

Architectural Portfolio

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Version 1.1

17 May 2021

Whilst working in Hunters

Acol Crescent, Hillingdon, London

Whilst working at Hunters, I have achieved a Part III qualification from the Bartlett School of Architecture. The project of my study, which I worked through from insertion to completion, was an affordable housing development for the London Borough of Hillingdon.

My design approach has been determined by the function, combined with the topographical, environmental and local architectural character, access and the relevant planning policies that relate to its location within the Hillingdon Area.

Stage 6 Handover



Whilst working in Hunters

Acol Crescent

This is a three storey residential building, Class C3, accommodating 33 one and two bedroom flats. They are split between 19 socially rented and 14 shared ownership flats. My design aimed to strengthen and consolidate the building line along Station Approach and Acol Crescent and to create a strong visual transition along the streetscape, attempting to bring back the original street pattern and character through its aesthetic language.

Long Section through Station Approach. Stage 3



In many areas of London that have lost their original street uniformity of structure and character, street-based redevelopment is often required to sew the site back to the surrounding rhythm and scale of buildings. I attempted to design facades with a rich variety of elements reminiscent of vertical Victorian-Edwardian street patterns.

Location Plan. Before



Location Plan. After



Main Facade of the building

Overlooking Station Approach. Stage 3



Whilst working in Hunters

Acol Crescent

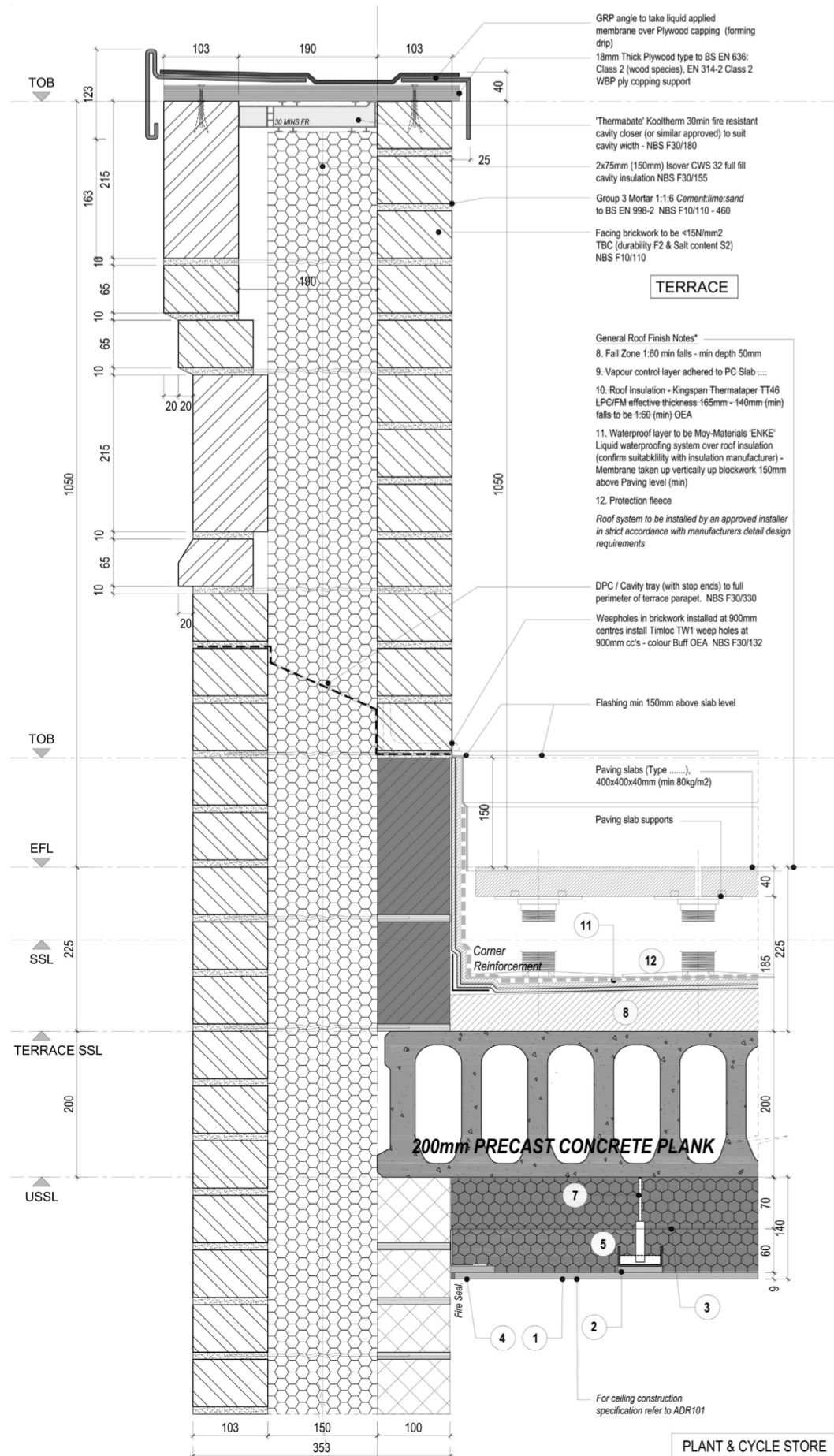
Stage 4 for Bugler Developments

Site Plan



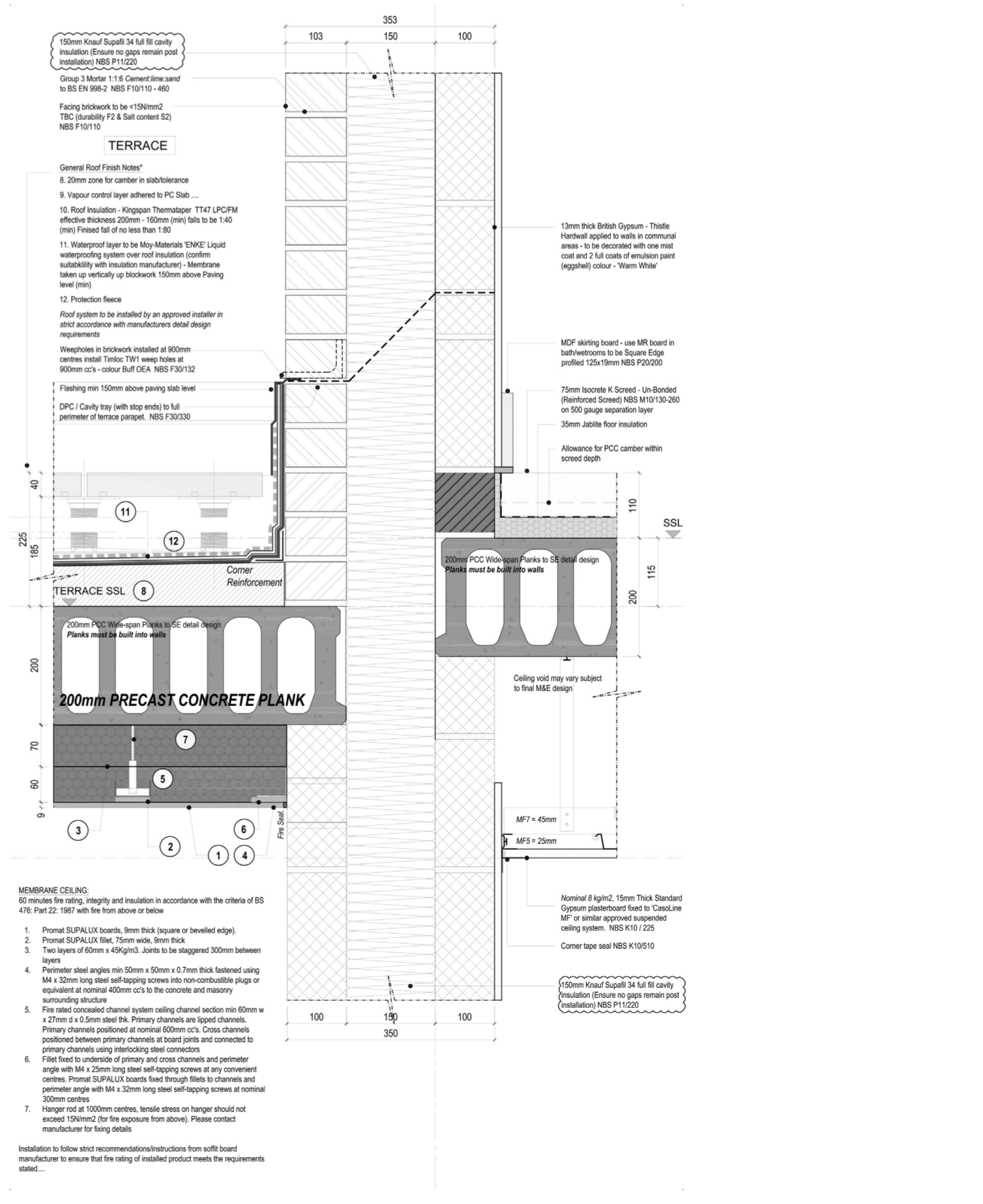
Typical Roof Detail

1st Floor Parapet Detail 1:5 @A3



Typical Terrace Roof Detail

1st Floor Wall Detail 1:5 @A3

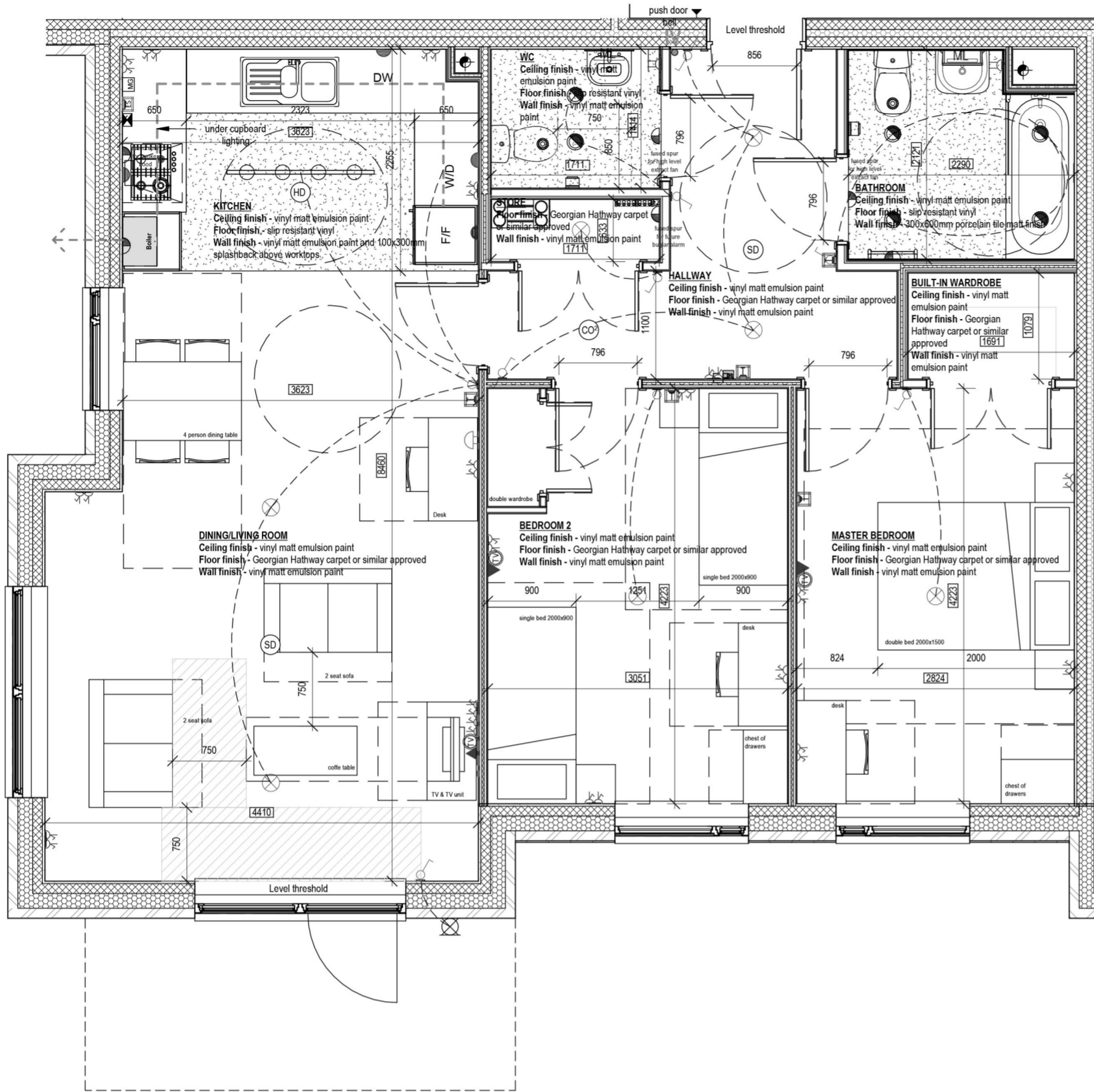


Whilst working in Hunters

Acol Crescent

Two Bedroom Flat, Ground floor. Stage 4

Layout 1:50 @A3



- LEGEND:**
- MG Electric kitchen window opener with remote switch (window above worktop - Wheelchair user)
 - Multi gang grid switch
 - TV outlet
 - Data/telephone outlet
 - EP Door entry phone
 - Door bell sounder
 - Two way light switch
 - One way light switch
 - Extract fan
 - Thermostat
 - ES Extract fan switch(not less than 2.2m from FFL)
 - 45AMP double pole switch cooker control unit with single socket
 - Spur outlet
 - Single unswitched socket outlet
 - Double switched socket outlet - one of twin socket to have USB port above kitchen worktop
 - Shaver socket
 - CO2 CO2 detector
 - HD Heat detector
 - SD Smoke detector
 - Mirror light
 - Wall mounted light (corridors, balconies and terraces)
 - 4 no track lights
 - Push door bell
 - Recessed downlights(vapour proof within bathrooms)
 - Pendant ceiling light
 - IV Gas Isolation Valve (IV location as per NC designs)
 - Boiler flue route - Boiler flue routes and terminations must comply with all manufacturers, gas-safe, CORGI, building regulations and British Standards requirements
 - FF Fridge/freezer
 - WD Whashing/Dryer
 - DW Dishwasher
 - Ply patress for fixing TV - high level

- ALL DIMENSIONS TO DESIGNED FINISHES, AS BUILT DIMENSIONS MAY VARY
- REFER TO ADW'S AND SETTING OUT DRAWINGS FOR WALL TYPES

GENERAL NOTES

This drawing shall not be scaled.

All dimensions shall be checked on site prior to commencing the works and errors and omissions to be reported to architects.

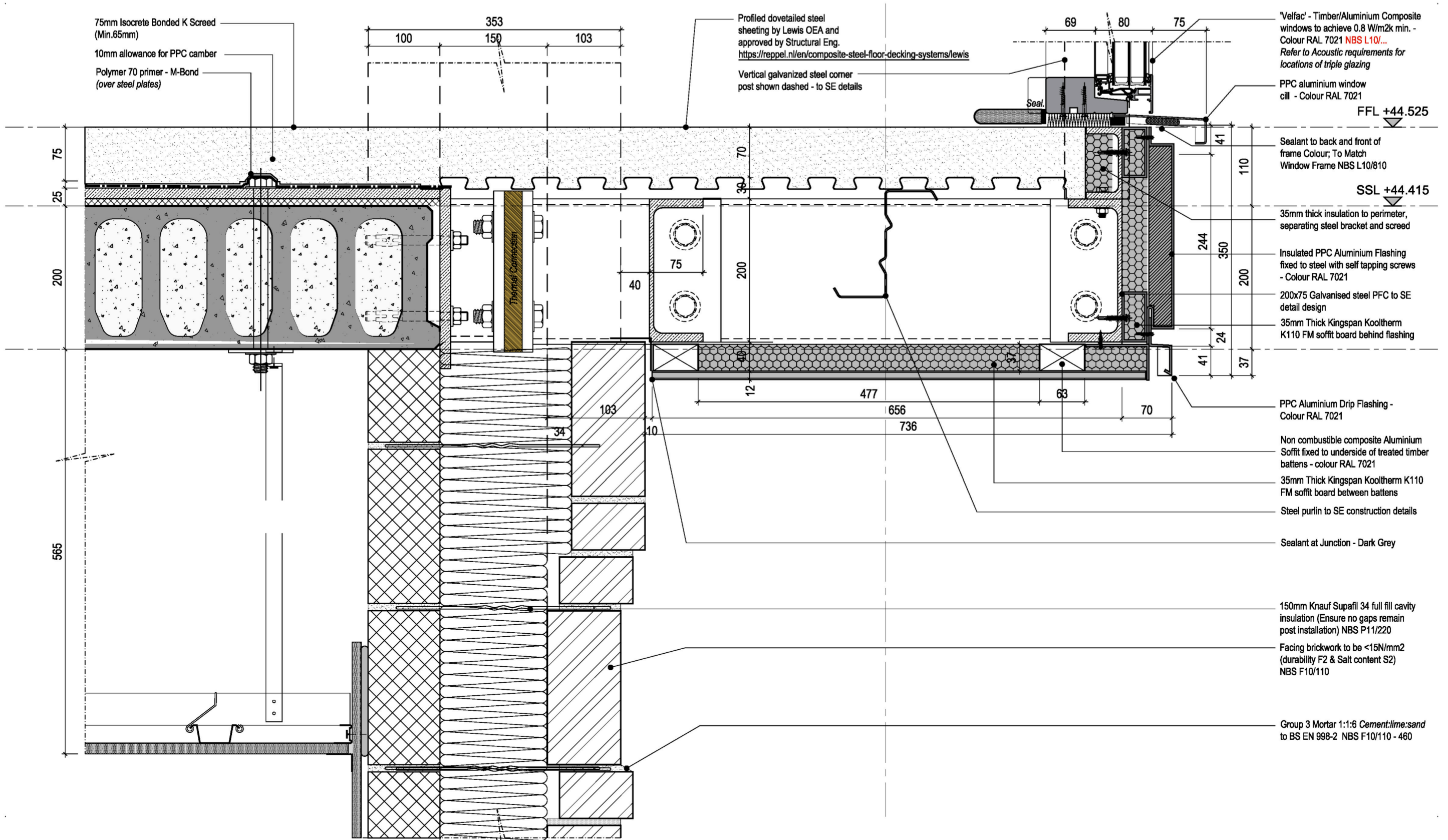
All works shall conform to the current edition of Building Regulations and other statutory requirements.

All dimensions are in mm unless otherwise stated.

This drawing may incorporate information from other professions, Hunters cannot accept responsibility for the integrity and accuracy of such information. Any clarification and/or additions that are required appertaining to such information should be sought from the relevant profession or their appointed representative.

Projecting Oriel Section

Floor Cill Detail 1:5 @A3



Whilst working in Hunters

John Barker Place, Hitching

One of my other projects in Hunters was a residential development for Settle Group which provides and manages social housing in the Midlands. I was working on this project from the start (post briefing); through planning, presenting the scheme in two local public consultations and at the Q&A at the planning committee. I have developed a tender package after the receipt of planning approval.

The scheme provides 129 apartments and town-houses including associated landscaping and access arrangements.

This is a three phased residential development. Phases one and two are part of the full planning application, where as phase three is an outline application.

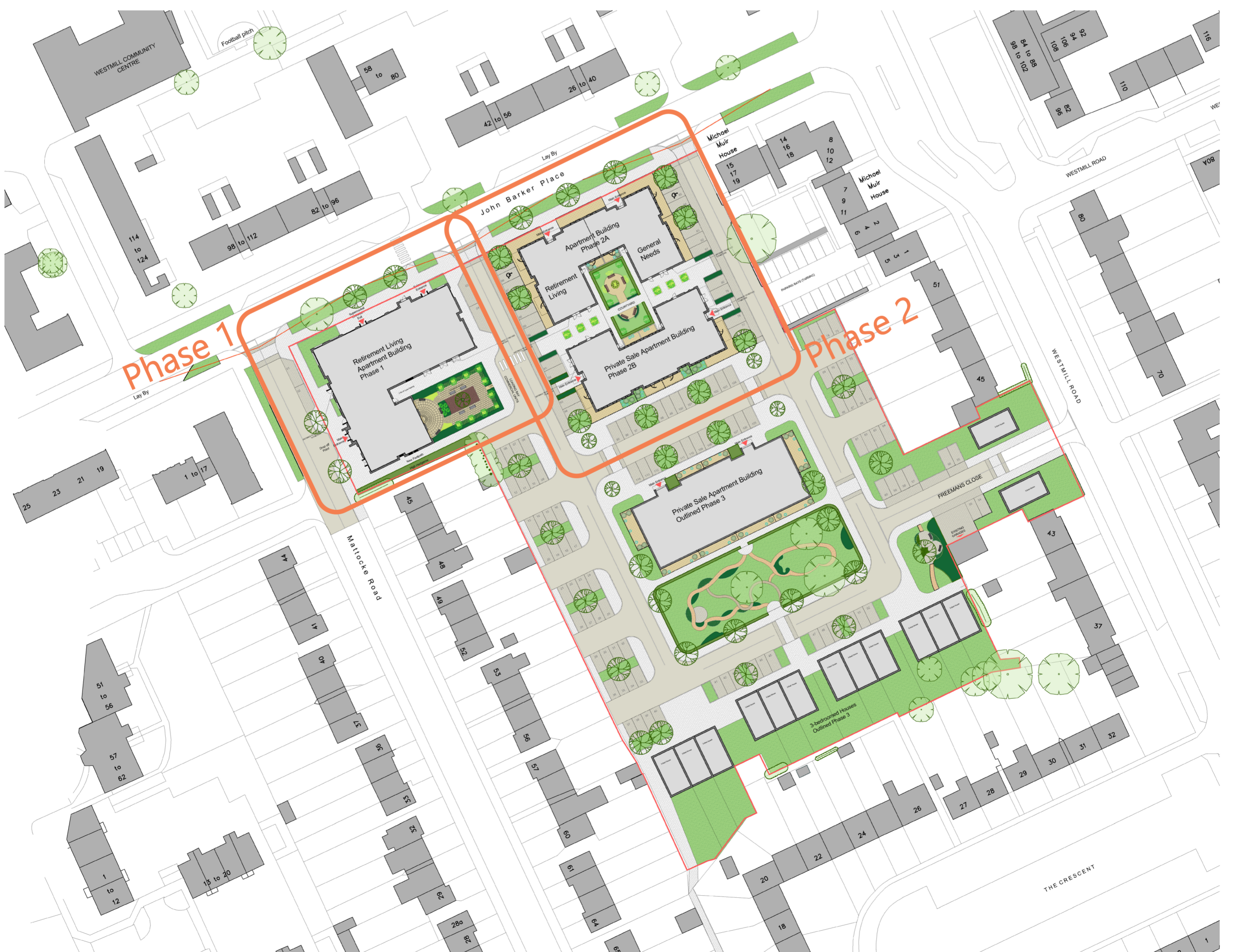
Phase One is a C3 Class retirement living building comprising of 37 one bedroom apartments. This accommodation is aimed at providing independent living for the frail elderly with day-to-day care in the form of assistance and domiciliary care.

Phase Two consists of two buildings of Use Class C3.

Building one comprises of 12 retirement living one bedroom apartments ancillary to Phase One with a separate entrance and further 12 one bedroom apartments without age restriction. Building two comprises of 22 units in the form of one and two bedroom apartments. These two buildings are formed around a courtyard.

Phase Three is an outline proposal for a further affordable residential accommodation with 32 apartments and 14 town-houses.

The first two phases of the £20 million regeneration of John Barker Place on the Westmill estate will see 83 new affordable homes and two shops built, with development work starting on 18 January 2021 by Jarvis Contracting Ltd.



