



WARREN COURT, EUSTON ROAD, LONDON NW1 3AA

DESIGN & ACCESS STATEMENT FOR PLANNING APPLICATION

1281.E01 Design & Access Statement

V7 15/12/2022

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I.1 THE PURPOSE OF THIS DOCUMENT

This design & access statement has been prepared by HUB Architects, to support the planning submission for a high quality residential development at Warren Court NW1 3AA.

This document sets out the merits and acceptability of the proposal in the context of National Planning policies and the development plan for London Borough of Camden.

The Warren Court site was originally redeveloped in 1907 to accommodate a new station serving the Charing Cross, Euston and Hampstead Railway, the station was then named Euston Road, subsequently the name was changed to Warren Street in 1908. The station was modernised in the 1930s with the initial design by Architect Charles Holden then developed by Stanley Heaps in 1934. Holden and Heaps being responsible for many of London's underground stations during the 1930's. Warren Court flats were constructed in the air above the station in the late 1930's housing boom. Although not Listed, or Locally Listed, Warren Court makes a positive contribution to the street scene and is a good example of 1930's Art Deco urban design.

I.2 THE OPPORTUNITY

Our proposal is for a sensitive low-key expansion of the existing residential use at 6th floor level to provide a total of 4 apartments (Three additional apartments in total). This submission is the same as the previously submitted scheme in 2020.

The proposed works involve the partial demolition of the 6th floor with the retention of the existing vent shafts serving the station and the existing water tanks serving the building. As compared with the existing 6th floor the proposed works involve an increase in overall volume, mainly to the west of the existing 6th floor construction. The proposed extension of the 6th floor is modest in scale, the same height as the existing building, set in from the main façades and is intended to blend with the existing building in terms of height, massing, materiality and detail.

The alterations are designed such that from street level the extensions will have a minimal impact on the massing of the building. To ensure the new extension is in harmony with the existing building the new brickwork and stonework materials will match the existing building. In addition, historically correct Crittall steel windows with an authentic glazing pattern will replace the existing fenestration. Where ever possible the new windows will be aligned with the fenestration on the lower floors.



Fig 1. The existing site - aerial view

I.3 THE PROJECT TEAM

This report has been prepared with the support of a number of consultants, whose technical reports are submitted in support of the planning application. The team is as listed below:

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Daylight & Sunlight Assessment

Avison Young

Energy Statement:

Ferguson Brown

Air Quality Assessment:

Air Quality Consultants

Structural Assessment:

Michael Barclay Partnership

Environmental Noise Survey:

Acoustic Central



I.4 HUB ARCHITECTS

HUB Architects & Designers have a broad knowledge and experience of design and building, allowing our approach to be creative and inventive.

We aim to discover the full potential of all our projects. We know that each project will involve, the dreams and ambitions of the client, the physical and practical constraints of the building, the valuable input of everyone involved in the construction process & thousands of questions and decisions.

We aim to shape and understand each project as a unique entity to analyse and rationalise the constraints, to investigate and solve problems. At the end of a project, we like to think that we have found solutions, not missed opportunities, communicated effectively, behaved in a fair and ethical fashion & built a great building.



2.1 INTRODUCTION

This section examines the existing character and setting of the site and surrounding area. A comprehensive appreciation of the overall site context is the starting point for designing a good residential development. In support of the design proposals, surveys and reports on daylight & sunlight, air quality, environmental noise, sustainable use of energy & the proposed structural report are including in the planning application documentation.

2.2 PHYSICAL CONTEXT

Warren Court occupies a corner site at the intersection of Euston Road with the northern end of Tottenham Court Road (A400). The building also has a frontage on Warren Street, to the south.

Euston Road (A501) passes directly by the site to the north, and forms part of the Inner Ring Road, forming the northern boundary of the congestion charging zone. As a major arterial route through the city, it comprises four lanes at ground level, with a further four lanes forming an underpass at the intersection of Tottenham Court Road.

The site lies outside of but between two Landmark Designated Viewing Corridors 2B.1 and 2A.2 from two locations on Parliament Hill (approximately 4.5km to the north) towards the Palace of Westminster. Within the corridors a height threshold of approximately 30m is stipulated. The roof level of the proposal will remain the same level and is therefore 7.17m below the 30.0m viewing corridor threshold.

2.3 URBAN CONTEXT

The site is located in the southwest of the London Borough of Camden close to the boundary with the City of Westminster. It forms part of Fitzrovia Area Action Plan area and faces the Euston Area Plan to the north. The site is not within the Fitzroy Square Conservation Area that lies to the south. However, the site is within the Central London Area (Clear Zone Region) CLA.

The site lies in an area that has been subject to intense redevelopment over the years. The Regent's Place development to the north has a large mixed-use program of works that is under continuing development, while the development of the area around Euston Station to the east is a major objective of the Council and Government forming part of the long term strategy to accommodate the new HS2 terminal.

The Euston Tower to the north, on the other side of the Euston Road, is a 36 storey commercial building. Regent's Place, to the north west of the site across Euston Road, is a large mixed use development of over 13 acres, with buildings between 7 and 18 storeys. Fitzroy Court is to the south of the site across Warren Street, is a six storey building that extends south for two thirds of a block along Tottenham Court Road.



Fig 2. Geographic location - Warren Court.



Fig 3. Aerial view of the site

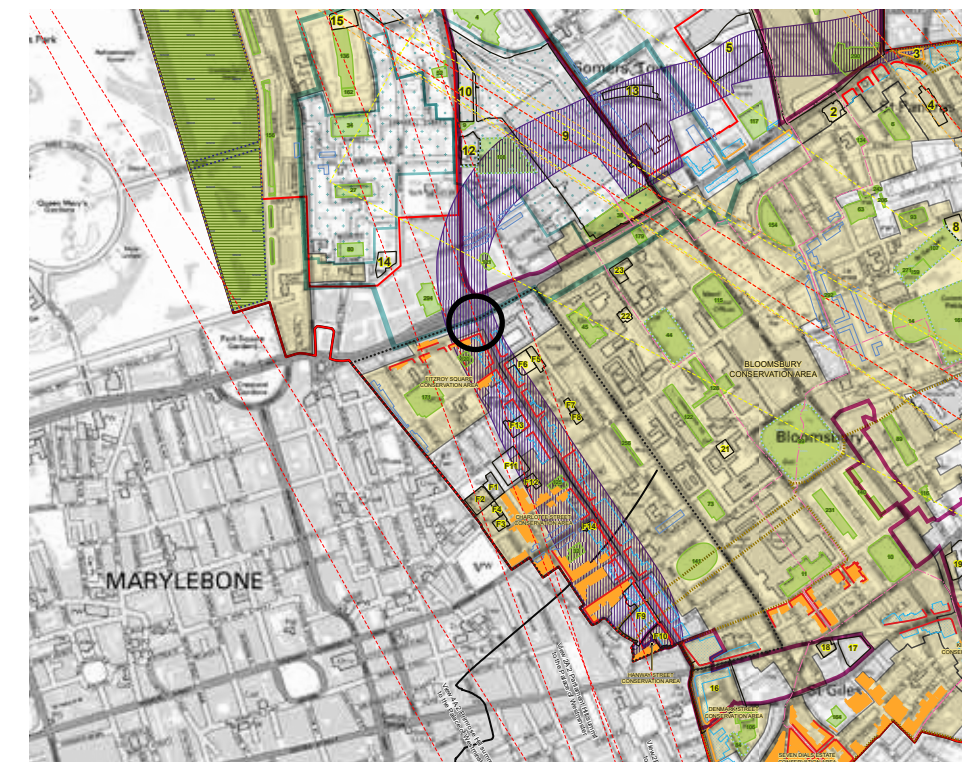


Fig 4. Policies map of Camden Borough highlighting the site

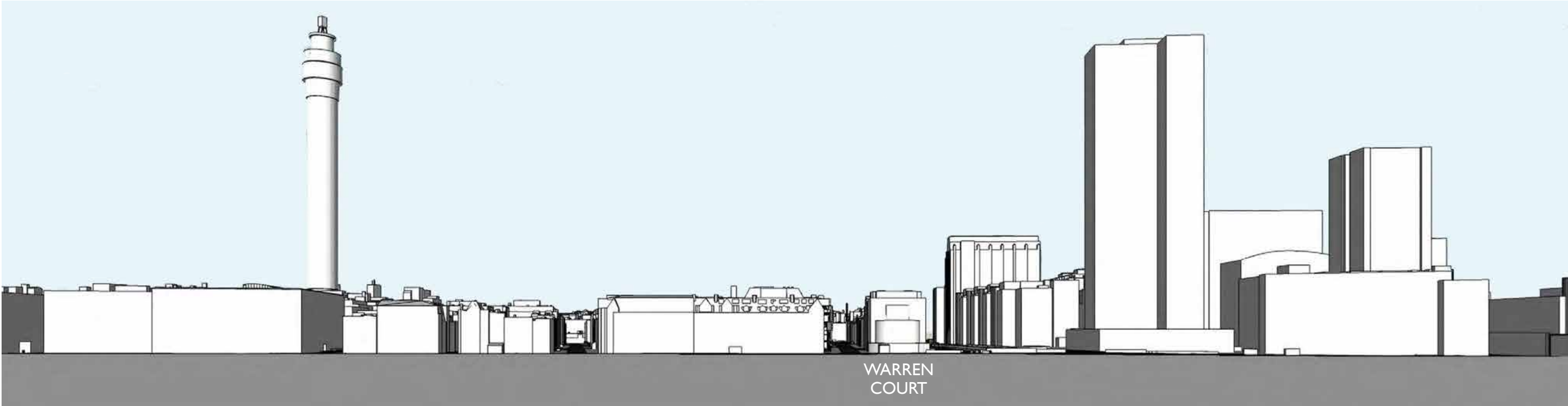


Fig 5. Existing east elevation

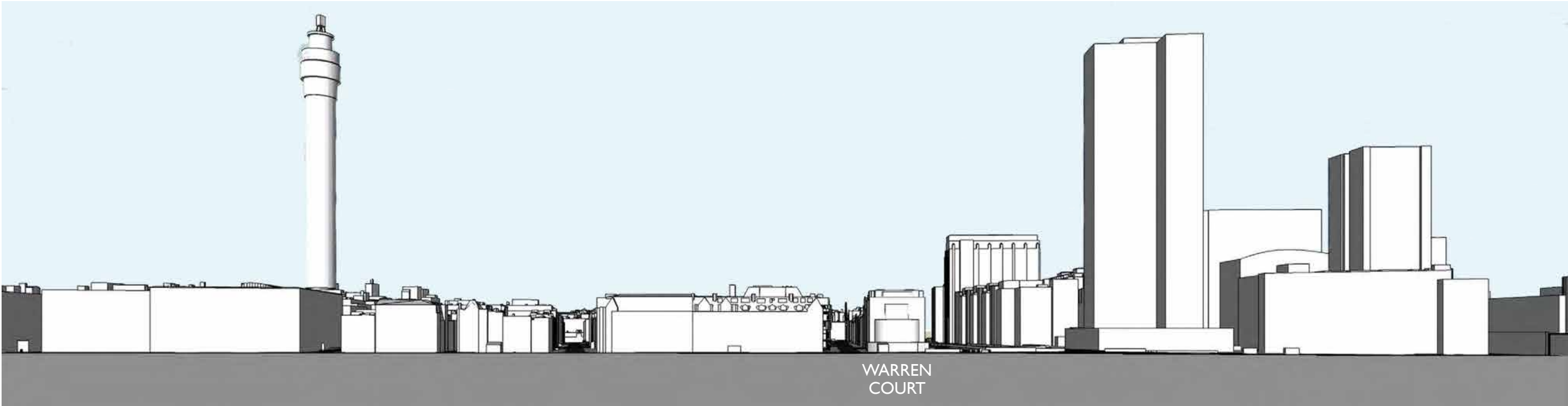


Fig 6. Proposed east elevation

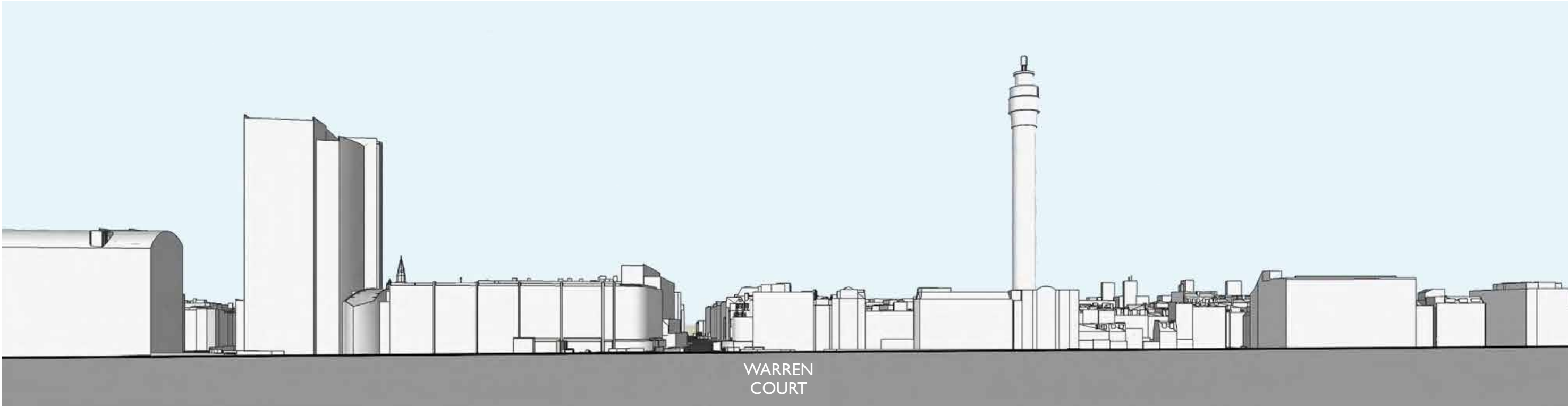


Fig 7. Existing north elevation



Fig 8. Proposed north elevation

2.0 CONTEXT ANALYSIS - SURROUNDINGS

15/12/2022

2.4 EXISTING ACCESS AND TRANSPORT

The site sits directly above Warren Street Underground Station, which is an interchange between the Victoria and Northern Lines. Both lines are deep level and are accessible by escalator.

Euston Square, a 4 minute walk east along the Euston Road, provides access to the Metropolitan, Circle and Hammersmith and City underground lines. Services run west to Paddington, for National Rail services, and east to Kings Cross / St. Pancras, with National and International Rail links.

Euston Station is an 7 minute walk north east along the Euston Road, providing an accessible link to the National Rail infrastructure. The proposed high speed rail link (HS2) to the North is to have a terminus at Euston station, pending government consultation, by 2033.

There is a public bike sharing station on the corner of Warren Street and Tottenham Court Road that is within 10m of the site.

Due to the proximity of the tube station and numerous local bus routes, the site has a PTAL Rating of 6b (the highest rating).

Buses North (Warren Street Stop X - Tottenham Court Road, approx. 75 meters): 10, 14, 24, 29, 73, 134, 390, N5, N20, N29, N73.

