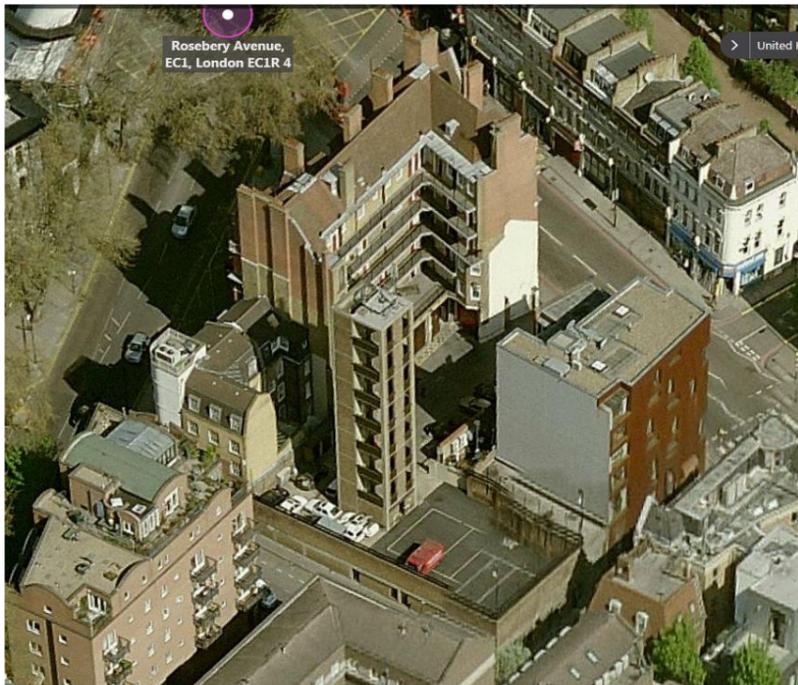


CONSERVATION AND REDEVELOPMENT PROPOSALS

for

CLERKENWELL FIRE STATION - 20 October 2016



KEY FACTS FROM PLANNING, BRIEF AND CONSULTATION DOCUMENTS

Planning Brief

- Important asset accessible by local community
- Refurbish and modernise
- Provide museum or other publicly accessible social infrastructure use
- Deliver range of new homes including affordable
- High quality open space in yard for residents
- High standard of architectural design

Brief History

Originally Built 1871 – 1873

Became Superintendents station 1890 = very important

Extended SW 1895-97

Original part rebuilt 1912-17 and extended further to SW

Further, more minor, alterations over years until closure 2014

2,458 sqm floor space

English Heritage Fire Stations Brief

Horse drawn phased out by 1921

Original drill tower part of the main building

Self-contained flats and dormitories. All lived on site.

Example: Westminster balconies glazed in, but not a favoured method (could be done better)

Protection:

- plan form
- internal relationships key spaces
- fireplaces, alcove cupboards in flats
- could keep one flat as a museum piece and change remainder
- redundant details – hose hoist hooks, signage
- materials like for like
- retain robust appearance in non-residential areas

Conversion:

- preserve watch room
- bay doors with modern glazing behind
- presumption to retain details
- respect internal details n flats – cornices, skirting etc
- imaginative use for mess room
- reinstate special interest – stables, blocked-in doors
- retain watch towers
- retain roof-scape

Consultation Brief

- Catchment area defined
- Planning brief
- Responses
- Highest demand for affordable homes
- 70% affordable as CS12
- Retain key features at ground floor – materials, form detail
- No pedestrian route through site
- Upper floors converted top new homes
- Commercial use discouraged

Planning Brief

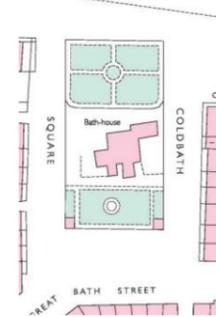
- Inactive boundaries S & E - revive Topham St & Coldbath Street
- Housing SE corner reinforce the block + public face
- Fire Brigade Museum – Appliance Room, Watch Room, Mess Room etc
- Open spaces
- Demolish new tower
- Return flats to original layout if possible – all or at least one
- Retain main stair and balconies
- Retain mess room finishes tiles, wooden panelling etc
- Retain original fixtures and fittings
- Preserve enhance washroom laundry
- New homes to meet range and sizes to meet council's policies
- 50% affordable of which 70% is social rented and 30% is intermediate (shared etc)
- 50% can be challenged but must be maximised
- Access as usual
- Car free development
- Daylight and sunlight
- CIL

HISTORICAL REVIEW



c 1874 The former Baynes-Warner or Jervoise estate.

The Cold Bath and garden remained in the centre of the square from its early origins in 1697 offering cold and hot medicinal baths.



With the start of building development on the estate in 1719 the garden was enlarged and surrounded with a brick wall, to become the nucleus of Coldbath Square

Gradually it was enclosed by new development and finally demolished in 1887.



1874 Map shows the complete block of principally residential buildings on the current fire station site.

Cobham Row forms the west side at the top of Dorington Street.

The northern road, previously called Coppice Row became part of Farrington Road in the 1860s in conjunction with the cut-and-cover work for the Metropolitan Railway.

The vacant northern corner was previously occupied by a Public House 'Cobham's Head' destroyed by a liquor fuelled fire in 1866. The first fire station had been built on this site in 1871-73, but does not appear on the map in 1874.

Great Bath Street to the east was cut back during later developments with the short length beside the square renamed Topham Street.

Only the northern part of Coldbath Square remains today along the southern side of the Fire Station Site.



1887 Cobham Row and the east side of Coldbath Square.

The double-fronted corner house is No. 7 Cobham Row.

Adjoining to the left is No. 6 (the present No. 40 Rosebery Avenue);

The first Clerkenwell Fire Station (1873) at far left. This was built on the vacant site in the corner of Coppice Row and Cobham Row.

Only No.40 Rosebery Avenue remains – Dutch gable and mansard with slate roof. Originally built 1733 and rebuilt c 1815.



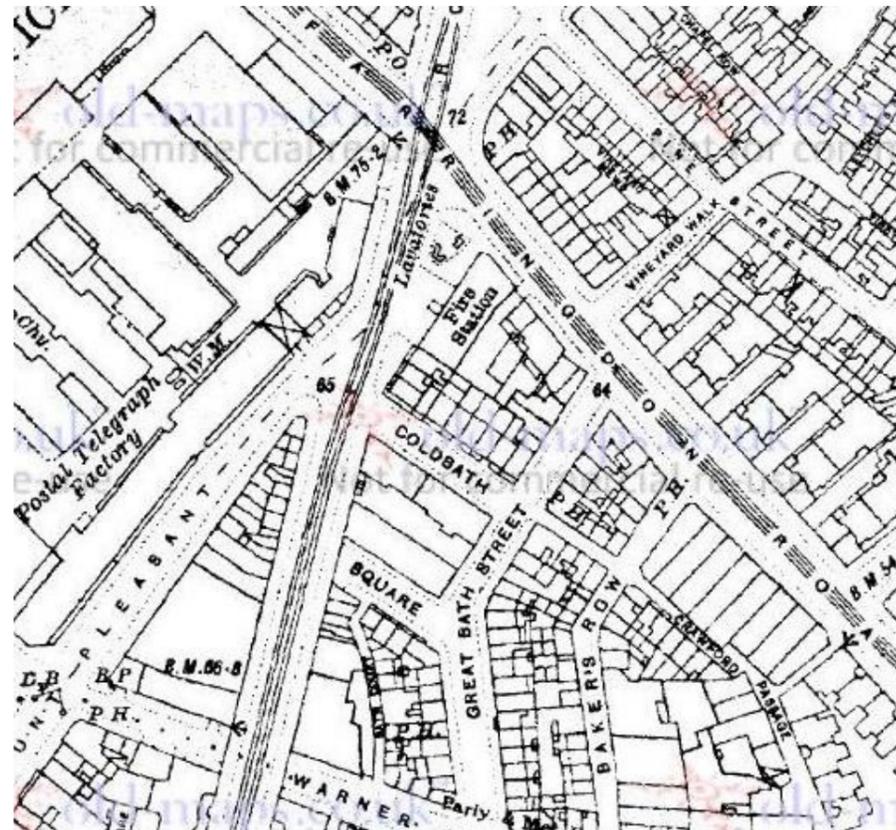
1896 Rosebery Avenue was cut through in the 1880s and 1890s involved a great deal of reconstruction, with blocks of industrial dwellings much in evidence.

The original Fire Station had been constructed on the open north corner in 1871-73.

Two tenement blocks, Coldbath Buildings, had been built on the site of the Cold Bath and square.

The house of Correction has been replaced by the Postal Telegraph Factory.

At the time Rosebery Avenue was built, the houses once inhabited by prosperous bourgeois had long been taken over as workshops and warehouses, or had sunk to low-class lodgings. By the turn of the twentieth century, the area was becoming almost wholly absorbed into the immigrant quarter spreading north from Holborn and Saffron Hill known as 'Little Italy'.



1916

Tram tracks have been laid in Rosebery Avenue and Farringdon Road.

The Fire Station now includes the second stage expansion of 1895-97 and third stage expansion of the 1910-11. The 1914-17 extension along Farringdon Road is to follow.

The remainder of the block shows little change. The urinals of 1896 have become lavatories.

There were highly skilled Italian craftsmen in the Coldbath Fields district, but ice-cream was by far the dominant trade. By c. 1900 there were thought to be more than 900 ice-cream barrows in Clerkenwell, many of them wheeled out from the Warner Street area, where ice-cream was made in makeshift factories in back-yards and living rooms.