Whilst working in Hunters

John Barker Place
Stage 3

CGI Phases 1 & 2



CGI - Phase 1



CGI - Phase 2



Whilst working in Hunters

John Barker Place

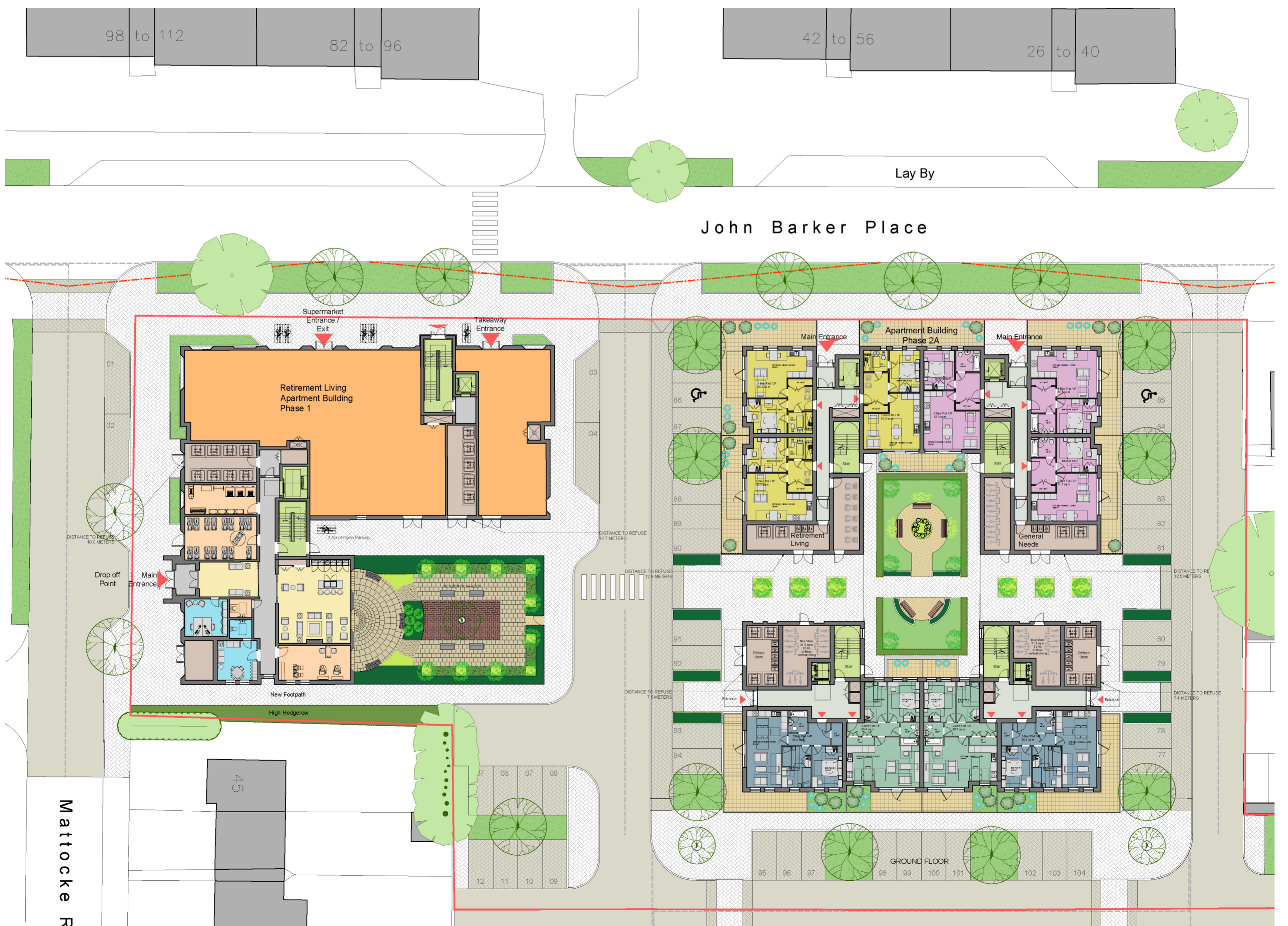
Long Elevation - Mattocke Road



Long Elevation - John Barker Place



Phase 1 & 2 - Site Plan



Whilst working in Hunters

Hamble Care Home, Southampton

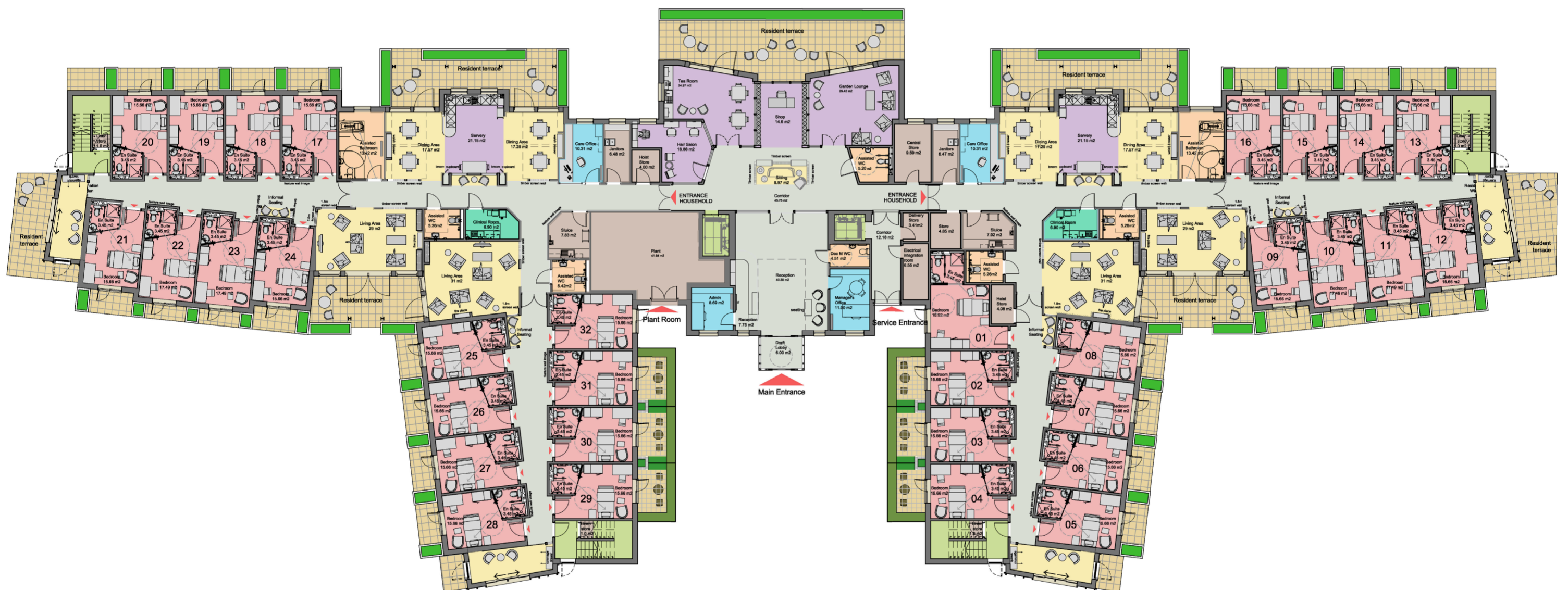
I have prepared a Planning Application for Brackley Investments on the land immediately north of Blackthorn Health Centre, near Southampton.

64 Bed Residential Dementia Care Home.

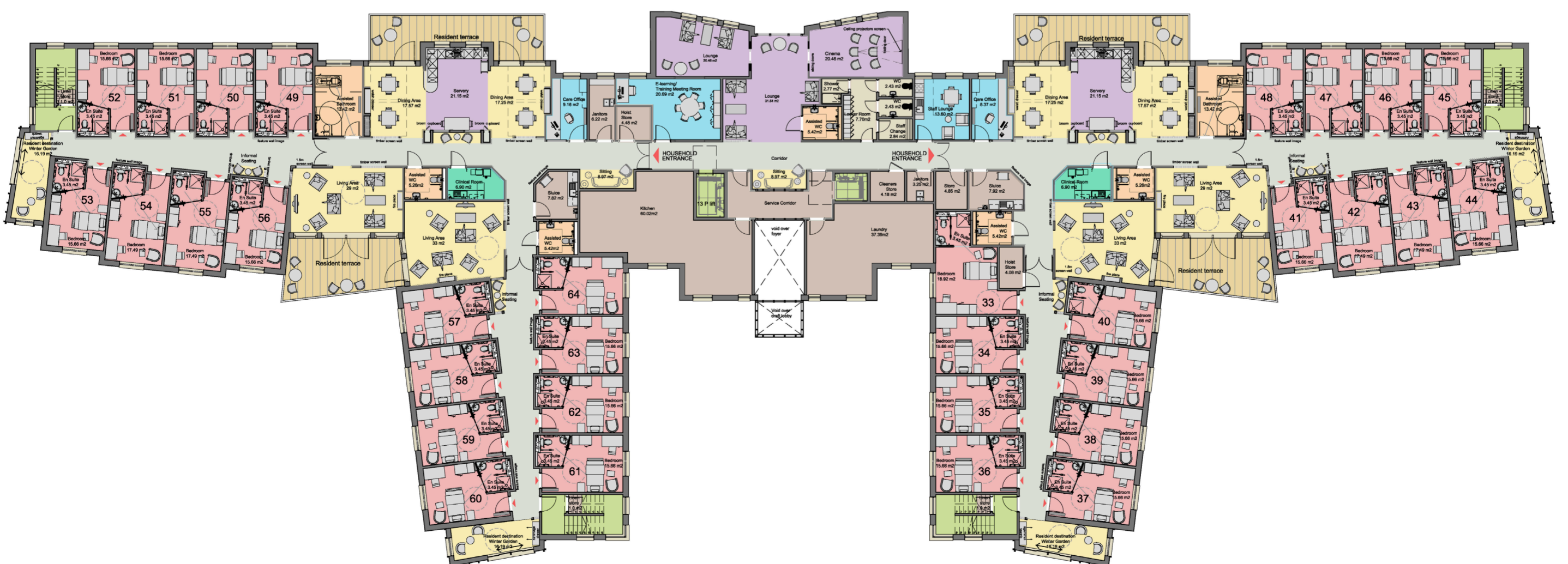
Design of a specialist dementia enabled home that offers current best practice in layout and space standards using the recommendations of The University of Stirling's DSDC Dementia Design Toolkit. The design will provide en-suite bedroom accommodation using the "Household" concept. The scheme will exceed the minimum standards expected by the Care Quality Commission.

The building concept works to optimise staffing ratios to ensure the delivery of care and services are safe and efficient.

Ground Floor Plan



First Floor Plan



Whilst working in Hunters

Hamble Care Home

CGI

Front View



CGI

Main Entrance



Whilst working in Hunters

Hamble Care Home

- 1. Facing brick: **Dorchester Red Stock, laid in stretcher bond**
- 2. Feature brickwork: **Contrasting feature brick**
- 3. Wall Cladding: **Standing seam zinc cladding, Colour: Light Grey / RAL 7047**
- 4. Wall Cladding: **Clear glass curtain walling system**
- 5. Copings: **Profiled aluminium powder coated, Colour: Dark Grey / RAL 9021**
- 6. Windows and Doors: **uPVC Windows, Colour: Dark Grey / RAL 9021**
- 7. Balconies: **Stainless steel posts and handrails with clear Self-Cleaning Frameless structural glass**
- 8. Rain water goods: **Profiled Gutter or hopper and down Pipes, Colour: Grey**
- 9. Roof Tile: **Composite slate, Colour: Grey**
- 10. Louvre Doors: **Powder coated aluminium external finish, Colour: Dark Grey / RAL 9021**
- 11. Fence 1: **High close boarded fencing 1800 mm**
- 12. Fence 2: **1200 mm post and rail fencing**
- 13. Fence 3: **1500 mm painted metal railing with mixed species hedge**

Front Elevation



Flank Elevation



Whilst working in Hunters

Handcroft Estate, Croydon

This feasibility was done for the Croydon Local Authority Regeneration team.

The Handcroft Road Estate in Croydon is a formation of 21 medium rise, three storey blocks in the Broad Green ward. The dwelling type is of maisonettes and ground floor flats with garage areas underneath. The maisonettes have lower internal access via a communal hallway and upper access via a walkway. The ground floor flats have access via the internal communal hallway and a rear ground floor entrance into private garden areas.

They were constructed in 1973/74 and provide 335 dwellings of which 88 are sold leasehold. The freehold is owned by Croydon Council.

The blocks underwent major refurbishment around 1996 including the installation of external wall insulation. The blocks heating and hot water are served by a series of communal plant rooms which were modernised in 2013. As part of the work, individual dwellings were fitted with a heat exchange unit to allow individual heating to be controlled within each of the properties.

The estate was due for external redecoration on the 2019/2020 programme. However, following surveys from Mulalley's redecoration team, they felt that the blocks were in poor condition externally, exhibiting issues with the roofs, cladding degradation and poor drainage through the existing rainwater goods not being suitably designed.

Hunters have been appointed by Mulalley to carry out a Feasibility Study to explore options to either refurbish the existing buildings with a view to extend the building lifespan by 25-30 years, or redevelop the site to maximise development potential.

The site



There are several constraints to the existing buildings and their setting within the surrounding streets.

Whilst parts of the estate create a strong mews feel and character, the outer edges of the estate, facing the neighbouring properties are loosely set and break street frontages in an unattractive manner. One way of dealing with this is by using infill buildings which would help to define street frontages. This is explored under Option 2 - Refurbishment with Infill.

The scheme explored three different scenarios:

- Exterior refurbishment of site's buildings and landscaping
- Full demolition and new build
- A hybrid option of refurbishment with infill new build.

Whilst working in Hunters

Handcroft Estate

Refurbishment Only Option

This option examined refurbishment options for existing building elements considered by Mulalley to be in poor condition. These elements included the roof, external wall cladding, rainwater goods and interjoining walkways.

The refurbishment proposals focused on full/partial replacement of the above building elements.

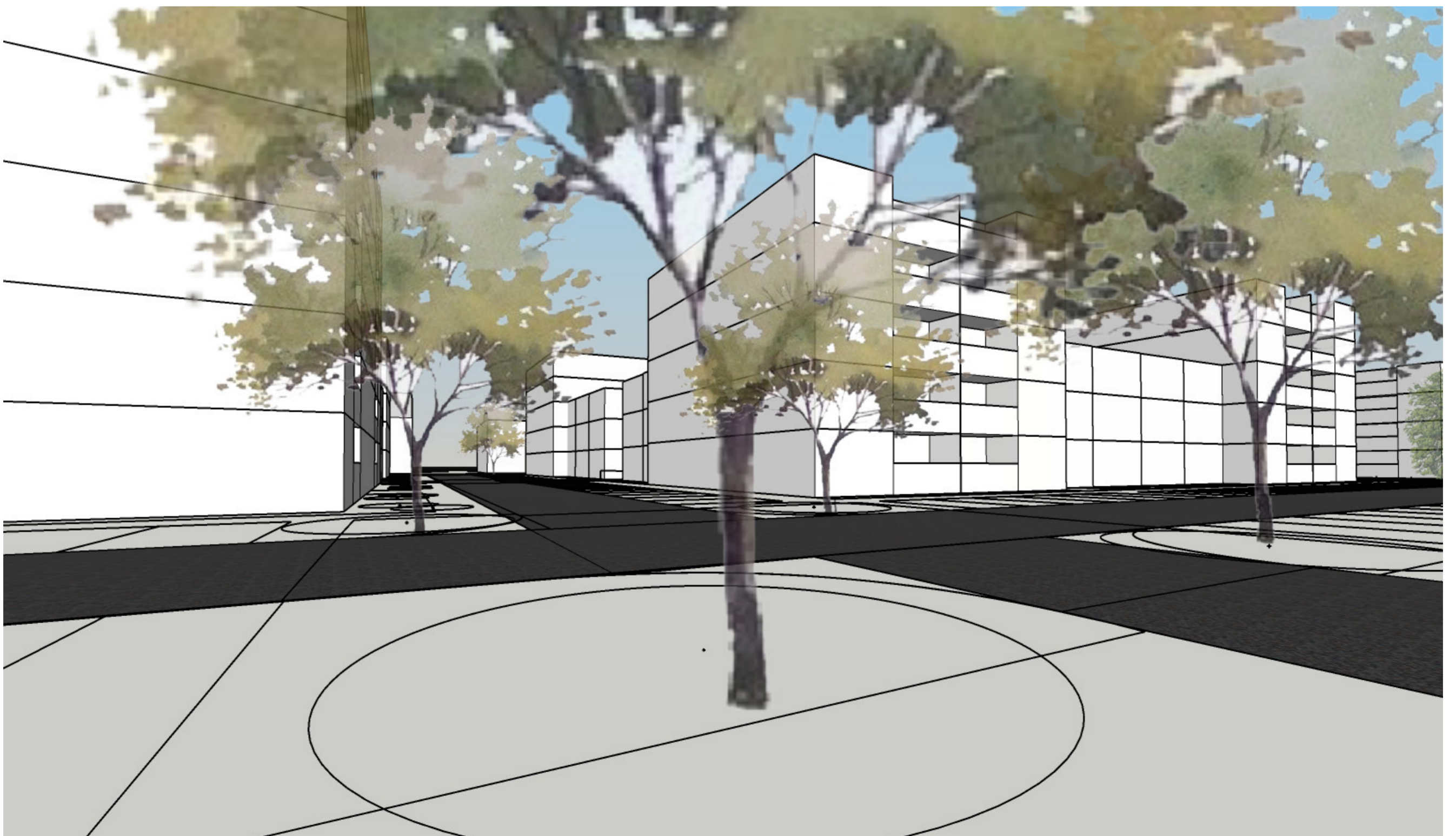


Whilst working in Hunters

Handcroft Estate

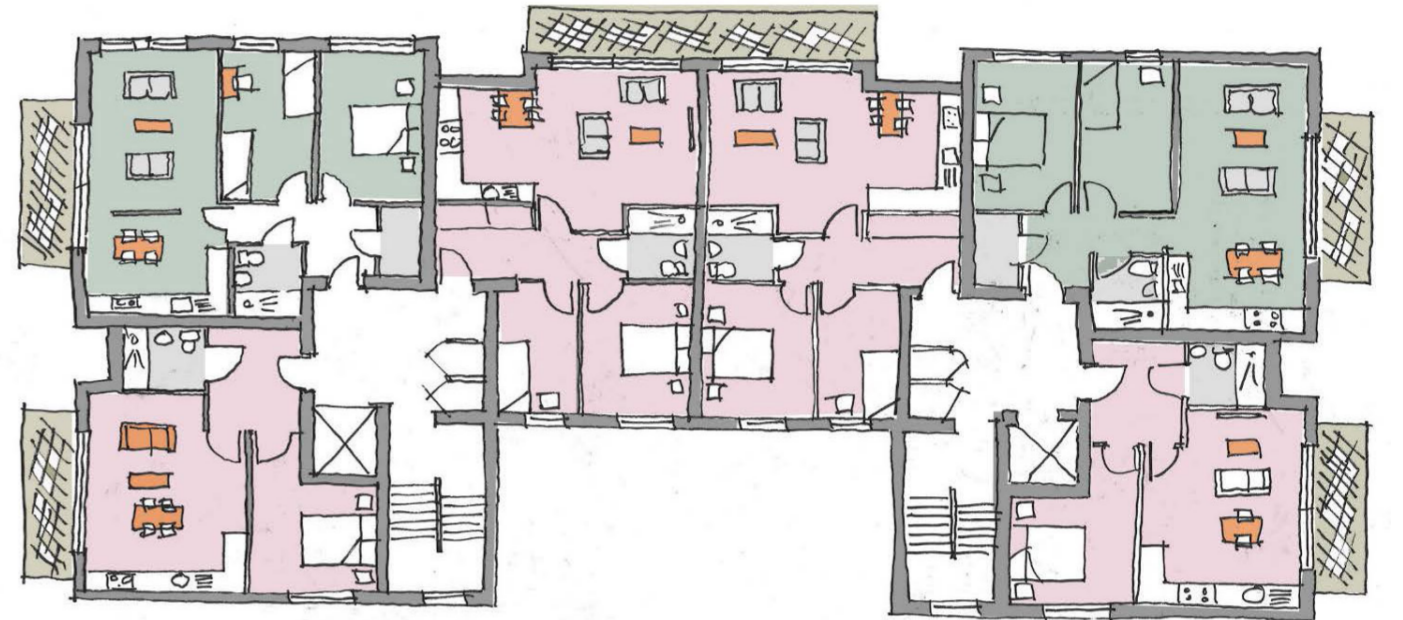
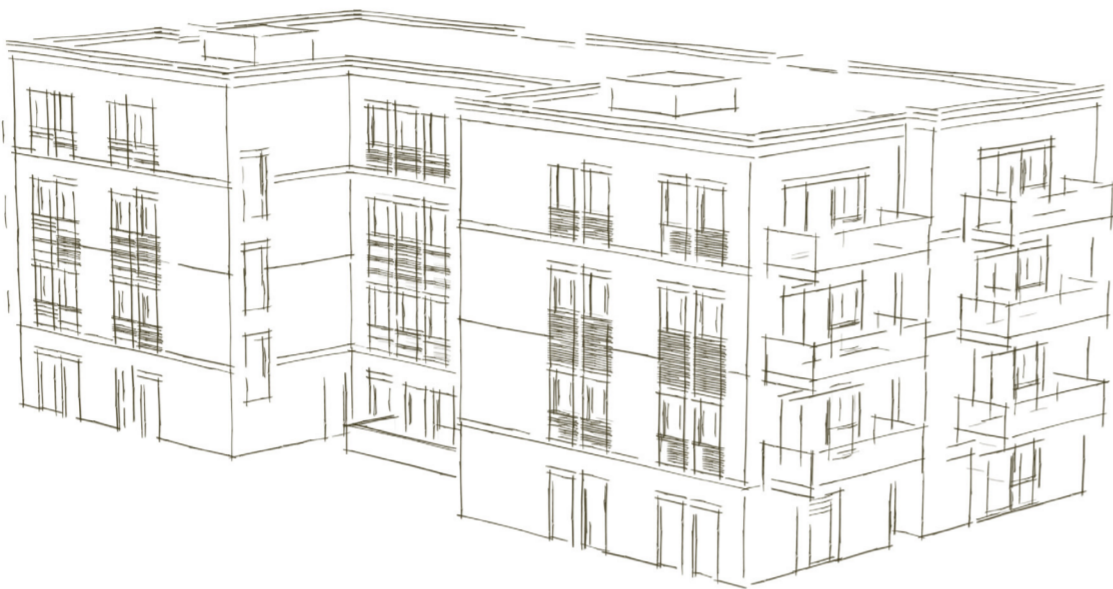
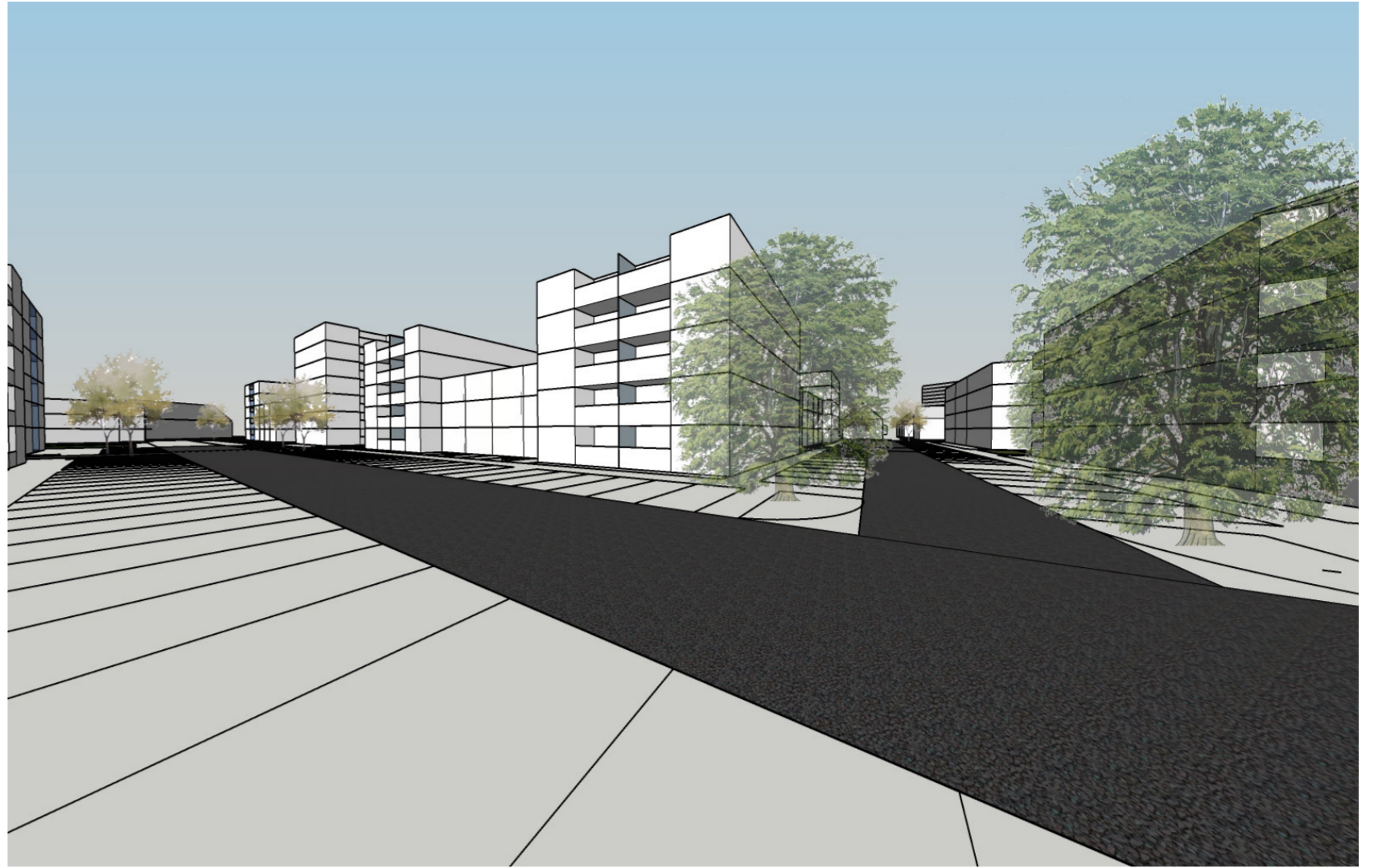
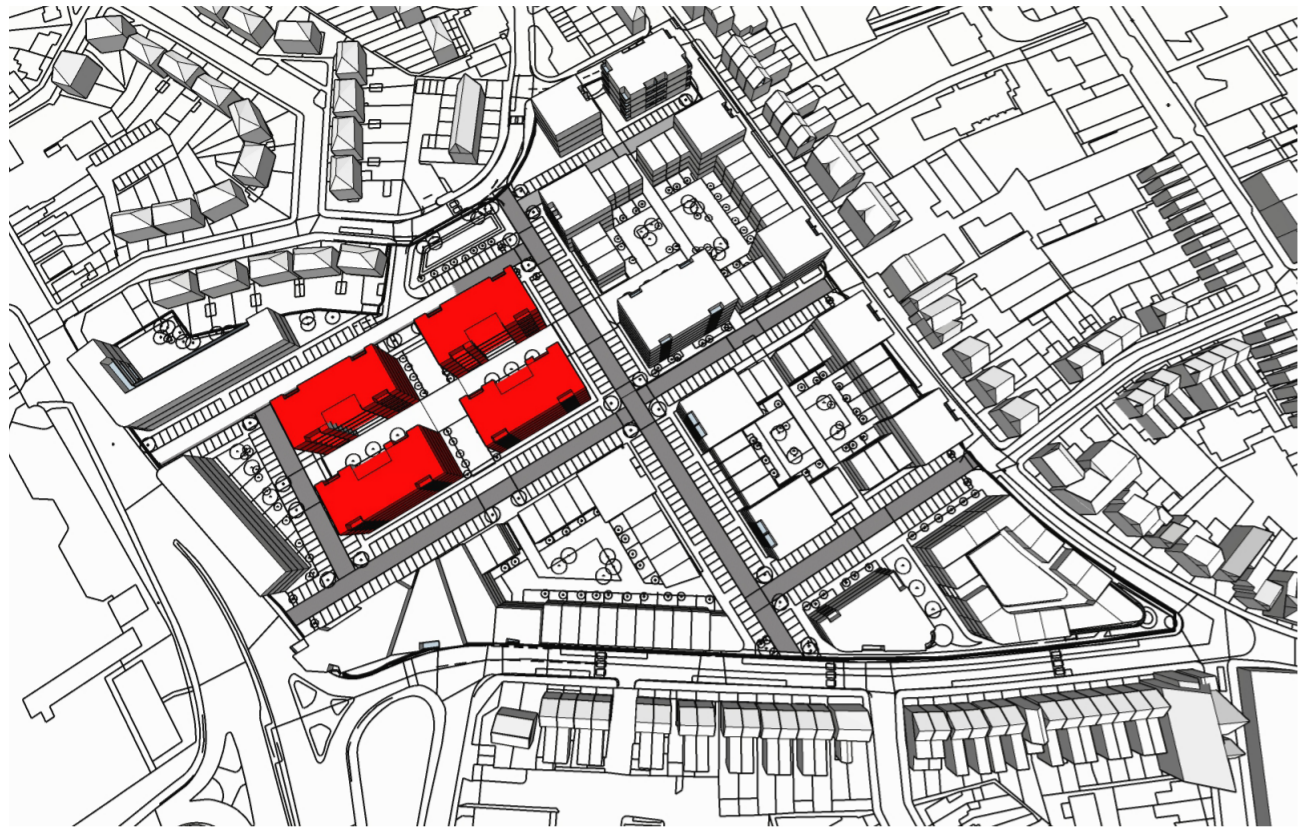
Full Redevelopment

This option investigated the full redevelopment potential of the site whilst providing high level considerations on phasing. In addition to the indicative cost plan, we also provided a short term repair schedule based on Mulalley's repair programme document.