Buses South (University College Stop W - A400, approx. 100 meters) Bus numbers - 18, 30, 205, N205

Buses West (Warren Street Stop V - Euston Road, approx. 75 meters): Bus numbers - 18, 27, 30, 88, 205, N205

Buses East (Euston Square Stop Q - Euston Road, approx. 150 meters) Bus numbers - 10, 18, 30, 73, 205, 390, N5, N20, N73, N205, N253

Buses within the immediate area provide direct services to much of central London: Hackney Wick to the east, Edgware to the north, Clapham Common to the south and Chiswick to the west.



Fig.9 Tube map identifying Warren Street tube station

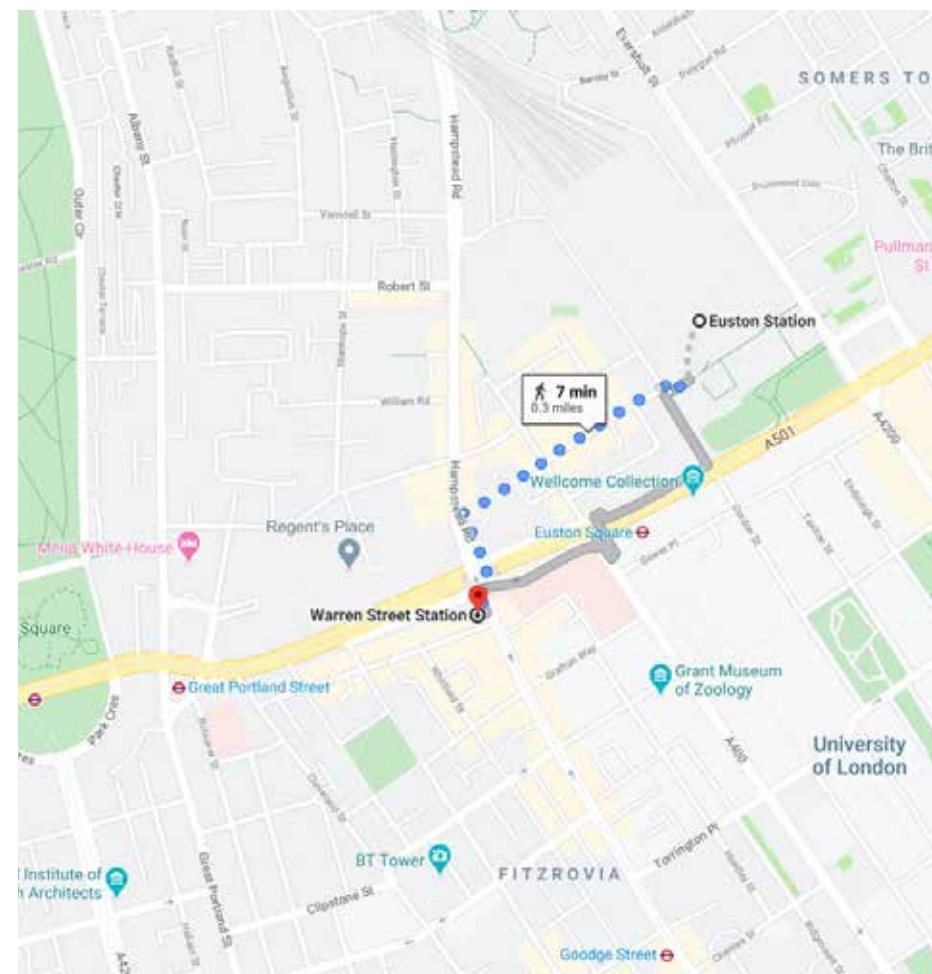


Fig.10 Map highlighting the walking time and distance to national rail network

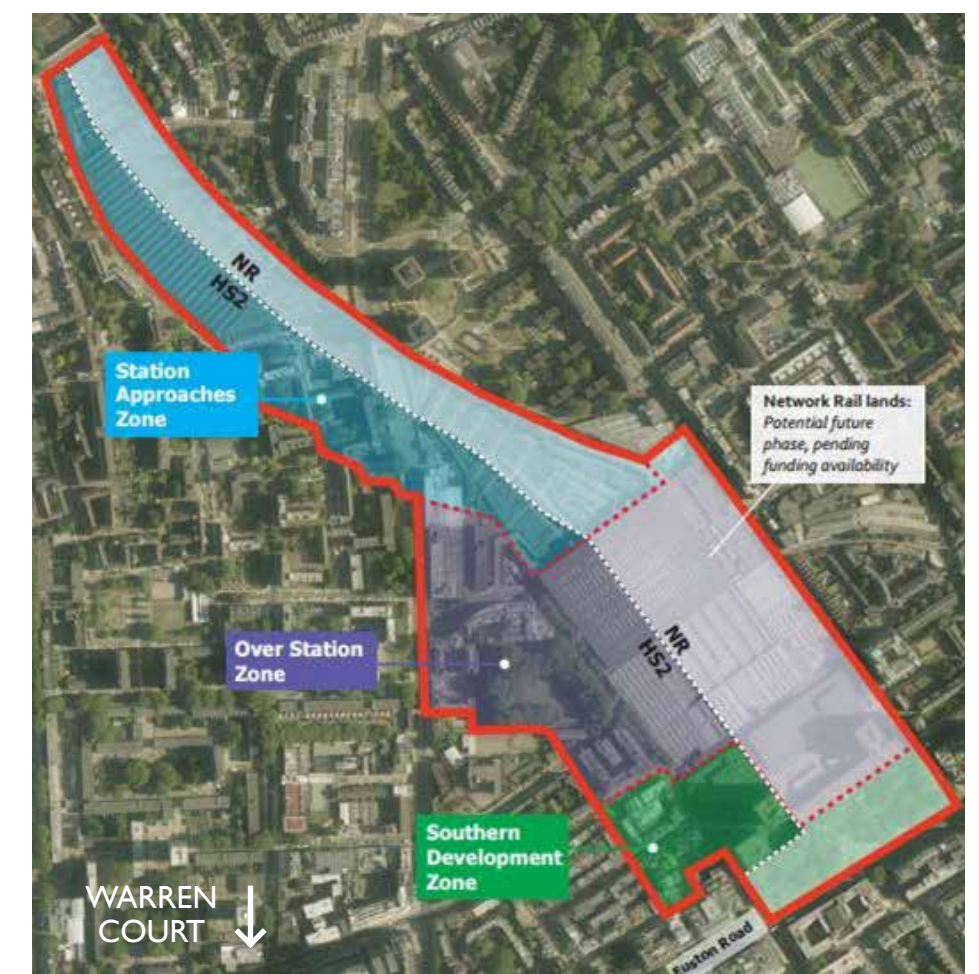


Fig.11 Potential future location of HS2

2.5 HISTORICAL CONTEXT

The Warren Court site was originally redeveloped in 1907 to accommodate a new station serving the Charing Cross, Euston and Hampstead Railway, the station was then named Euston Road, then subsequently the name was changed to Warren Street in 1908. The station was modernised in the 1930s with the initial design by Architect Charles Holden then developed by Stanley Heaps in 1934. Holden and Heaps being responsible for many of London's underground stations during the 1930's. Warren Court flats were constructed in the air above the station in the late 1930's housing boom. The site lies to the east of a terrace of Grade II listed properties at 63-68 Warren Street and to the north, but outside of, the Fitzroy Square Conservation Area. A full heritage statement is provided separately as part of the planning documentation.



Fig 12. Crossroads between Euston Road and Tottenham Court Road (1960)



Fig 13. Warren Street Station - Architects, Charles Holden & Stanley Heaps (1934)

2.0 CONTEXT ANALYSIS - SURROUNDINGS

15/12/2022

2.6 ARCHITECTURAL CHARACTER OF THE AREA

The style and architectural form of the buildings around Warren Court are diverse and range from the 19th to the 21st Centuries. The site lies immediately in the north of Fitzrovia Conservation Area. See character appraisal of Fitzrovia for the description of the diversity of buildings.



Fig 14. View from Euston Road - Warren Court obscured by trees.



Fig 15. Regents Place - Late 20th century modernist office building



Fig 16. University College Hospital (21st Century building)



Fig 17. Fitzroy Court - Viewed from Tottenham Court Road



Fig 18.View looking east of Warren Court (left of centre) from Warren Street



Fig19.View from central reservation of Euston Road



Fig 20.View from Hampstead Lane looking south



Fig 21.View of Fitzroy Court down Warren Street.



Fig 22.View towards Warren Court with Euston Road passing east / west



Fig 23.View of South Elevation of Warren Court and neighbouring property.



Fig 24.View of existing parapet on the roof of Warren Court at 6th floor level.



Fig 25.View on the rooftop looking South



Fig 26.View into lightwell, looking East.



Fig 27.View of parapet detail on the existing roof level. (note lead flashing added more recently)



Fig 28.View of the 6th floor asphalt roof



Fig 29.View of ladder access to ventilation shaft. (to be retained)

2.6 LOCAL PLANNING CONTEXT

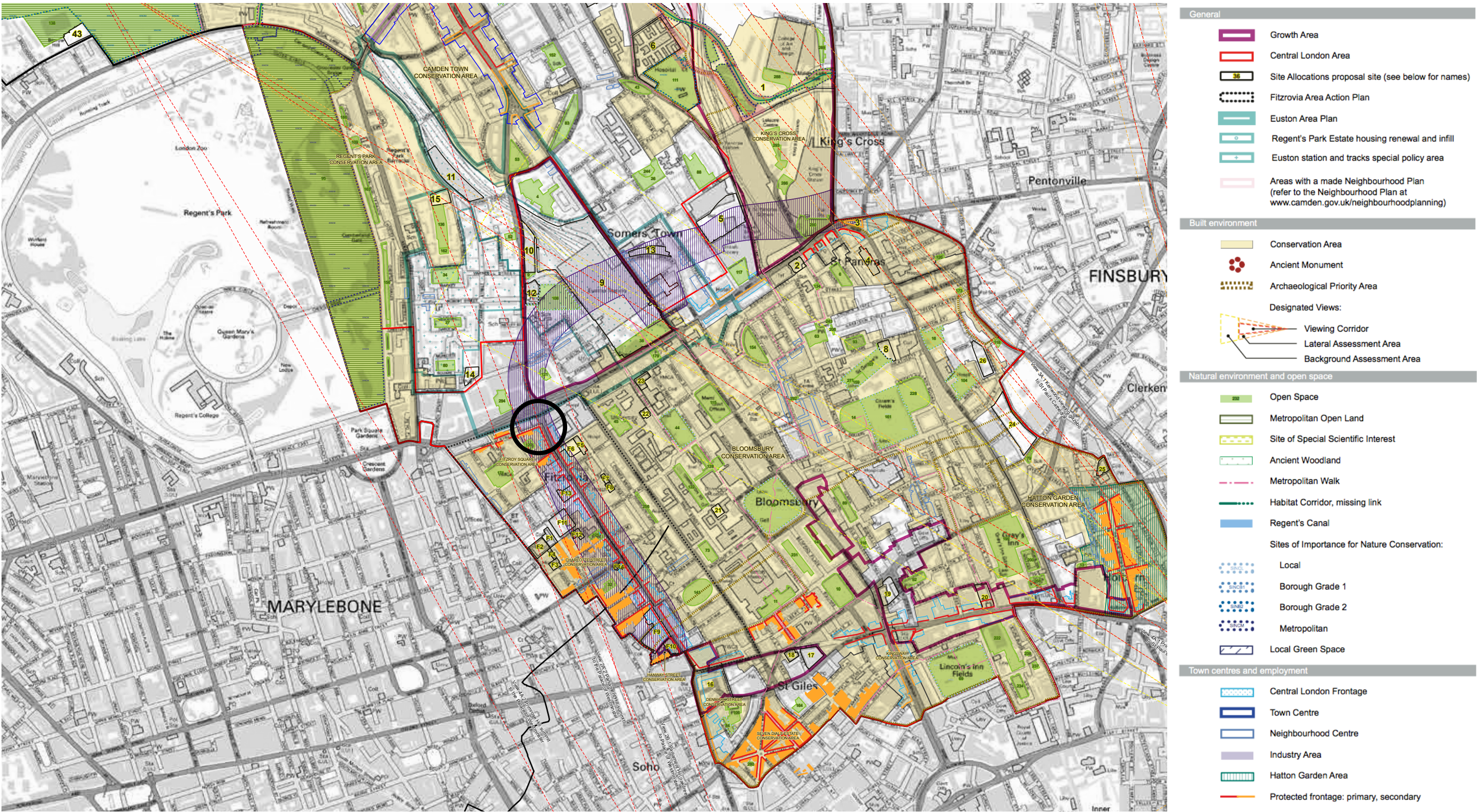


Fig 30. Camden Policies Map

2.6 AERIAL VIEW - LOOKING NORTH



Fig 31. Aerial View of Warren Street

2.0 CONTEXT ANALYSIS

15/12/2022

Site constraints:

The site is located above a deep level underground station that incorporates ventilation structures that run throughout the height of the building. Consideration of the effect of the proposals on daylight and sunlight levels on neighbouring buildings has been made in a Daylight & Sunlight report that is included with this submission. The document concludes that the proposals do not have an unacceptable impact on daylight and sunlight amenity of neighbouring dwellings and the proposed dwellings will enable enjoyment of excellent natural light amenity for future occupants. Refer to the report for further details. Report reference: *Warren Court London Detailed Daylight and Sunlight Report December 2022*

The building is on a prominent corner at the intersection of two main thoroughfares and therefore necessitates a sensitive design that is appropriate to this location, and that pays due respect to both the 1930's underground architecture as well as the host building.

Site opportunities:

Improve the function and appearance of the existing building in a manner appropriate to Holden and Heap's style of architecture.

Provide a clean lined, appropriate termination at roof level.

Provide new high quality residential floorspace in a growth area with outstanding transport links that is within an area of growing residential uses as well as business and research enterprises.

Provides a net gain of three residential units that is in line with National, Local, NPPF and London Plan policy.

Provides an appropriate visual marker for a major road intersection and transport hub.



Fig 32. View of the platform of the former Euston Road Station now called Warren Street



Fig 33. View of entrance to Warren Court

3.0 DESIGN PROPOSAL - ANALYSIS

3.1 DESCRIPTION OF THE PROPOSAL.

This submission is the same as the previously submitted proposal in 2020, where the previously submitted application led to a resolution to grant.

The proposal is for partial demolition and replacement of the 6th floor. The replacement will involve a modest increase in floor area/volume to create three further flats in addition to the existing flat currently located at 6th floor level. The existing ventilation shafts and water tanks will be retained. The new extension has been designed with materials and details to match the existing building and/or that of the original building. The overall design principle being to blend with the existing building.

3.2 USE AND AMOUNT.

(See existing and proposed block plan illustration below)

The proposals include a small extension with curved ends on the east side of the 6th floor and an extension to each of the north-west and south-west wings each with curved sides. The total gross area created will be 213m2 GIA).The increase in floor area will enable the creation of three additional flats including one two-bedroom flat.The size of the flats will comply with the London Housing Design Guide.