Nos 38 and 40 Rosebery Avenue, c1910

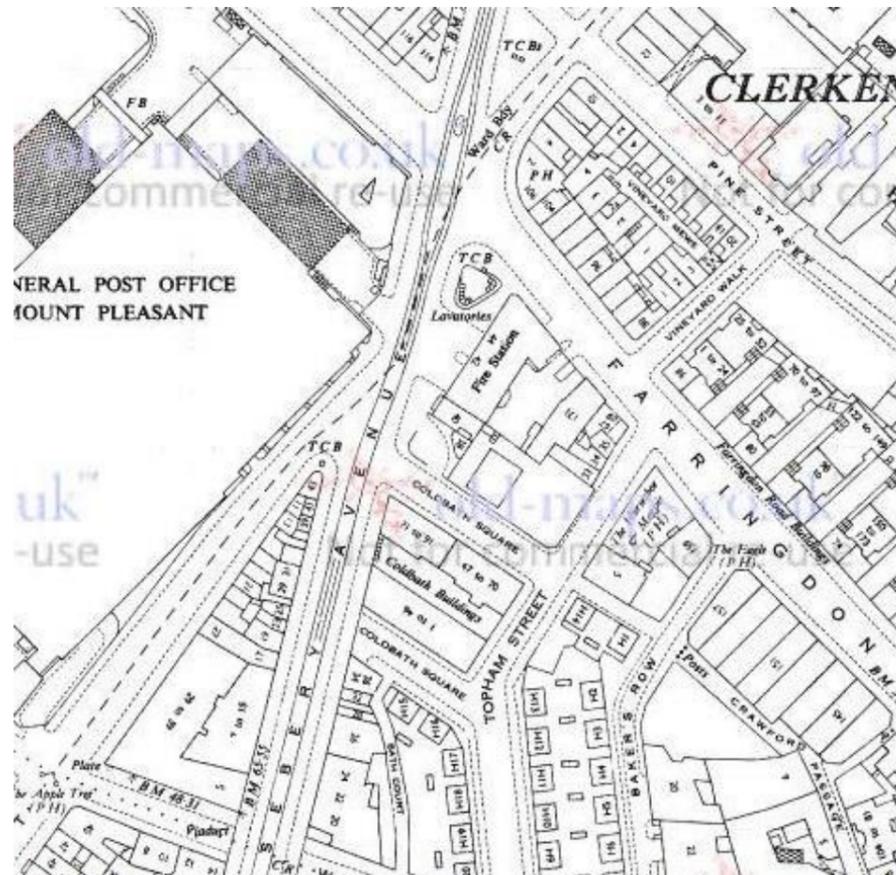
No 40 Rosebery Avenue is the only building to survive from the original Cobham Row.

The original houses were built in 1733 by James Mayfield, bricklayer, of St George's in the East, in what was to become Cobham Row

No. 6 Cobham Row, on the site of No. 40, was acquired freehold in 1813 by John Williams, jeweller, of Coldbath Square and rebuilt soon after.

From the late 1880s, when it was known as No. 9 Mount Pleasant, until 1984, the house was occupied by William Henry McCarthy & Son, barometer and thermometer makers. It was subsequently refurbished as offices.

No. 38, known successively as Stuart House, Rococo House and Lins House, was built speculatively as offices in 1986 on a site vacant since the late 1940s.



1953

The Fire Station has reached its current form with yard accessed from Farringdon Road.

The area had suffered badly in the Second World War. In September 1940 and May 1941 high-explosive bombs caused considerable damage and by the end of the war much of Coldbath Square, Baker's Row, Topham Street and Warner Street had been declared clearance areas.

Great Bath Street has been renamed Topham Street.

The corner of Coldbath Square and Rosebery Avenue No.38 remained empty from 1940 until redeveloped in 1986. No.40 stands alone.

The remainder of the north side of Coldbath Square has been cleared and its use is not clear. The car park and drill tower were built later between 1965 and 75.

Changes were few and a map from 1965 looks very similar.



Horse Shoe & Magpie, 5 Topham Street

Formerly at 5 Great Bath Street. Rebuilt for Watneys in 1939. Closed in the 1980s and converted to office use.



Gazzano House on the corner of Topham Street, (Nos 167-169 Farringdon Road) replaced Gazzano's delicatessen in 2005, with flats above. Faced in Cor-Ten steel, with an irregular pattern of windows.

The small adjacent block, No. 171 Farringdon Road, a restaurant with flats above, dates from the mid-1990s.



Development of the Fire Station
 40 – 42 Rosebery Avenue in 1910
 Immediately prior to demolition of No42 for extension of the Fire Station
 No40 in centre of right image remains today



1871-3 Fire Station on Farringdon Road corner with 1895-7 extension on Rosebery Avenue on right



Left image 1914 shows second extension along Rosebery Avenue of 1910-11, with differing architecture style to the previous 1895-7 extension.
 Right image in 1921 shows rebuilt earlier extensions (facades) to match with new extension along Farringdon Road built 1912-17



Car Park
 Internal view of the Car Park in 1962 towards the corner of Topham Street and Coldbath Square
 Recessed ramp entrance clear

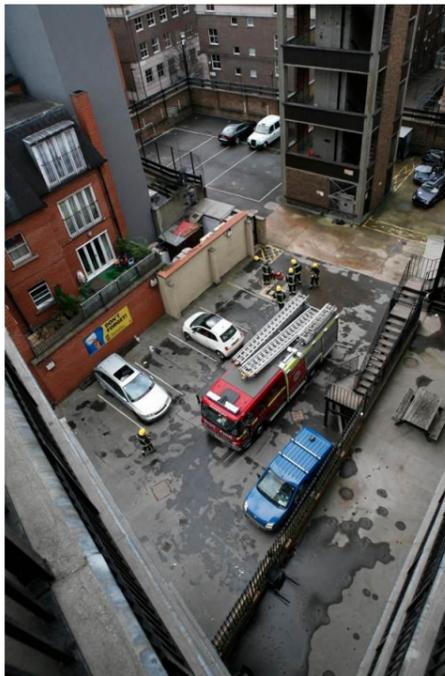


External view of car park and drill tower little changed today other than grillage added around the corner entrance ramp and high level mesh fencing around recreation deck.
 The end of No 40 Rosebery Avenue can just be seen and the corner of Rosebery Avenue and Coldbath Square remains undeveloped.
 Original 2 storey houses are evident along the north side of Topham Street.



Fire Station Yard

Early pictures of the yard in 1910 showing very primitive fire appliances still in use



Recent pictures of the yard areas. Clear views of the side of Little Bay restaurant and flats in Farringdon Road/Topham Street, buildings opposite in Topham Street, side and rear walls to No 38 Rosebery Avenue and opposite side of Coldbath Square.



Historic Features

Wash Room

More views of the 5th Floor washroom and boiler.

English heritage would like to keep this. We suspect that there is not really a halfway house other than to replace the original was troughs with modern washing machines as a laundry for the flats, retaining the glazed tiled walls and timber struts.

The boiler occupies a lobby area and could be retained along with the above as a museum piece.

Public access would not be realistic.

If retained, the space would need to be by invitation only and not generally accessible.



ANALYSIS

Sales Particulars - Site plan



Site Plan included in Sales Particulars includes the strip beside the car park containing the tall roller shutter.

This is not included in the site plans in the Planning Brief and Consultation Document

Figure 4 – Site plan



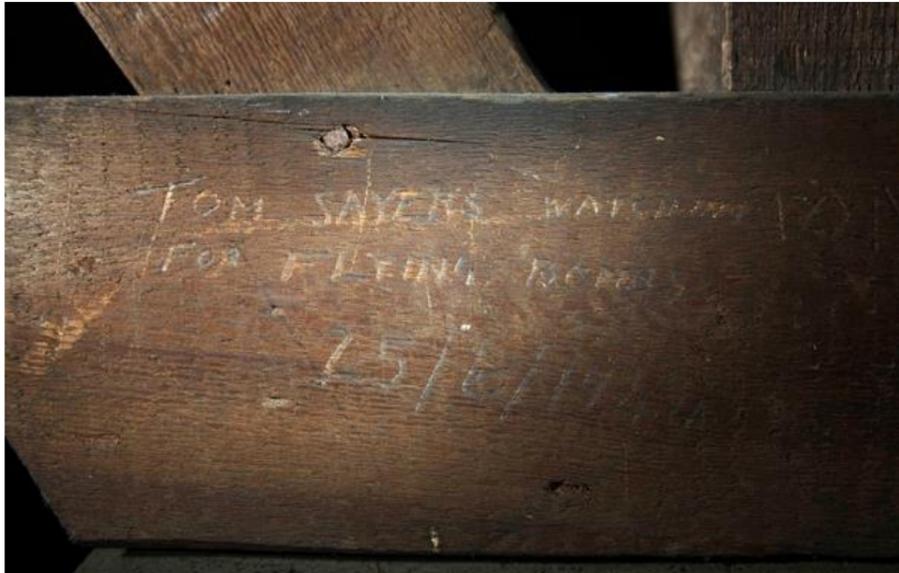
Further definitions of the Site area in the Planning Brief.

Roller shutter entrance not included in the Planning Brief.



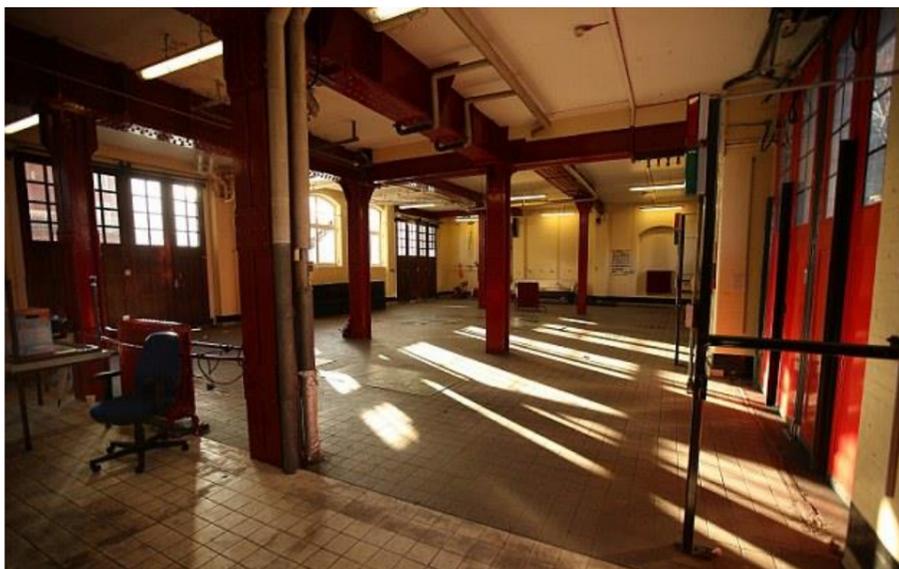
Roof Spaces

The loft space gives access to the WWII Fire Watchers' Station with period graffiti.



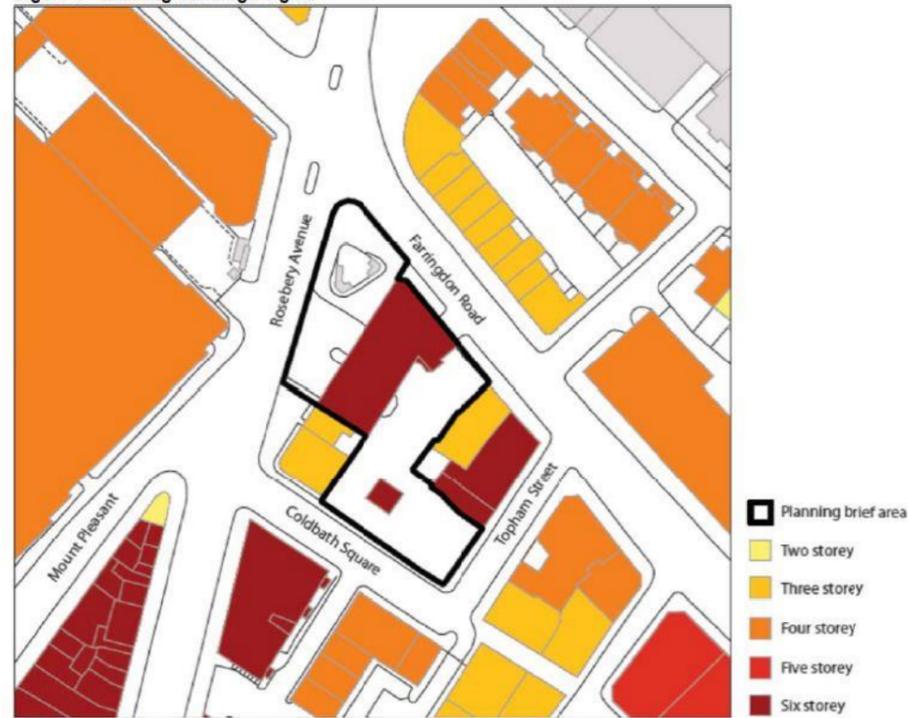
Tom Sayers watching for flying bombs 25/6/1944.