Handcroft Estate

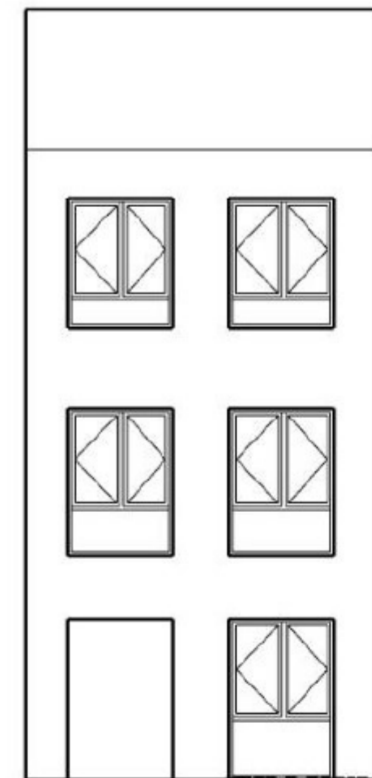
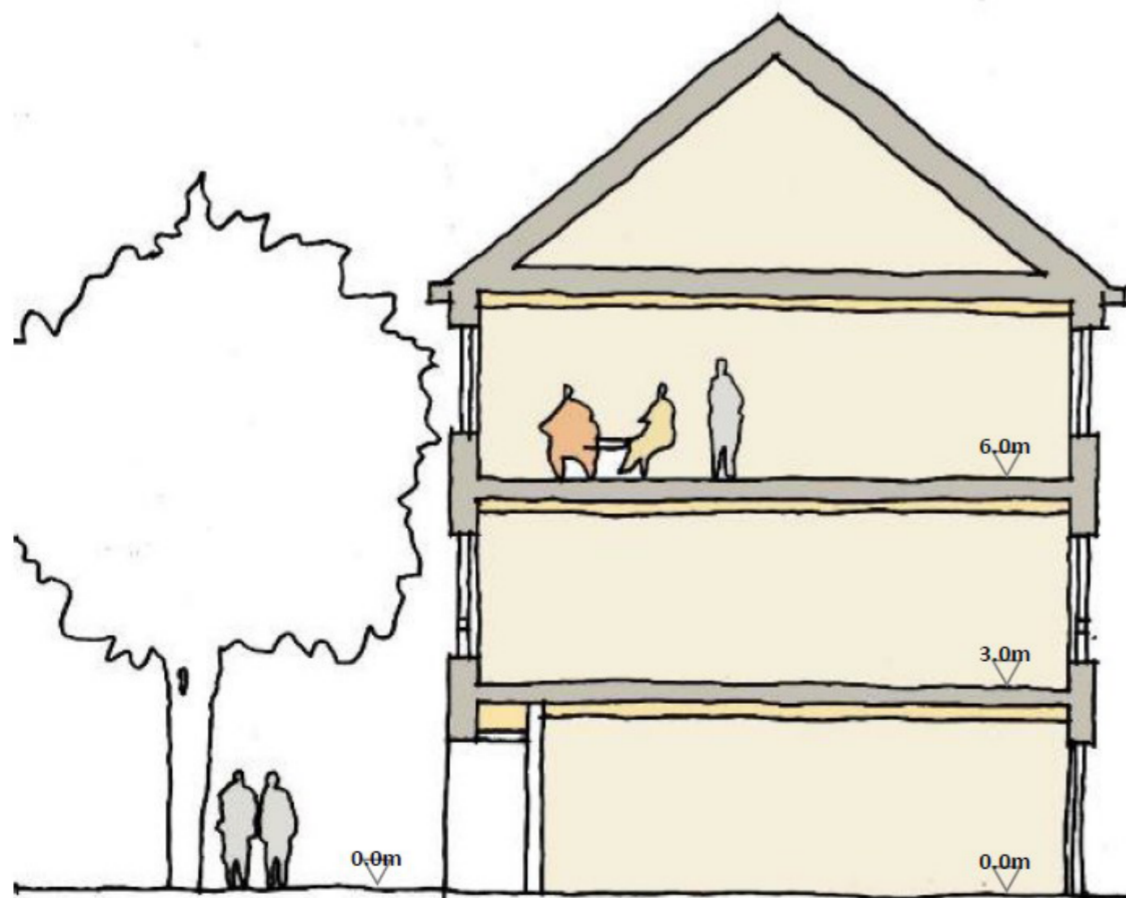
Full Redevelopment



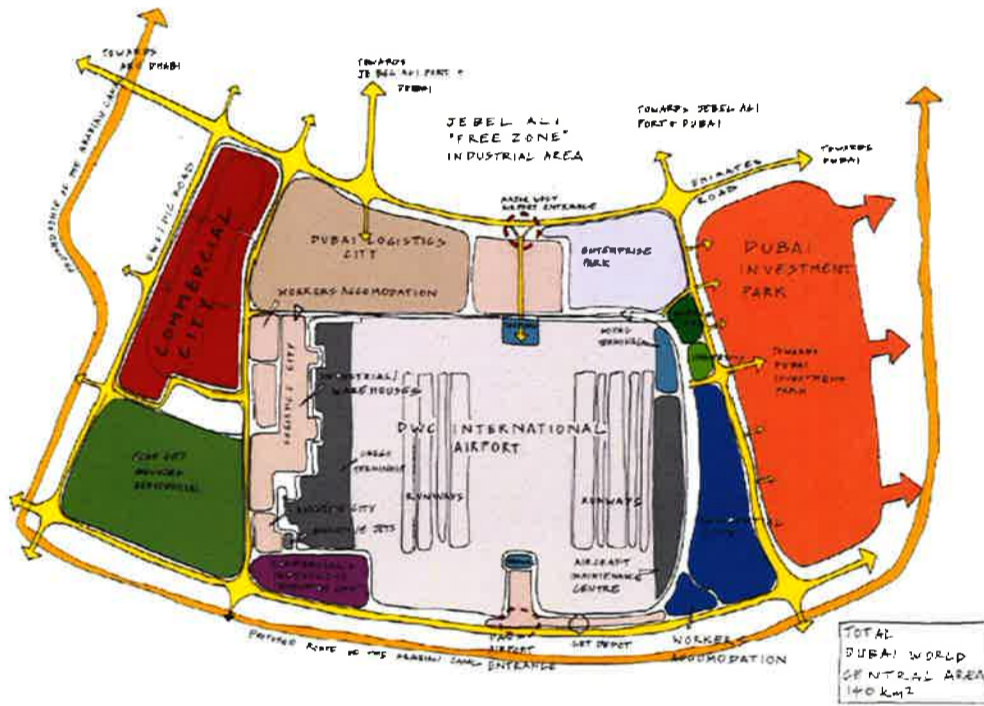
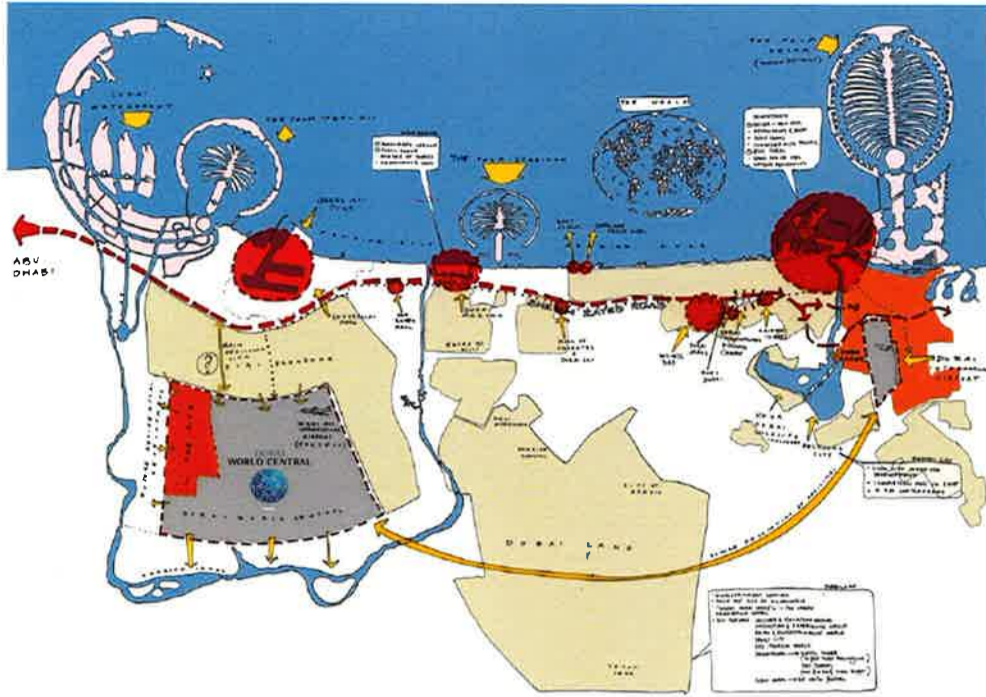
Handcroft Estate

Refurbishment + infill new build option

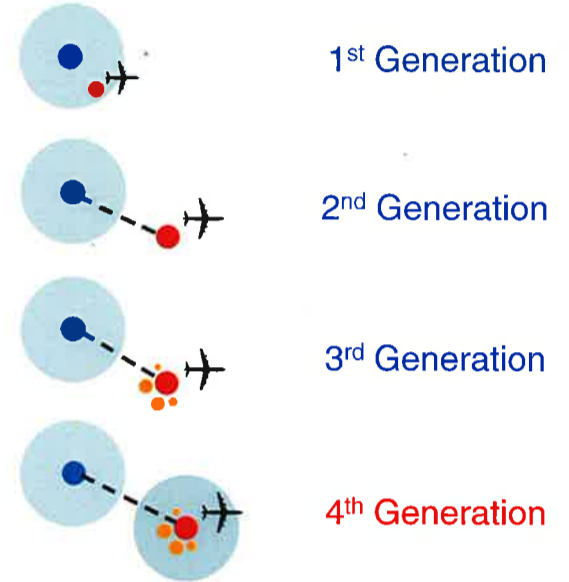
In addition to refurbishment of the existing buildings, this option identified opportunities and feasibility for infill new builds.



Commercial City – Dubai World Central Masterplan



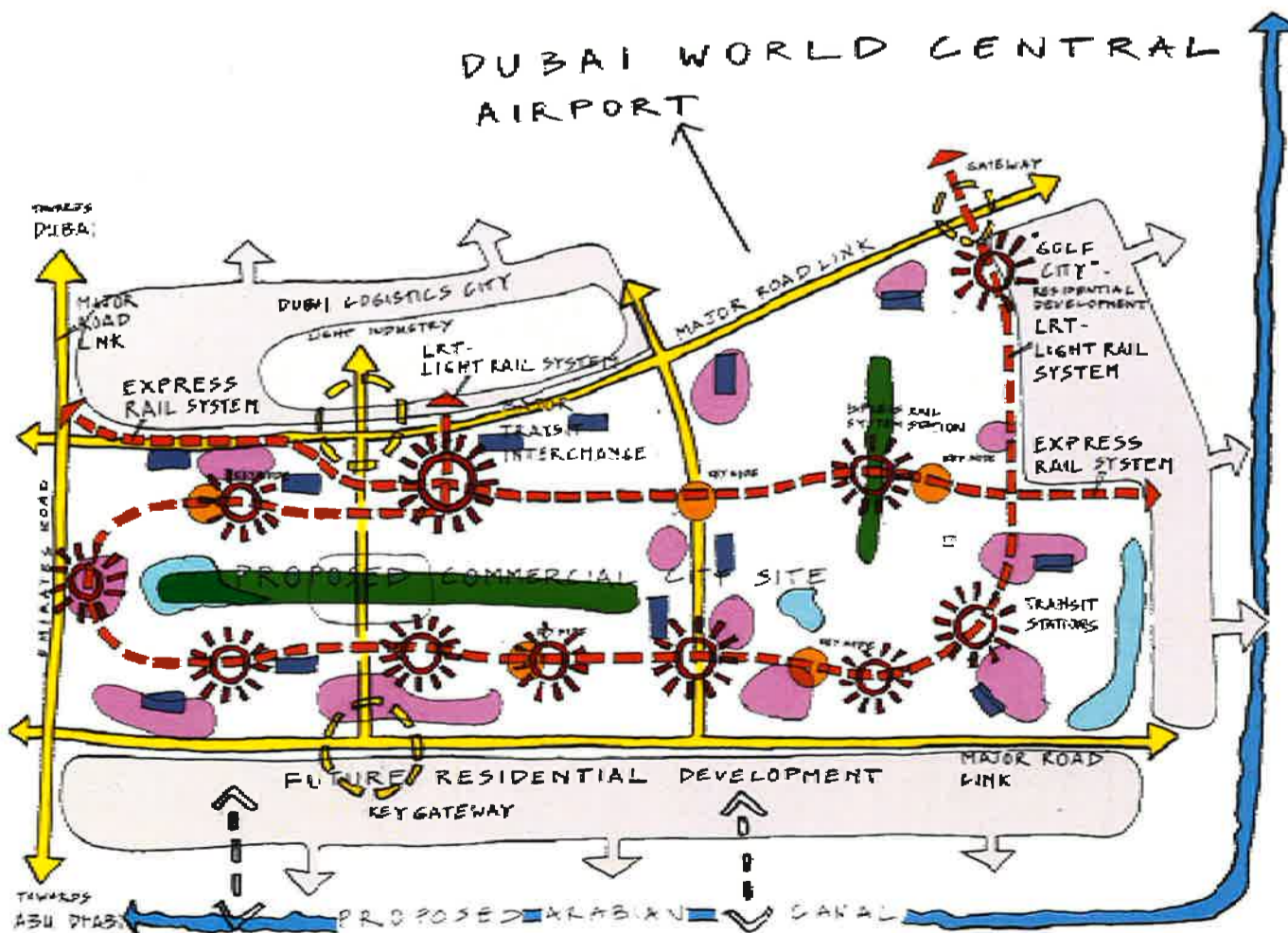
The Airport City



The Airport Becomes a City

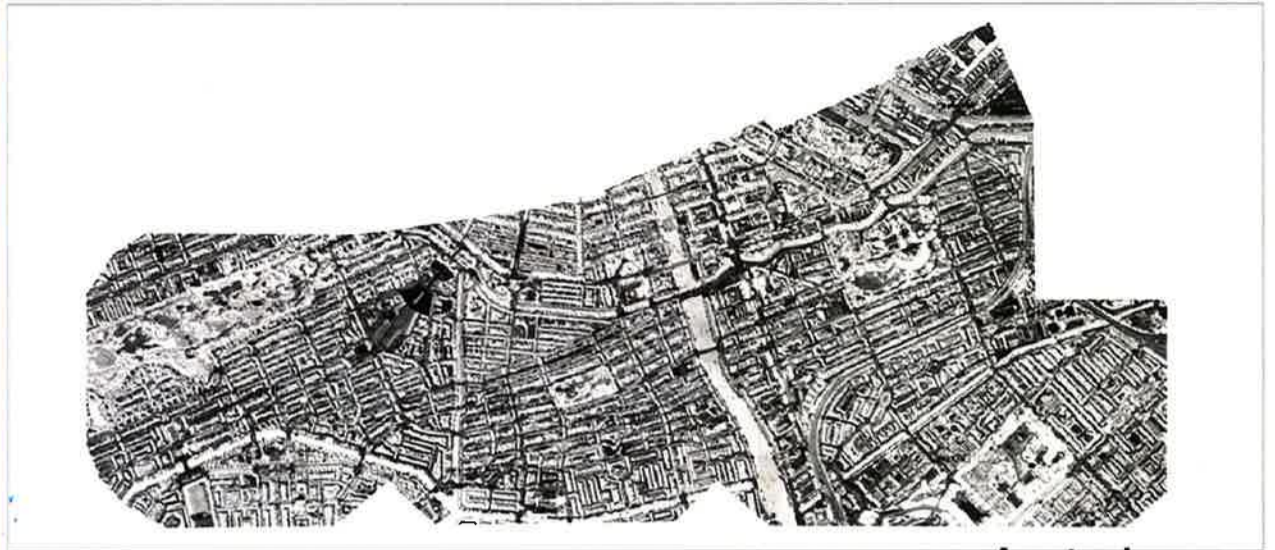
Site Strengths

1. Transit Orientated – both Light Rail and Express rail System run through the Master plan
2. Self-sustaining
3. Connected and accessible – proximity to airport
4. International
5. Density
6. Mixed-uses
7. Long, linear site (rectangular)
8. Relationship with Airport
9. 'Blank Canvas'
10. Employment opportunities
11. Views / Proximity to Canal