Schedule of Accomodation					
Flat	Type	GIA (sqm)	Bedroom	Kitchen/Dining/Living	Amenity
1	1b1p Studio	41	N/A	N/A	28
2	1b1p Studio	40	N/A	N/A	25
3	1b1p Studio	40	N/A	N/A	25
4	2b2p 2 Bed Flat	65	Bed 1 = 12m Bed 2 = 85m	25	20

The residential layouts will conform to the requirements in the London design guide. Every flat complies with the dwelling space standards set out in the guide.

3.3 AMENITY

Each flat will have their own private roof terrace to provide private amenity space to comply with the guidance in the London Housing Design Guide as follows: Flat 1=28m2, Flat 2=25m2, Flat3=25m2,Flat 4=20m2.

3.4 AMENITY OF NEIGHBOURING PROPERTIES

The daylight / sunlight assessment highlights in detail that due to the no increase in overall building height and a modest increase in volume of the 6th floor, the proposals have a minimal impact on daylight and sunlight to neighbouring properties

PARKING, CYCLING & REFUSE

There is good accessibility to a TFL Boris bike park in an area required to be a car-free development, in line with Policy CS11 (Promoting sustainable and efficient travel) and policies DPI8 (Parking standards and limiting the availability of car parking) of the London Borough of Camden Local Development Framework Development Policies

3.5 APPEARANCE & MATERIALS

The proposal has been designed to respect the visual characteristics and proportion of the existing roof form. The design has been informed by the historic context so that it will make a positive contribution to the character and appearance of the area. As mentioned in the description of the proposal, the overall design principle is to blend with the existing building. The proposed extensions will either be the same height or lower in height to the existing building. Window openings have been sized to match existing and where possible to align with existing windows on the lower floors. Fenestration will be double glazed Crittall steel windows to match the fenestration design and pattern of the original building.



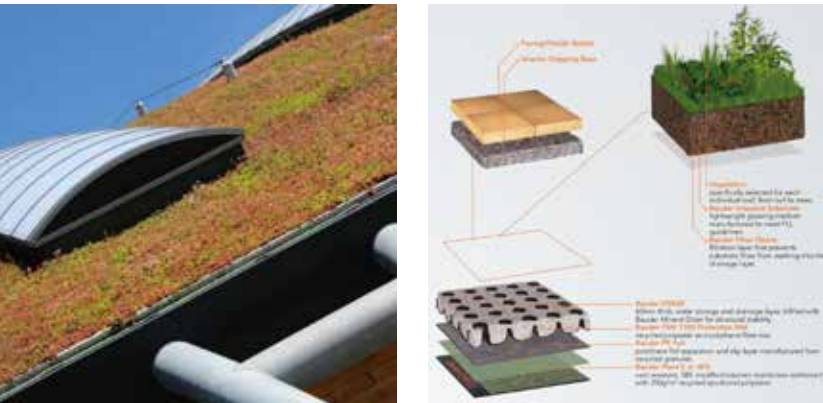
3.6 MATERIALS

The external materials have been selected to match the existing. In order to match the brickwork, the proposal is to carefully clean the existing brickwork, then match the existing brick and stonework with new brick and stone. The alterations are an opportunity to remove the lead flashing that covers part of the original parapet around the top of the 6th floor as this can be re-detailed as part of the works – returning this element to it's original appearance.

A new steel balustrade will be added to the rear of the parapet, this will be designed with a horizontal proportion in an Art Deco period style. The guard rail will improve edge protection for the amenity areas at 6th floor. It will be fixed behind the existing parapet wall and therefore have a minimal impact on views from street level.



GREEN ROOF:

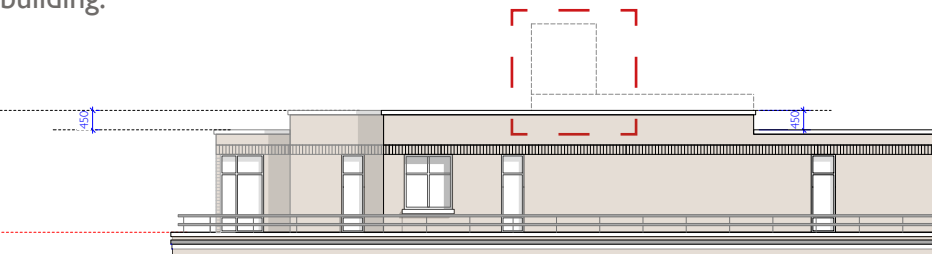


3.7 SCALE.

The proposed extensions by virtue of their height in relation to the existing building height and by being set in behind the existing parapet at 6th floor level will be sympathetic to the scale of the existing building.

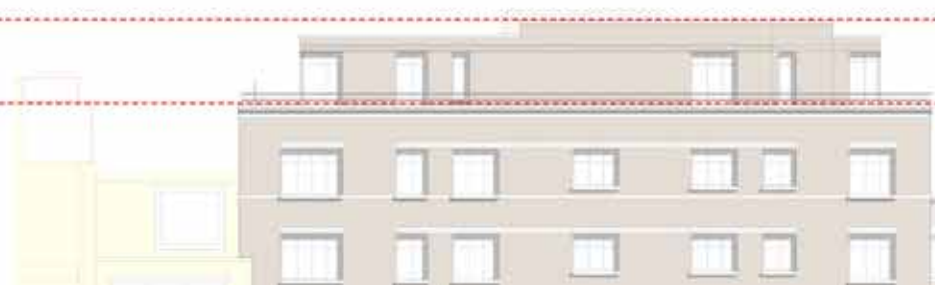
3.8 ACCESS

Access to the 6th floor flats will be the same as existing. The current access is for residents to take the lift from the ground floor entrance lobby to the fifth floor and walk up to the 6th floor. The extension of the lift up to the 6th floor level was considered but due to the proximity of the lift shaft on the outside wall the approximately 2 metre high over-run would have a significant negative impact on the appearance of the building.





EXISTING SOUTH ELEVATION



PROPOSED SOUTH ELEVATION

PROPOSED SCALE & ALIGNMENT

HEIGHT

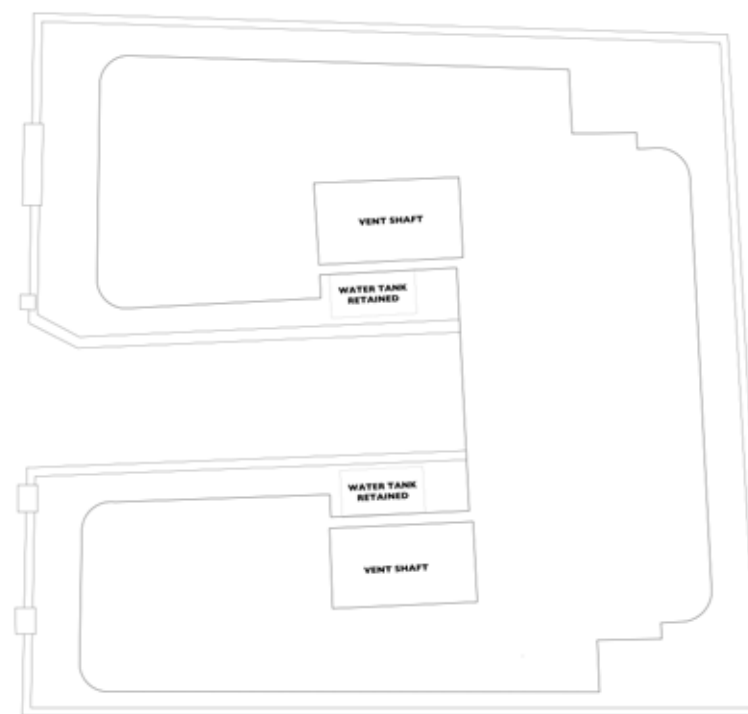
The height of the proposed 6th floor will match the same height or be lower than the existing 6th floor. This is to reduce the perceived mass of the proposal.

SCALE & PROPORTIONS

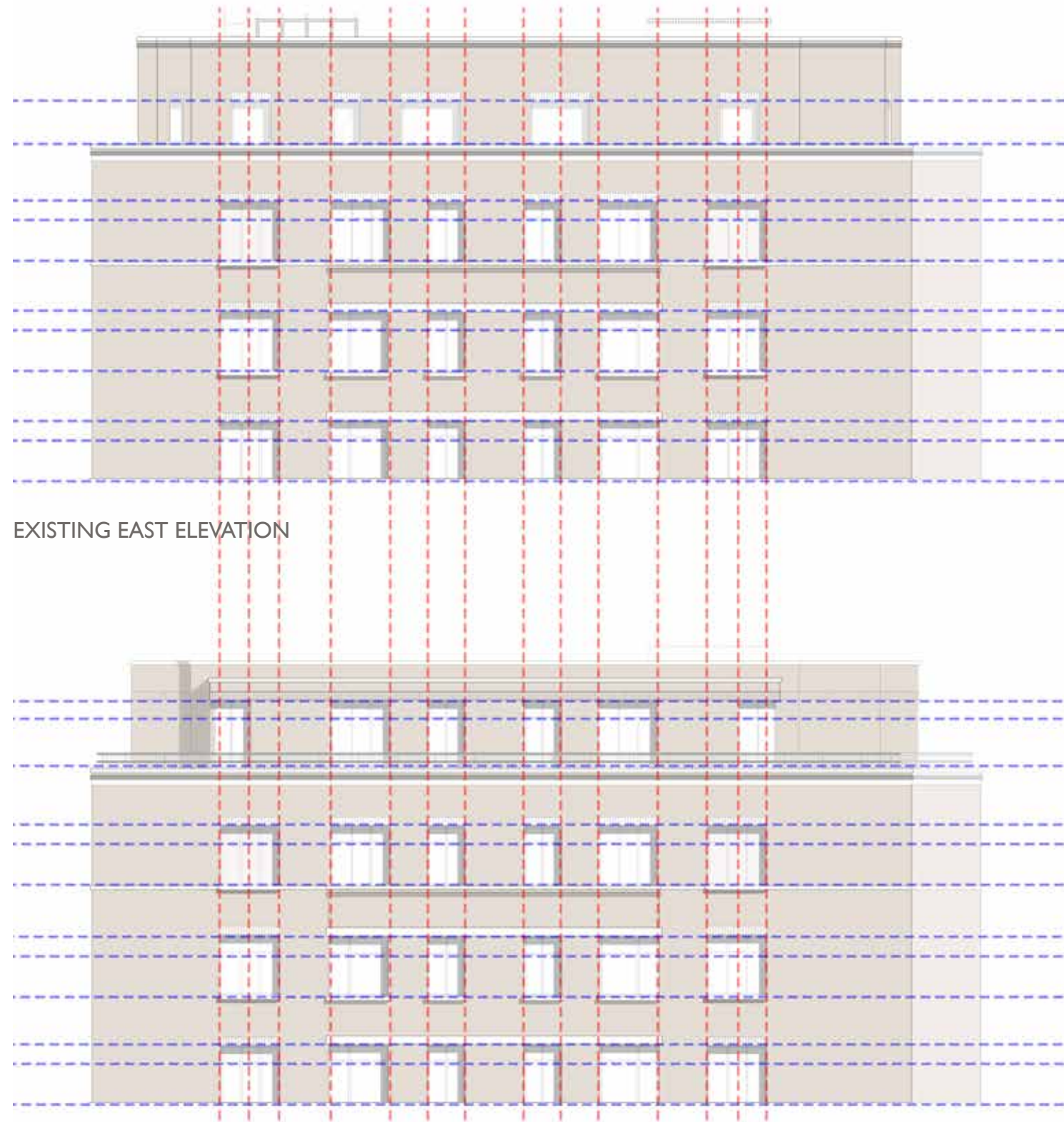
The proposal extends from the existing building lines parallel to the edge of the host building. The proposal will retain the water-tanks and ventilation shafts for Warren Street Station and will alter the existing stairwells to access the proposed 6th floor. The proposed extension aims to maximize the underused areas of the roof whilst minimising the perceived mass.



EXISTING BLOCK PLAN



PROPOSED BLOCK PLAN



EXISTING EAST ELEVATION

PROPOSED EAST ELEVATION

FACADE ALIGNMENT & WINDOW FENESTRATION:

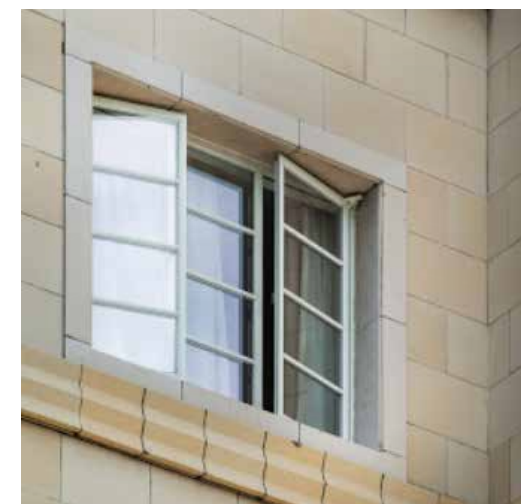
The proposed windows will align with existing windows on the lower floors to sit harmoniously with the host building unlike the existing 6th floor.

CRITTAL DOUBLE GLAZED WINDOW

The proposed windows will be white Crittal windows and will align with existing windows on the lower floors to sit harmoniously with the host building. They will have a fenestration pattern that maintains the proportions of the existing window fenestrations.



Existing Windows with heavier frame



Crittal window

3.0 DESIGN PROPOSAL - ANALYSIS

CAPPING STONEWORK TO HOLDEN'S STATIONS



East Finchley Station



Sudbury Town Station



Arnos Grove Station

Many of Holden's stations had distinctive capping or coping elements. Warren Street had a more modest coping with a shadow gap detail. This detail was obscured by a previous lead capping. The proposal is to remove the lead flashing and replace with a discrete brick colour aluminium trim on the ledge of the shadow gap.

Portland stone

Shadow gap detail

Soldier brick/band course

New double glazed Crittall windows; fenestration pattern to match original.

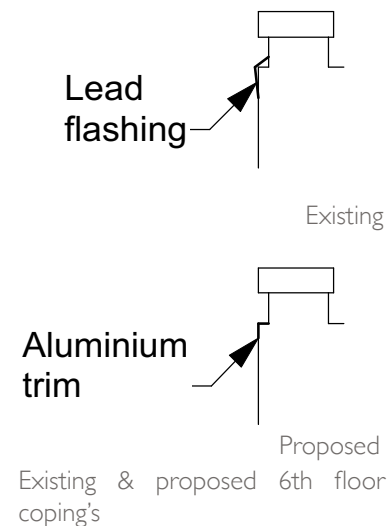
New balustrade fixed to back of parapet with low visibility mesh backing

New brickwork to match existing as close as possible

Existing double glazed windows



Fig 34. Bay study of proposed east elevation



EXTERNAL DETAILING

The proposed external facade components are to match the existing original building details.

a - coping added to 6th floor top parapet. This is to be altered and extended to match the original detail which was a robust Portland stone coping capping off a shadow gap two brick courses high.

b - Brick soldier course above window heads to be retained and incorporated in the proposed work.

c - Windows - All new windows to 6th floor to be double glazed and to match the fenestration patterns of the lower floors.

