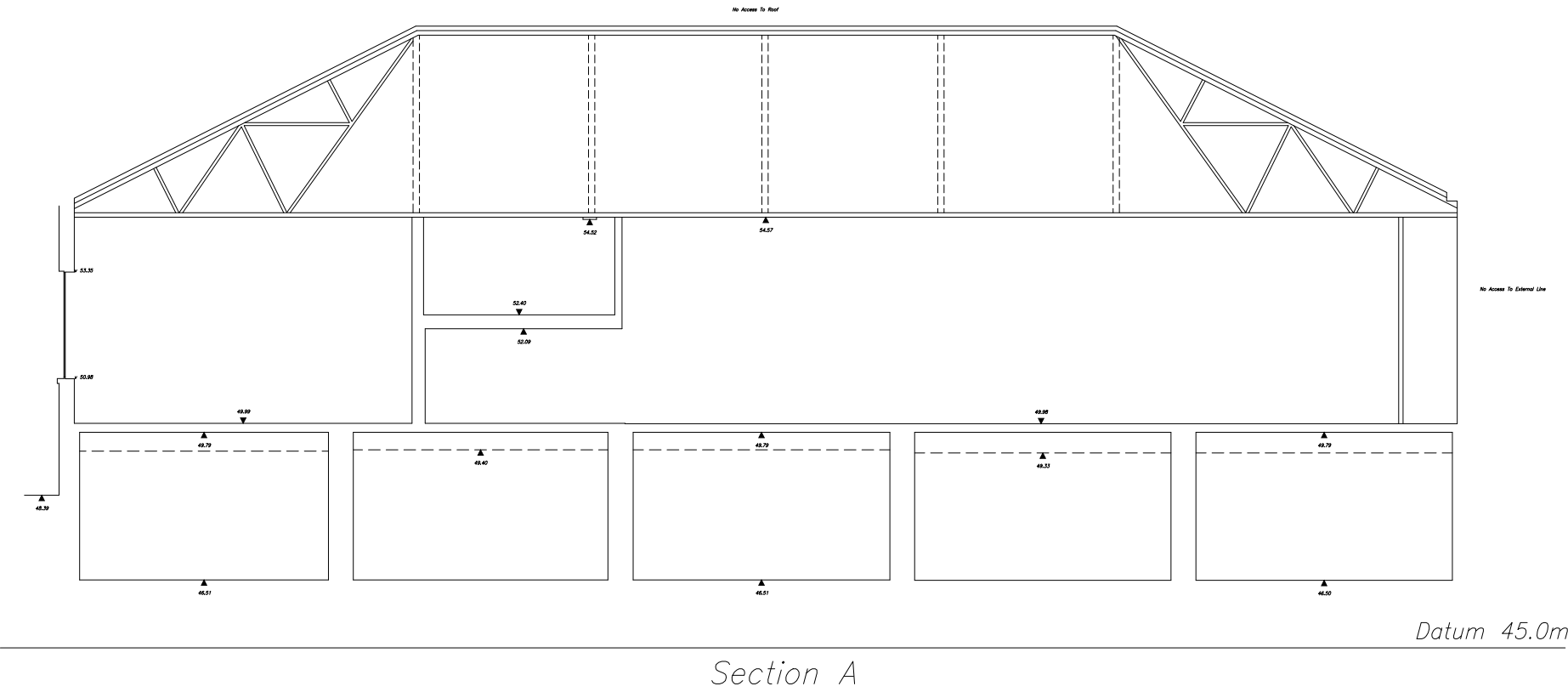
CALUMET PHOTOGRAPHIC
93-103 DRUMMOND ST.
LONDON
NW1 2HJ
BUILDING SURVEY

SURVEYED FOR CZWG ARCHITECTS,
17 BOWLING GREEN LANE
LONDON
EC1R 0QB

SURVEYOR R WARR
DATE JULY 2016

NO	DATE	REVISION		
DRAWING NO		G 8478/5	REV	0
DRAWING TITLE		ELEVATIONS		
SCALE		1 : 50 (A0)		
SEE ALSO DWG NOS				
SHEET		5 of 6		
REF NO		G 8478		

2.6 SECTIONS

DATUM NOTES

GRID IS BASED ON ARBITRARY COORDINATES AND IS ORIENTATED ORTHOGONAL TO THE MAIN SHOP FRONT. LEVELS ARE RELATED TO \pm ARBITRARY DATUM.