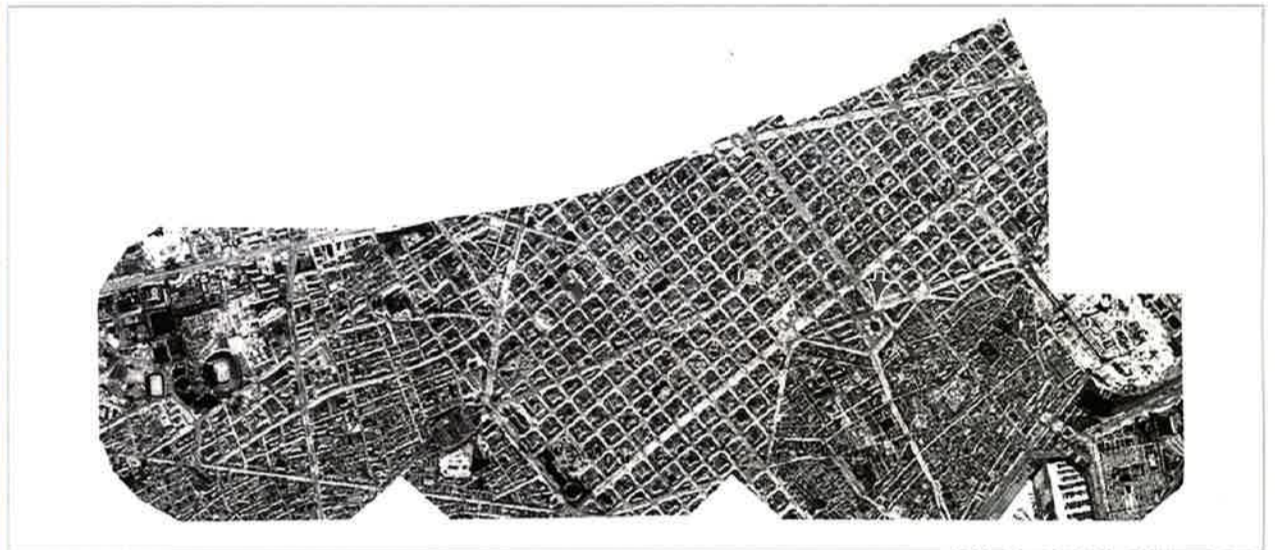


Commercial City – Dubai World Central Masterplan

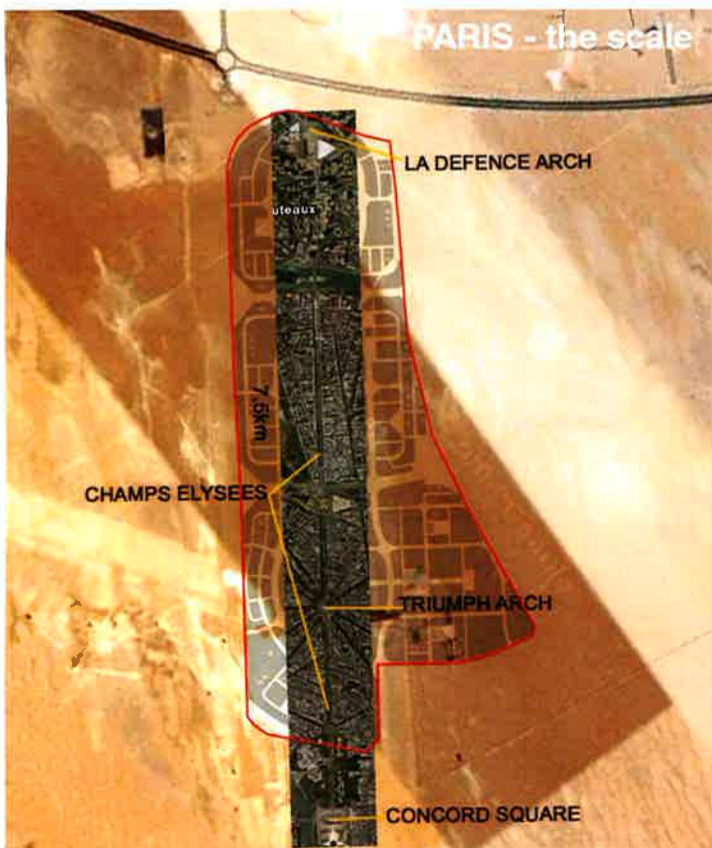
Urban Grain and Scale



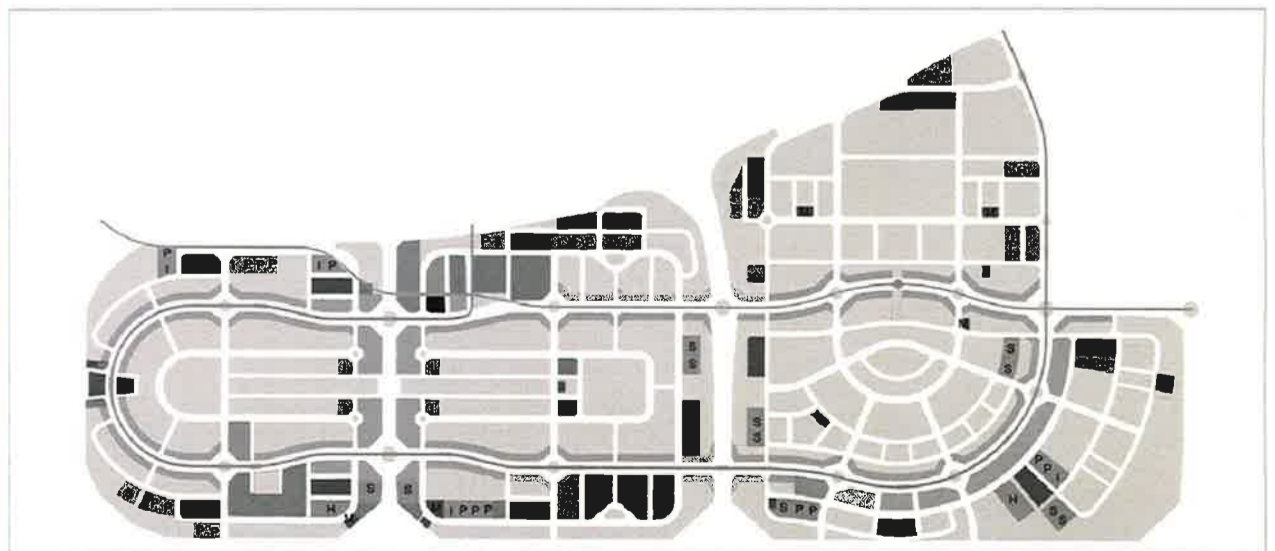
Amsterdam



Barcelona



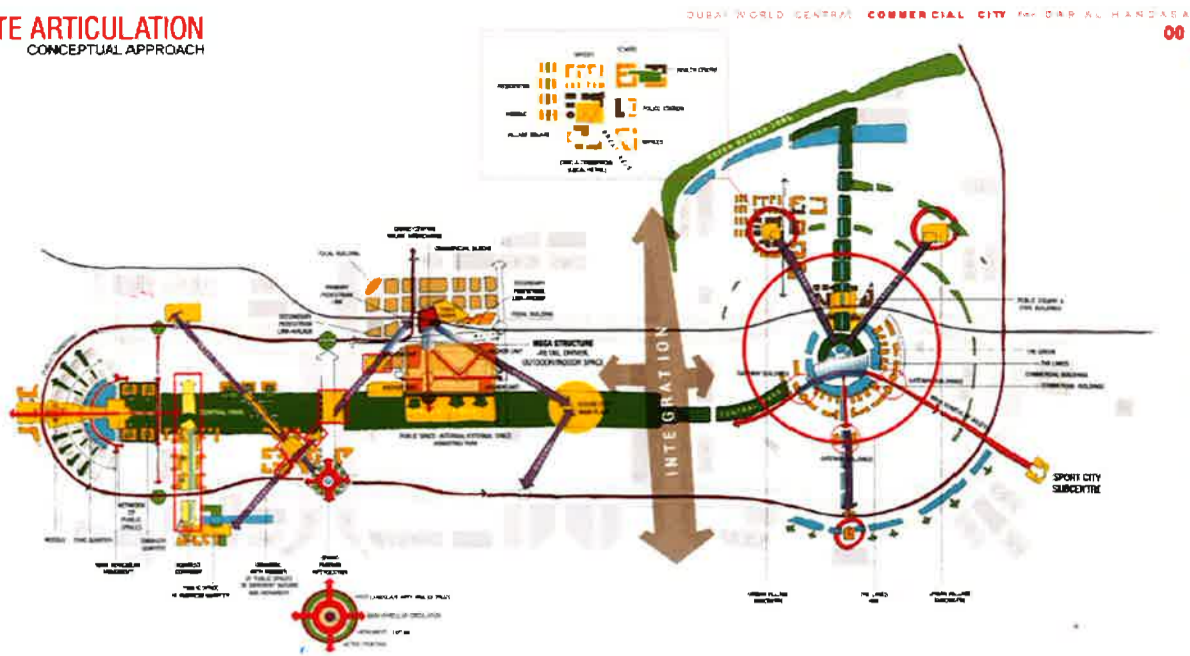
Sydney



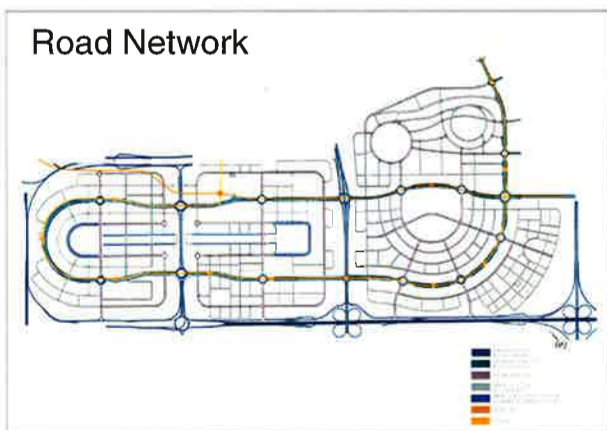
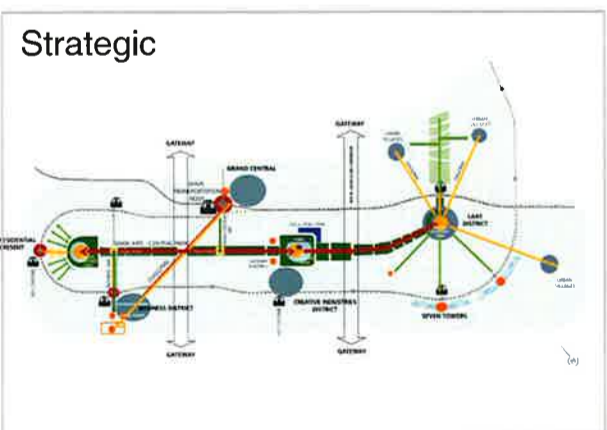
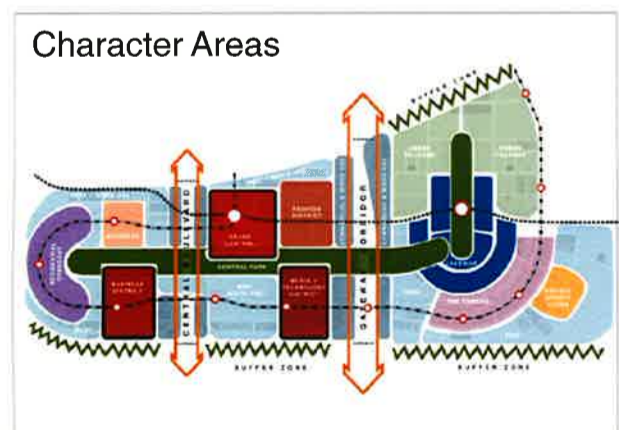
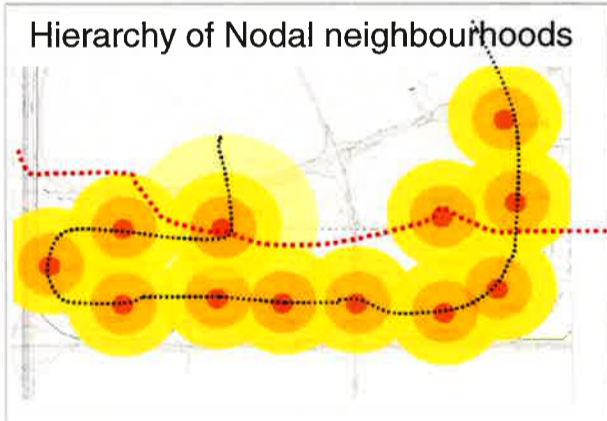
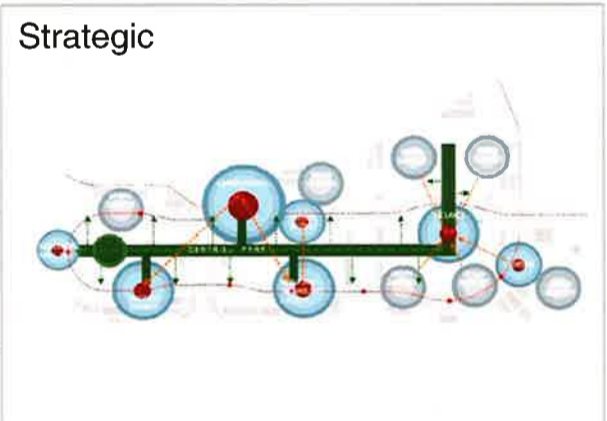
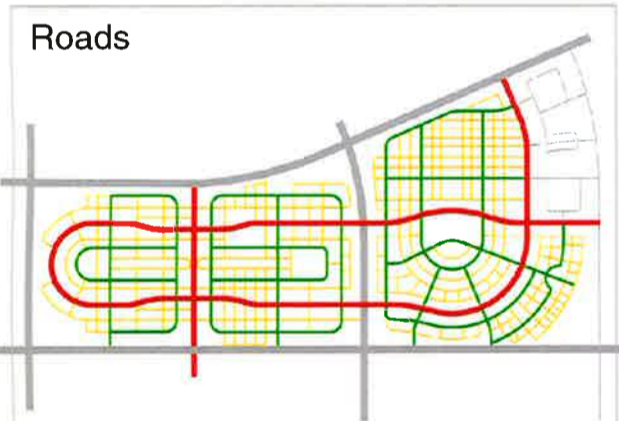
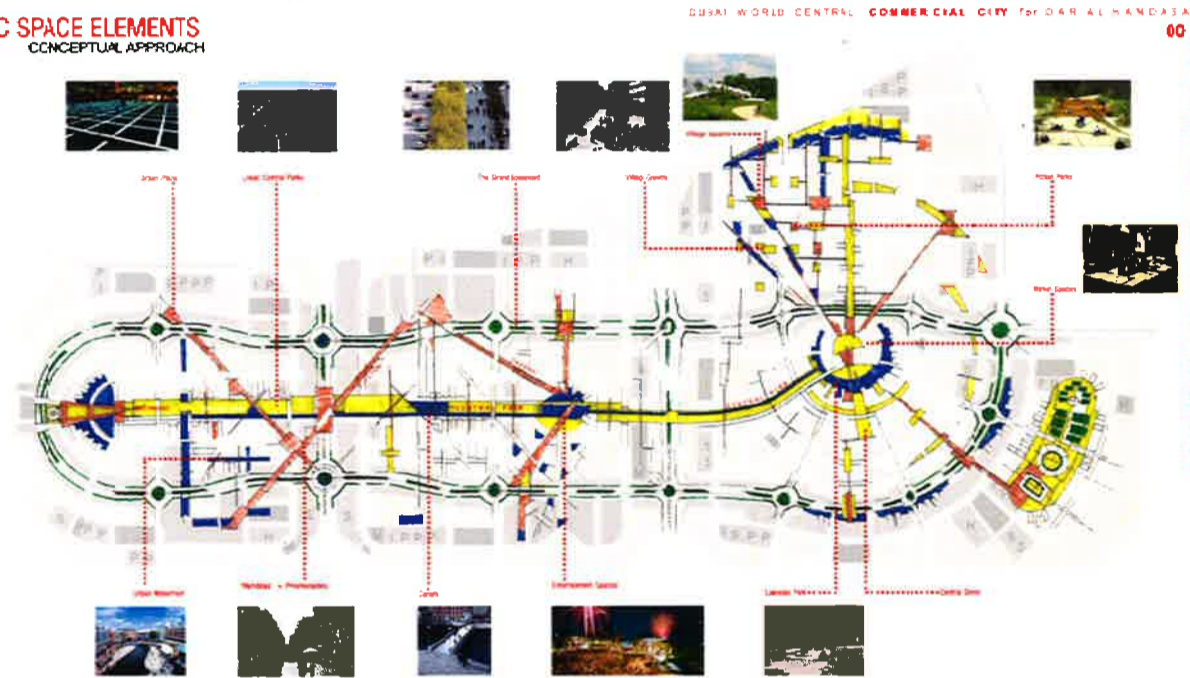
COMMERCIAL CITY

Commercial City – Dubai World Central Masterplan

SITE ARTICULATION CONCEPTUAL APPROACH



PUBLIC SPACE ELEMENTS CONCEPTUAL APPROACH



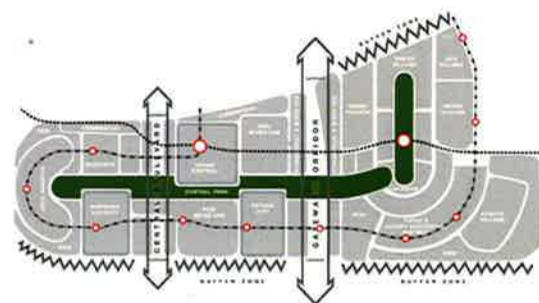
The Masterplan



Commercial City – Dubai World Central Masterplan



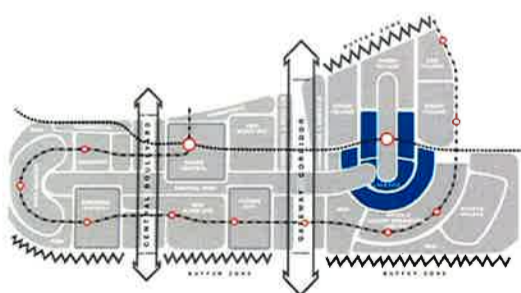
Character Areas



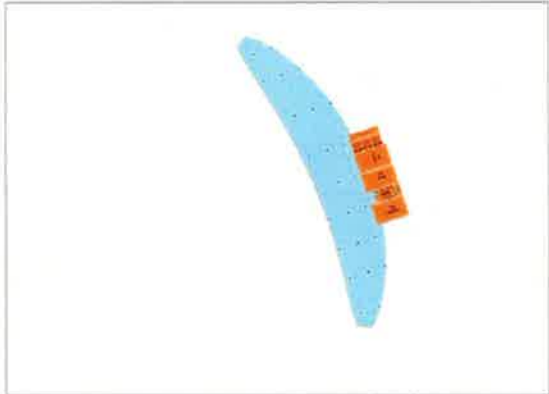
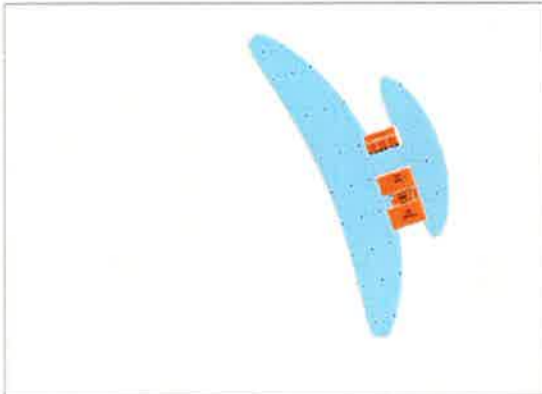
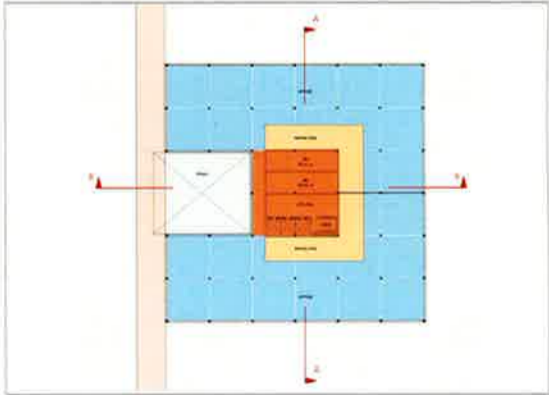
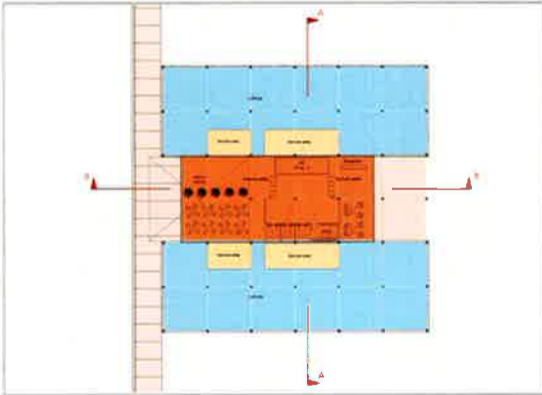
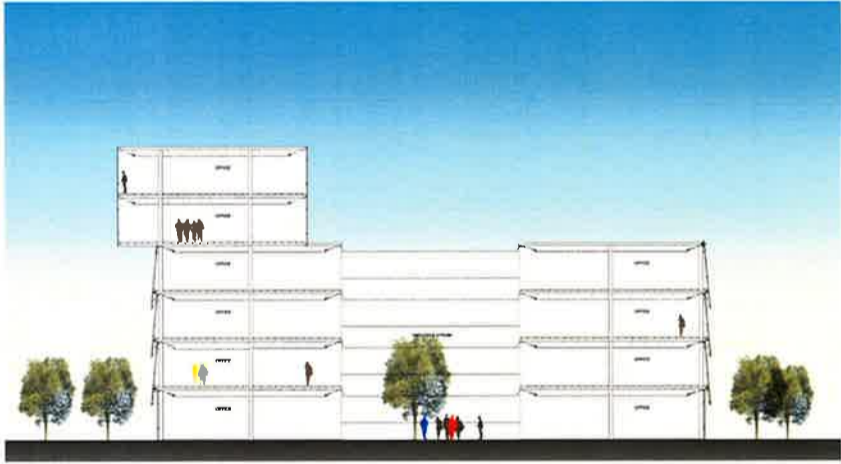
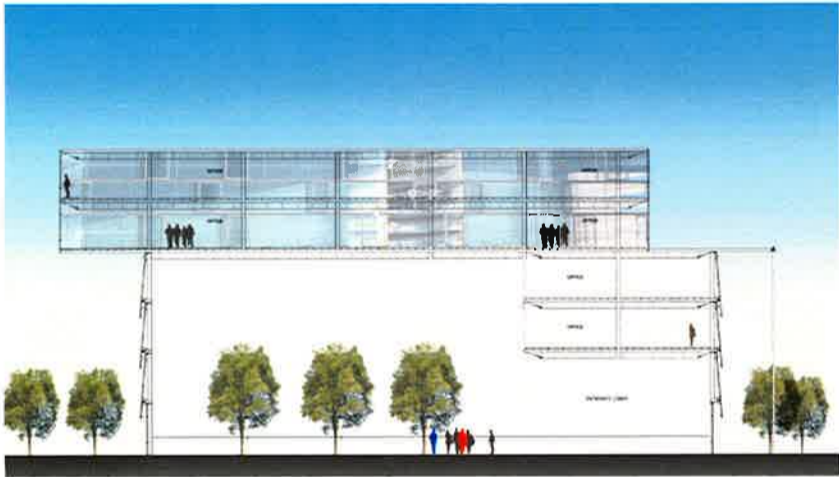
Central Park



The Lakes



Ufa Business Park - Bashkirstan



The Limmo- Canning Town Station, London



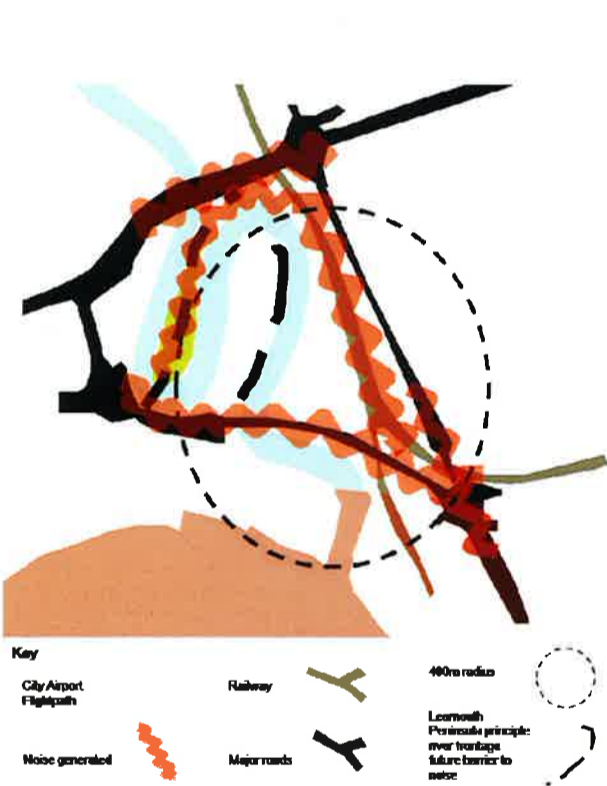
Project Description

To investigate maximum commercial returns for the Over Site Developments (input from Commercial Agents and Planning Consultants) with the intention for CLRL to be able to enter into collaboration agreements with developers.

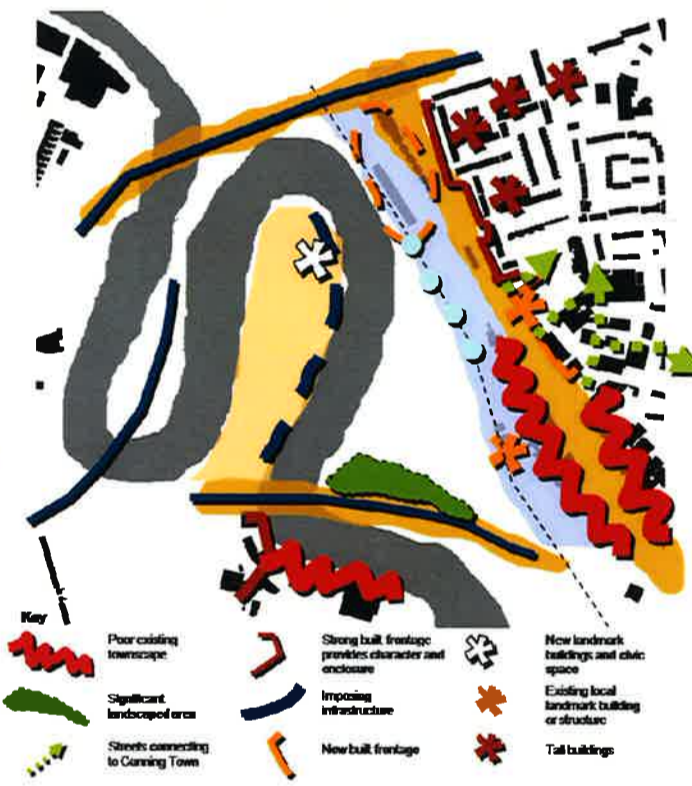
The Urban Design Study revealed a site that has potential to be highly successful as a residentially led district – a location with river views, with close proximity to Canary Wharf, the City of London, transport connections, shops and services.

The Urban Design Study and site analysis formed the basis for two architectural concepts, the first designed around the concept of a parkland setting, the second around the concept of a waterfront town. Proposals seek to create a district with a strong character and a sense of place which is different to other development proposals in the area.

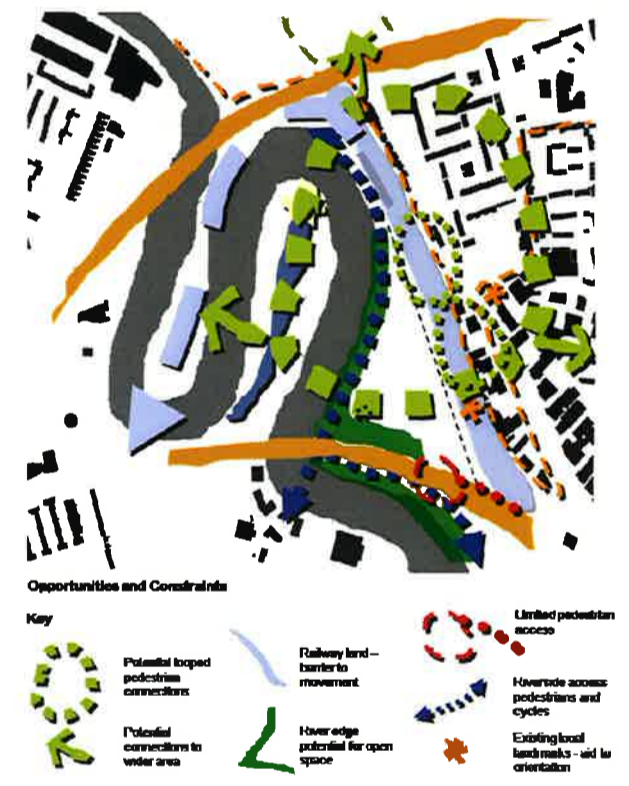
The site is located in Canning Town in the London Borough of Newham. It is adjacent to the River Lea, very close to its confluence with the River Thames



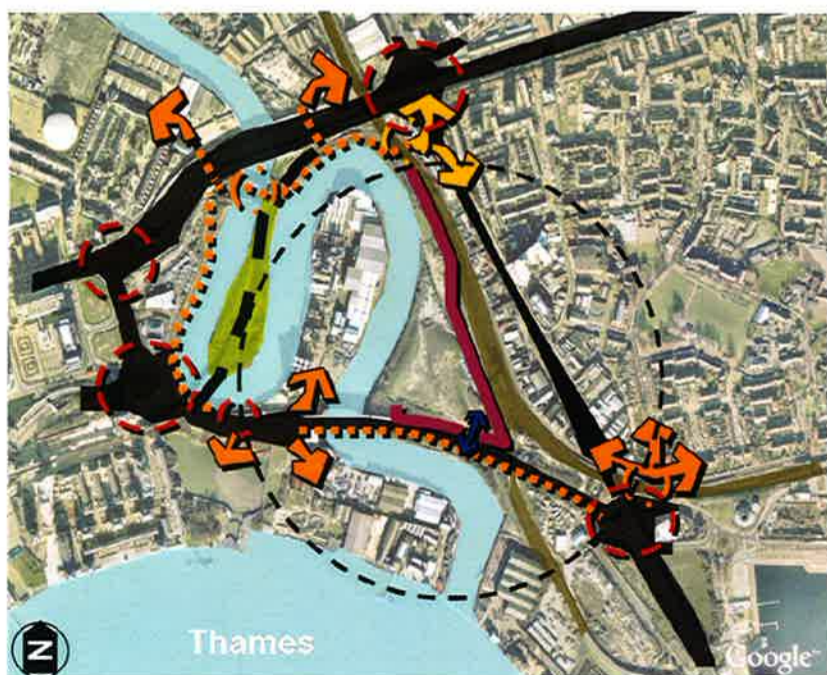
Principal Noise Sources



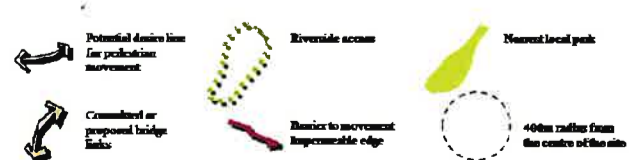
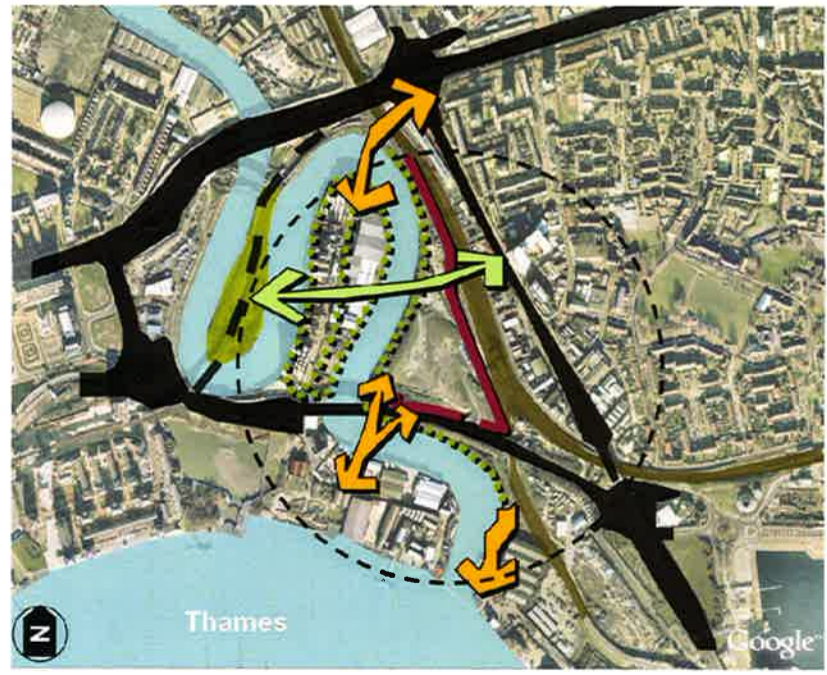
Existing Townscape Character