BALUSTRADE

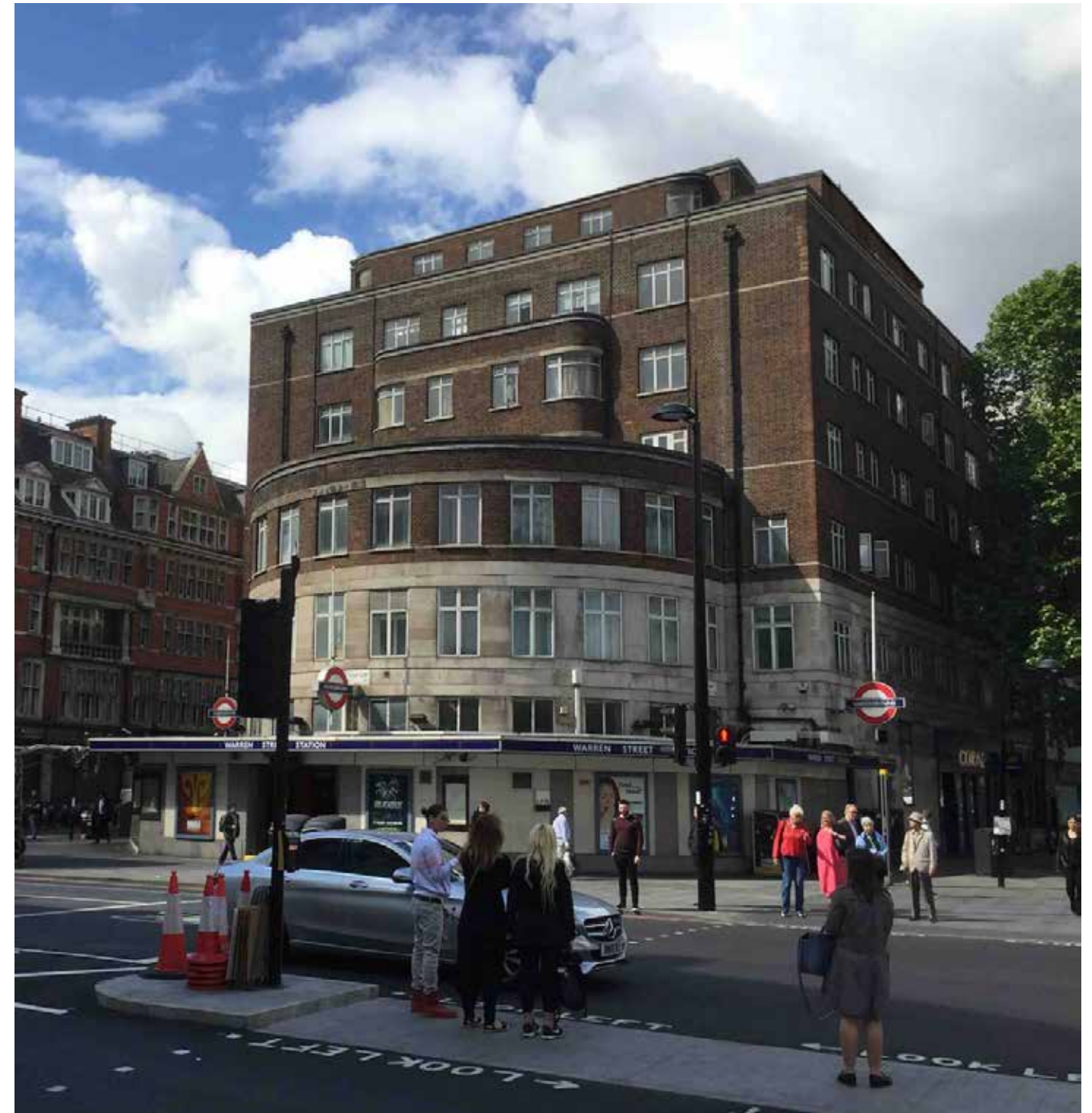
A new balustrade is proposed to be fixed to the inside face of the existing 6th floor parapet. This will provide safe access to external terraces for the occupants of the 6th floor. The balustrade being fixed inside the parapet will minimise its visual impact from street level.



Balustrade precedents: horizontal emphasis to design characteristics of art deco



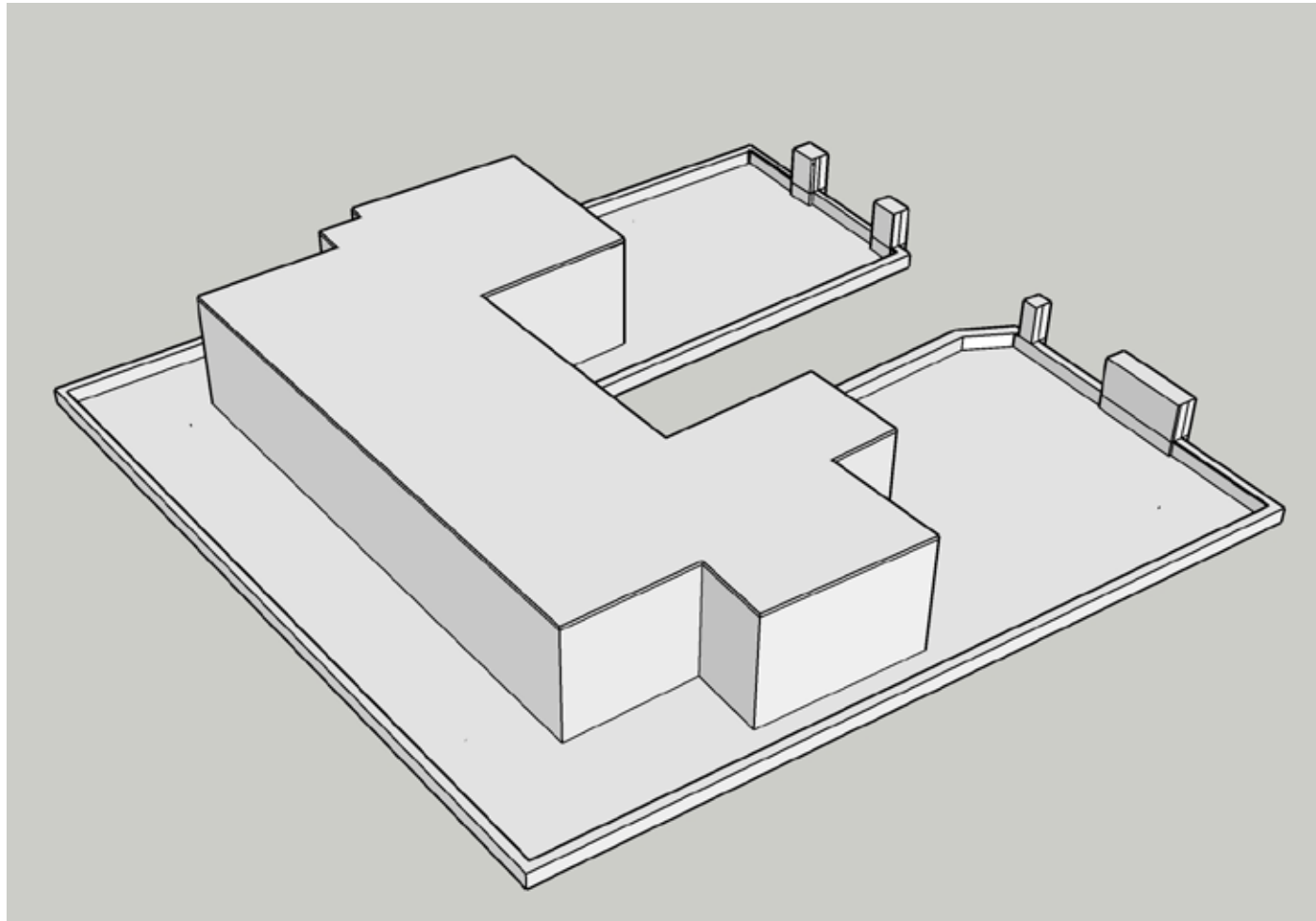
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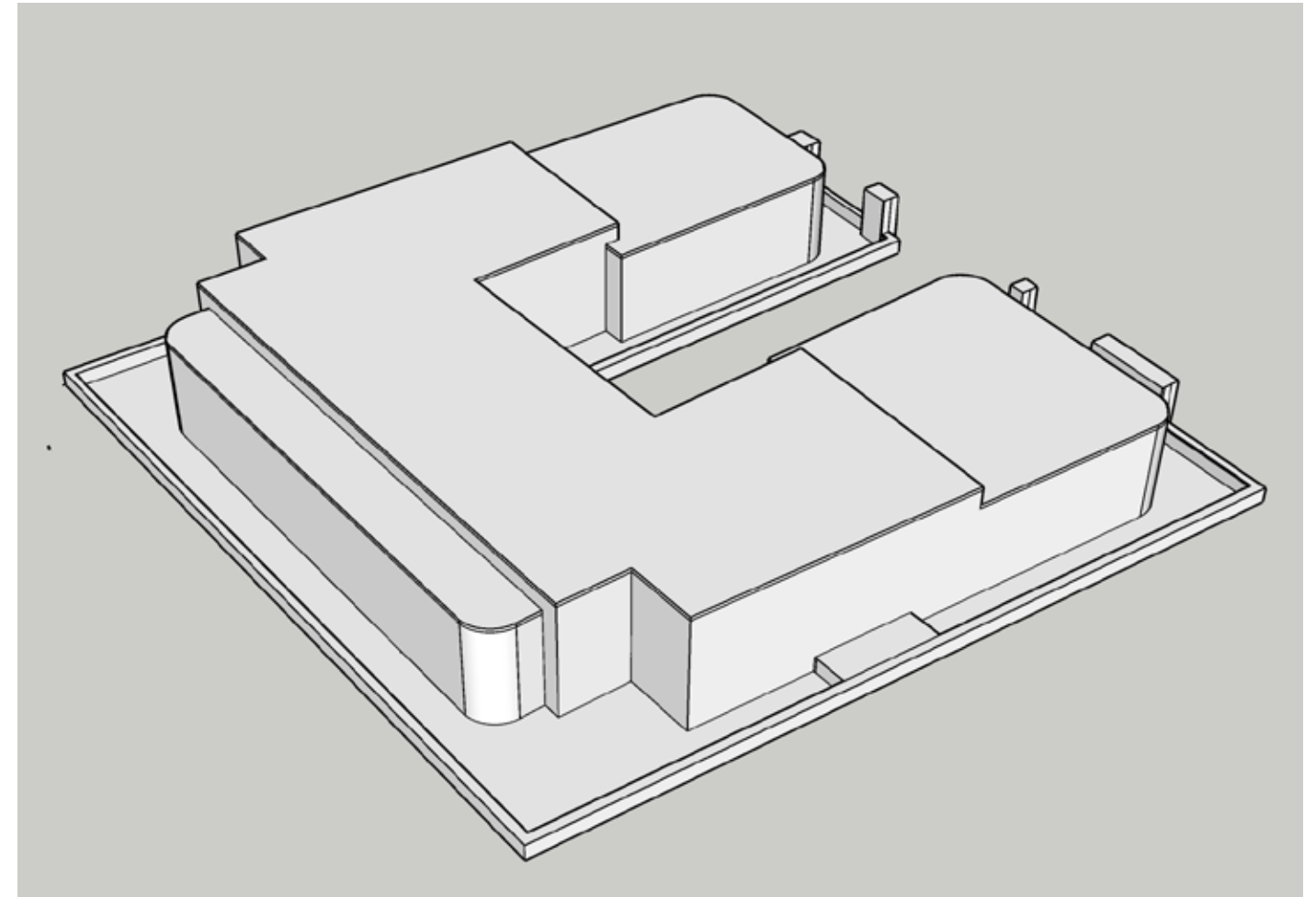
PROPOSED

3.0 DESIGN PROPOSAL - EXISTING & PROPOSED MASSING AT 6TH FLOOR

15/12/2022



EXISTING



PROPOSED

3.0 DESIGN PROPOSAL - AERIAL VIEW OF EXISTING & PROPOSED ALTERATION

15/12/2022



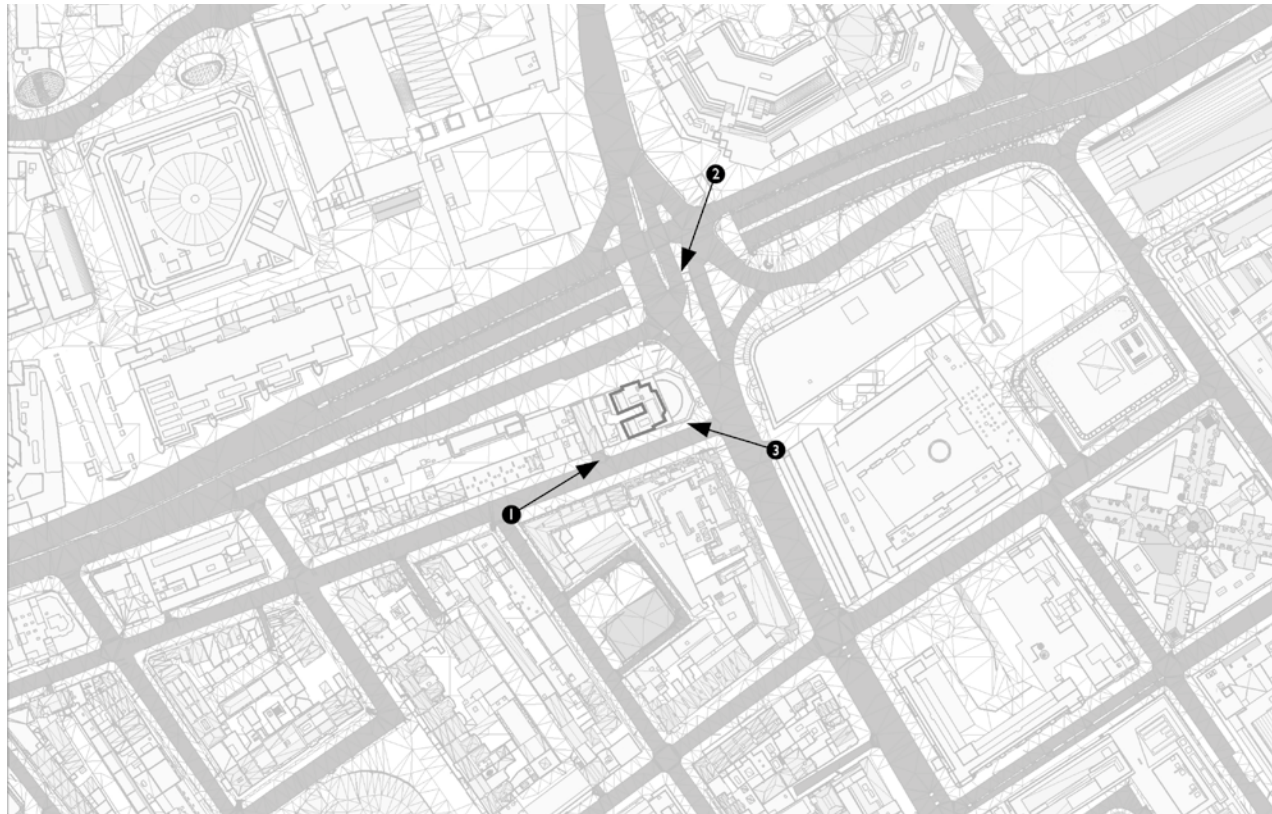
EXISTING



PROPOSED

3.0 DESIGN PROPOSAL - KEY VIEWS FROM STREET LEVEL SHOWING MASSING

15/12/2022



4.0 PRE-PLANNING APPLICATION ADVICE FOR PREVIOUS 2020 SUBMISSION.

This pre-application section related to the last application submitted in 2020 which led to a resolution to grant.