We suggest that access to this space would need to be by invitation only and not generally accessible.



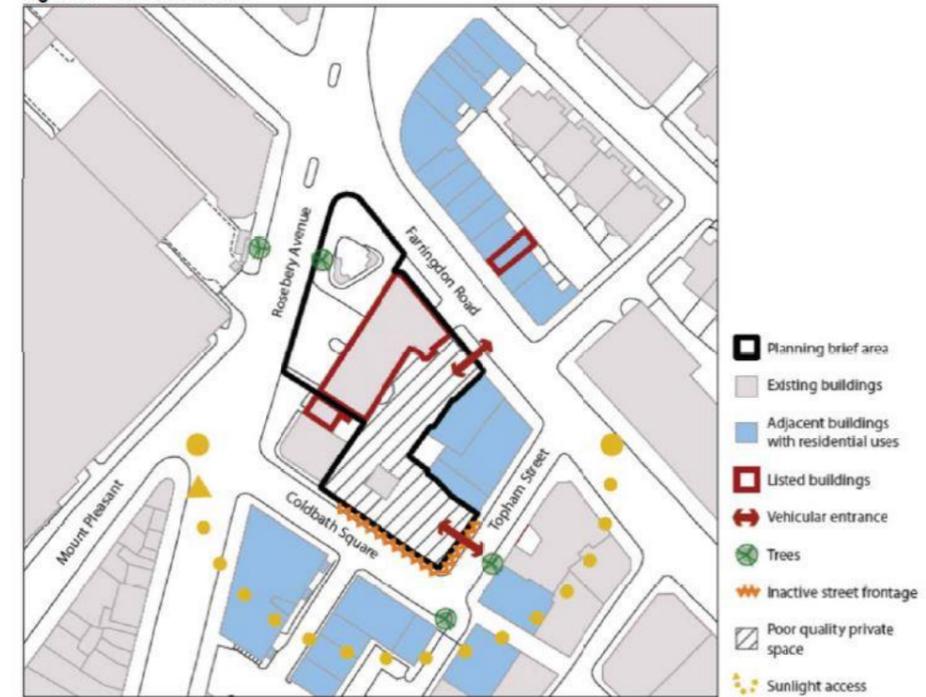
Appliance Bay

Figure 3 - Existing building heights



Existing Building Heights drawing and text suggests that 4-5 storey incl basement would be appropriate for corner infill on Coldbath Square / Topham Street

Figure 5 – Site constraints



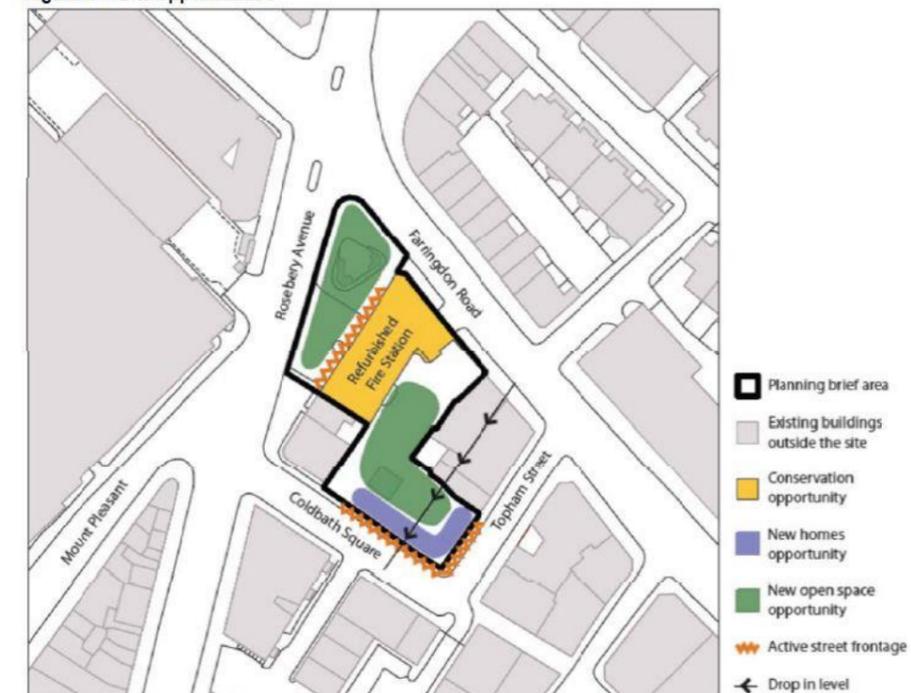
Site Constraints diagram from the Planning Brief.
Particular emphasis on poor quality public space through and around the perimeter of the site.
Lack of landscaping/greenery.
Access points. Tall door access route omitted from these plans.

Baynes-Warner or Jervoise Estate



Baynes-Warner or Jervoise estate drawing of 1874 shows the development of the site and adjacent blocks before the creation of Rosebery Avenue, the construction of the fire station and later demolitions and wartime damage.

Figure 6 – Site opportunities



Site Opportunities diagram from Planning Brief.
Four Strands:

- Conserve / refurbish the Fire Station
- Create New Homes
- Create Open Space
- Create Active Street Frontage

PROPOSAL

Approach

Our proposals follow close consideration of the client brief requirements, intelligence gathered about the building from press and published papers and articles, existing survey plans and the recommendations of English Heritage and the Islington Planning Brief.

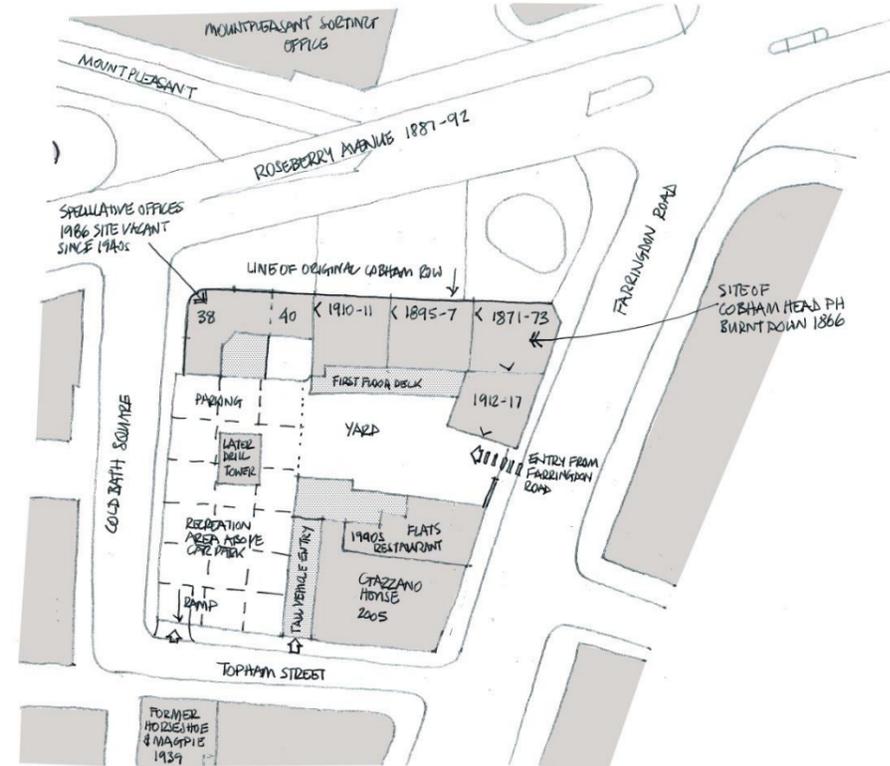
The proposals described in this document build upon our initial sketches, and incorporated the brief requirements in your in your email of 28 September.

- 1) the museum is located on the ground floor plus some part(s) of the basement, All facilities of the cafe/restaurant (including kitchens, storage, etc) are entirely contained within the ground floor and basement;
- 2) CFS will house a satellite museum with a specific theme most likely the role of the London FB and CFS during WWII
- 3) the first floor is dedicated to the offices of registered charity Water Incorporated and incorporates a public educational space
- 4) the upper floors of the fire station have been configured as two flats of approximately equal area. However we do not consider it possible to provide entry from the central staircase (see below) and configured the flats in an alternative arrangement. This plan repeats on second, third fourth and fifth floors.
- 5) the existing laundry room on the fifth floor has been incorporated into a flat. The historic fittings will be preserved and moved to a display area in the basement which will form part of the museum. Good photographs of the original fifth floor location will be taken before the fittings are moved so that material is available to create a display to show museum visitors the original setting;
- 6) the free-standing drill tower in the courtyard has been removed
- 7) the new-build development in the rear corner of the site has been designed to provide housing that complies the London Plan housing standards. We have indicated an initial approach to the elevations that will require development in due course but we have related these to the historic and current streetscape along Coldbath Square and Topham Street but with a contemporary twist.
- 8) The vehicular access entrance to the basement at the corner of Coldbath and Topham Streets has been retained but relocated.