Opportunities and Constraints

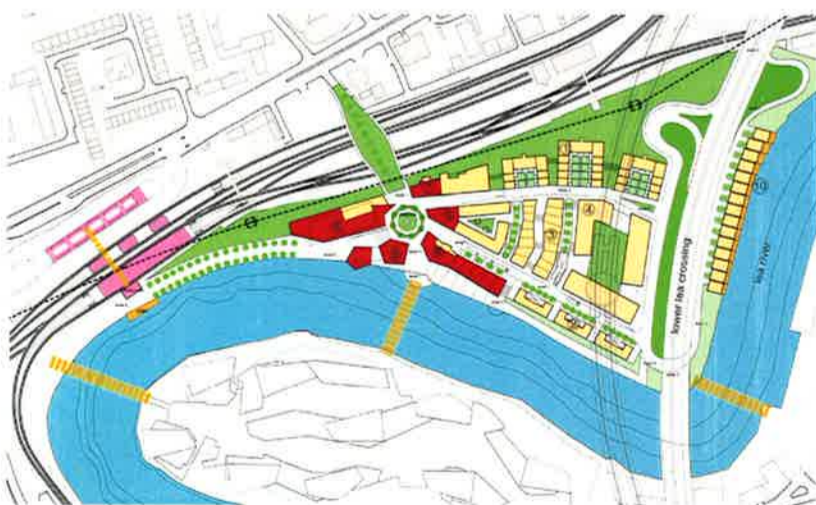
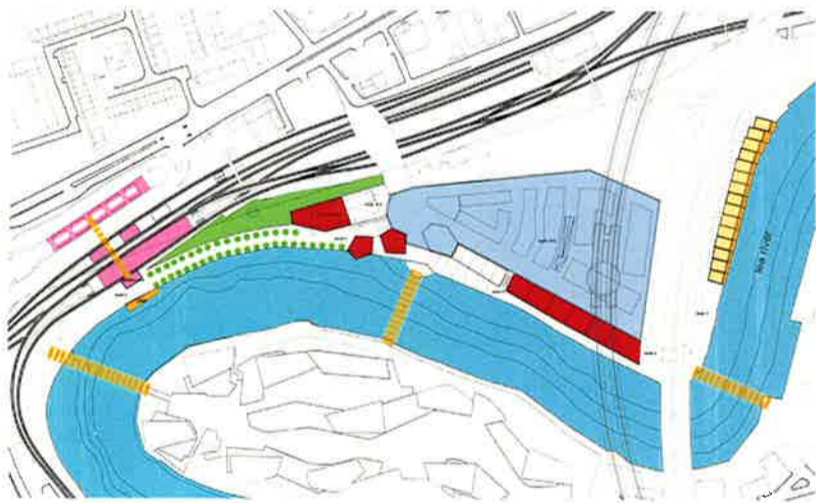
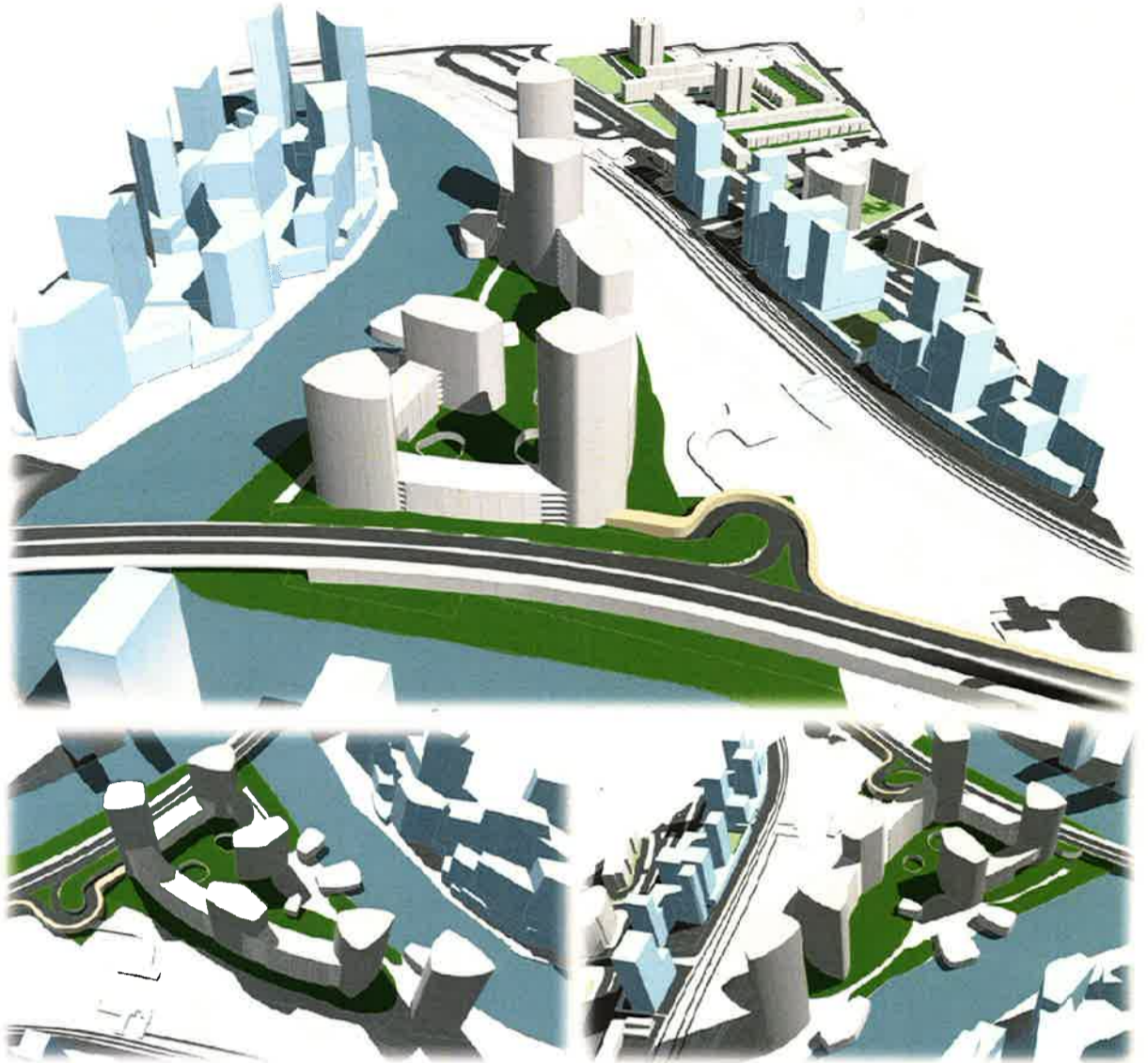
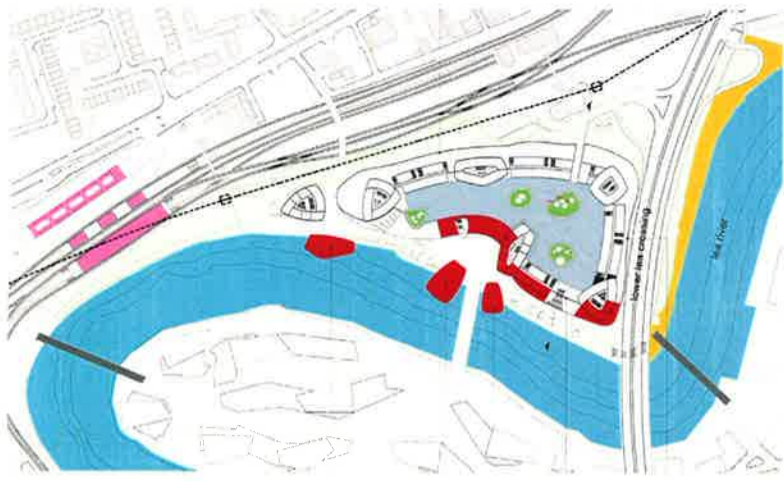


Constraints on Movement and Connections

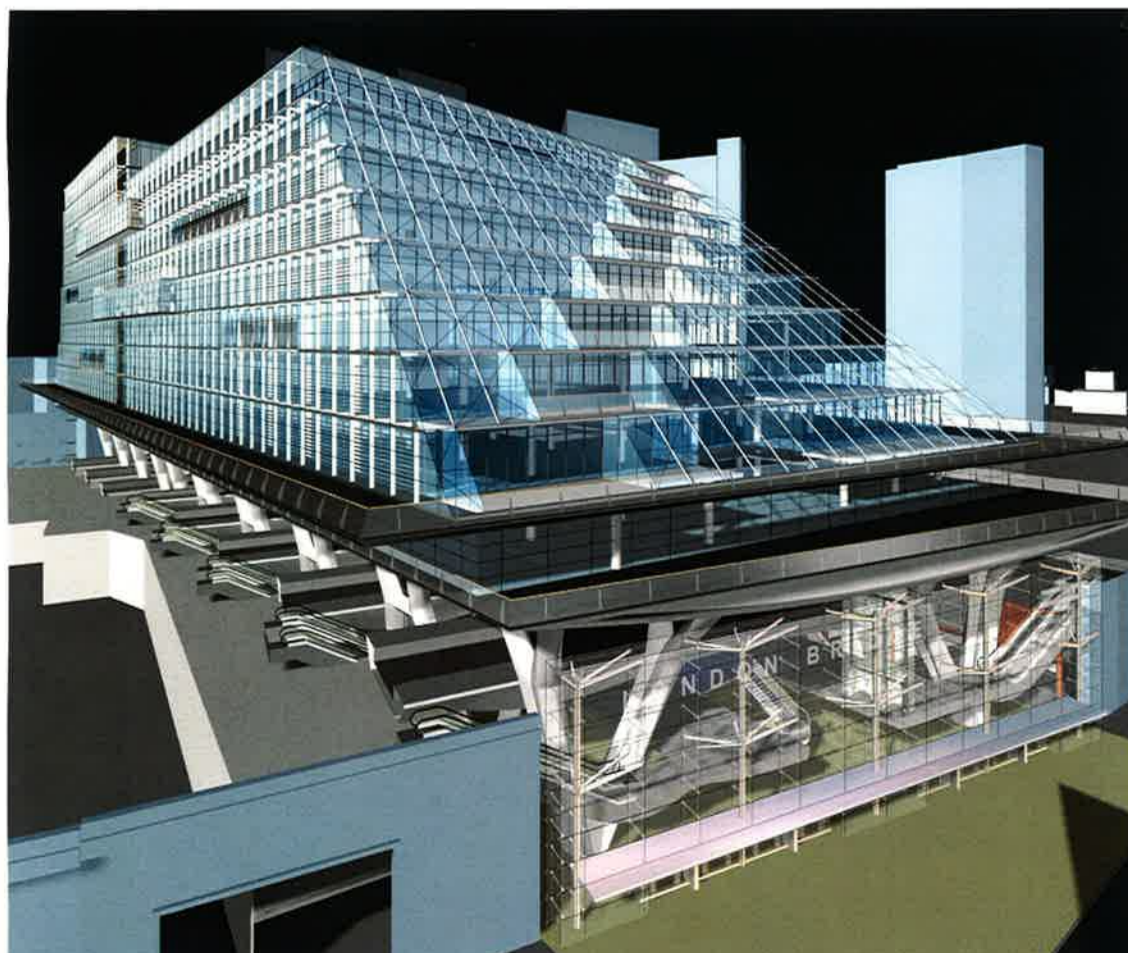


Potential Connections

The Limmo- Caning Town Station, London



London Bridge Station



Project Description

Network Rail program divided project into several stages (Grips). Under Grip 3 brief outlines Principal Project Options or typologies with defined characteristics.

Type 1 Options - Masterplan as permitted under the 2003 consent and then renewed and implemented under the Section 73 permission in 2008.

Type 2 Options - the update of the permitted Masterplan, which seeks to retain 84 Tooley Street for vertical circulation and examine high level footbridge links.

Type 3 Options - Masterplan updated for context and capacity but with Through Station and Terminus delivered as separate, sequential phases.

Type 5 Options - 'Core' schemes which seek to find alternative ways to achieve station functionality at lower cost and to shorter programme than Type 2 options.

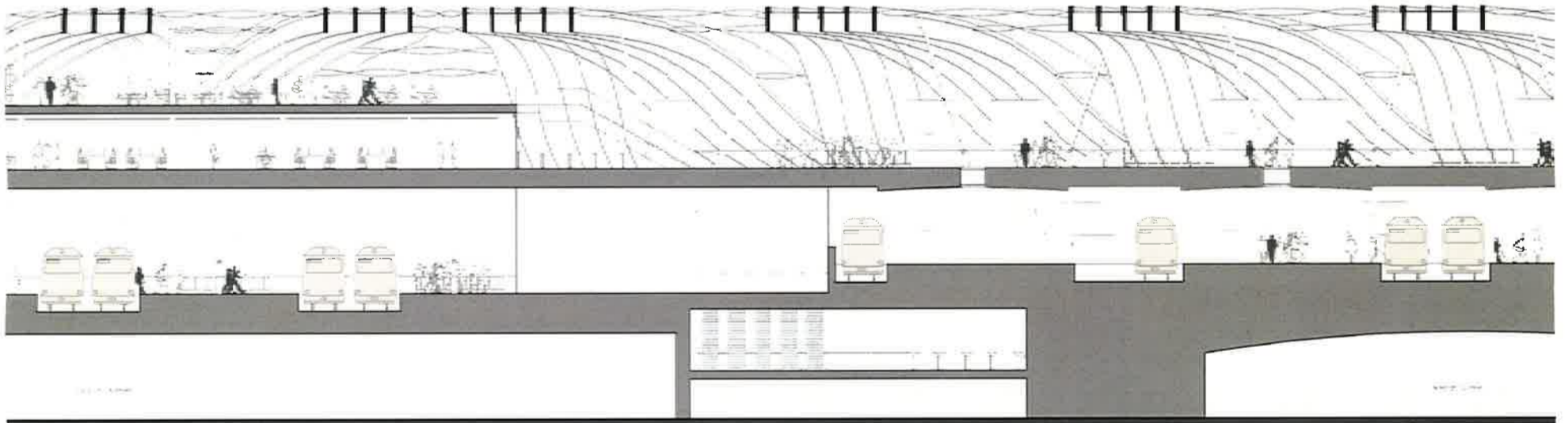
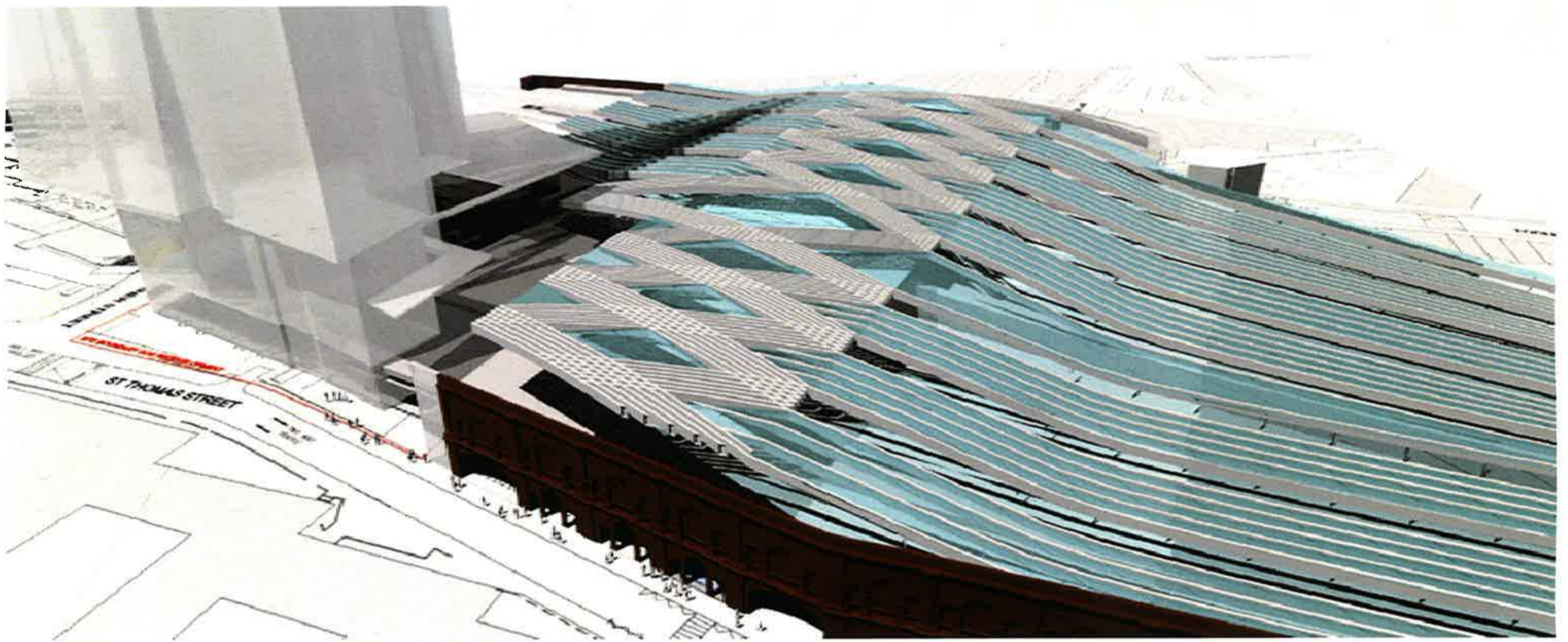
A number of options emerged within each of the main typology. In discussion with Network Rail it was decided that a 'most likely' or 'preferred' option within each typology would be identified. These became 'primary options' - 1, 2D, 3B & 5E.

ID19 remit (as part of Grip 3) looked at practical placement of Station Accommodation elements under different options settings. Station Accommodation was analyzed against existing, with 6 area types identified, shared between 4 operational companies (Network Rail, Southeastern, Southern and First Capital Connect).

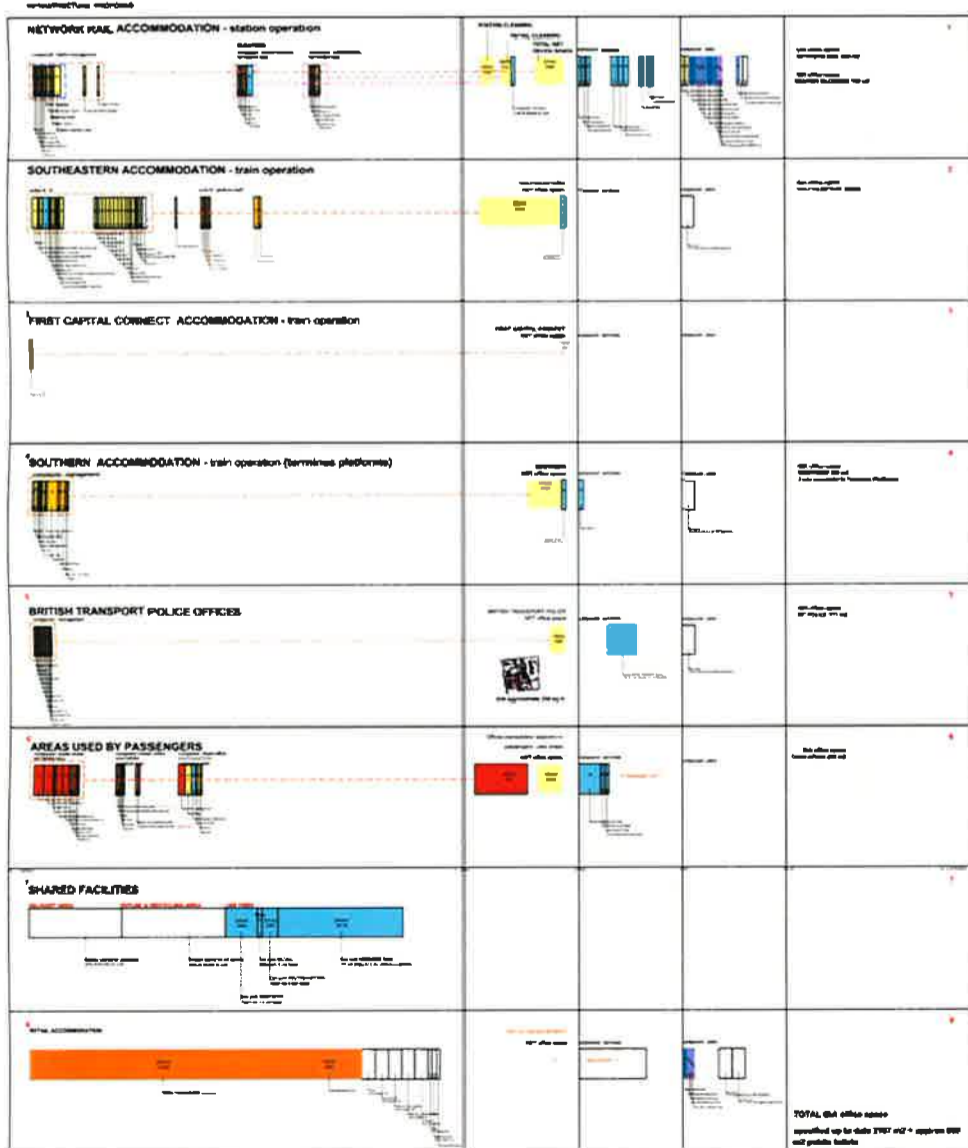
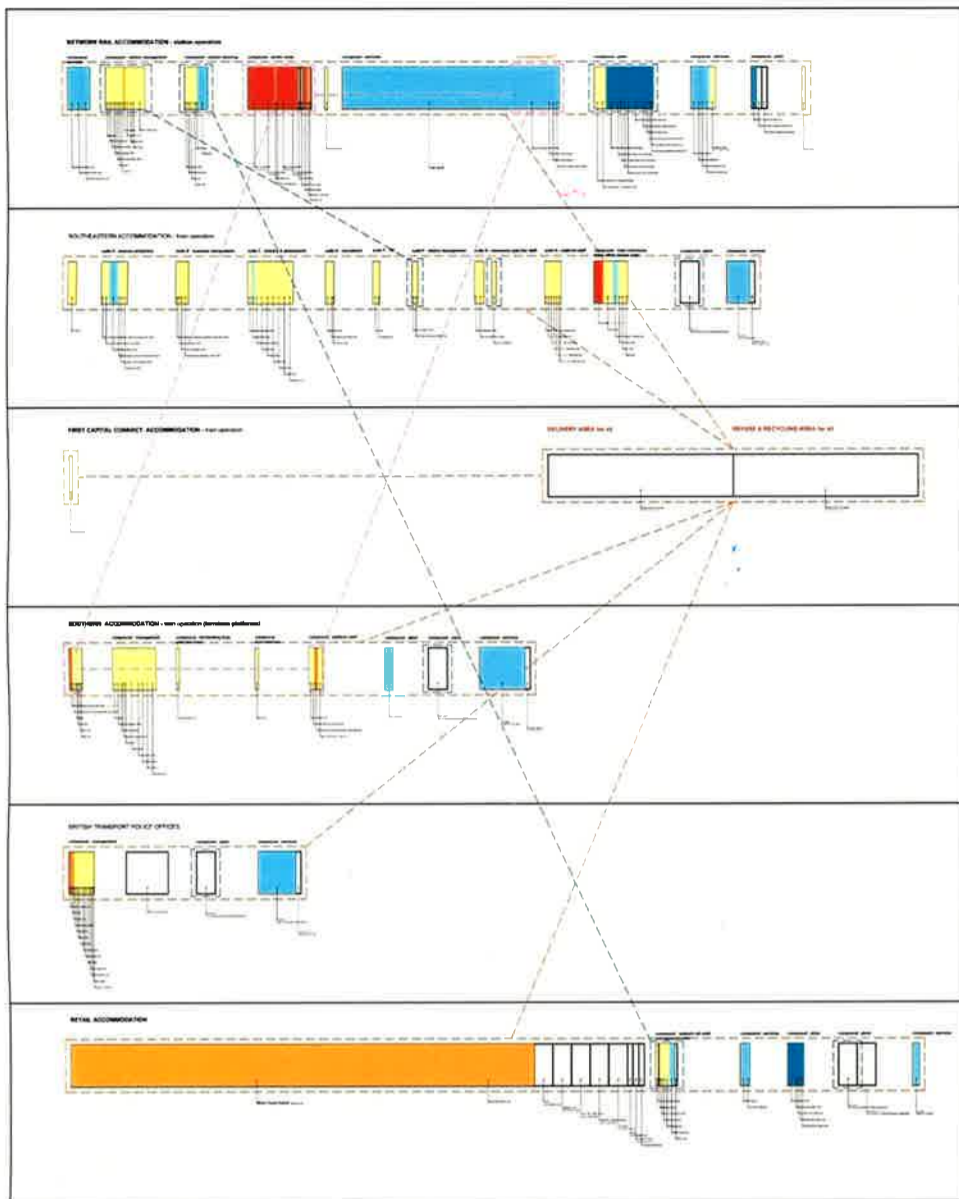
These studies are designed to inform the selection process of which Option should be pursued for further detailed investigations and development.