Note that the proposals associated with this current planning application remain the same as the previous submission in 2020. The previously submitted scheme was updated in response to the advice given in the past submissions' pre-application advice.

A Pre-Planning enquiry with proposal drawings and a design statement were submitted on 31/10/2019. A meeting was held at the Council's Civic Centre on the 13/12/19. As agreed at the meeting, revised proposals were submitted to the Council on the 10/1/2020. The revised proposals were scrutinized by the design review panel, the advice of the panel being incorporated in the written advice issued on 27/2/2020.

4.1 Creating of new housing: The proposals involve the creation of approximately 113m² of additional residential floorspace to provide 4 new self-contained flats in C3 Use. This will be compliant with the Council's policy H1.

4.2 Dwelling mix: The original pre-application proposals were for 3 No. Studio Flats and 1 No. 1 Bedroom flat. As advised in the pre-application response, the proposals have been amended to incorporate a two bedroom flat (3 person) to comply with the Council's policy.

4.3 Affordable Housing: In accordance with the Council's policy a payment in Lieu will be offered based on the council's calculation formulae.

4.4 Standard of accommodation: The development will provide 3 x Studio units and 1 x 2 bedroom (3 Person) Flats of the following sizes:

Flat 1 – Studio Flat 41m²

Flat 2 – Studio Flat 40m²

Flat 3 – Studio Flat 40m²

Flat 4 – 2 Bedroom Flat – 65m²

All the flats will meet the nationally prescribed space standards of 39m² for a Studio Flat and 61m² for a two bedroom 3person flat.

Unit 1 is dual aspect with a shower room and access to a fairly large terrace.

Unit 4 is also dual aspect, has a combined Kitchen/Living and Dining Room of 25m² meets the London Housing Design Guide requirements. This flat has a double bedroom meeting the minimum size of 12m², and a single bedroom meeting the minimum size of 8.5m².

Units 2 and 3 both have a dual aspect, and access to private external amenity spaces.

All of the flats have a ceiling height of 2500mm throughout. In-line with advice given in the previous pre-application response the facing windows in flats 1 and 4 have been amended to incorporate obscure glazing to overcome mutual overlooking between these flats. Privacy screens have been added to the west side of the balconies to flats 1 and 4. There is no lift access to the 6th floor; the lift currently serves the 5th floor. As advised, the applicant has considered extending the lift so it can serve the 6th floor. The extended lift would be required to comply with the current lift standards with a maintenance space of 2m above the lift car. This would mean the shaft would need to extend approximately 1.8m above the existing roofline on the prominent north elevation. This has therefore not been included in these proposals.

4.5 Design and heritage :

As advised in the previous pre-application response further analysis of the original architect Holden's work has been undertaken, as well as exploring Art Deco/Art Moderne architectural precedents of the relevant period. The existing building has been further analysed, and materiality and detailing considered further. As a result of this and other comments in the response, the proposals have been amended, including the following aspects:-

- Fenestration reconsidered so windows generally align with windows of the preceding floors of the building.
- The outline of the 6th floor plan has been simplified to remove many un-necessary steps, giving a more streamlined appearance in keeping with the existing building.
- Curved corners have been added to the west elevation in reference to other curved elements of the existing building and typical of Holden's architectural design at the period Warren Court was designed.
- Further consideration given to the original parapets above the 6th floor level to reintroduce the original shadow gap detail. Parapet level detailing seeming to be a key feature of many Holden projects of this era.
- Further consideration has been given to the materials. It is therefore proposed that an area of the existing brickwork and stonework be cleaned to enable an accurate matching brick, stone and mortar colour to be selected for the replacement work.

4.6 Neighbouring amenity:

This application for an extension of the 6th floor follows an unsuccessful application for a two storey extension. The single storey extension has been designed to minimize any impacts on neighbouring amenity and will be a significant improvement on the previous proposals. A Daylight and sunlight report has been prepared and accompanies this application.

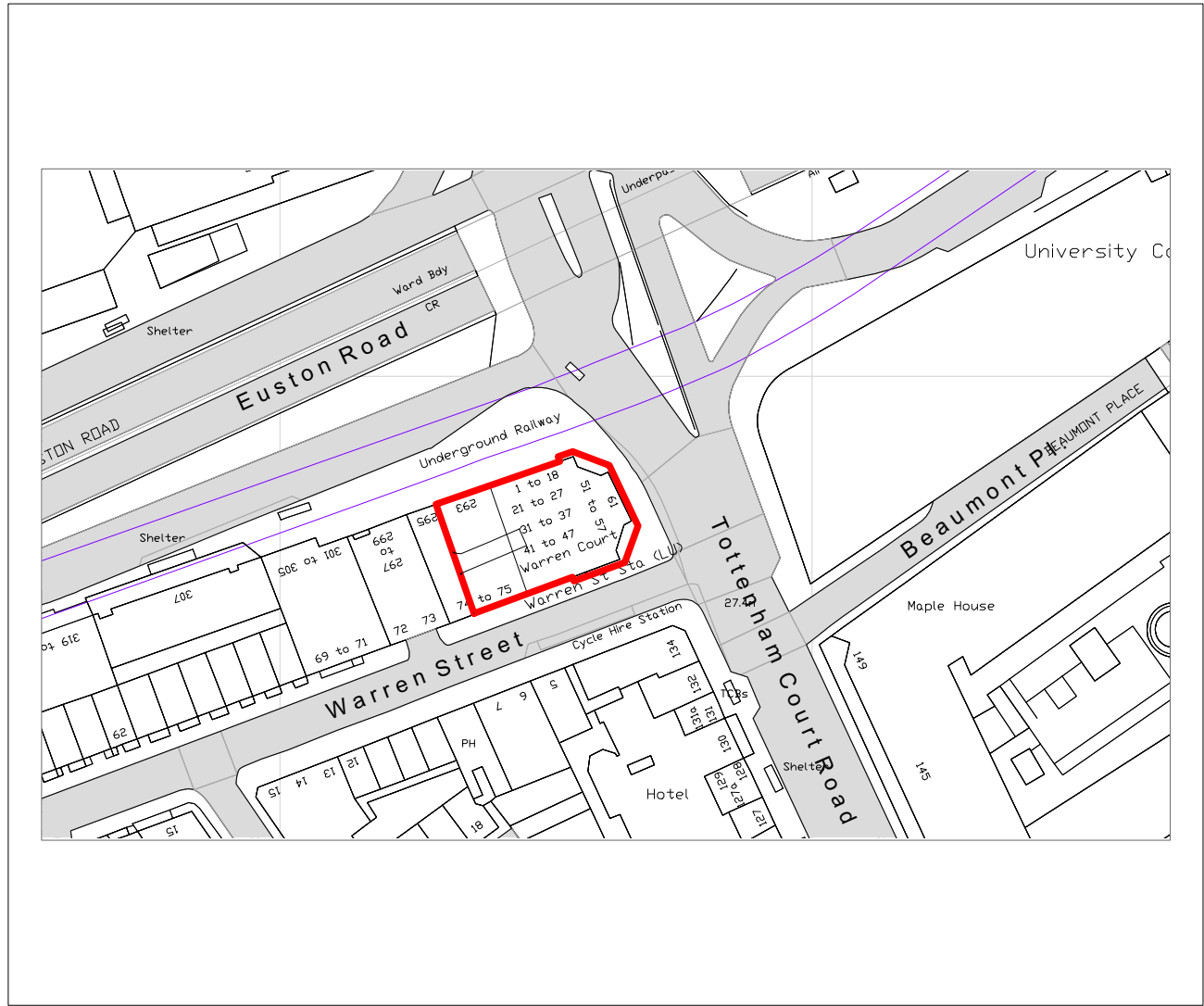
4.7 Transport Considerations:

Cycle parking - As advised in the previous pre-application response, the council's cycle parking policy will not apply to this proposal.

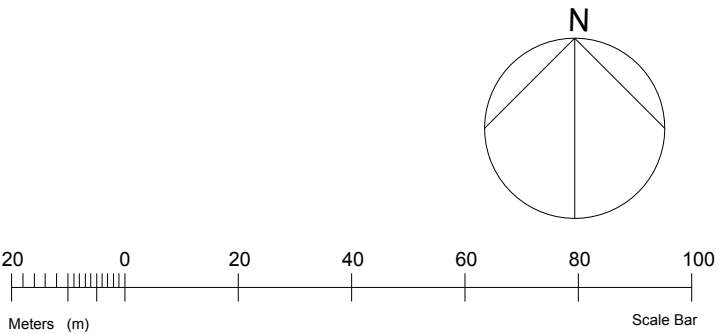
Car Free – The development will be car free as per Policy T2.


4.8 Energy and sustainability:

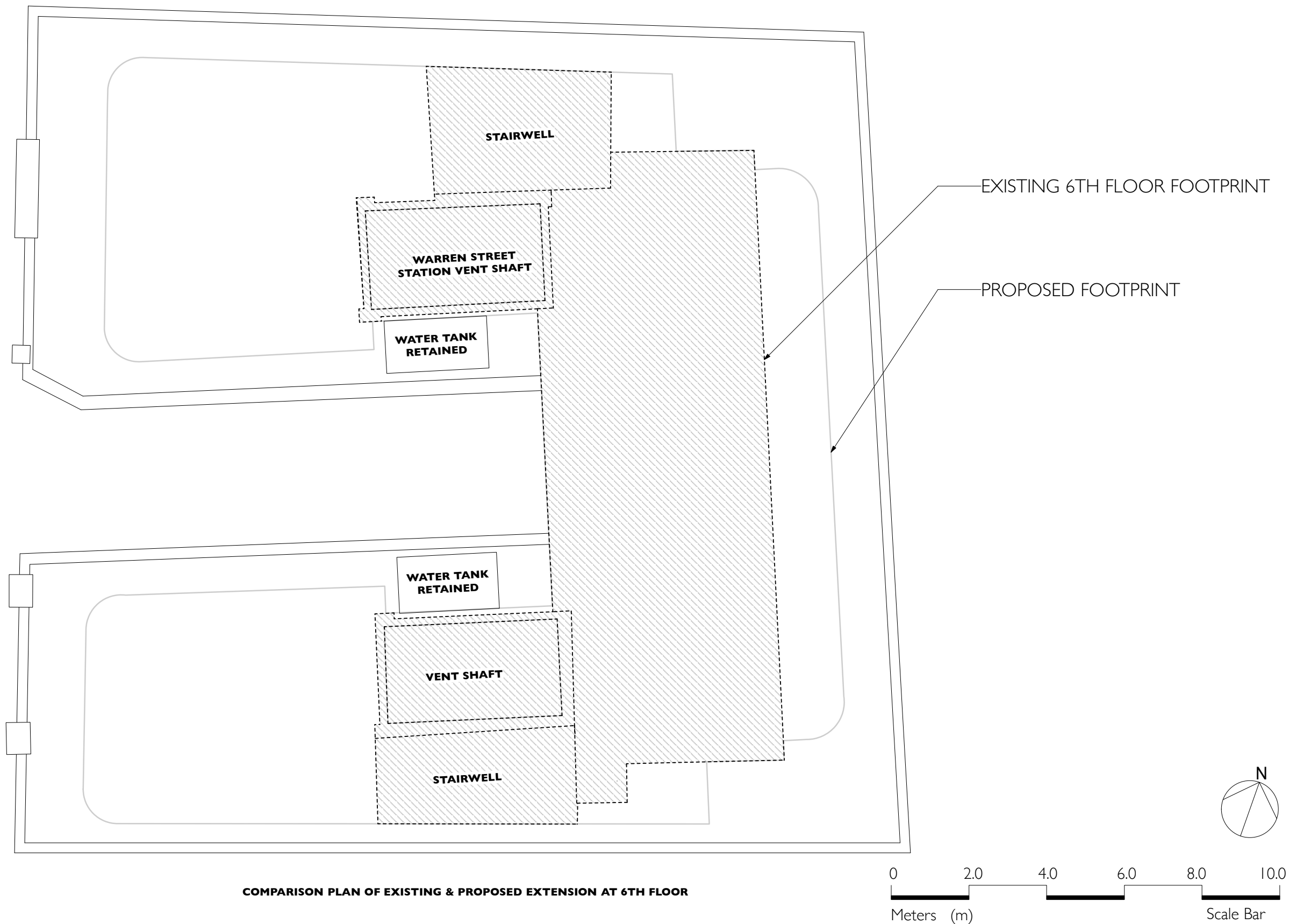
The proposed development will benefit from a new building envelope and it will therefore be feasible for the envelope to provide the majority of the 19% savings in CO₂ over Part L 2013 required by council policy. Similarly, being a new construction, the proposed water installation will be new and therefore comply with the council's water consumption standards in order to comply with the Building Regulations.