SURVEY CONTROL STATIONS SHOWN

ABBREVIATIONS (where applicable)

[illegible]

NOTES

- Drainage pipe sizes (where shown) should be gauged from the surface for safety reasons and should be regarded as approximate only.
- Tree species (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 graphical scale 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 be shown on the plan, but are covered by the easement.
- Whilst every effort has been made to achieve accuracy on this plan, CRUC clearance dimensions, levels and invert levels should be checked prior to design and construction.
- Kerb levels have been taken in the bottom of the channel.

SHEET LAYOUT
NOT TO SCALE

NOT TO SCALE

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

BUILDING SURVEY

SURVEYED FOR CZWG ARCHITECTS,
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SURVEYOR R WARR
DATE JULY 201

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		

3.0 DESIGN

The proposed building seeks to re-instate the north west corner of the urban block. On the Drummond Street elevation the building is aligned with the footprint of the CCHR railway station building.

The junction between the new building and the nineteenth century terrace at No.'s 59–67 Cobourg Street features a setback in the built form so as to frame the terrace.

The proposed building is arranged in two distinct but interconnecting parts— one facing Drummond Street and Cobourg Street, the other in two wings within the central part of block.

The accommodation is primarily student housing arranged either in cluster apartments with communal facilities, or studio apartments with integral kitchenettes. The cluster apartments are within the parts facing Drummond Street and Cobourg Street, whilst the studios are primarily in the two wings in the central part of the block.

The main entrance into the student housing section of the building is on the corner of Drummond Street and Cobourg Street leading to a central lift core with lifts accessing the residential accommodation on the upper floors. Secondary access into the building is also provided via the existing passageway under the houses in Cobourg Street. The active frontage to Drummond Street is maintained with a new ground floor commercial unit of A1/A3 uses accessed directly from the street.

The central part of the building connects at ground floor with the main entrance on Drummond Street and has its own dedicated core. The accommodation is arranged in two wings separated by a central open courtyard which is roughly on axis with the passage way from Cobourg Street. The studio rooms accessed via external walkways. The walk ways have been designed to allow the maximum natural light to reach the courtyard.

The elevations facing the courtyard are almost entirely glazed and on the south side angled in such a way as to minimize the overlooking across the courtyard. The undulation alternate on different floors creating an articulated façade within the courtyard.

The new building responds to the prominence of the site and to the change in scale of Drummond Street as it reaches the site and the junction with Melton Street. The terraced houses with shops or restaurants at ground floor stop and the character of the street noticeably changes.