A cost review is included as an appendix to this document

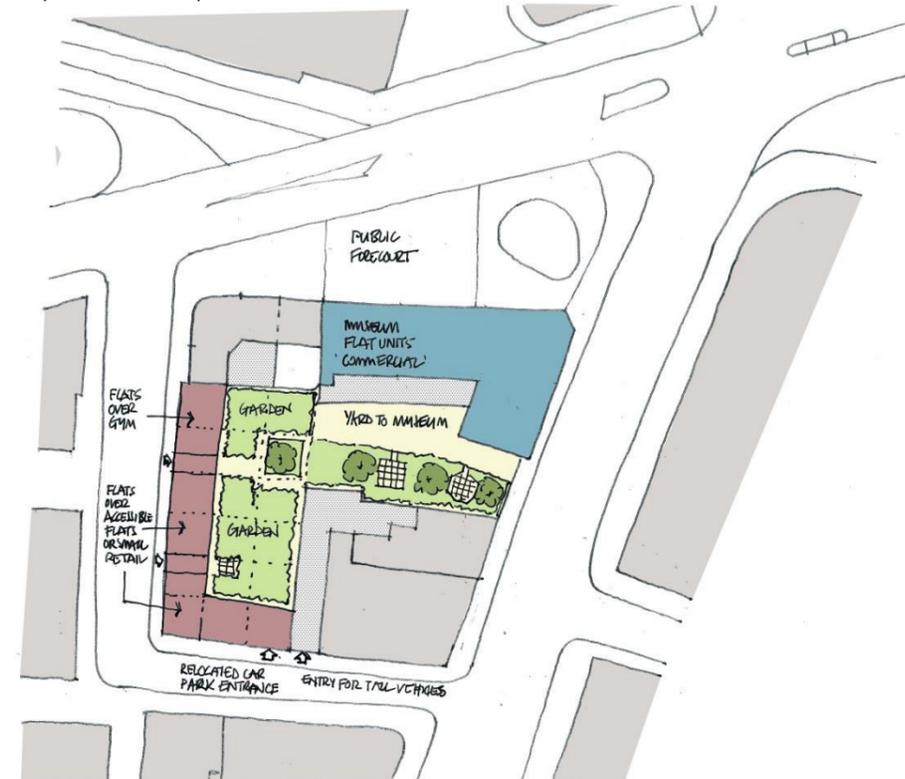
Drawings are included as an appendix to this document

Historical Development of the Site



Historical Development of the Site to date

Proposed Site Development



Proposal to develop the perimeter of the car park at the corner of Topham Street and Coldbath Square .

- Fire station converted to Museum with café, student residences above.
- New flats created around corner of Topham Street and Coldbath Square with street access to housing. Small pop-up units or accessible flats could be created at street level to create more interaction.
- Car park consolidated with garden over. Ramp relocated away from the corner.
- Potential high bay access identified.
- Garden spaces with external fire station courtyard for display and restaurant terrace.
- Public access through site likely to be limited to users and residents.

Coldbath Square and Topham Street - New Residential Block

The site is multi layered. Ground floor level along Farringdon Road and Rosebery Avenue becomes first floor at the corner of Coldbath Square and Topham Street. Coldbath Square is the only remaining part of the square and was for centuries lined with town houses, damaged beyond repair in WW2 bombing. Short replica 'Georgian Style' terraces form the wings to the 1986 property called Lins House on the corner with Rosebery Avenue reminiscent of the original houses, but the brutalist car park that faces the pavement along the remainder of Coldbath Square and along Topham Street results in the 'inactive and monotonous' frontage heavily criticised in the consultation document and the planning brief.

Street Level

Our aim is to create a vibrant street frontage with spaces dedicated to micro small units for retail, office, technology businesses. Large areas of glazing and shop-window engage public with displays and views of internal activity. Access to these units has been provided directly from the street.

The effect of creating an active street frontage, as required by the planning brief, is to lose a significant number of parking spaces, effectively one complete bay along the street frontage. We have proposed to continue the active street frontage around the corner into Topham Street and utilised the high shuttered opening as a car park entrance. Moving the car park access from the corner will improve traffic safety.

We are not aware of the true extent of the car park. Interpolation from existing photographs suggests that it forms a maximum of 6 x 5m grids by 3 x 5m grids, but this is interrupted by the fire tower, and useable space may be considerably smaller. It is not clear whether it extends under the fire station yard.

Our proposals include a one bay extension of the car park into this area.

We have also considered the option to extend the basement car park down by another level with a lift access, while the works are in hand, but the cost of this would be substantial. A full survey of underground services and activities would clearly be required.

The new podium deck above the car park car will be a transfer deck allowing freedom for construction above, not dependent upon the grid of columns below.

Podium Level

The podium is a landscaped extension of the fire station yard for use by the residents at upper ground floor level. We have retained a gap between the new block and Gazzano House and proposed to add a Green Wall to the flank wall of the existing building to provide a healthy pollution absorbing garden space and improved outlook from the flats. The gap provides a secondary access to the podium level from Topham Street and maintains a continuous landscaped corridor from Farringdon Road.

Residential Blocks

The new block provides four stories of living accommodation above the podium, following the typical massing of Coldbath Square, with a repeating floor layout. The flats are accessed from dual staircases on the garden side. There is an additional street entrance from Topham Street. The access from the fire station yard will allow firefighting to take place from the podium level as well as street level.

Accommodation – New Block

Coldbath Square	Type	Persons	GIA m2	No. units	Persons
Flat	1 Bed	1	41	4	4
Flat	1 bed	2	50	8	16
Flat	2 bed	3	62	8	24
Flat	2 Bed	3	63	4	12
TOTAL				24	56



Podium Level Plan

Street Level Plan



The Fire Station Building

Approach to the Fire Station refurbishment

Protect the heritage and internal features of the building. We have taken an approach to restrict opening up to the removal of minor partitions and retention of the principal elements. This will retain the overall plan form and legibility of the building including fireplaces, alcove cupboards and other significant details.

We have tried to make use of original spaces in a logical manner, e.g. mess room used as a public education room.

We have retained the Watch Room reused as a museum office and shop.

The watch towers or roof-scape remain un-altered and it is possible that guided tours could visit these parts of the building.

Mixed use and Building Management

The brief splits the building into three zones with defined purposes:

- Basement and Ground - Museum, restaurant kitchens, storage, plant
- First Floor - offices for Water Incorporated, public educational space
- Upper floors 2 – 5 - student living accommodation

There are three principal user groups in the building:

- Public accessing the museum and the café/restaurant at ground floor and basement with some controlled access to the exhibition area at first floor
- Staff in the restaurant and the Water Incorporated offices
- Students in the residential accommodation

The split use and the height of the building make vertical circulation a significant issue. Any living accommodation above three floors from the ground will require a secondary escape route. The institutional aspect of student accommodation and regular users (e.g. office employees) does allow some flexibility, but spaces open to the public will have stricter requirements. There is no access for the disabled other than to the ground floor.

We have also considered the security and operation of the various functions to ensure manageable segregation and control of the public, staff and visitors, students.

Currently vertical circulation in the building is restricted to a main central staircase with deck access from the upper levels to an external metal fire escape. Both of these elements are important features of the building, but are not suitable for the proposed uses as they stand. There is no lift serving any floor.

The main staircase consists of two parts. One part serves the basement, ground and first floors. At first floor its moves across to a second staircase serving the upper floors. The lower section is accessible from a side door in Farringdon Road and from inside the Appliance Bay at ground floor level. The ground floor is not level and small stairs lead off the stairwell into other adjoining spaces. The central location is not suitable for serving the flats as the travel distances are too long along the Farringdon Road wing.

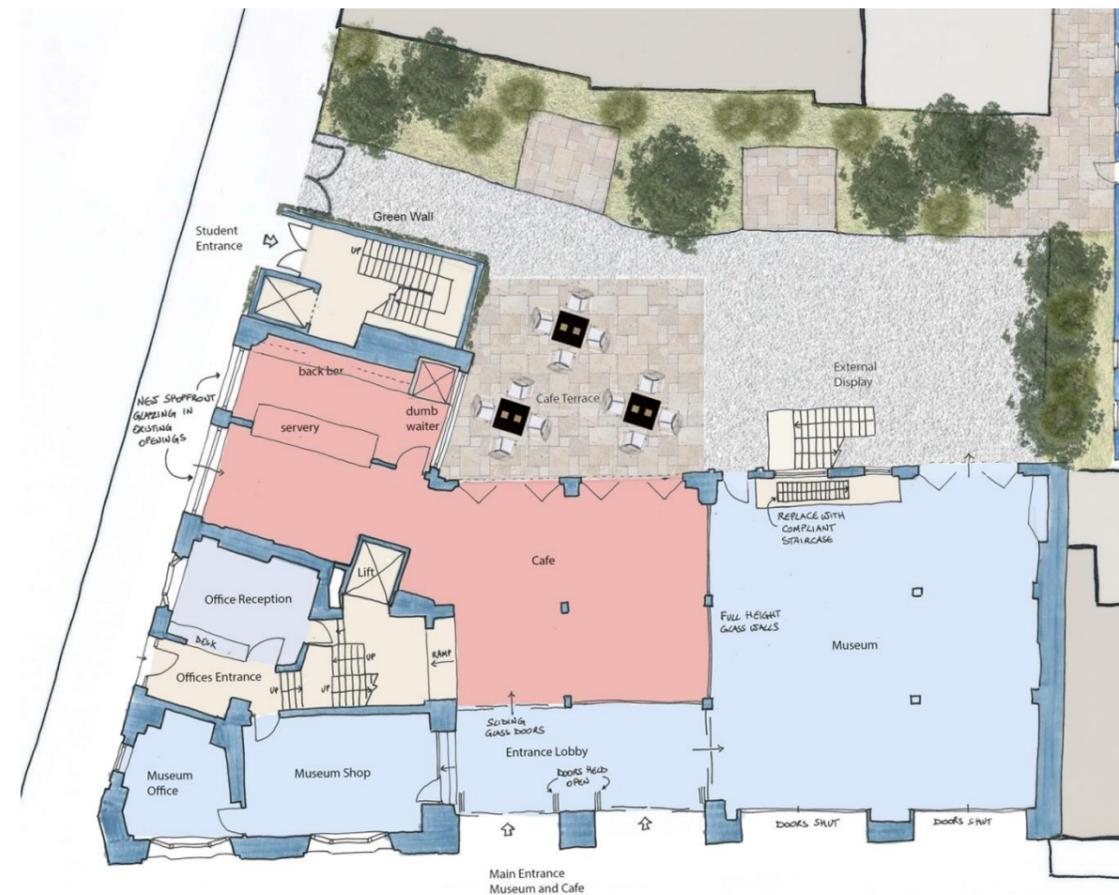
In view of the proposed uses we have rearranged the circulation to enable the building to function although there will still be compromises on the accessibility to certain areas. We have:

- Infilled the main staircase above first floor level and used the gained space to improve the flat layouts
- Built a new stair and lift tower on the end wall of the Farringdon Road wing to act as the principal entrance for the student accommodation. This will include a connection at first floor level to allow controlled fire escape from the first floor public meeting room. There will be a reception office at second floor level. The new stair is wrapped in a Green Wall
- Inserted a lift serving the basement ground and first floors accessed from the central stairwell
- Inserted a dumb-waiter/food hoist to connect the café/restaurant to the basement kitchen.
- Upgraded the staircase between the appliance Room and the basement museum to provide a secondary escape route and direct connection within the museum.