EXISTING SITE LOCATION | SCALE 1:1250



	15 HOOPERS YARD LONDON NW6 7EJ t : 020 7328 2576 f : 020 7624 7811 Email: info@hubarchitects.co.uk	<small>All dimensions are to be checked on site before commencement of works. All sizes and dimensions to any structural elements are indicative only. See structural engineer's drawings for actual sizes/dimensions. Size of and dimensions to any service elements are indicative only. See service engineer's drawings for actual sizes/dimensions. This drawing to be read in conjunction with all relevant Architect's drawings, specifications and other consultants' information. DO NOT SCALE FROM THIS DRAWING</small>	Rev. A	Date. 26/09/19	Description. Revised and issued for comments.	Initial. NAN	PLANNING	
							Project: Warren Court, Euston Road, NW1 3AA	Drawing: Site Location Plan
							Scale: 1:1250	DWG: 1281-EX-01
							Date: July 2019	Revision: A



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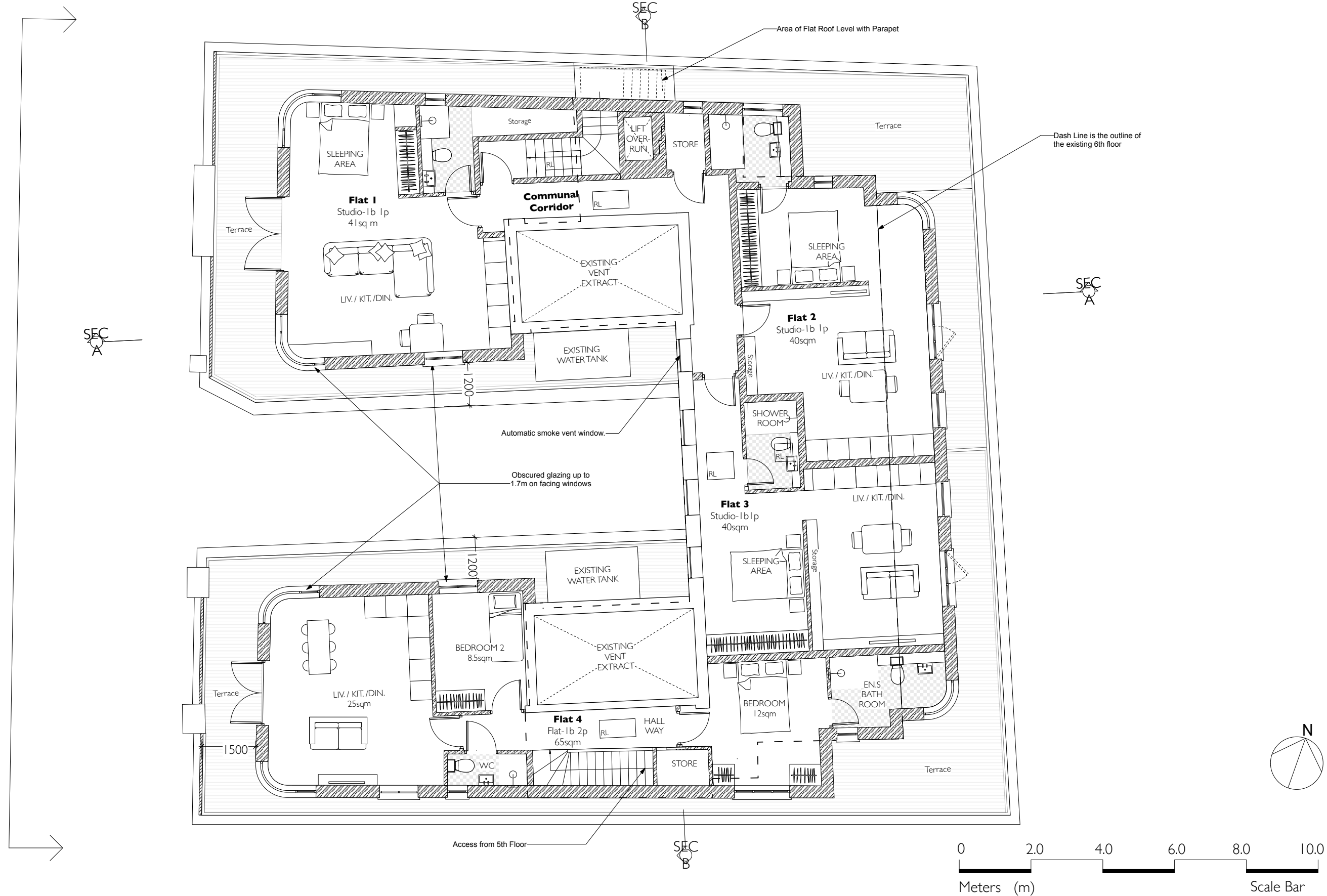
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Rev.	Date.	Description.
A	30/07/19	PLAN UPDATED
B	13/09/19	PLAN UPDATED TO CLIENTS COMMENTS
C	26/09/19	PLAN UPDATED TO CLIENTS COMMENTS
D	09/10/19	PLAN UPDATED TO CLIENTS COMMENTS
E	17/10/19	PLAN UPDATED TO CLIENTS COMMENTS
F	16/12/19	PLAN UPDATED TO PLANNING OFFICERS COMMENTS
G	2/3/20	INCORPS. PRE-APPLICATION ADVICE

Initial.	Rev.	Date.	Description.
NAN			
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PLANNING

Project:	Warren Court, Euston Road, NW1 3AA	Drawing:	Existing & Proposed Comparison
Scale:	1:50 @ A1 // 1:100 @ A3	DWG:	1281-PL-100
Date:	2.3.20	Revision:	G





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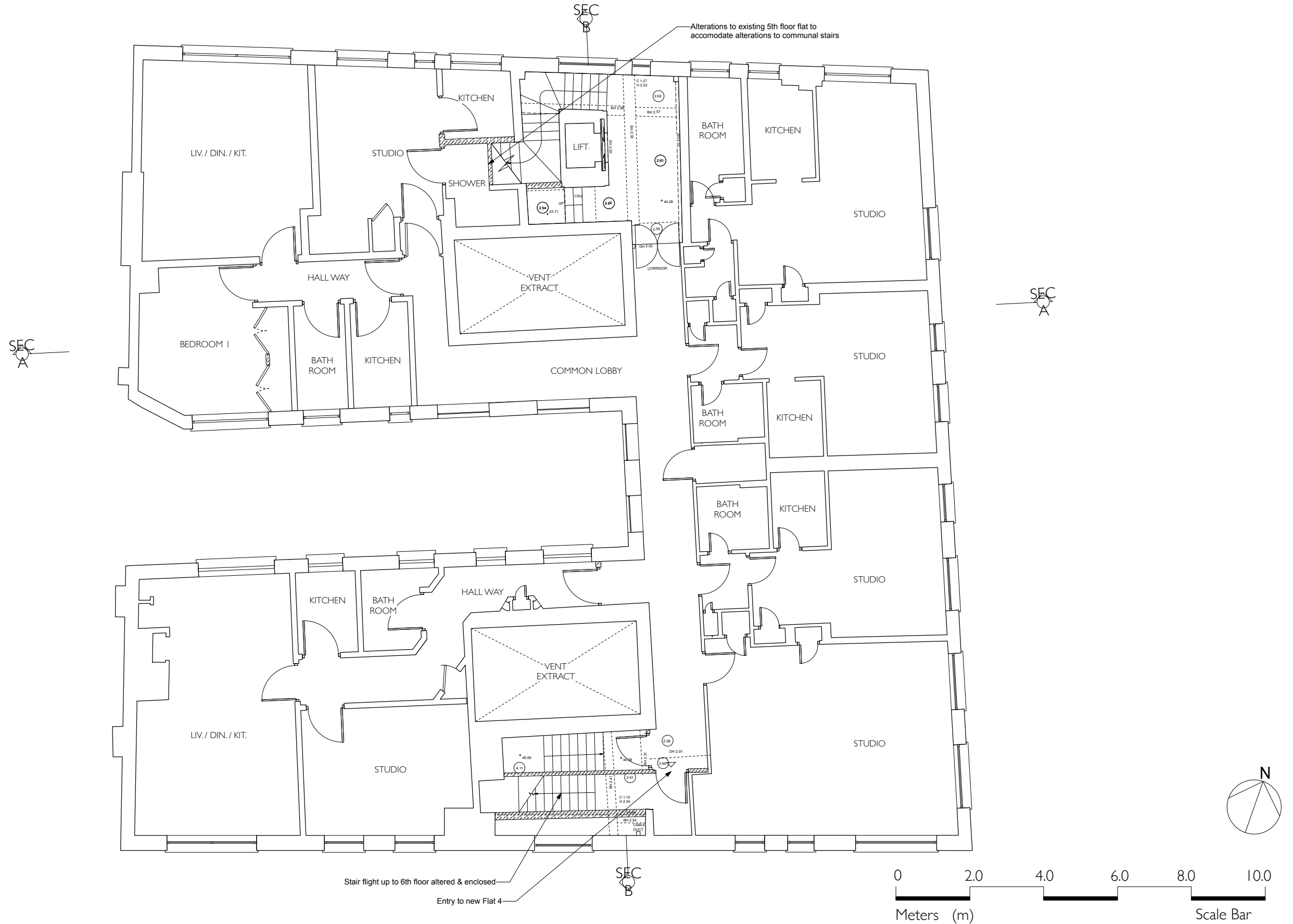
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Rev.	Date.	Description.	Initial.
A	30/07/19	PLAN UPDATED	NAN
B	13/09/19	PLAN UPDATED TO CLIENTS COMMENTS	NAN
C	26/09/19	PLAN UPDATED TO CLIENTS COMMENTS	NAN
D	09/10/19	PLAN UPDATED TO CLIENTS COMMENTS	NAN
E	17/10/19	PLAN UPDATED TO CLIENTS COMMENTS	NAN
F	16/12/19	PLAN UPDATED TO PLANNING OFFICERS COMMENTS	NAN
G	2/3/20	INCORPS. PRE-APPLICATION ADVICE	MA

Rev.	Date.	Description.	Initial.

PLANNING			
Project:	Warren Court, Euston Road, NW1 3AA	Drawing:	Proposed 6th Floor Plan
Scale:	1:50 @ A1 // 1:100 @ A3	DWG:	1281-PL-002
Date:	2.3.20	Revision:	G



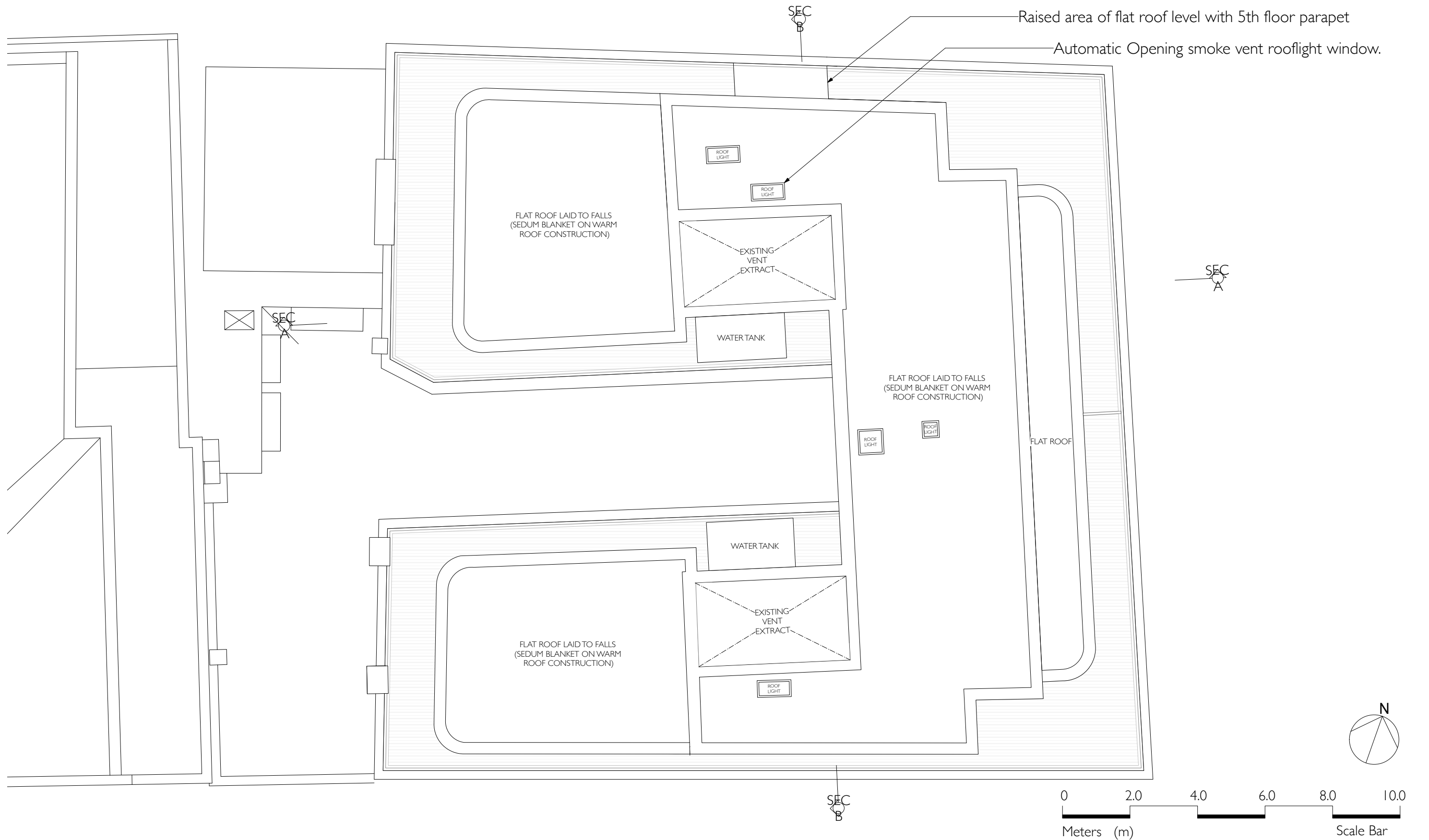
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D	09/10/19	PLAN UPDATED TO CLIENTS COMMENTS
E	17/10/19	PLAN UPDATED TO CLIENTS COMMENTS
F	16/12/19	PLAN UPDATED TO PLANNING OFFICERS COMMENTS
G	2/3/20	INCORPS. PRE-APPLICATION ADVICE

Initial.	Rev.	Date.	Description.
NAN			
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Initial.	PLANNING	
Project:	Warren Court, Euston Road, NW1 3AA	Drawing: Proposed 5th Floor Plan
Scale:	1:50 @ A1 // 1:100 @ A3	DWG: 1281-PL-001
Date:	2.3.20	Revision: G



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F	16/12/19	PLAN UPDATED TO PLANNING OFFICERS COMMENTS
G	2/3/20	INCORPS. PRE-APPLICATION ADVICE

Initial.	Rev.	Date.	Description.
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Initial.	PLANNING	
Project:	Warren Court, Euston Road, NW1 3AA	Drawing: Proposed Roof Plan
Scale:	1:50 @ A1 // 1:100 @ A3	DWG: 1281-PL-003
Date:	2.3.20	Revision: G



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A	17/09/19
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C	17/10/19
D	16/12/19
E	2/3/20

Description.
Sections updated to reflect plans.
Updated and issued for comments
Updated and issued for comments
Plan updated for comments
Incorps. Pre-Application advice

Initial.	Rev.	Date.
NAN		
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Description.