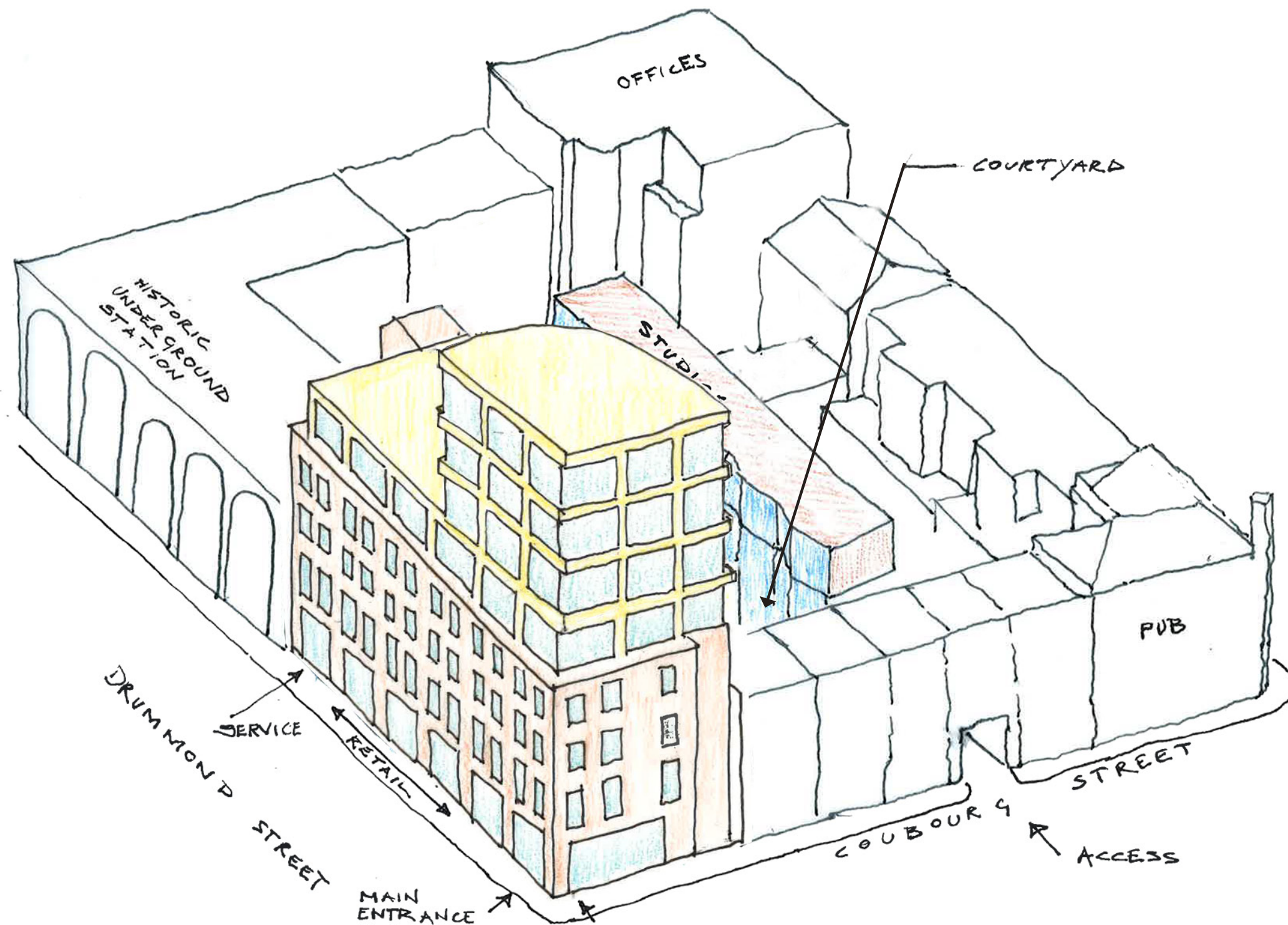
The blank concrete façade of the telephone exchange on the south side takes up as major part of the street scene as does the Ibis Hotel on the opposite the side.

The proposed building sits comfortably within the immediate context of the hotel opposite and uses contextual facing materials. The street elevations are restrained with shop fronts at ground level well set between brick piers. The elevations of the proposed building are subdivided vertically into two sections a four storey lower part in brickwork with punched windows/ shopfronts and a framed upper part clad in stone with large openings within deep reveals. The upper form extends from the set back fifth floor mansard and resolves into a three-storey turret feature on the corner of Drummond and Coburgh Street. The turret is partly semi-circular in plan towards the rear slimming its overall profile however it offers a right-angle on the corner at the intersection of the two streets.

Placing emphasis to this road intersection with a higher element creates containment to the lower more historic elevations to the building in the middle of Drummond Street suppressing the dominance of the more commercial elevations of the adjacent Ibis Hotel and Euston Station beyond.