Network Rail chose to proceed with Options 5, therefore the subsequent ID19 tasks were based on this selection.

London Bridge Station

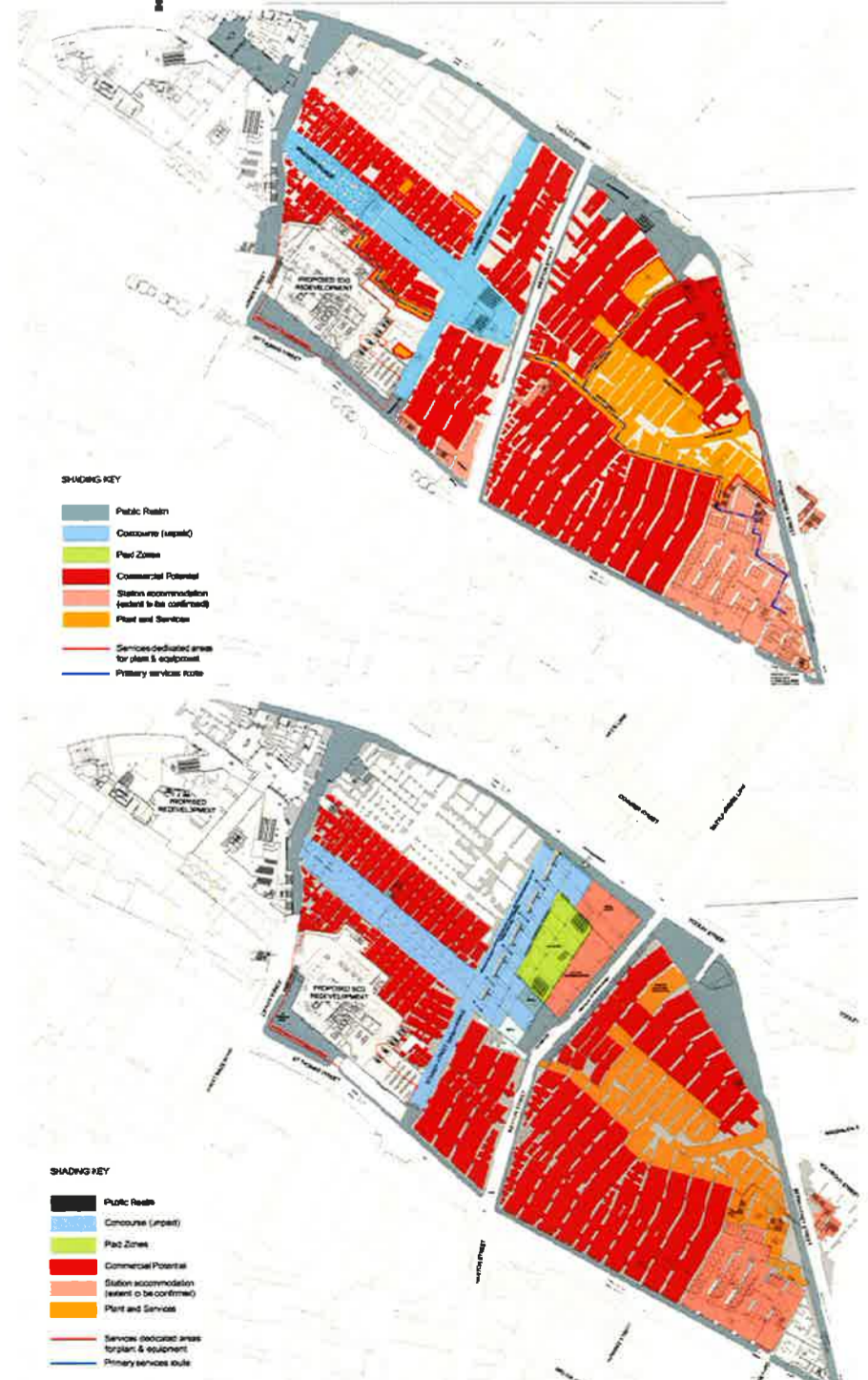
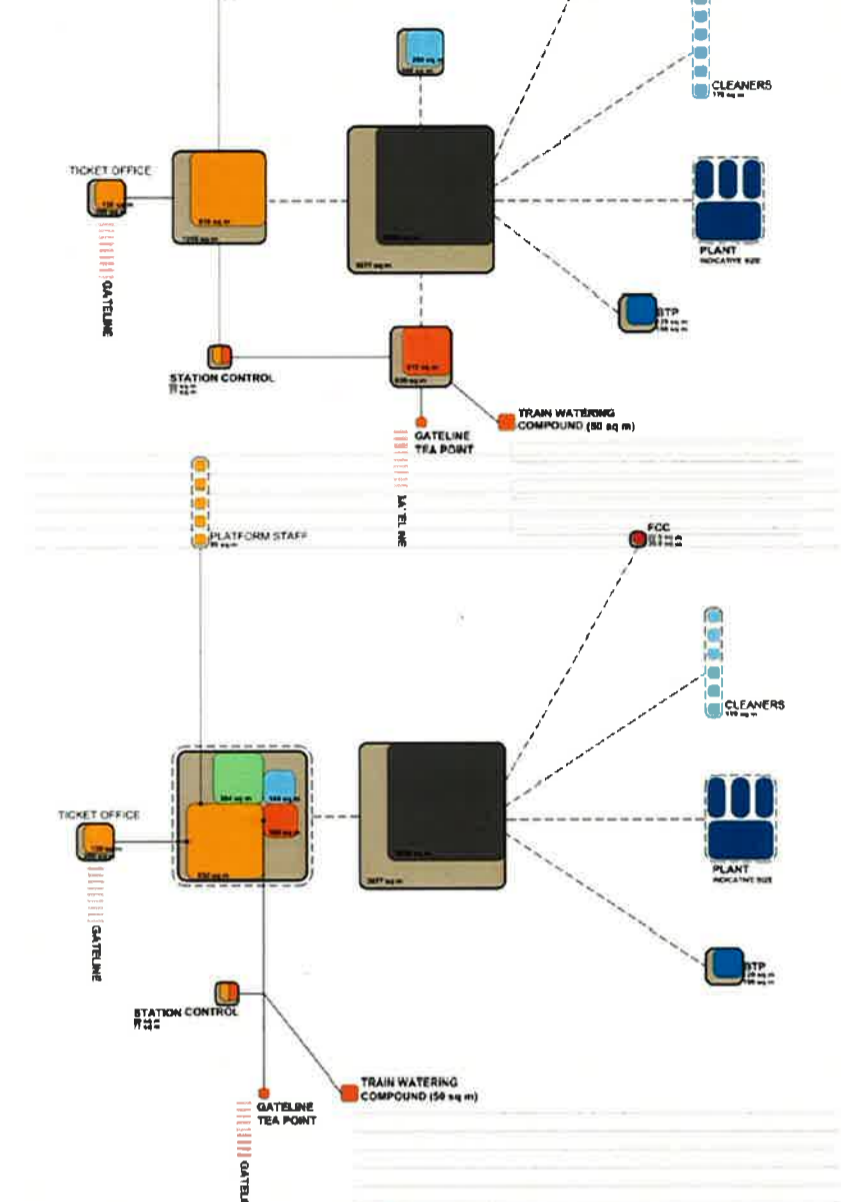


London Bridge Station



TOTAL 604 office seats specified up to date 27/07/12 + approx 600 not publicly funded

Diagrammatic interpretation of "Thameslink Programme London Bridge Draft Room Schedule"



SHADING KEY

- Public Realm
- Concourse (upset)
- Plant Zones
- Commercial Potential
- Station accommodation (tentative or confirmed)
- Plant and Services
- Services dedicated areas for plant & equipment
- Primary services route

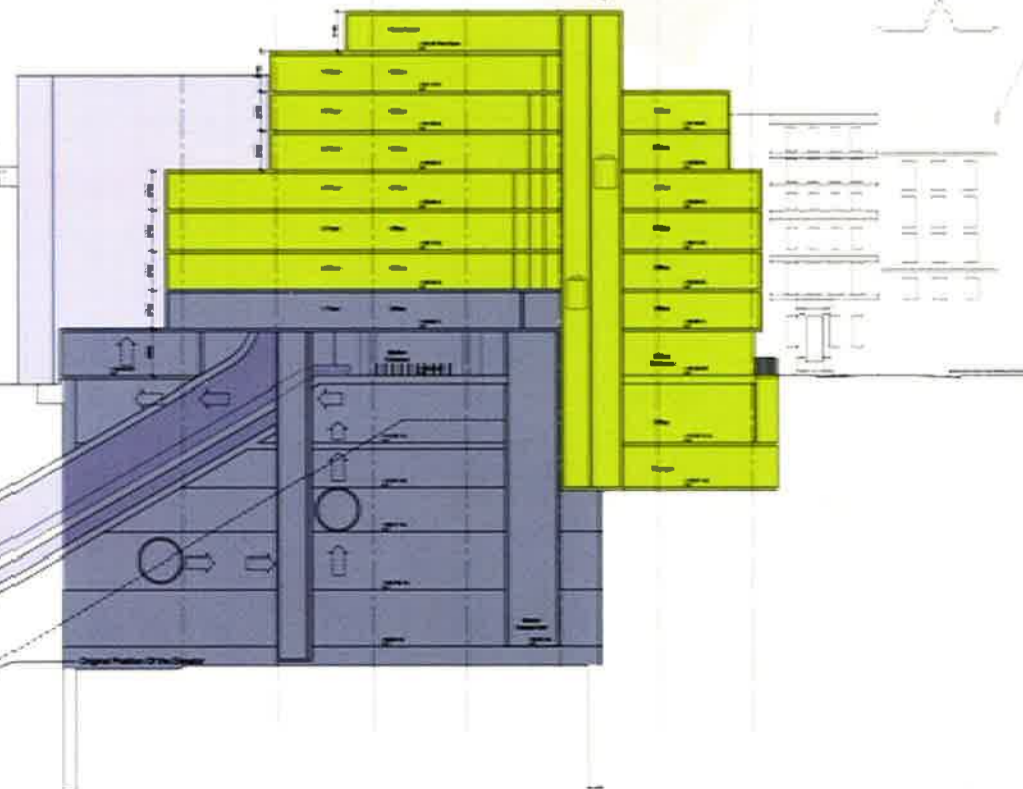
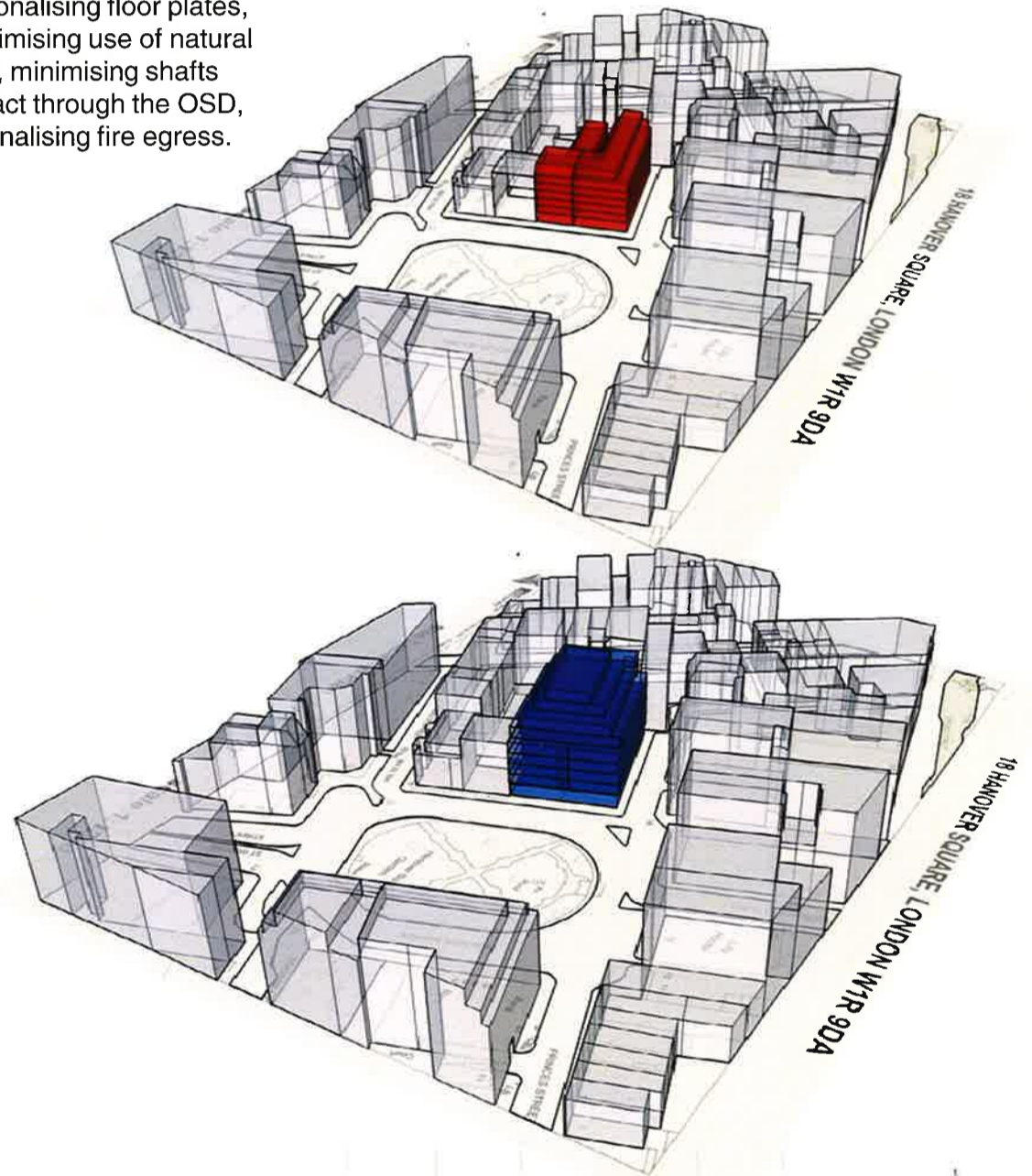
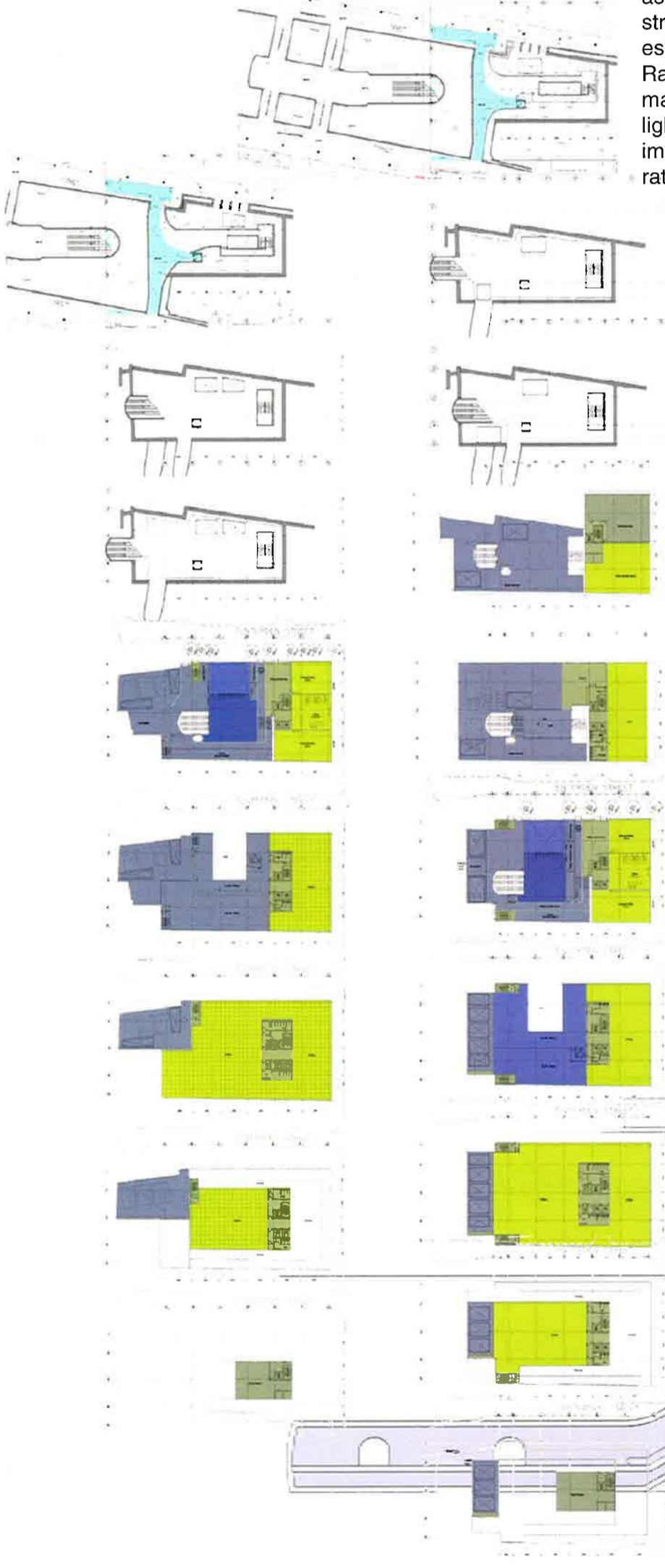
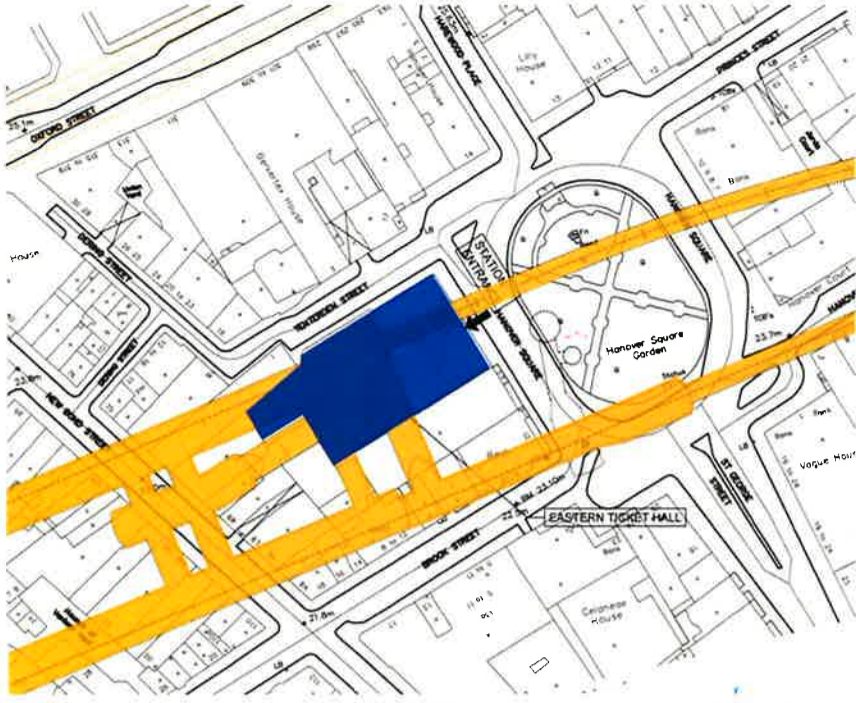
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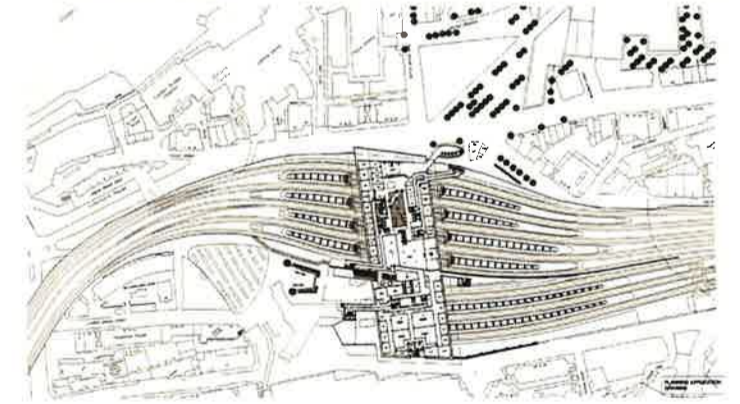
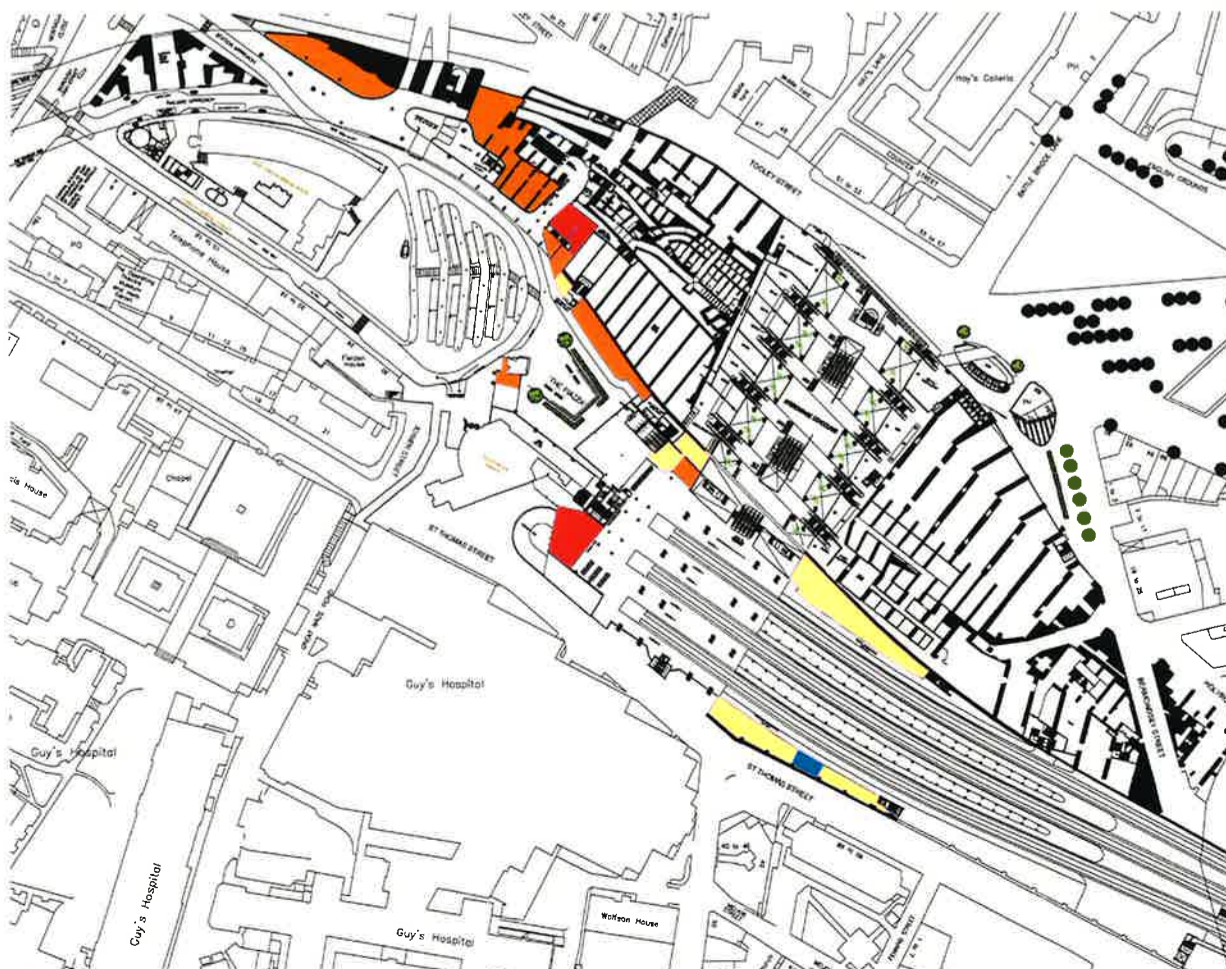
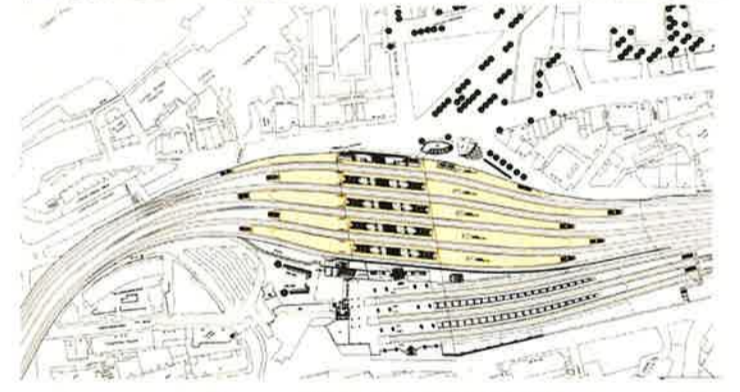
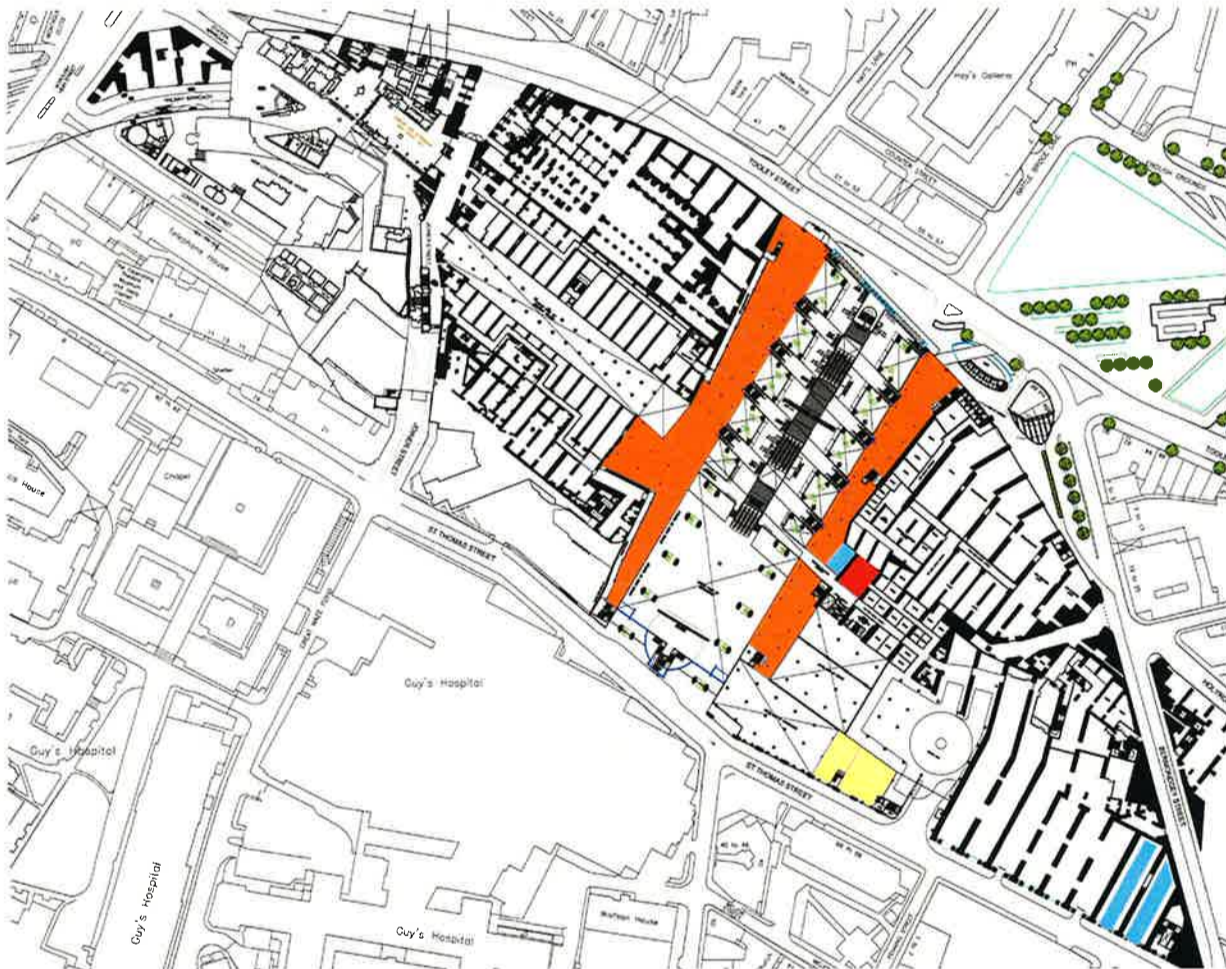
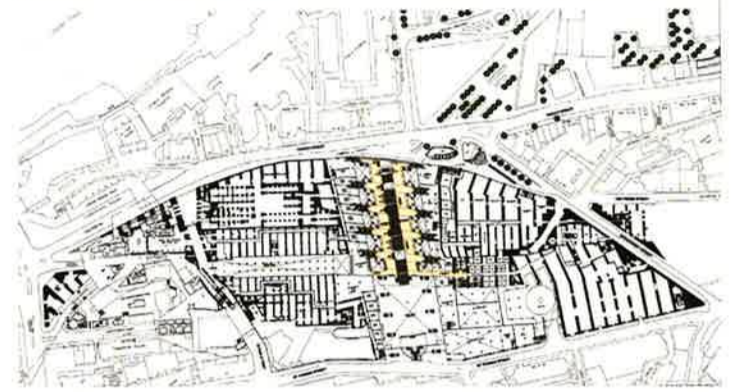
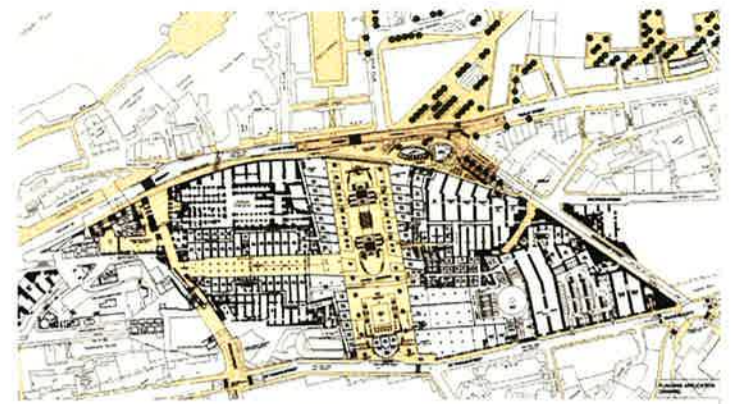
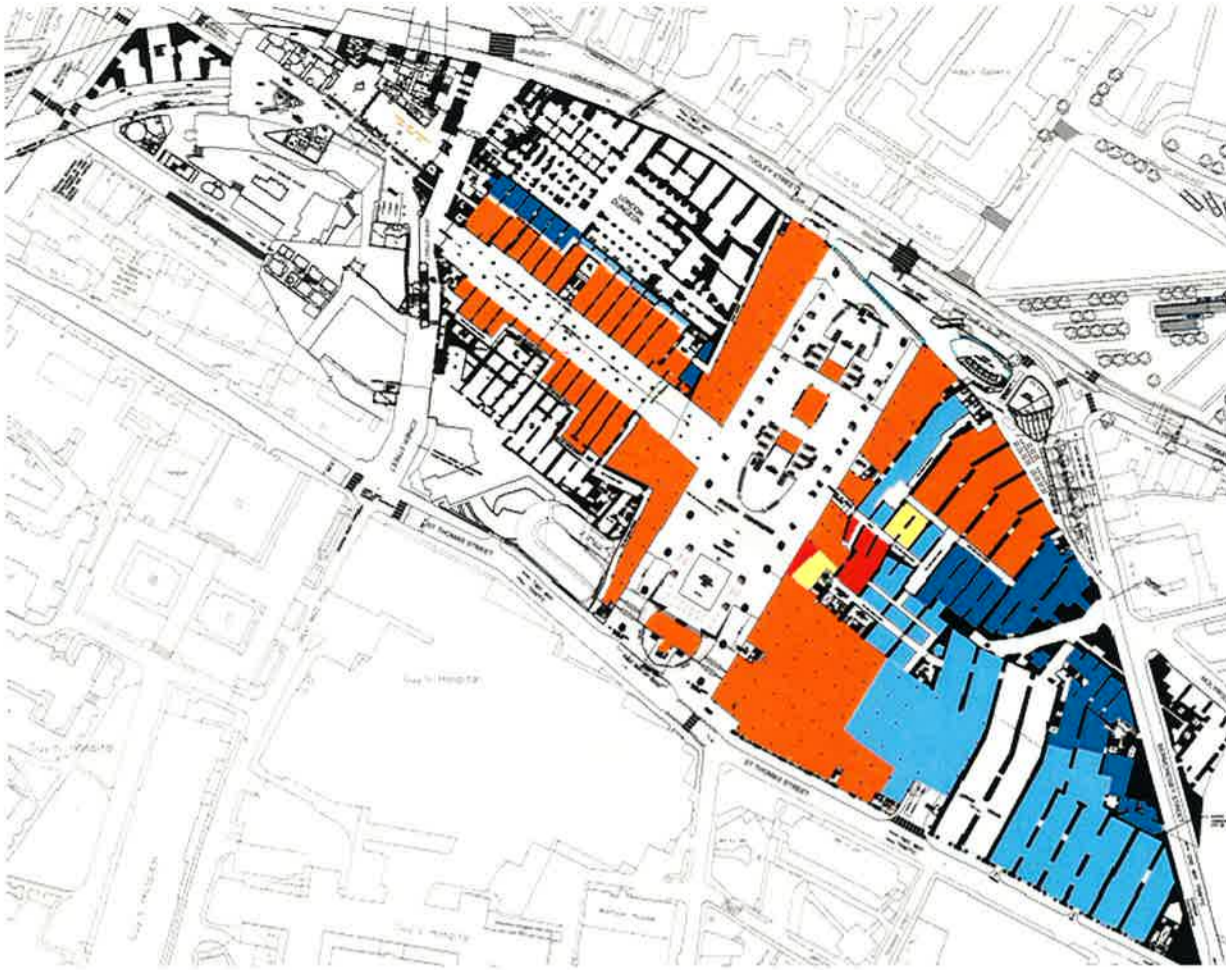
Bond Street East - London