- Inserted floor to ceiling glazing along the balconies with louvered ventilation panels to provide safe, weather protected circulation for escape and access to flats. The glass would be set within the railings to preserve the external appearance of the building. The height of the railings is also assumed to be non-compliant and this would avoid reconstruction of this historic element.
- The metal escape stair would be replaced or modified as necessary to provide a compliant secondary escape route.

This arrangement allows secure segregation of the building users:

- Students will enter from the new staircase at the end of the Farringdon Road wing.
- Public will enter from the front forecourt
- Staff will enter from the Farringdon Road side entrance



Green Wall to Staircase and to flank wall of Gazzano House

Floor by Floor Review

Basement Floor

The area beneath the Appliance Bay (current Rec. Room and Gym) has been identified as the principal Museum display area for smaller artefacts, displays and records. There could be an AV provision in addition. This is principally accessed from the internal staircase to the Appliance Bay above.

The central area around the staircase will contain further display cabinets and general toilet facilities. The staircase is supplemented by a hoist/lift serving the basement, ground and first floors.

The area behind the staircase will contain the kitchens and stores for the café/restaurant with a serving prep area and dumb waiter to the servery above.

The area along Farringdon Road extends beyond the upper floors and will be used for storage and for boiler and plant.



Basement Plan

Ground Floor

The left half of the Appliance Bay provides the entrance lobby and café restaurant. Sheer glass walls maintain the overall view of the Appliance Bay while allowing functional segregation of the different functions.

The original front doors are folded to the sides with a sheer glass shopfront with sliding doors providing discrete and secure entry control.

The right half of the Appliance Bay is used for the main museum with large exhibits such as horse drawn pumps, vehicles and appliances. The front doors to this area will remain shut, with the rear doors opening out onto an external museum display area in the yard.

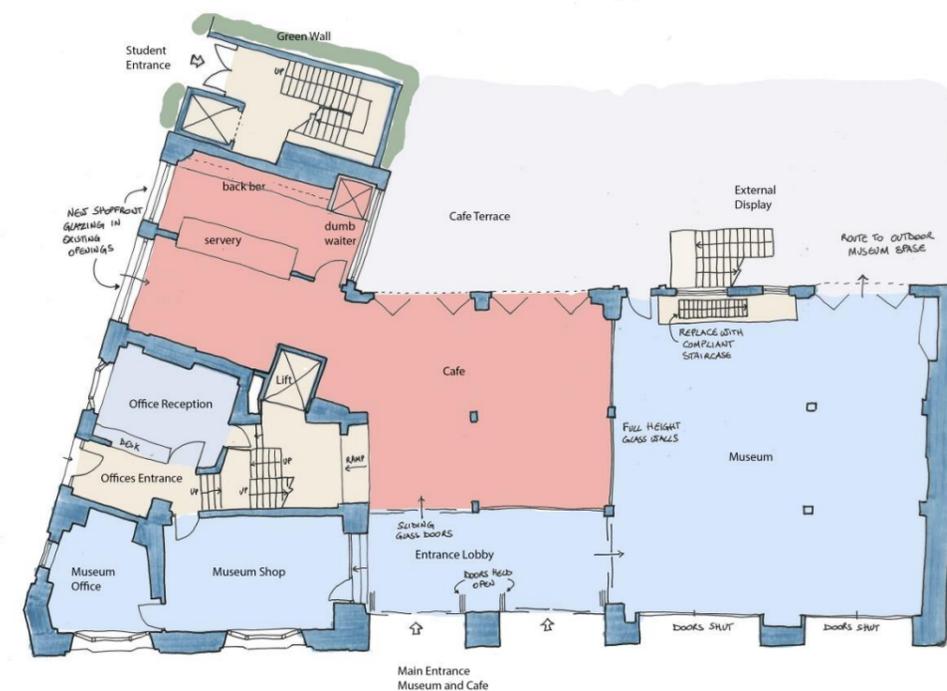
The Watch Room is used as a museum office and shop, maintaining its original function as the control centre.

The side door from Farringdon Road provides principal access to the first floor offices with the old wash room converted into a reception office.

We propose to open up the doors at the end of the Farringdon Road wing with glazed shopfronts. This provides a high street frontage for the café/restaurant allowing access, out of (museum) hours, to the café together with a servery counter served by the dumb waiter from the kitchens below.

The main café area in the left Appliance Bay will expand through the rear doors onto an external terrace and garden area and the general exhibition area.

A gated entrance to the side of the yard will provide vehicular access for maintenance, servicing and emergency vehicles. It is not anticipated to include a pedestrian entrance but emergency access will be provided.



Ground Floor Plan

First Floor

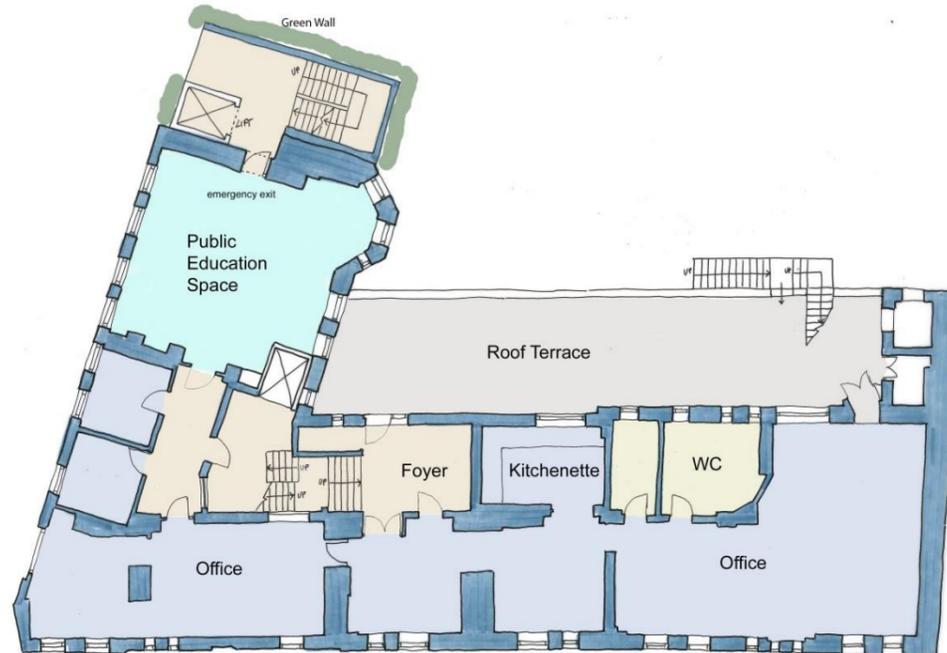
The first floor has been opened up to provide open plan office space for Water Incorporated. This retains the significant structural elements so it will provide a series of linked bays.

The mess room and kitchen are opened up to create the Public Education Room that can be provided with controlled access from the staircase and the lift.

The upper staircase has been removed and this can be used for an additional office space at this level.

The external terrace can be used for display of fire related or Water Incorporated items.

The existing toilets would be reconfigured to match modern standards and incorporates a kitchenette.



First Floor Plan

Second to Fifth Floors

Each floor has been reconfigured to provide two 4-bed student flats. One exception at second floor level has three bedrooms allowing the sensible integration of the Officers Dorm as a night porters room and reception office.

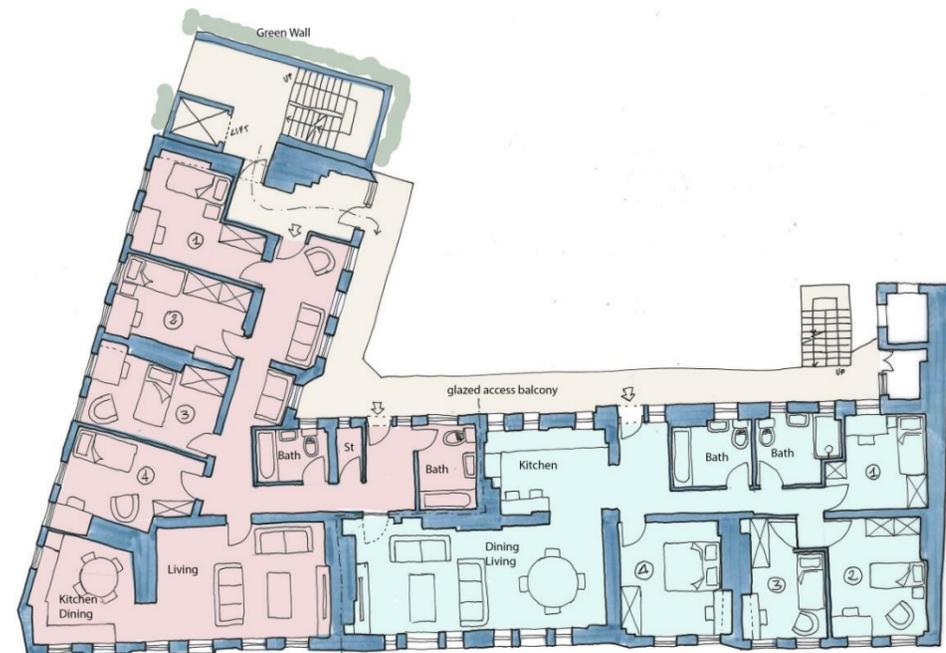
We have tried to retain all major physical elements of the building including chimney stacks and potentially fireplaces, only removing minor walls. Additional subdivisions are all reversible and the overall integrity of the building plan is retained. The infilling of the staircase allows provision of an additional bathroom stack for the Farringdon Road flats.

Access to the flats is principally from the new staircase and lift. The Farringdon Road flats can generally be accessed directly from the lobby while the Rosebery Avenue flats are entered via the external enclosed balconies. This allows the flats to remain independent. Secondary escape routes connect the two flats together internally in an emergency.

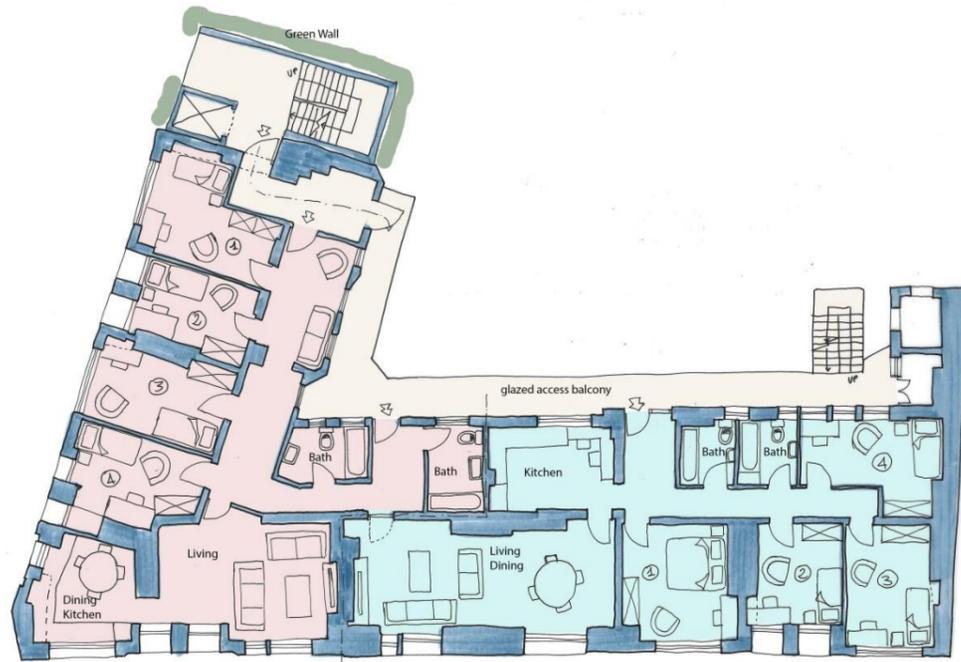
The flat layouts and provision meet the generally accepted standards for student accommodation with kitchen living dining and two bath shower rooms for each four bedrooms.