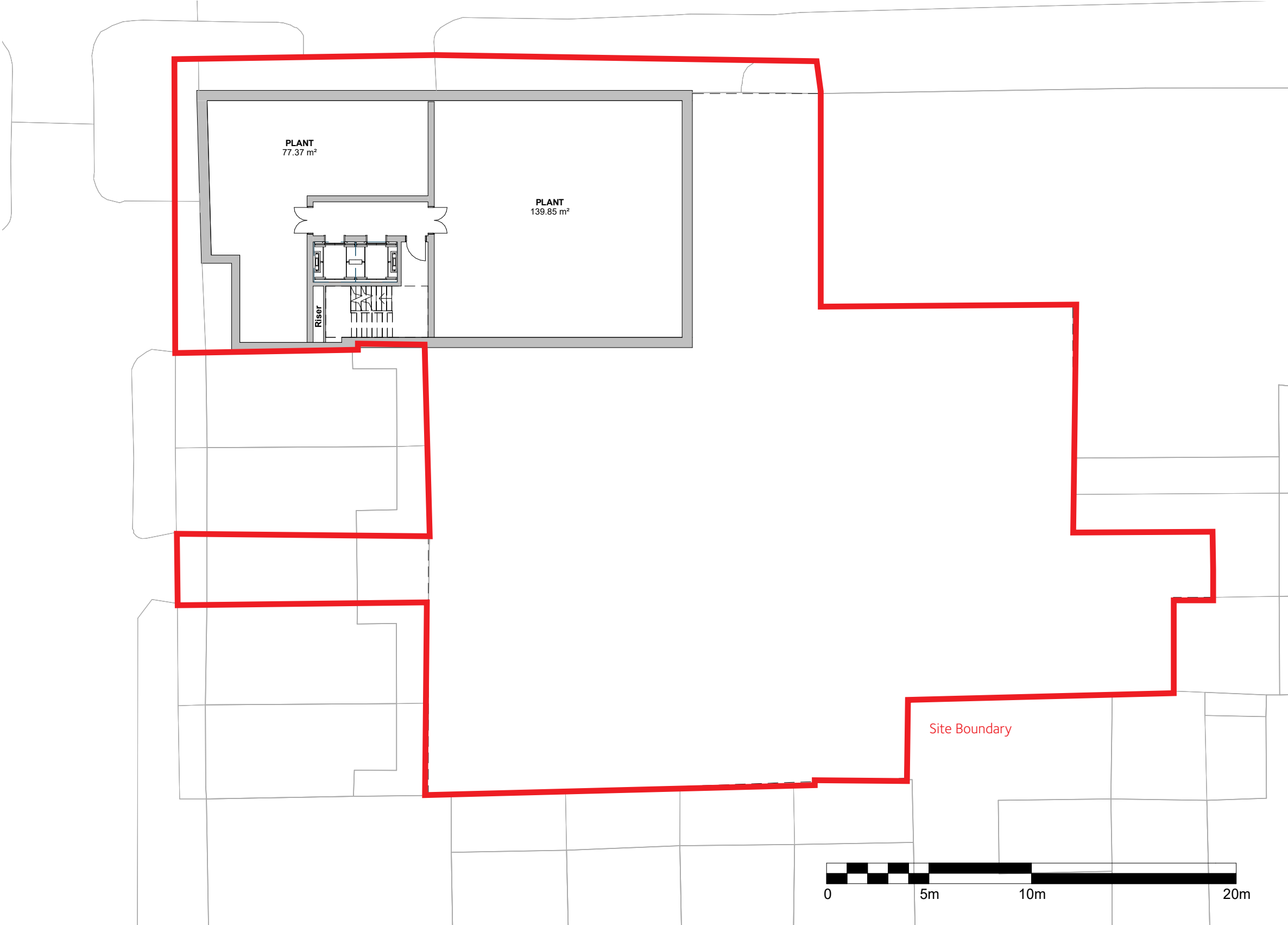
The set back on the west face of the building flows to ground level on the Cobourg Street elevation created a deliberate important separation between the locally listed terraced houses and the new building. The blank elevations which rise above the party walls with the adjacent buildings on Drummond and Cobourg Street are articulated in part with blind windows.

The building is serviced via a designated lobby off Drummond Street located next to the former underground station. This provides lift access via the second core to the basement level 1 bicycle store. A bicycle stairway is also provided along the passageway off Cobourg street as a secondary option. A lift for refuse can be accessed directly off street from the bin store at basement level 1.