Project Description

Mott MacDonald along with TP Bennett (sub consultant) were asked to look at opportunities for improving the hybrid scheme for the Over Site Development at Bond Street Hanover Square. To establish a commercially robust model attractive for potential developers for the OSD. The OSD design team interfaced with the station and shaft design teams to progress the feasibility study and review assumptions for ventilation strategy and location of escalator and station box. Rationalising floor plates, maximising use of natural light, minimising shafts impact through the OSD, rationalising fire egress.



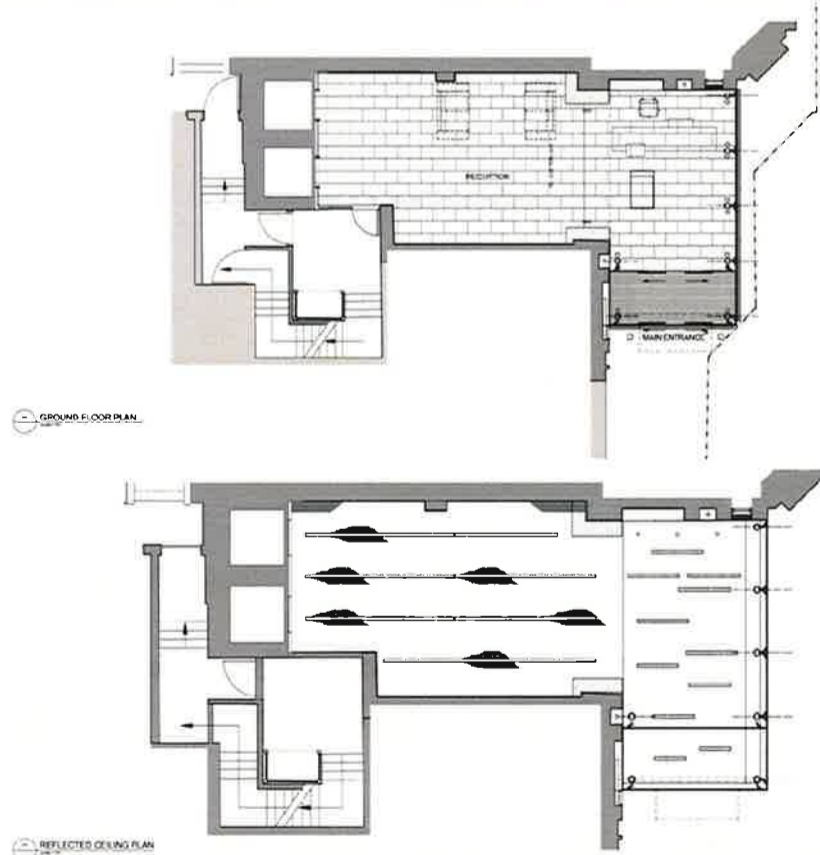
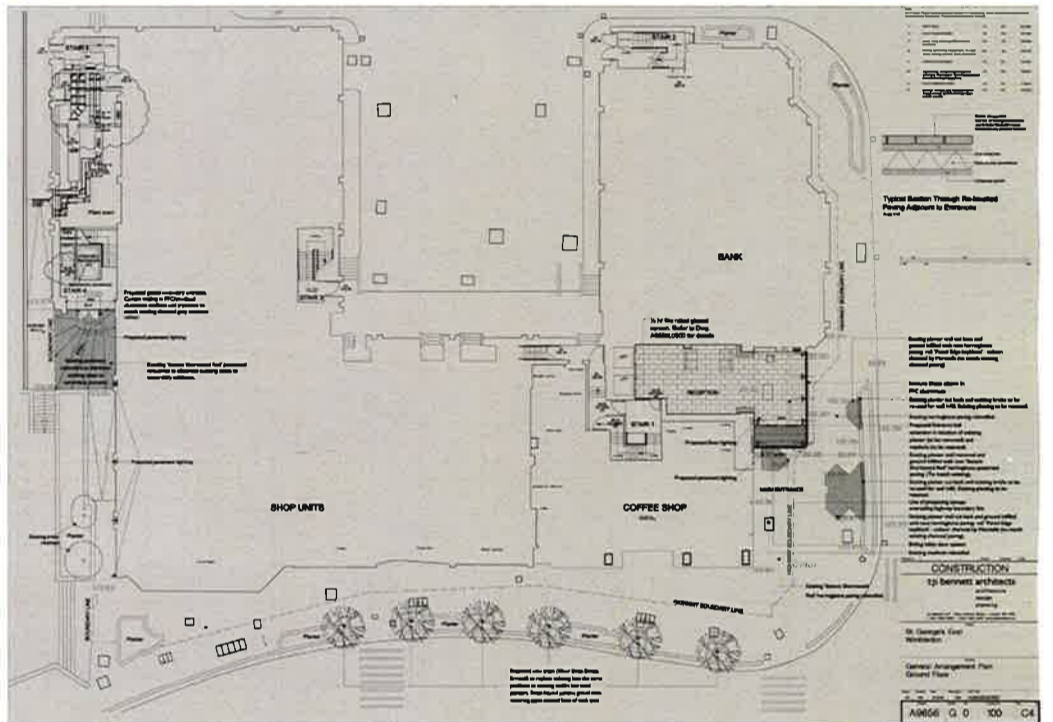
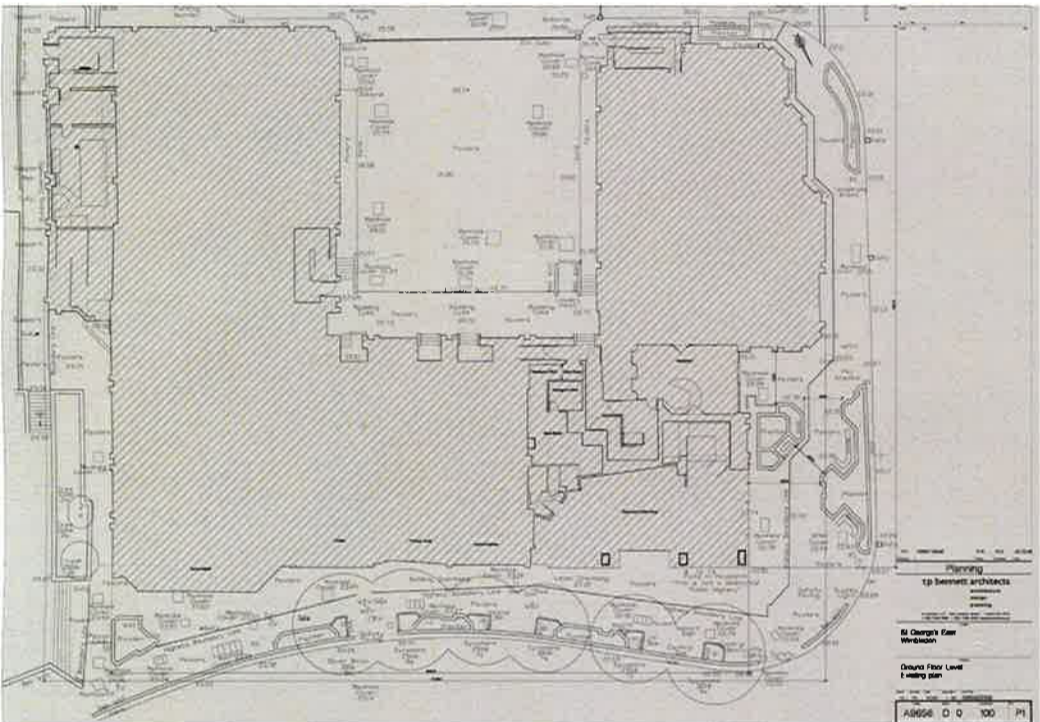
London Bridge Station



Area Types

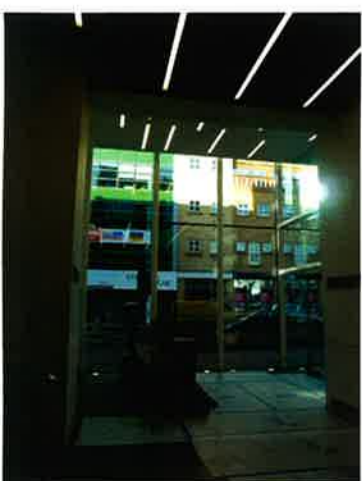
- Office – Station Management & TOC's
- Office support
- Passenger amenities
- Plant
- Services
- Retail

St Georges East - Wimbledon

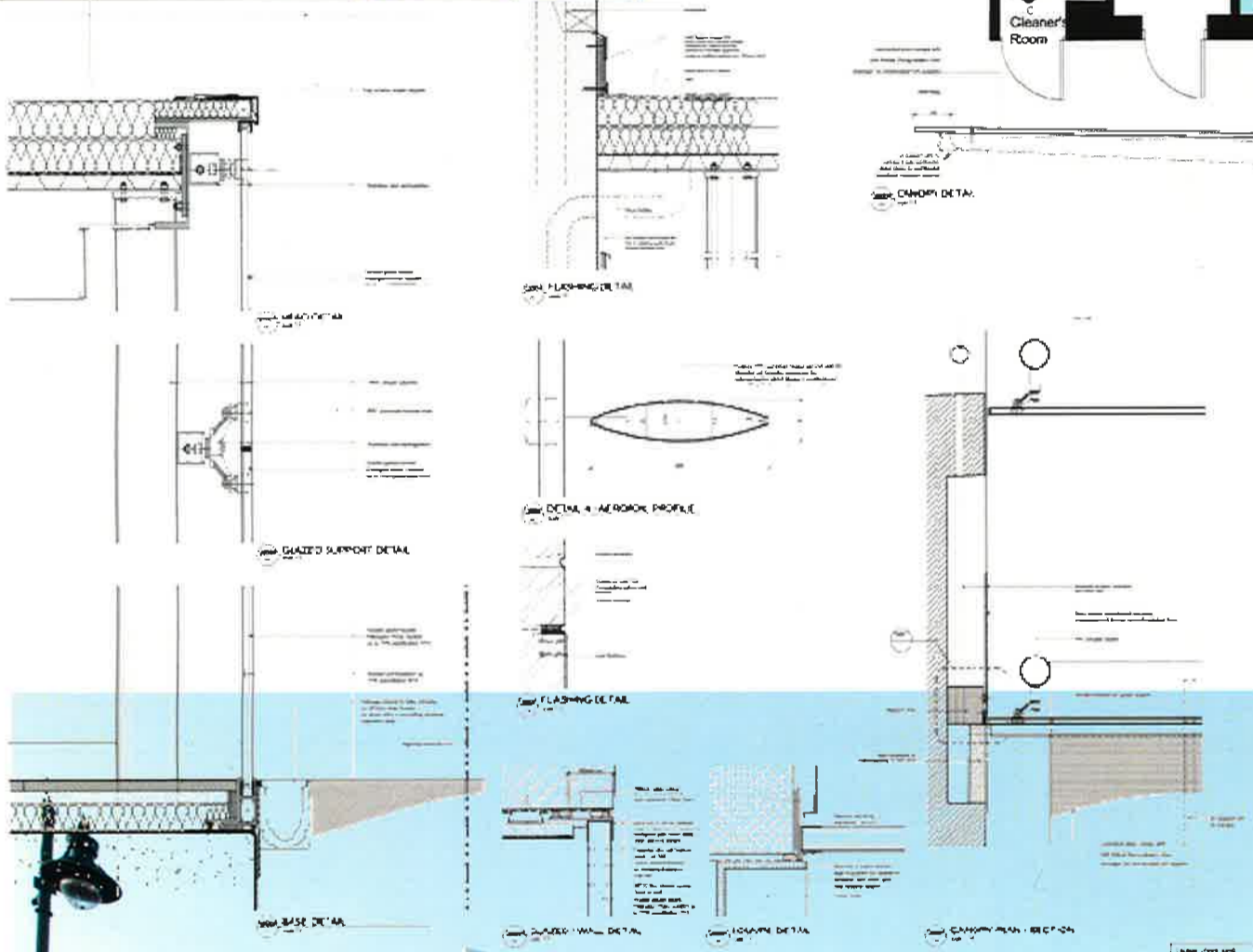
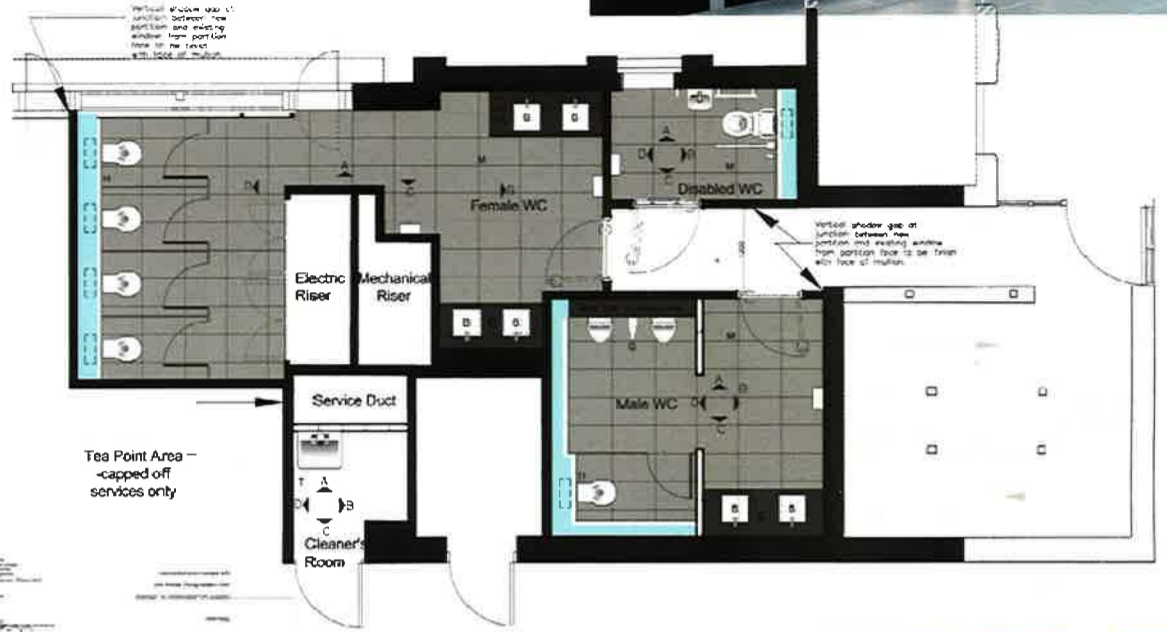


Project Description

Build cost £4.2M. Project complete.
 Refurbishment of an existing 1980s 5-storey office building including external improvement works of glass entrance extension, relocating plant area to have no visual impact and adding parapet element to the architectural design of the building. The building has been updated internally to form a refurbished Grade A office accommodation capable of single or multi-let use.



St Georges East - Wimbledon



King Abdulaziz International Airport, Jeddah, Saudi Arabia

Project Description

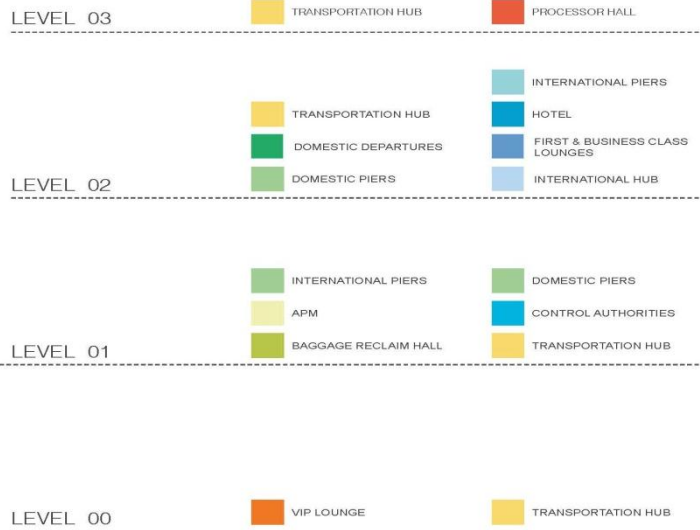
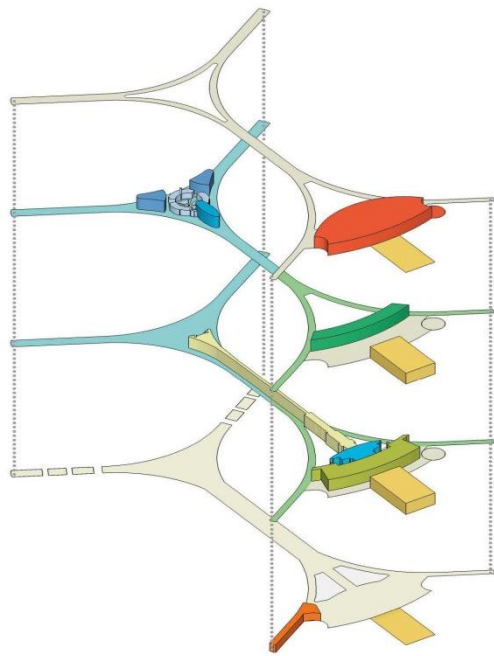
690,000 sq m new airport includes an airside hotel, four airport lounges, retail areas, a mosque and a transport hub with a railway station. The airport has been designed to provide a contemporary and yet culturally sensitive gateway to Jeddah and the Holy City of Mecca and when complete will handle 30 million passengers per year.