Second Floor Plan



Third Floor Plan



Fourth Floor Plan



Fifth Floor Plan

Fire Station Yard

The yard is proposed as a multi-purpose space with restricted access:

- External sitting area for the Café
- External display area for the museum
- Landscaped strip along the property boundary with planting and small seating areas

This space also allows vehicular access from Farringdon Road to the rear of the buildings and through to the residential podium for servicing and emergency access.

The original fire tower and pole room can be used for demonstrations with accessed maintained from the metal escape stairs.



Site Plan

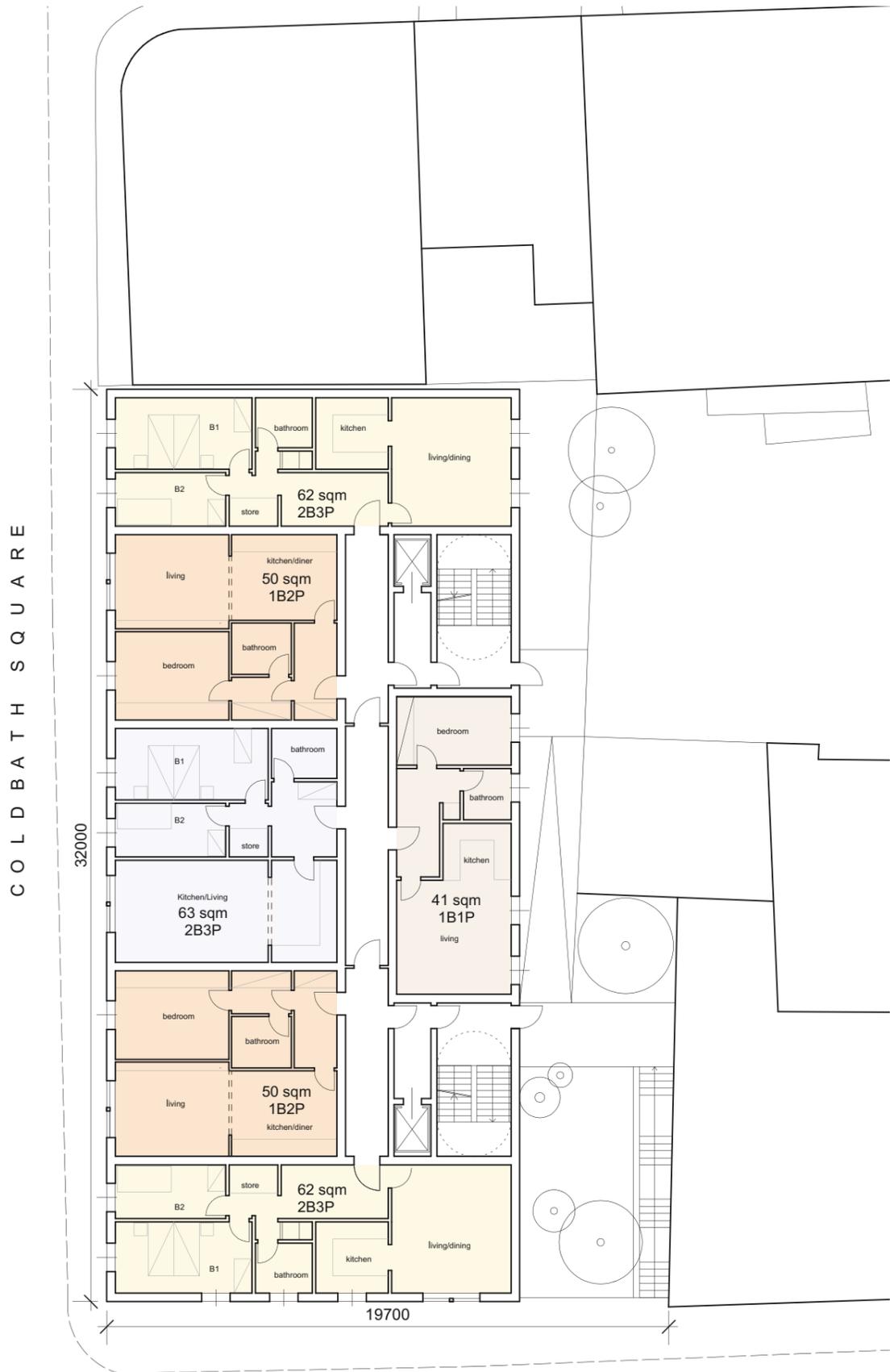


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Order of Magnitude Budget Estimate of Project Costs Clerkenwell Fire Station

Retail (Shells)	289 m2	(3,111 sq ft GIA)	@ 1,418	£	409,889
Apartments	1,744 m2	(18,772 sq ft GIA)	@ 2,288	£	3,990,272
Basement Conversion/Refurb	563 m2	(6,061 sq ft GIA)	@ 1,971	£	1,109,870
Museum Conversion/Refurb	385 m2	(4,146 sq ft GIA)	@ 3,645	£	1,404,054
Offices Conversion/Refurb	308 m2	(3,313 sq ft GIA)	@ 1,971	£	606,612
Student Conversion/Refurb	1,186 m2	(12,767 sq ft GIA)	@ 2,474	£	2,934,293
Balcony Upgrades	102 m		@ 1,950	£	198,900
Roof Garden Conversion	216 m2		@ 450	£	97,200
Lifts	2 nr			£	250,000
Car Park Rebuild	380 m2		@ 625	£	237,500
Demolition	Item			£	150,000
Total Budget Construction Cost £					11,388,590
Professional fees complete		16%		£	1,822,174
Planning & Building Regulation Fees				£	150,000
CIL				£	1,664,000
Abnormal Ground Conditions allowance				£	250,000
Services Diversions allowance				£	200,000
Sprinklers to total area	4,475 m2		@ 110	£	492,272
					15,967,036
Contingencies		10%		£	1,596,704
					£ 17,563,740
VAT		20%		£	3,512,748
Order of Magnitude Budget Estimate of Project Costs £					21,076,488