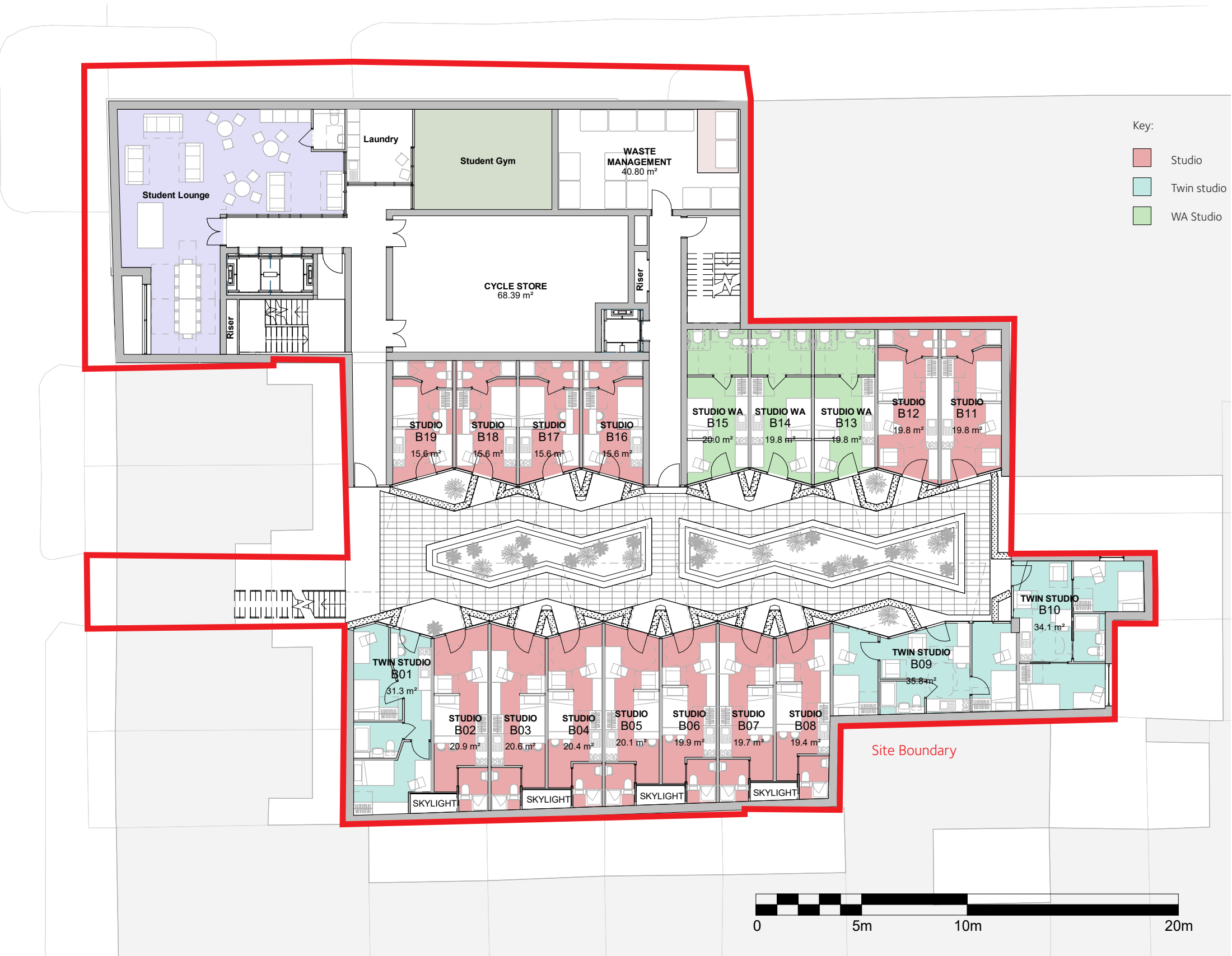


4.0 PROPOSED DRAWINGS

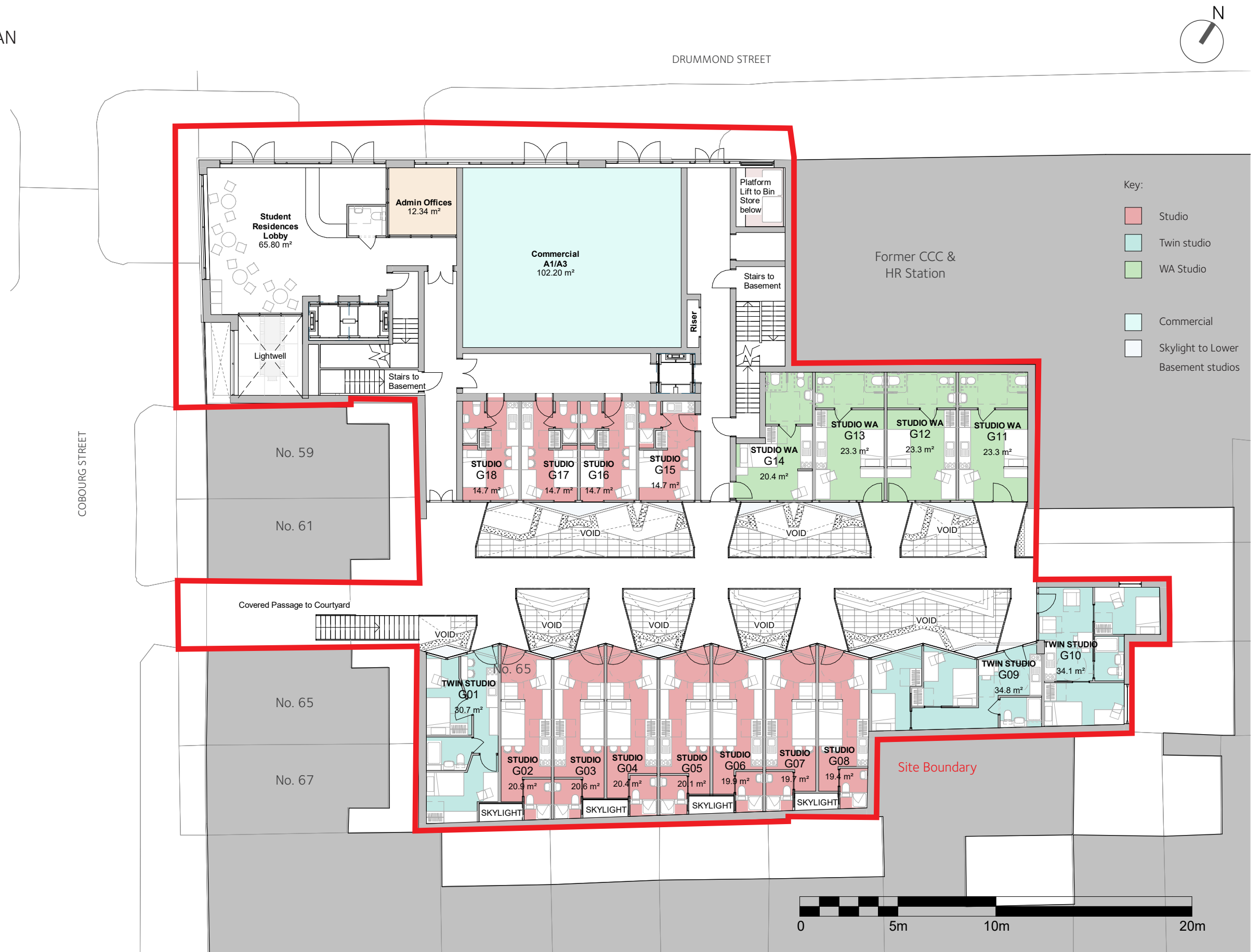
4.1 BASEMENT PLAN -2