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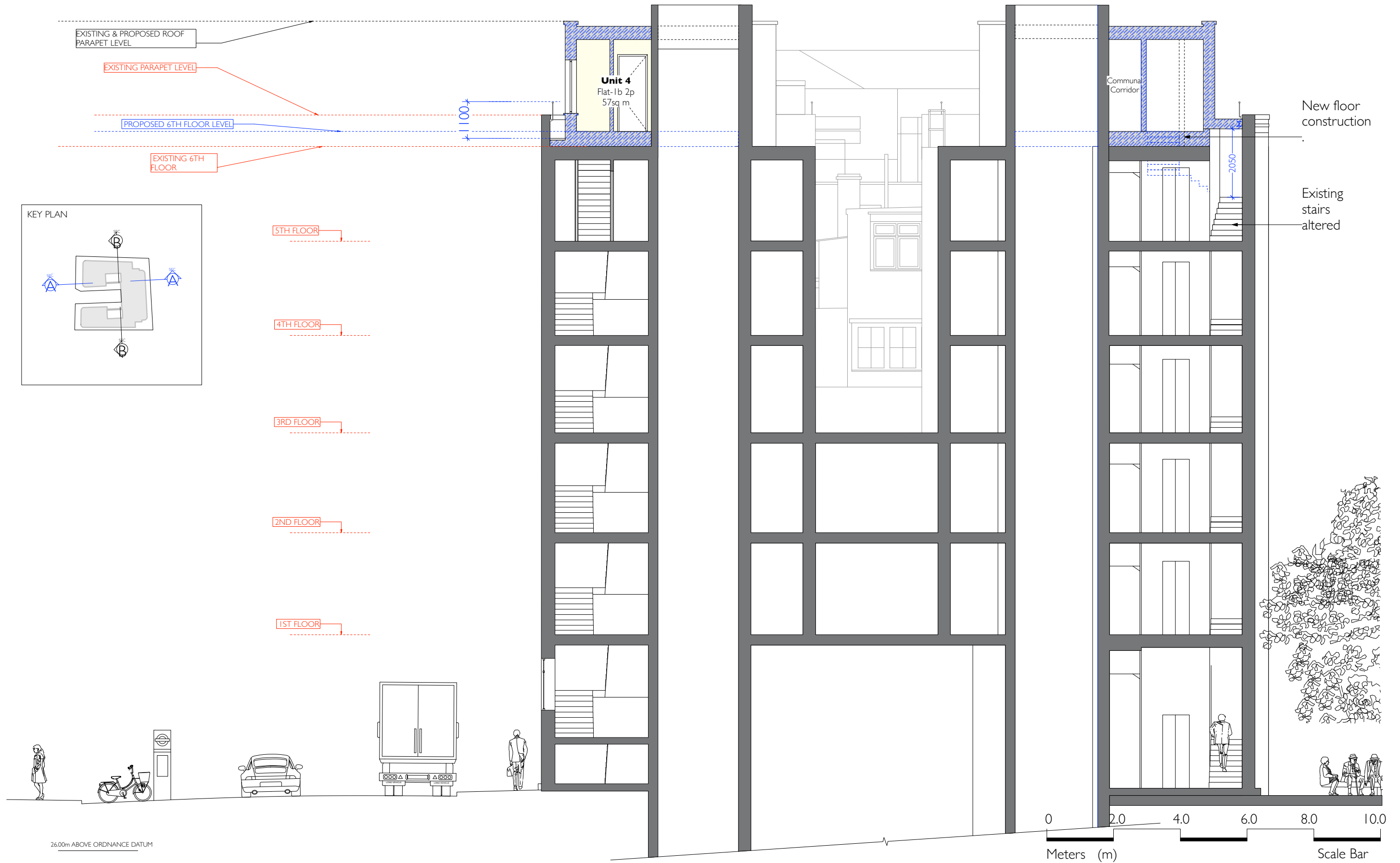
PLANNING

Project: Warren Court, Euston Road, NW1 3AA Drawing: Proposed Section A:A

Scale: 1:50 @ A1 // 1:100 @ A3 DWG: 1281-PL-004

Date: 2.3.20

Revision: E



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B	26/09/19
C	17/10/19
D	16/12/19
E	2/3/20

Description.
Sections updated to reflect plans.
Updated and issued for comments
Updated and issued for comments
Plan updated for comments
Incorps. Pre-application advice

Initial.	Rev.	Date.
NAN		
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Description.

Initial.

PLANNING

Project: Warren Court, Euston Road, NW1 3AA Drawing: Proposed Section B:B

Scale: 1:50 @ A1 // 1:100 @ A3 DWG: 1281-PL-005

Date: 2.3.20 Revision: E



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A

Date.
2/3/20

Description.
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MA

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Date.

Description.

Initial.

PLANNING

Project:Warren Court, Euston Road, NW1 3AA

Drawing:Proposed East Elevation

Scale:1:50 @ A1 // 1:100 @ A3

DWG:1281-PL-006

Date:2.3.20

Revision:A



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Description.
Incorps. Pre-Application advice

Initial.	Rev.	Date.
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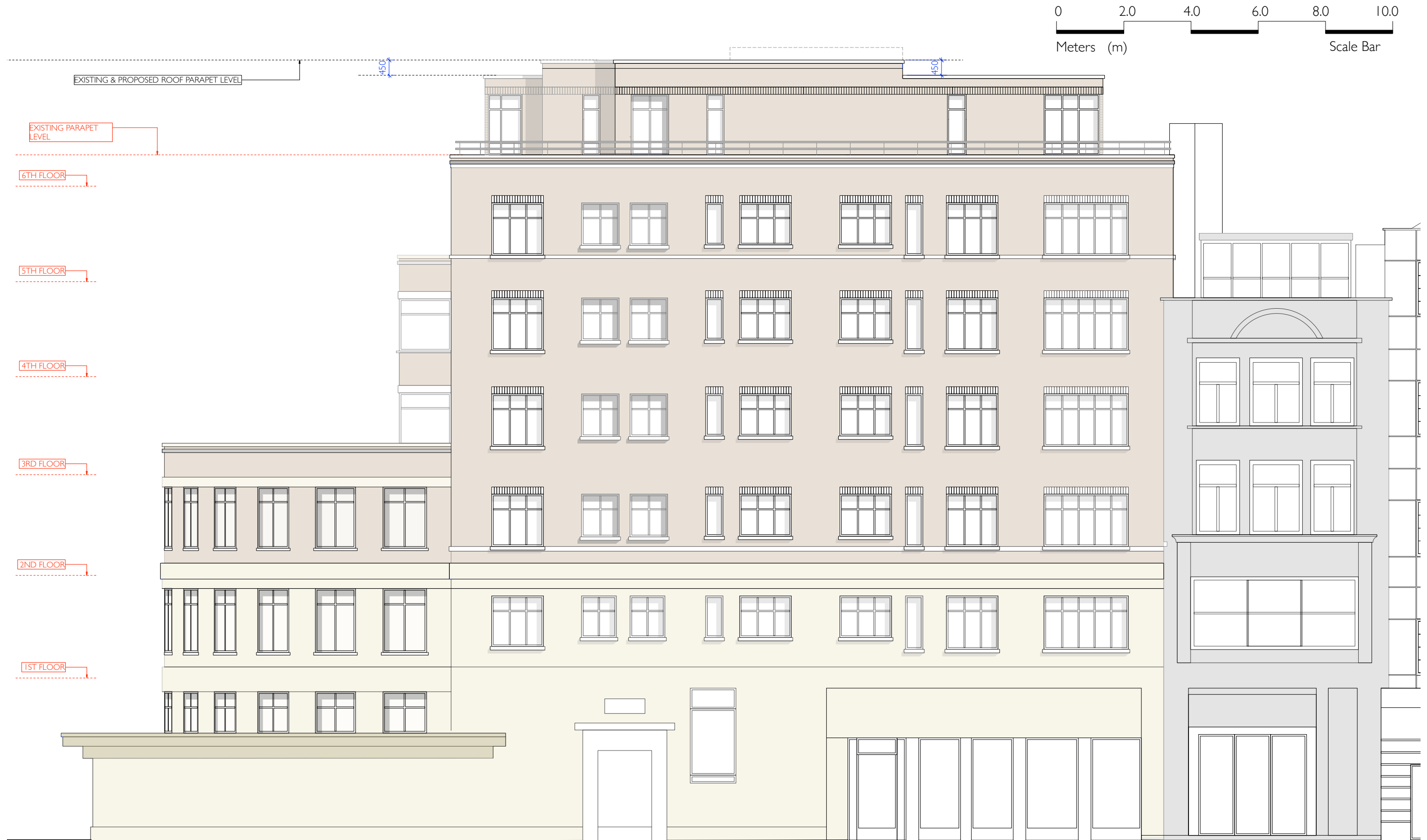
PLANNING

Project:	Warren Court, Euston Road, NW1 3AA	Drawing:	Proposed South Elevation
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Scale:	1:50 @ A1 // 1:100 @ A3	DWG:	I281-PL-008
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Date:	23/20
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Revision:	A
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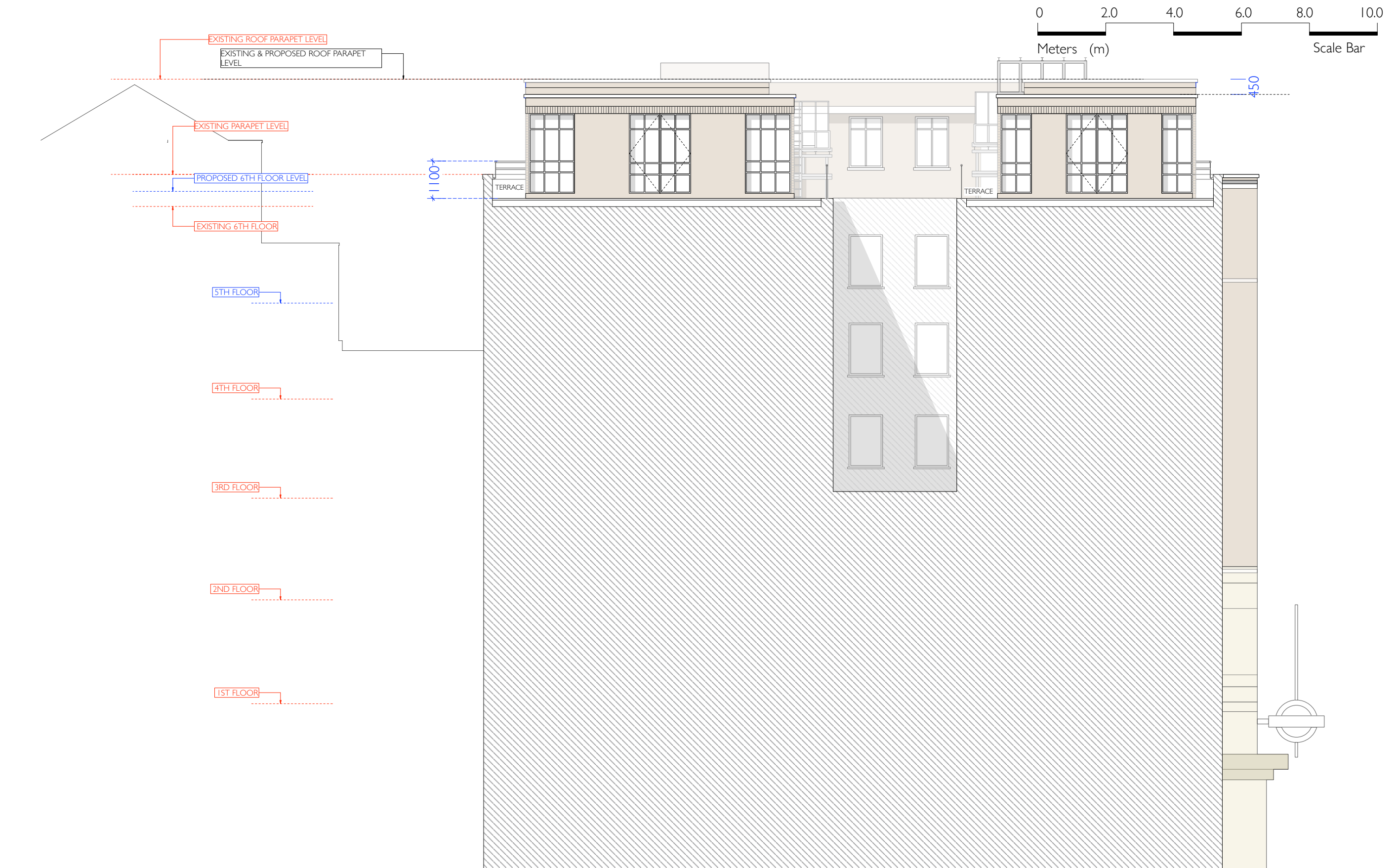
Initial.	Rev.	Date.
MA		

Description.

Initial.

PLANNING

Project:	Warren Court, Euston Road, NW1 3AA	Drawing:	Proposed North Elevation
Scale:	1:50 @ A1 // 1:100 @ A3	DWG:	I281-PL-007
Date:	2.3.20	Revision:	A



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Description.
Incorps. Pre-Application advice

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Description.

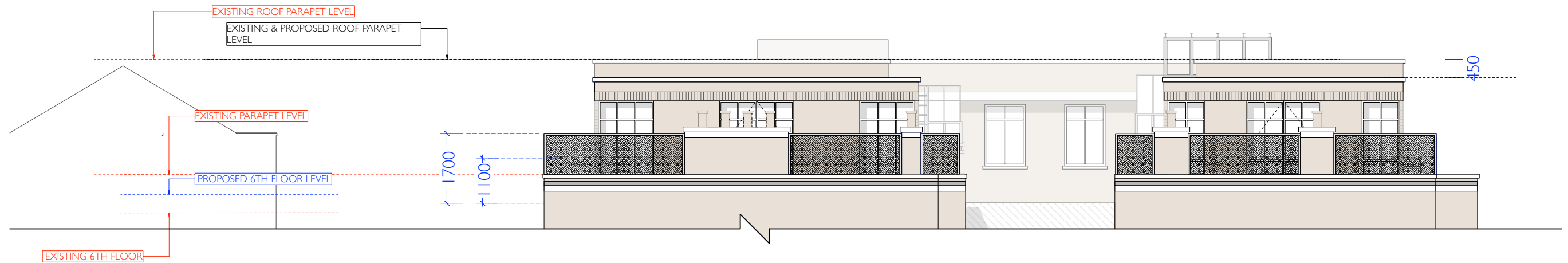
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PLANNING