20th October 2016



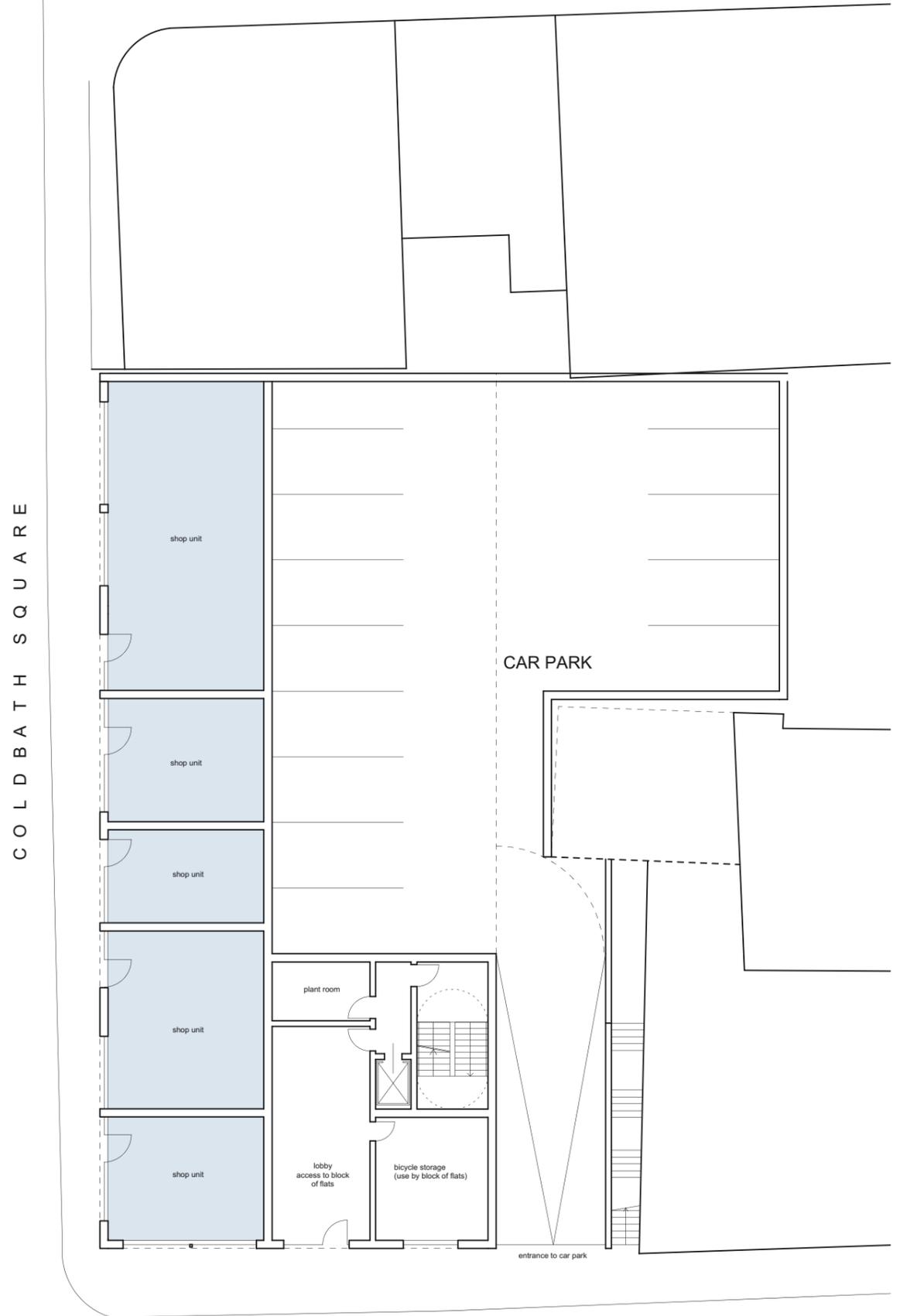
C O L D B A T H S Q U A R E

32000

19700

T O P H A M S T R E E T

PODIUM, FIRST, SECOND THIRD FLOOR LAYOUT
scale 1:200

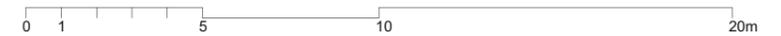


C O L D B A T H S Q U A R E

CAR PARK

T O P H A M S T R E E T

STREET LEVEL LAYOUT
scale 1:200





ELEVATION ON COLDBATH SQUARE
scale 1:200

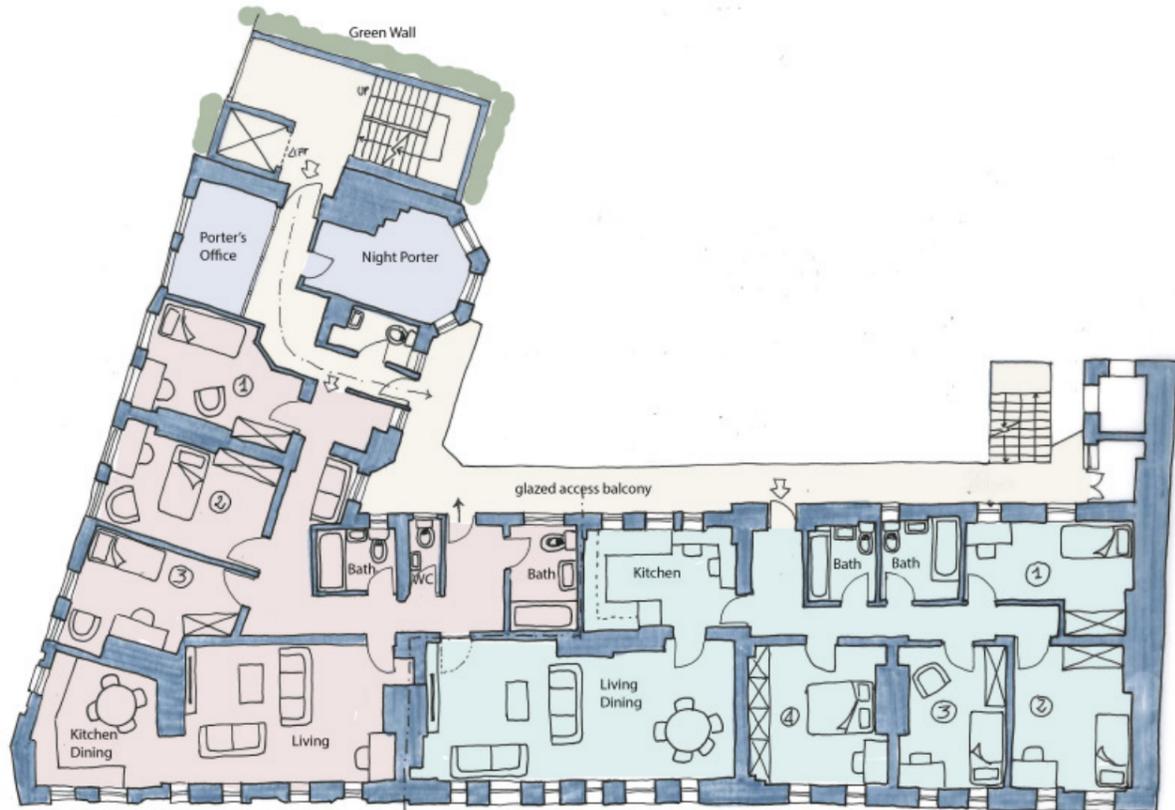
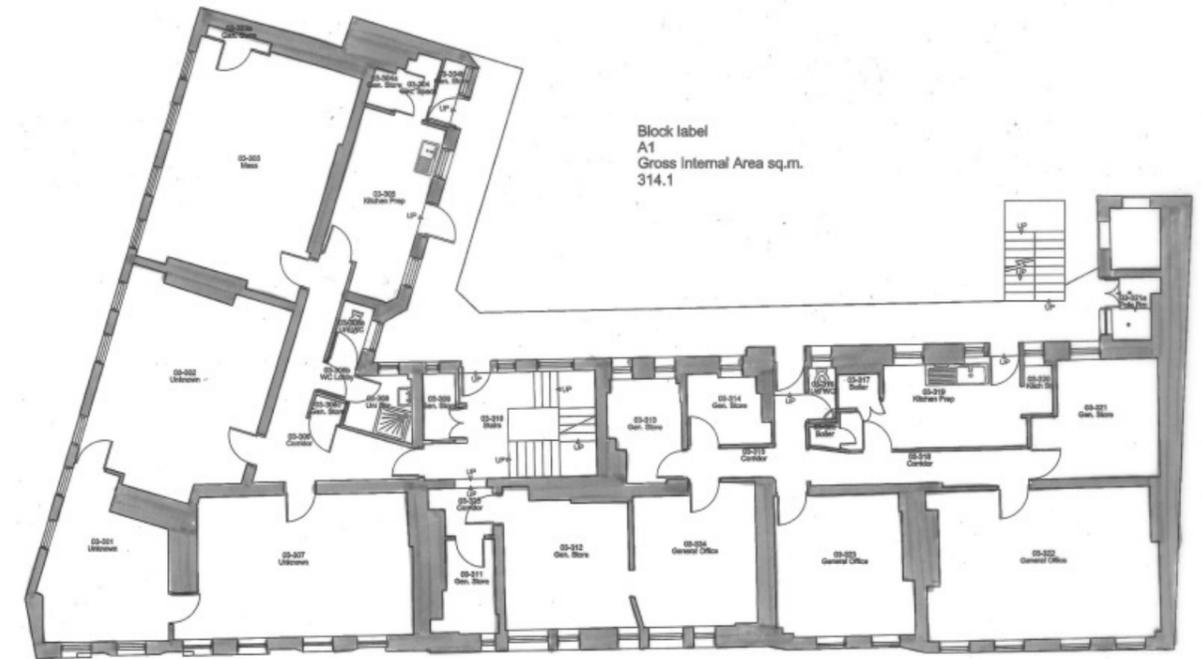
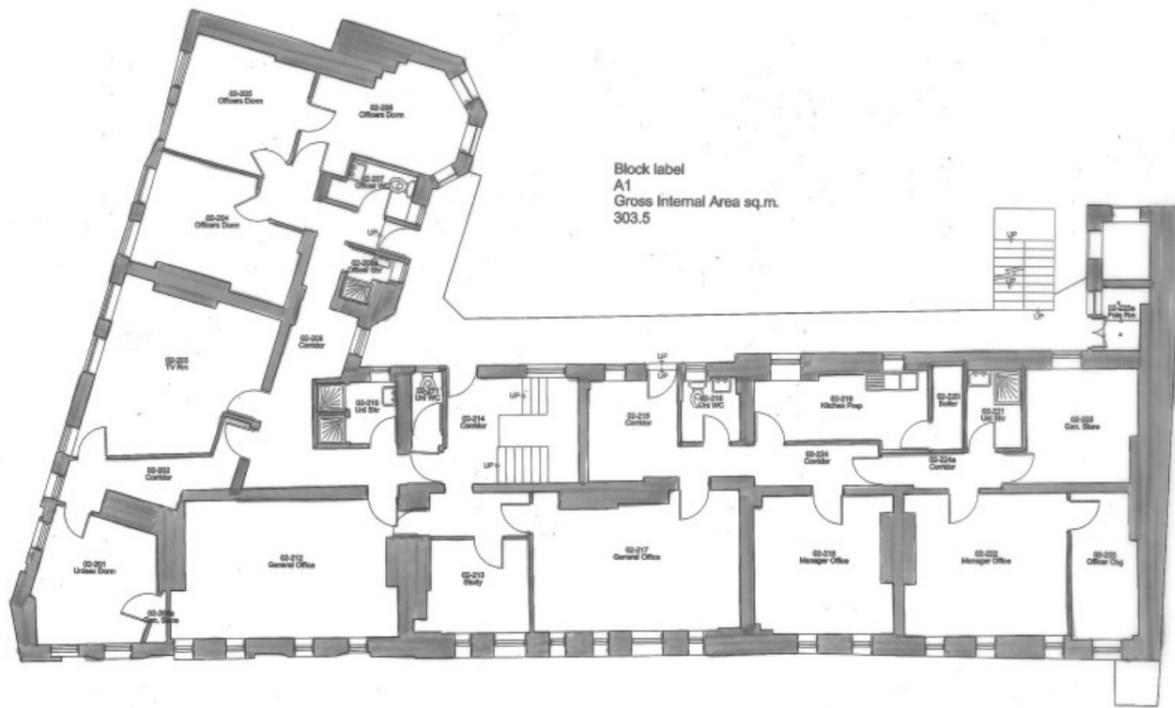