4.2 BASEMENT PLAN -1



4.3 GROUND FLOOR PLAN



4.4 FIRST FLOOR PLAN



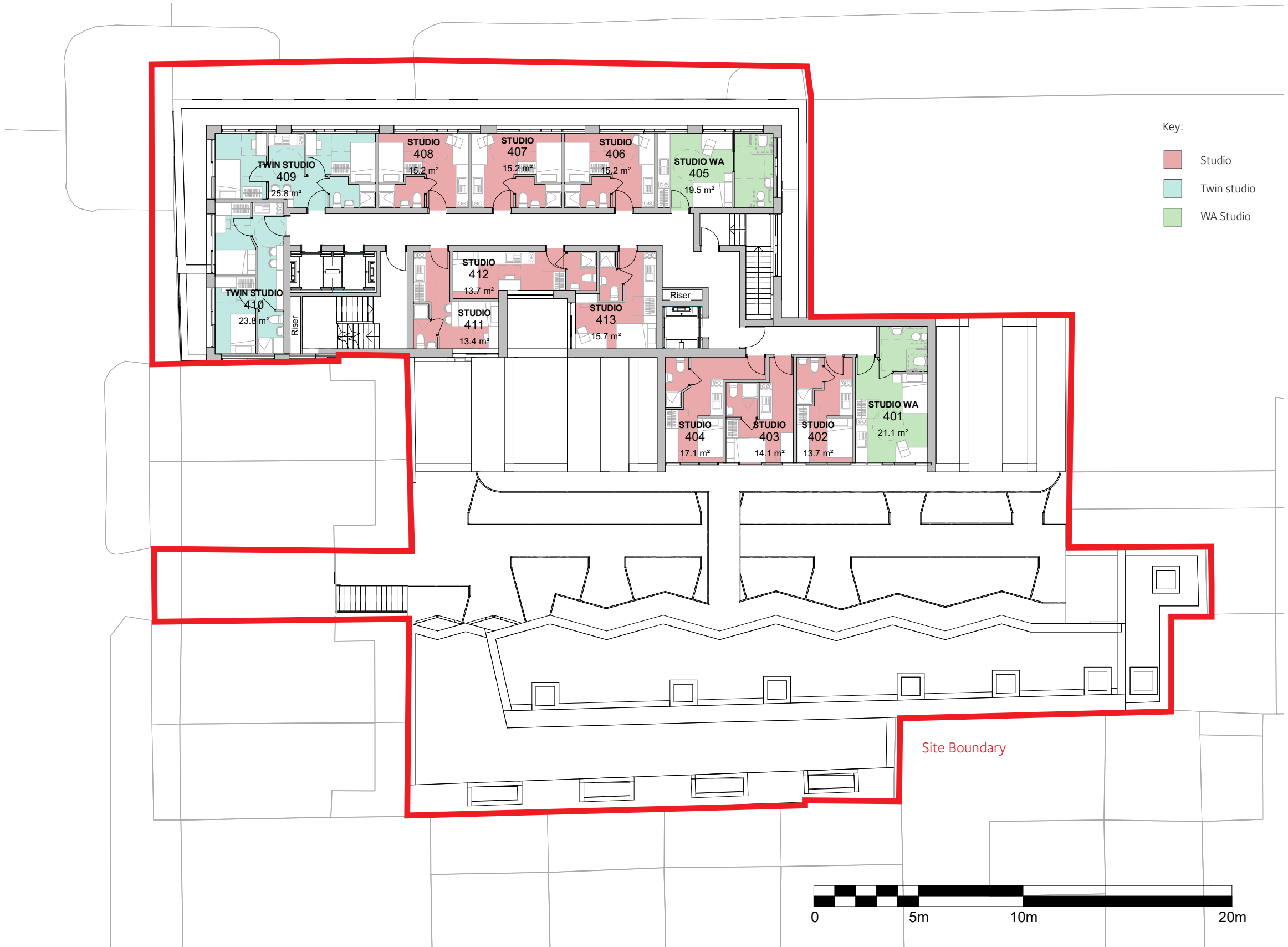
4.5 SECOND FLOOR PLAN