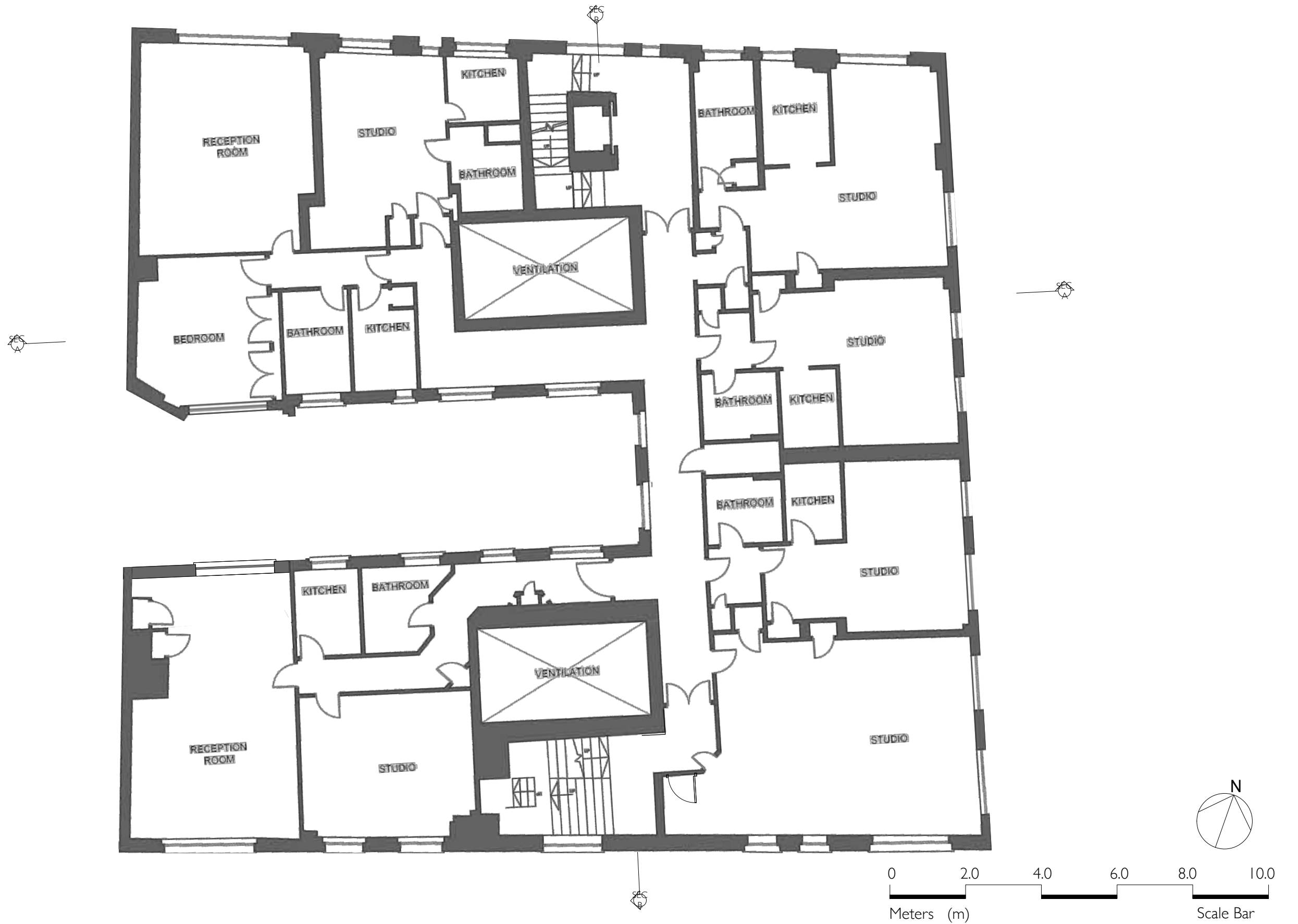
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Scale:	1:50 @ A1 // 1:100 @ A3	DWG:	1281-PL-009
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Date:	2.3.20	Revision:	A
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 <p>15 HOOPERS YARD LONDON NW6 7EJ t : 020 7328 2576 f : 020 7624 7811 Email: info@hubarchitects.co.uk</p>	<p>All dimensions are to be checked on site before commencement of works.</p> <p>All sizes and dimensions to any structural elements are indicative only. See structural engineer's drawings for actual sizes/dimensions.</p> <p>Sizes of and dimensions to any service elements are indicative only. See service engineer's drawings for actual sizes/dimensions.</p> <p>This drawing to be read in conjunction with all relevant Architect's drawings, specifications and other consultants' information.</p> <p>DO NOT SCALE FROM THIS DRAWING</p>	<table> <tr> <th>Rev.</th><th>Date.</th><th>Description.</th></tr> <tr> <td>A</td><td>2/3/20</td><td>Incorps. Pre-Application advice</td></tr> <tr> <td>B</td><td>29/4/20</td><td>Privacy screen mesh revised</td></tr> </table>	Rev.	Date.	Description.	A	2/3/20	Incorps. Pre-Application advice	B	29/4/20	Privacy screen mesh revised	<table> <tr> <th>Initial.</th><th>Rev.</th><th>Date.</th><th>Description.</th></tr> <tr> <td>MA</td><td></td><td></td><td></td></tr> <tr> <td>SW</td><td></td><td></td><td></td></tr> </table>	Initial.	Rev.	Date.	Description.	MA				SW				<table> <tr> <th>Initial.</th><th colspan="3">PLANNING</th></tr> <tr> <td>Project:</td><td>Warren Court, Euston Road, NW1 3AA</td><td>Drawing:</td><td>Proposed West Elevation - Privacy Screens</td></tr> <tr> <td>Scale:</td><td>1:50 @ A1 // 1:100 @ A3</td><td>DWG:</td><td>1281-PL-010</td></tr> <tr> <td>Date:</td><td>2.3.20</td><td>Revision:</td><td>B</td></tr> </table>	Initial.	PLANNING			Project:	Warren Court, Euston Road, NW1 3AA	Drawing:	Proposed West Elevation - Privacy Screens	Scale:	1:50 @ A1 // 1:100 @ A3	DWG:	1281-PL-010	Date:	2.3.20	Revision:	B
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A	2/3/20	Incorps. Pre-Application advice																																							
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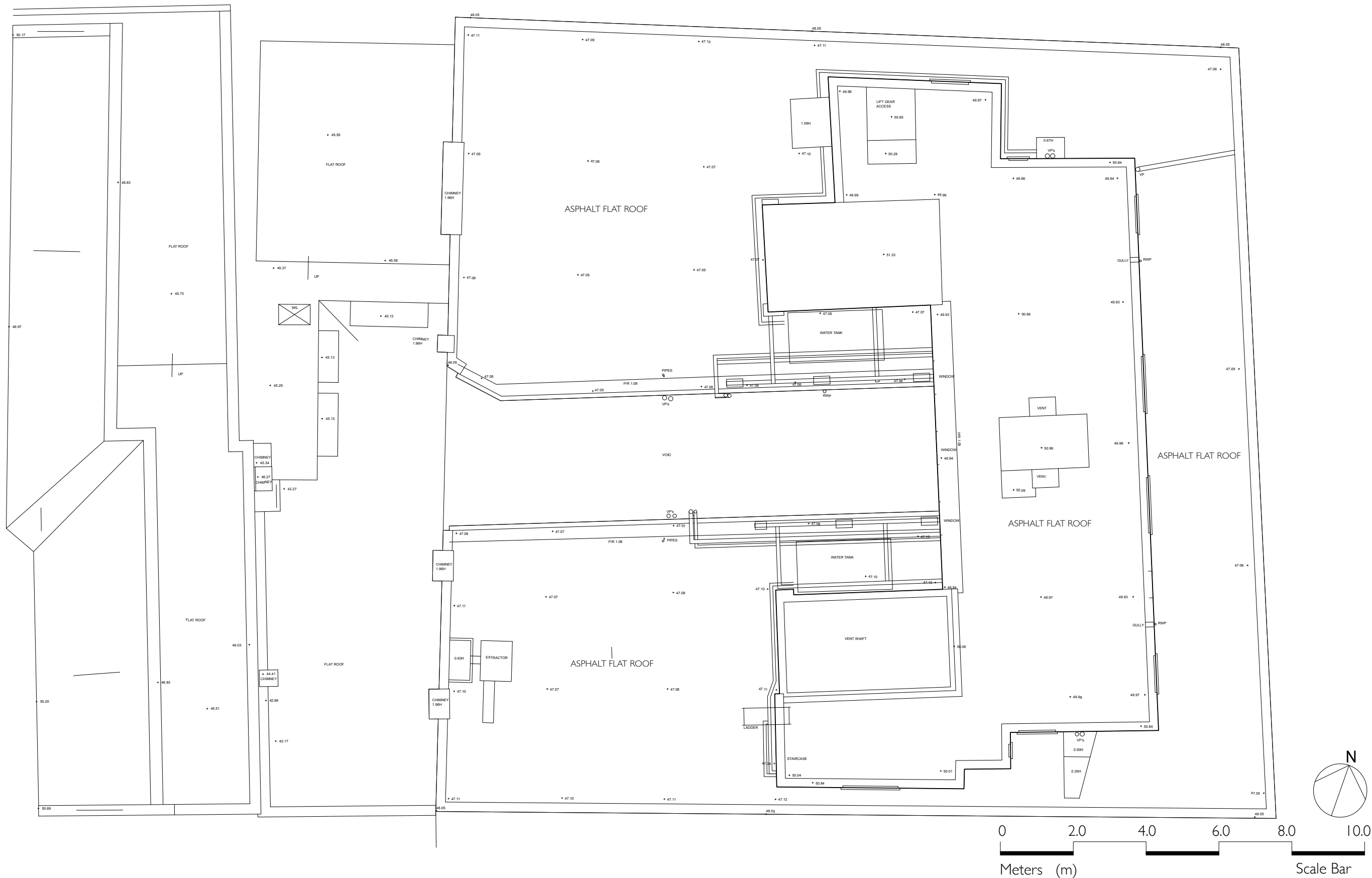
PLANNING

Project: Warren Court, Euston Road, NW1 3AA Drawing: Existing 5th Floor Plan

Scale: 1:50 @ A1 // 1:100 @ A3 DWG: 1281-EX-001

Date: 25.02.20

Revision: *



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Rev.	Date.

Description.

Initial.	Rev.	Date.

Description.

Initial.

PLANNING

Project:	Warren Court, Euston Road, NW1 3AA	Drawing:	Existing Roof Floor Plan
Scale:	1:50 @ A1 // 1:100 @ A3	DWG:	1281-EX-003
Date:	25.02.20	Revision:	*



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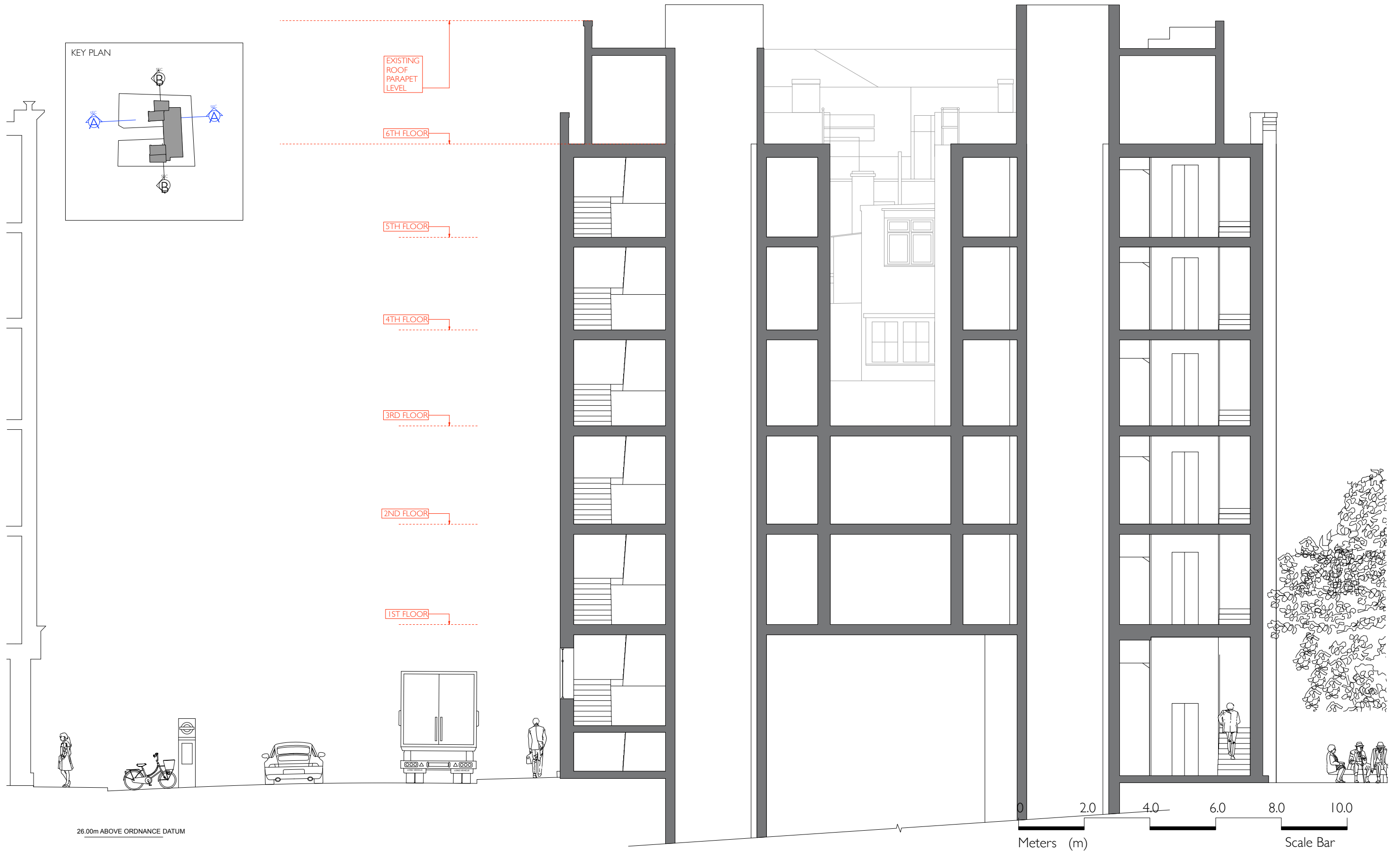
Initial.	Rev.	Date.

Description.

Initial.

PLANNING

Project:	Warren Court, Euston Road, NW1 3AA	Drawing:	Existing Section A:A
Scale:	1:50 @ A1 // 1:100 @ A3	DWG:	1281-EX-004
Date:	25.02.20	Revision:	*



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Rev.	Date.
A	17/09/19
B	26/09/19
C	17/10/19
D	16/12/19

Description.
Sections updated to reflect plans.
Updated and issued for comments
Updated and issued for comments
Plan updated for comments

Initial.	Rev.	Date.
NAN		
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NAN		
NAN		

Description.

Initial.


PLANNING

Project:	Warren Court, Euston Road, NW1 3AA	Drawing:	Existing Section B:B
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Scale:	1:50 @ A1 // 1:100 @ A3	DWG:	1281-EX-005
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Date:	25.02.20	Revision:	D
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	26.00m ABOVE ORDNANCE DATUM		All dimensions are to be checked on site before commencement of works. All sizes and dimensions to any structural elements are indicative only. See structural engineer's drawings for actual sizes/dimensions. Sizes of and dimensions to any service elements are indicative only. See service engineer's drawings for actual sizes/dimensions. This drawing to be read in conjunction with all relevant Architect's drawings, specifications and other consultants' information. DO NOT SCALE FROM THIS DRAWING	Rev.	Date.	Description.	Initial.	Rev.	Date.	Description.	Initial.	PLANNING	
	15 HOOPERS YARD LONDON NW6 7EJ t : 020 7328 2576 f : 020 7624 7811 Email: info@hubarchitects.co.uk											Project:	Warren Court, Euston Road, NW1 3AA Drawing: Existing East Elevation
												Scale:	1:50 @ A1 // 1:100 @ A3 DWG: 1281-EX-006
												Date:	25.02.20 Revision: *



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Rev.	Date.	Description.	Initial.	Rev.	Date.	Description.	Initial.
PLANNING							
Project: Warren Court, Euston Road, NW1 3AA				Drawing: Existing North Elevation			
Scale: 1:50 @ A1 // 1:100 @ A3				DWG: 1281-EX-007			
Date: 25.02.20				Revision: *			



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Initial. Rev. Date.

Description.

Initial.

PLANNING

Project: Warren Court, Euston Road, NW1 3AA Drawing: Existing South Elevation

Scale: 1:50 @ A1 // 1:100 @ A3 DWG: 1281-EX-008

Date: 25.02.20 Revision: *