ELEVATION ON TOPHAM STREET
scale 1:200





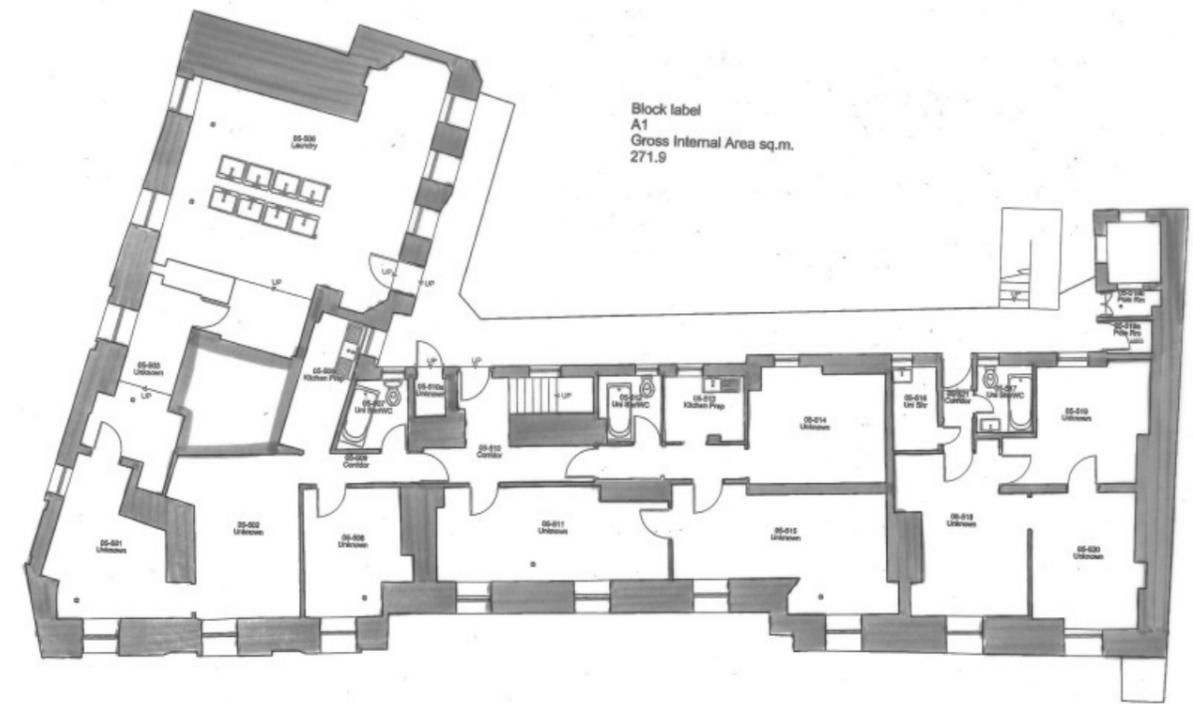
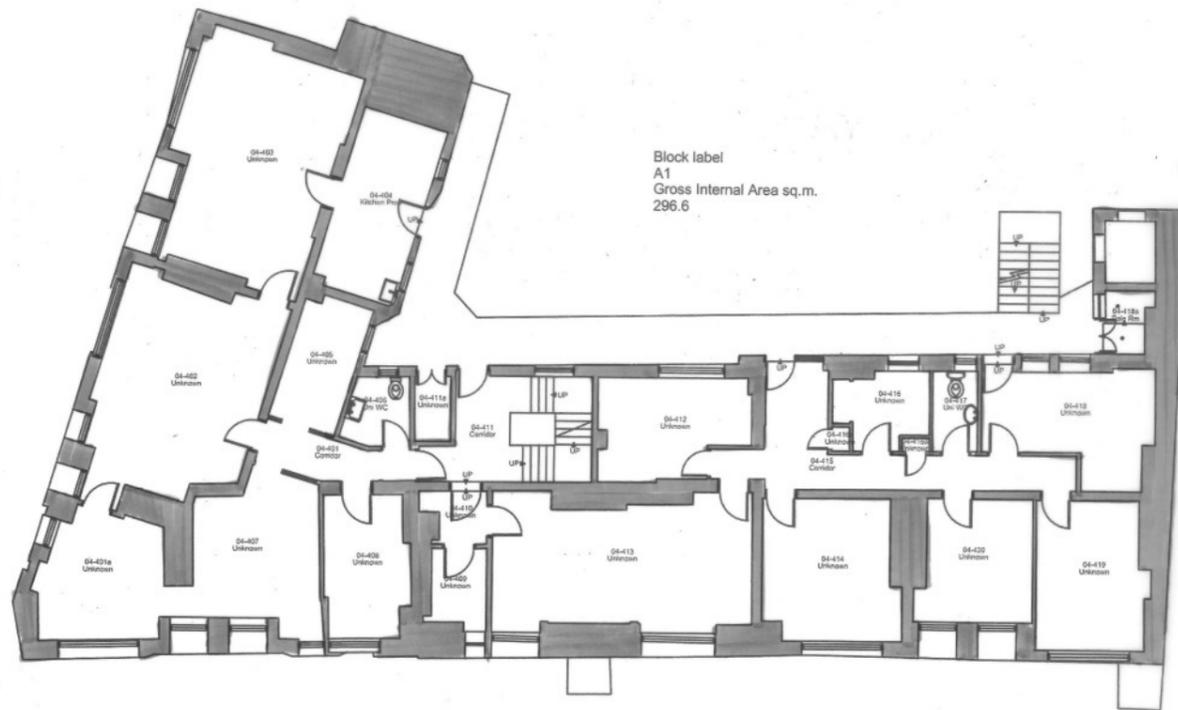
Basement



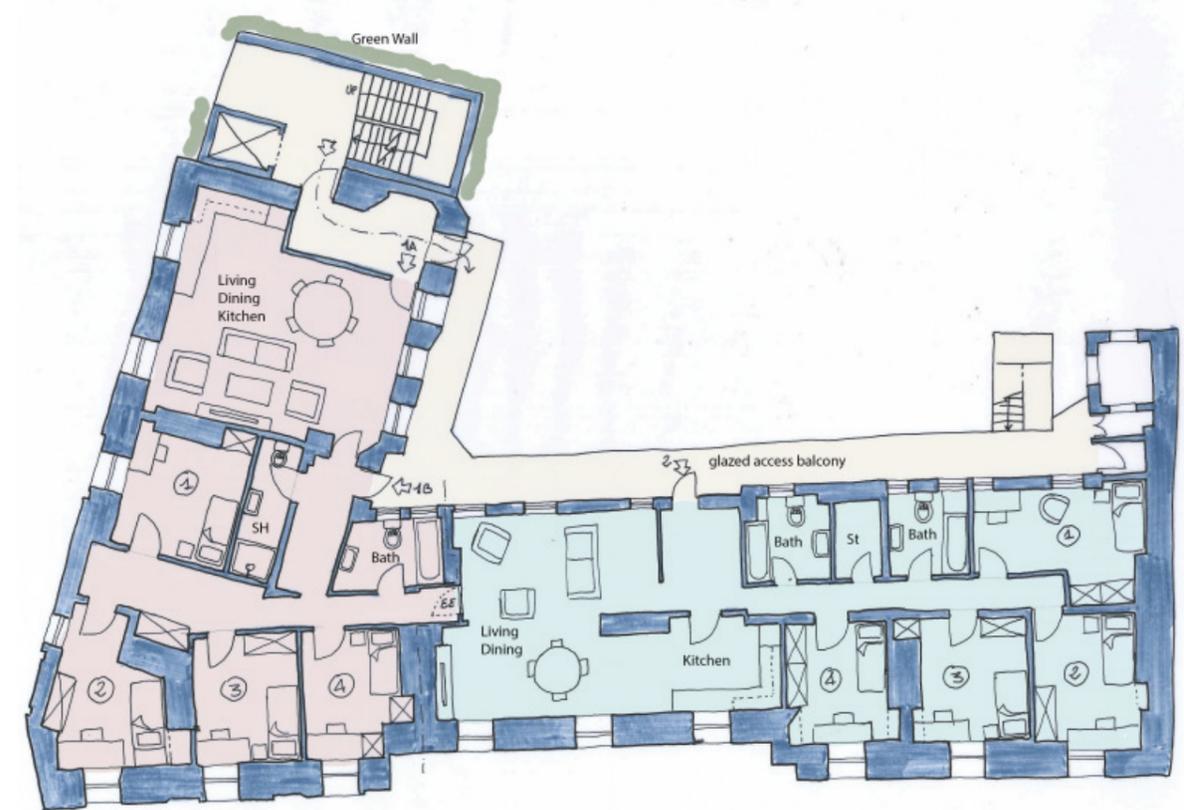
Second floor



Third floor



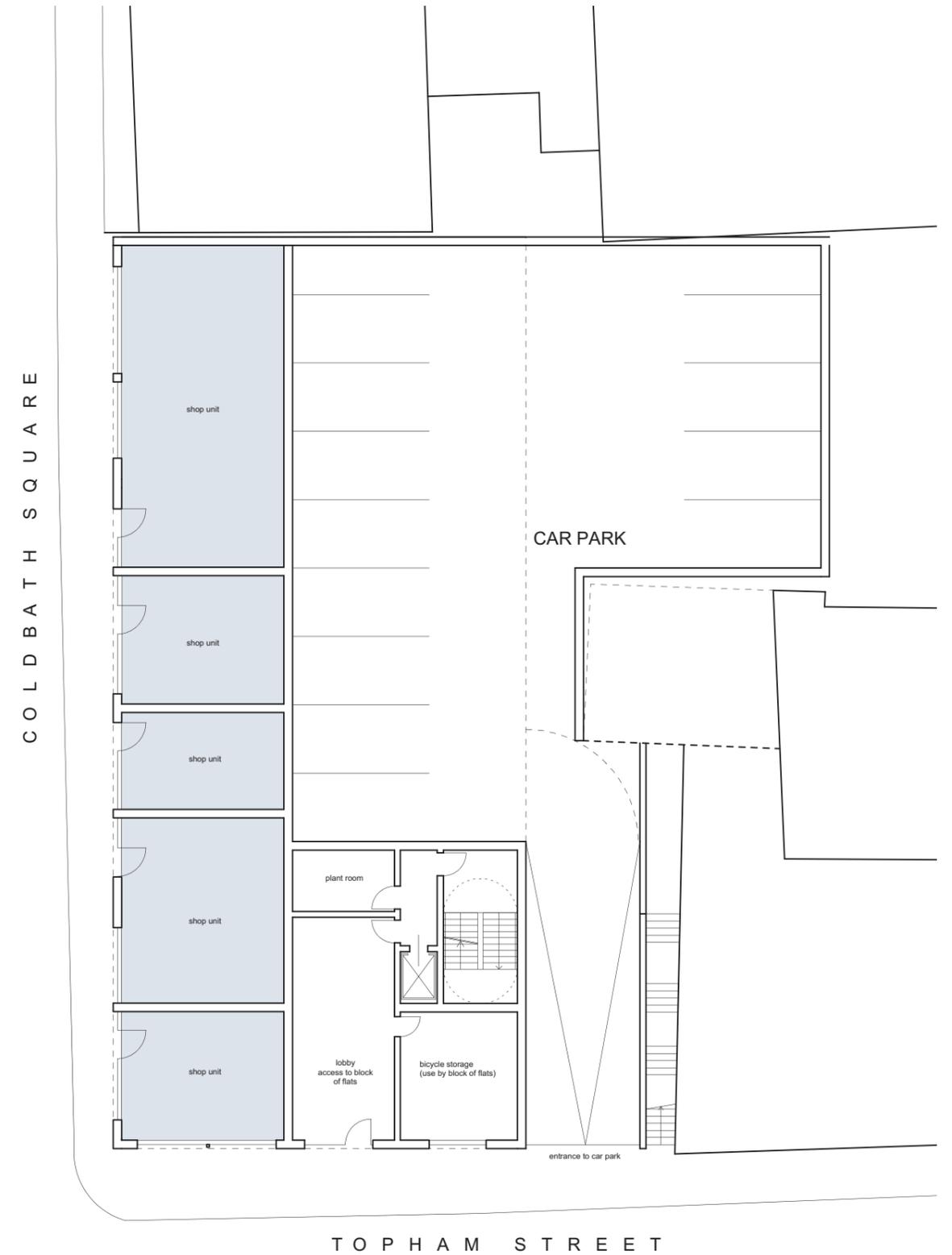
Fourth floor



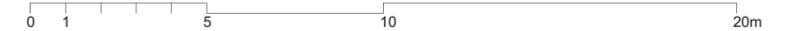
Fifth floor



PODIUM, FIRST, SECOND THIRD FLOOR LAYOUT
scale 1:200



STREET LEVEL LAYOUT
scale 1:200





elevation on Coldbath Square



elevation on Topbath Street