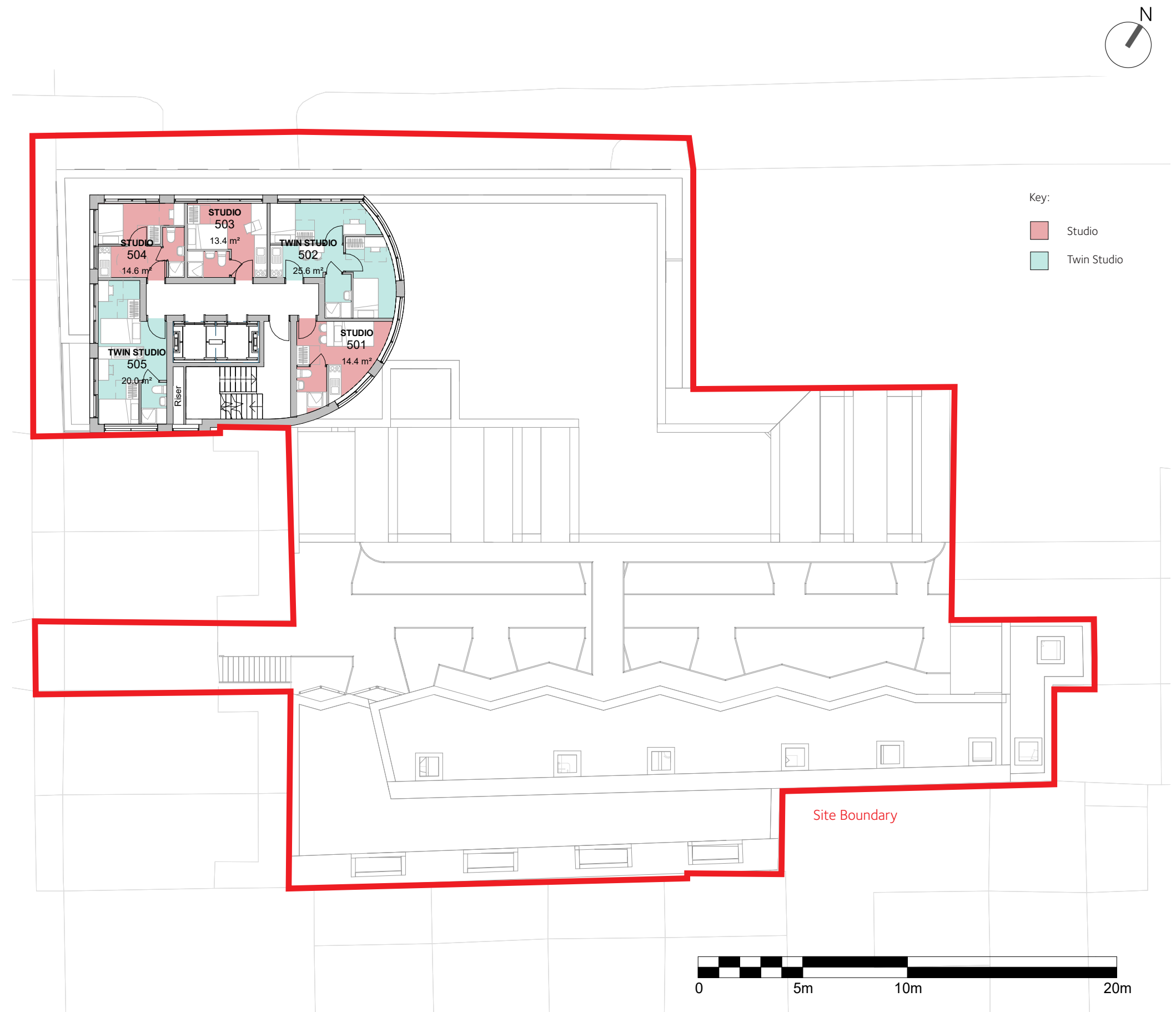
4.6 THIRD FLOOR PLAN



4.7 FOURTH FLOOR PLAN

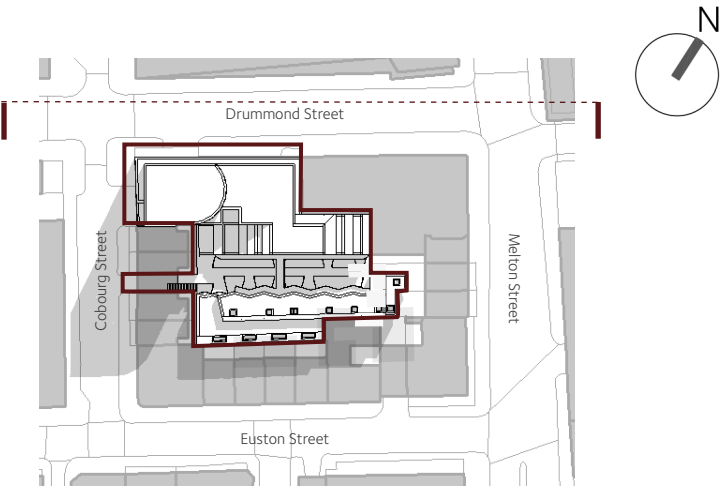


4.8 FIFTH TO SEVENTH FLOOR PLAN



5.0 PROPOSED ELEVATIONS

5.1 STREET ELEVATION NORTH FACE - DRUMMOND STREET



KEY PLAN