The inspiration has come from the local environment and cultural references as well as the historical art and architecture of Jeddah.

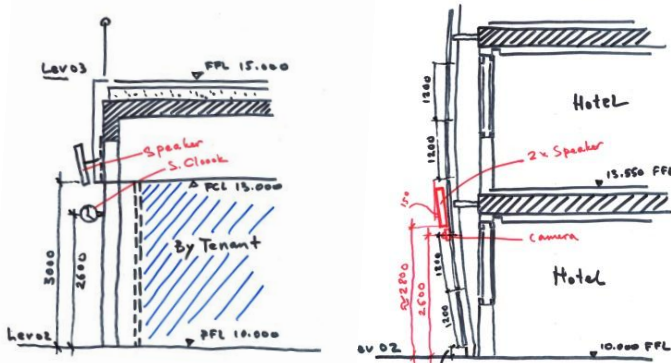
The airport is designed to comply with Silver Rated LEED.

Work has commenced on site. Due for completion 2014.

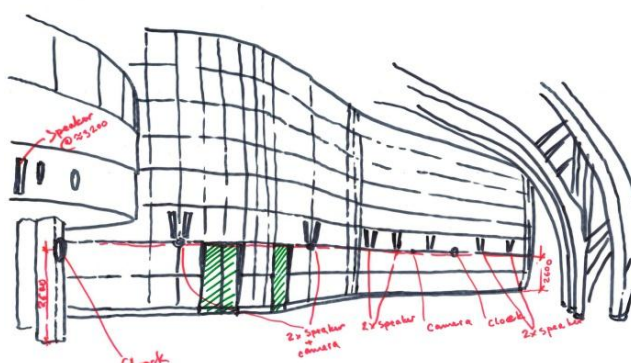




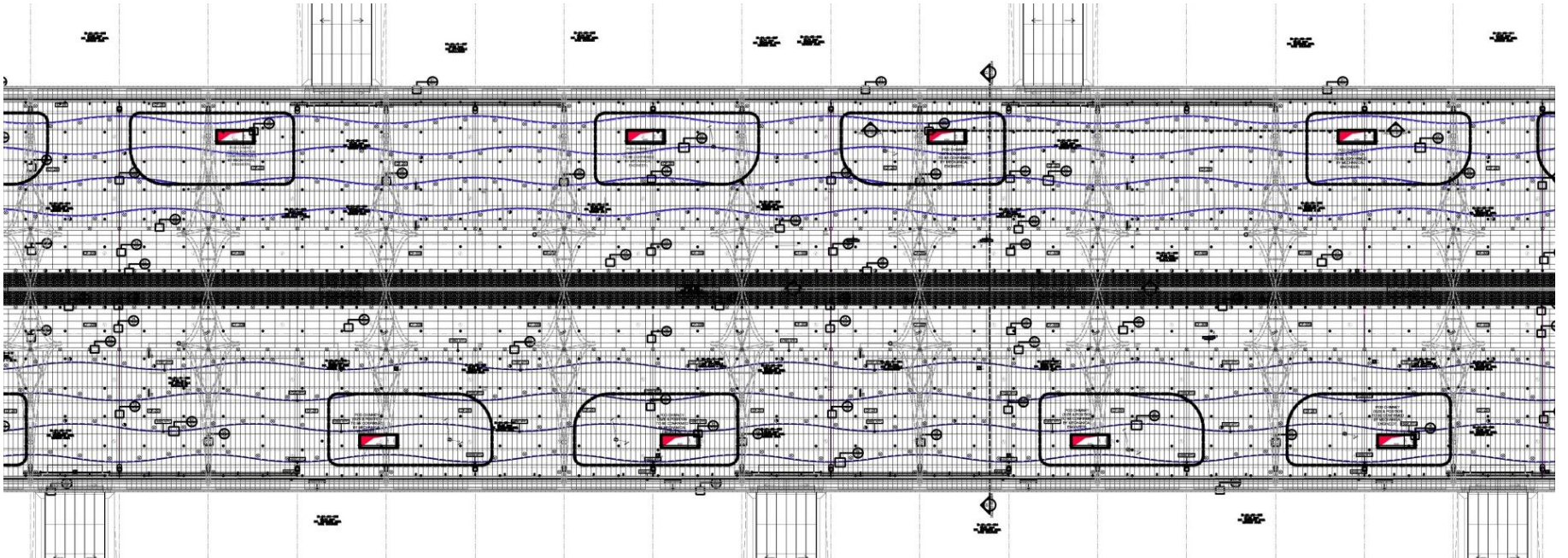
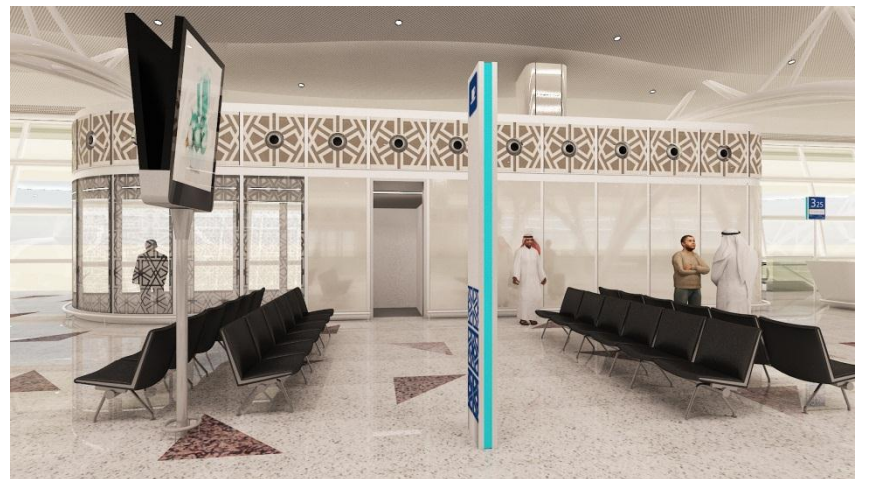
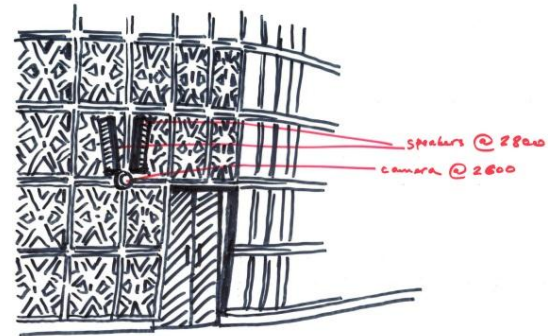
Hotel



2x Speaker and camera



Hotel facade with SAS



Sheraton Park Lane, London, UK

Project Description

A renovation of 26 500 m2 of the Sheraton Park Lane Hotel, which occupies a prominent site on Piccadilly and is the flagship hotel for the Sheraton brand in London, consists of full renovation of 303 No guestrooms, public areas renovation - Palm Court, Orchard Room, Bracewell's Room and Business Centre, soft refurbishment of Oak, Willow Room, Tudor Rose Room and connecting circulation, reconfiguration of reception arrangement, Renovation, refurbishment, renewal, of all Mechanical, Electrical & Public Health system infrastructure including vertical transportation, IT / AV / Data / Security within all support areas, back of house, kitchens, purchasing etc, installation of a sprinkler system.



1921

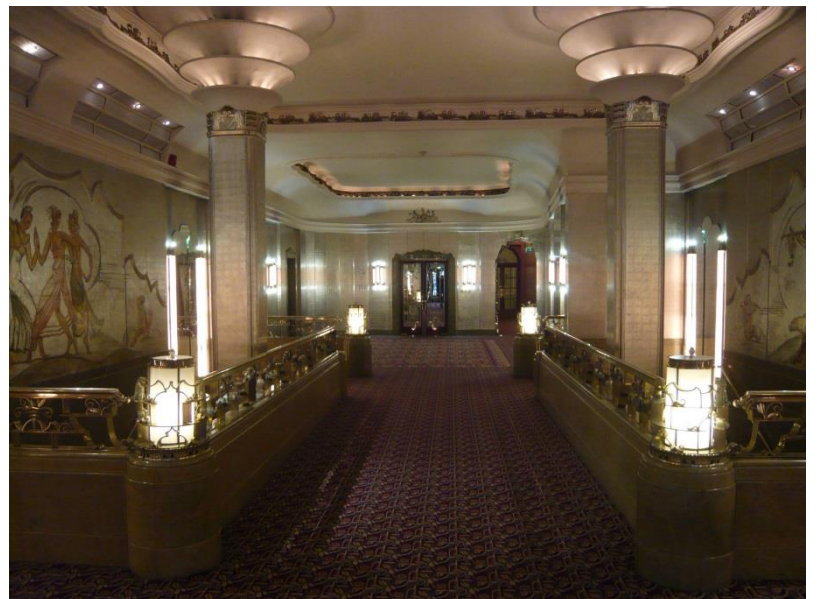


Nowadays

The Park Lane Hotel is located in the Mayfair Conservation Area, designated by the City of Westminster. It is immediately to the west of the Grade I listed 106 Piccadilly and overlooks the Royal Park of The Green Park, which is Grade I in the English Heritage Register of Historic Parks and Gardens.

In 1913 designs for a large new 300-bed hotel on the site of 108-115 Piccadilly were submitted to the London County Council for approval. Consent for the work was obtained and building operations commenced. the project was stopped soon after the start of the war. During the course of the war the owner of the site Sir Richard Sutton was killed. In 1924 the site was purchased by Mr Bracewell-Smit, a successful hotelier who eventually became Lord Mayor of London. He employed the architect Henry Tanner to complete the hotel.

In 1929 the owners of the hotel acquired the site of the Savile Club immediately to the east (106 Piccadilly) and replaced it with an extension to the main hotel. The extension building consisted of nine storeys above ground and each of the upper floors provided guest rooms. However, the principal interest of the new addition lay in its ground floor and basement. A canopied front entrance led into a richly decorated vestibule and a long hall with a grand stair in the centre leading down to a mezzanine gallery overlooking basement ballroom. These interiors still retain much of their original Art Deco character, which has a pronounced North American flavour. In an article in Connoisseur Magazine published in October 1981, the ballroom was described as 'the best example of the Hollywood Spectacular style in London'.

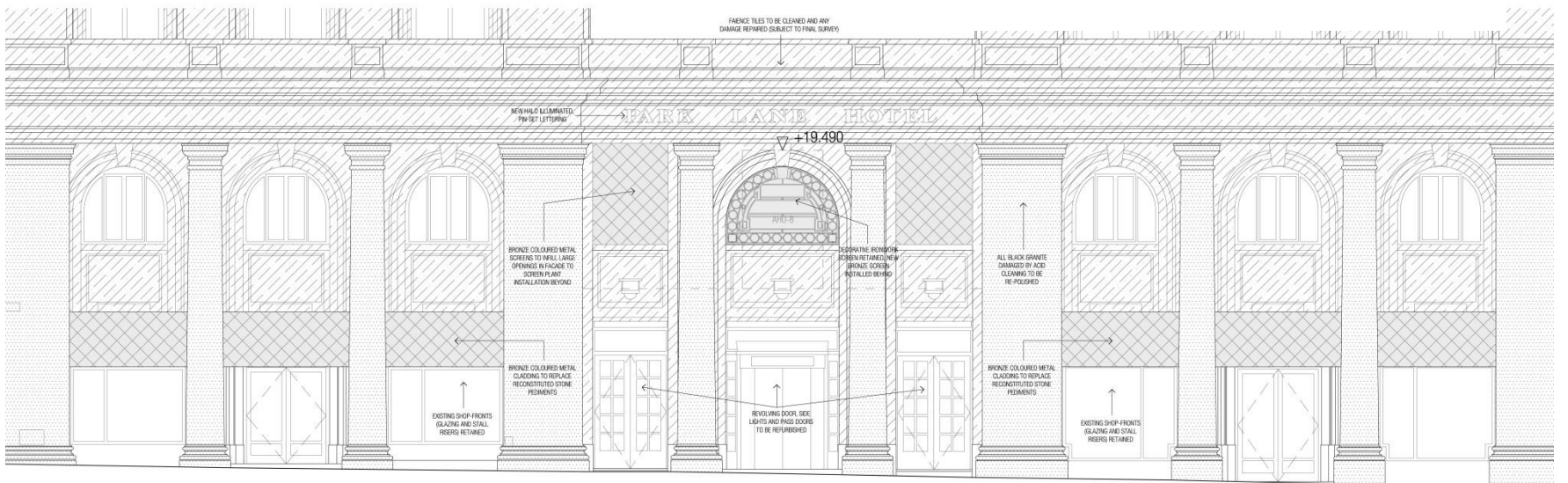
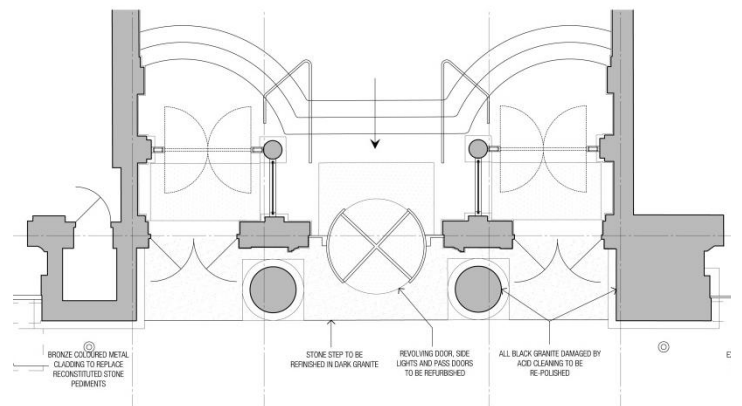
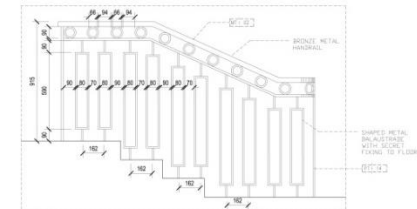
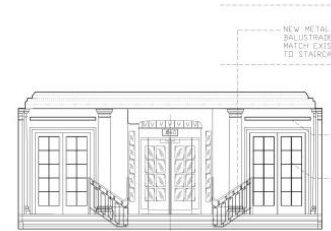
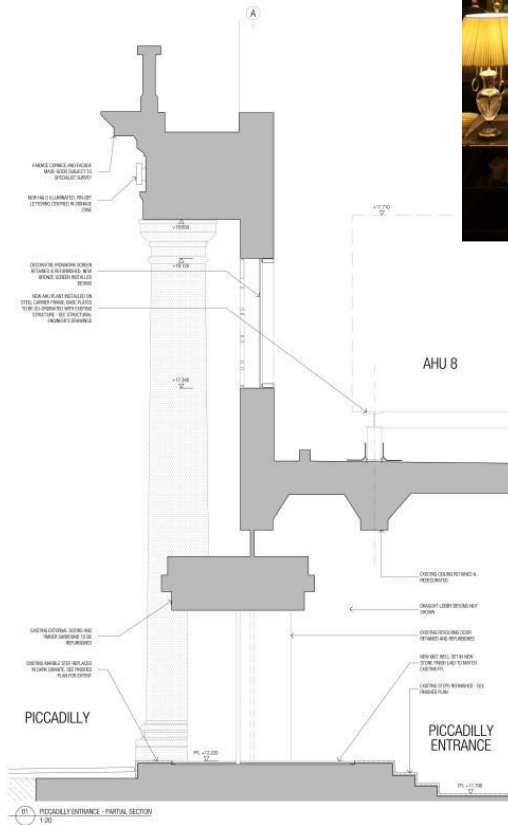
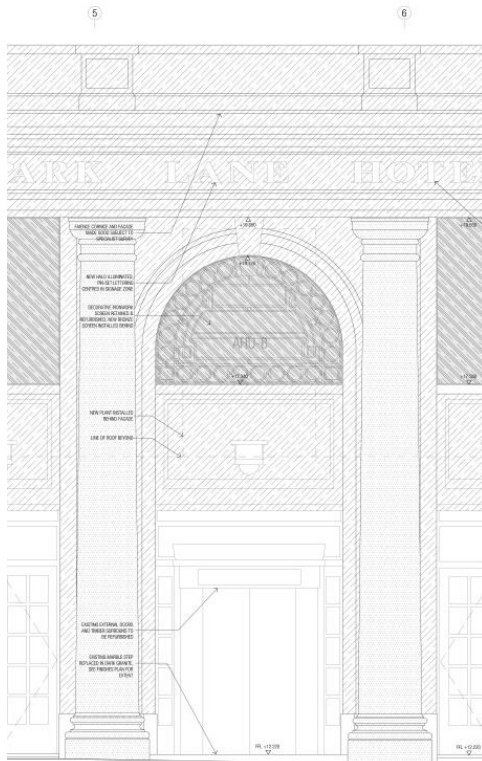
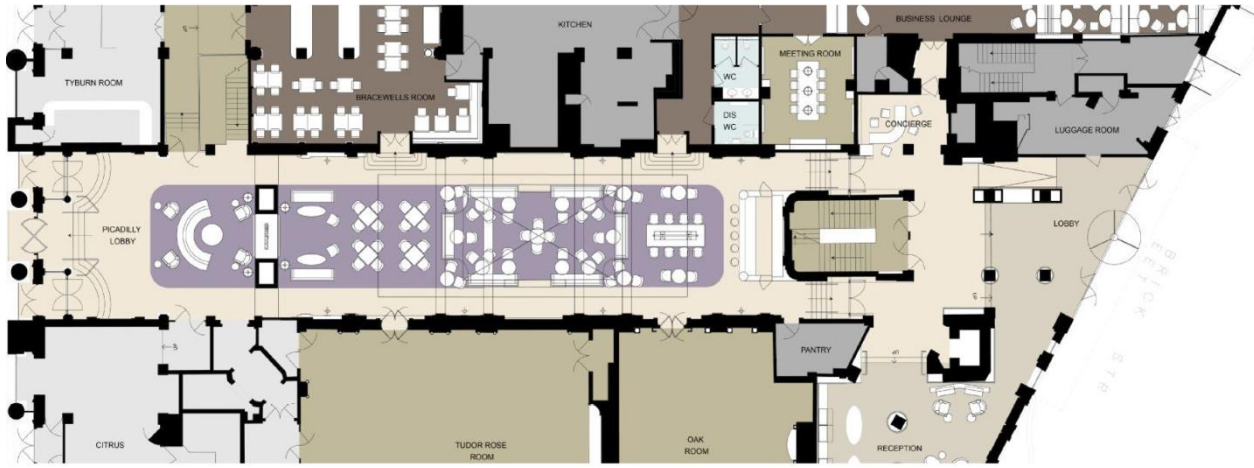


1930's extension (hall leading to basement ballroom)

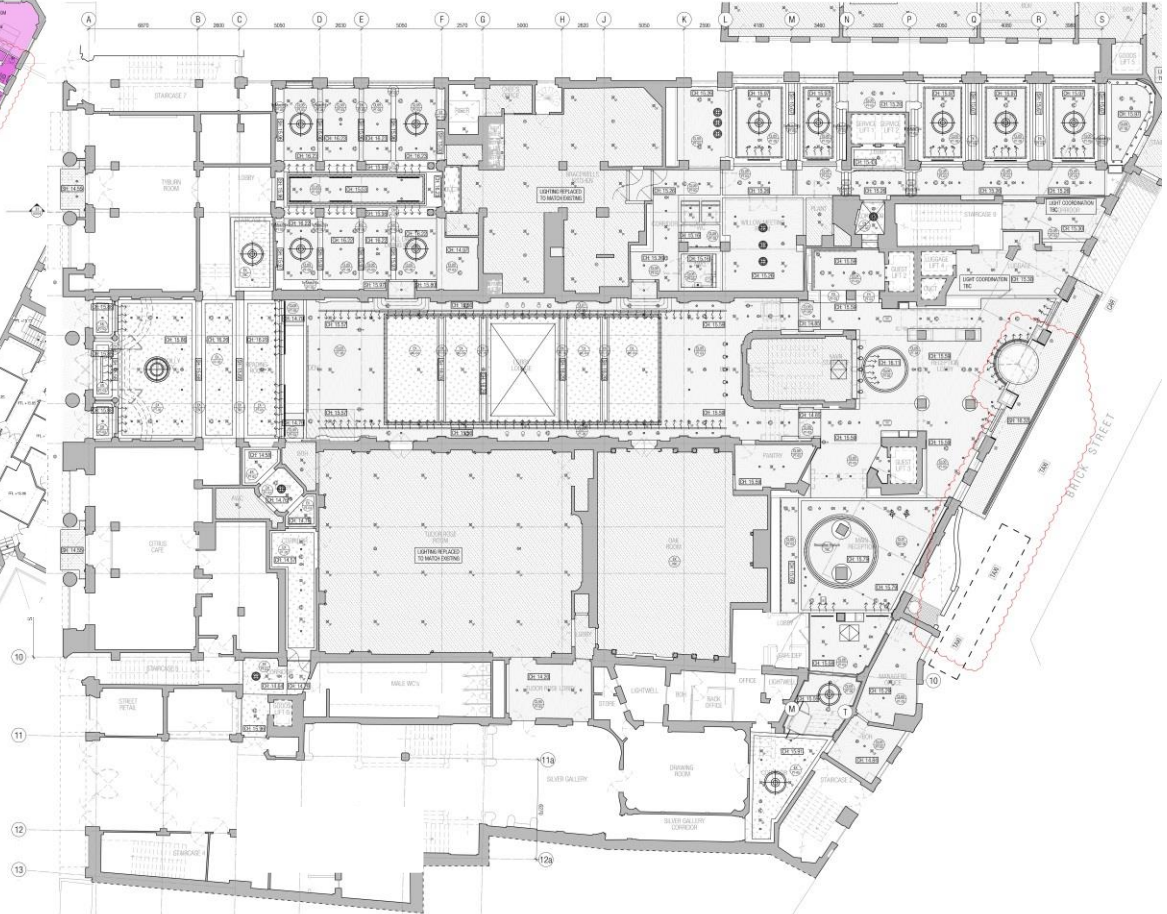
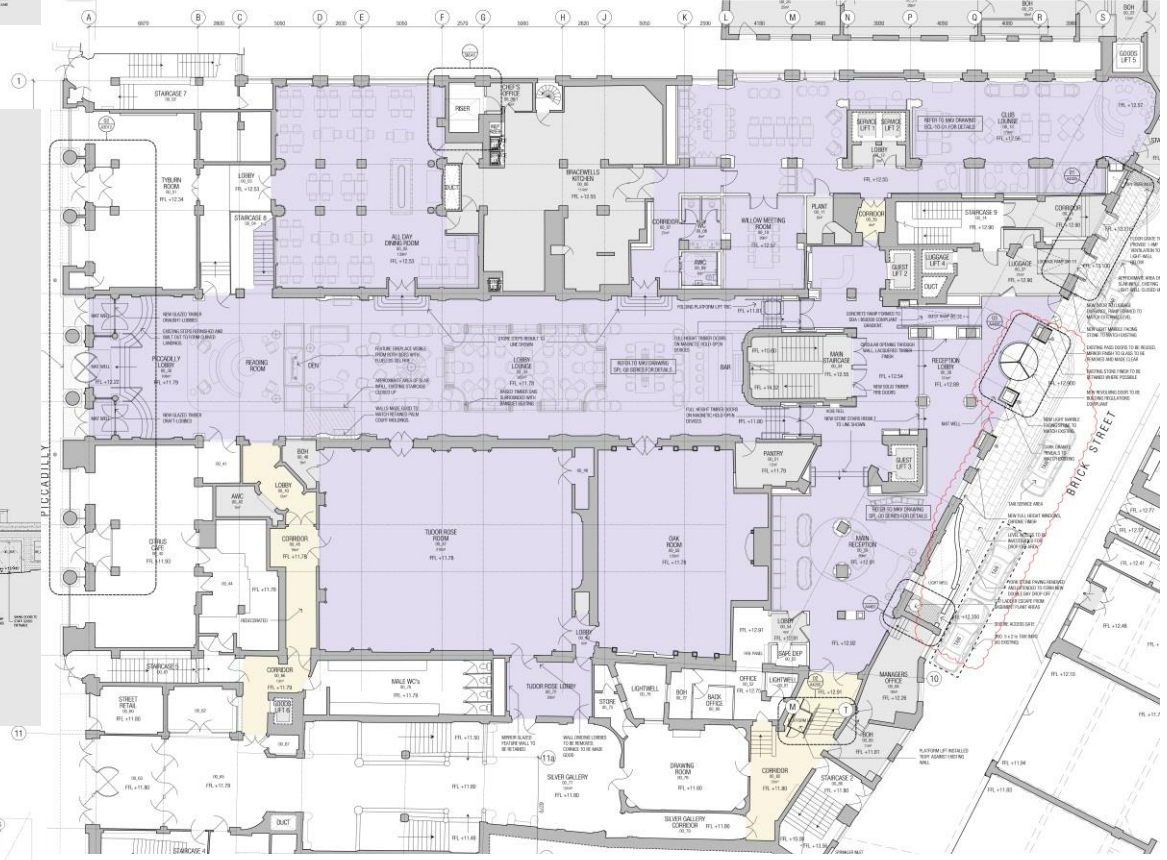
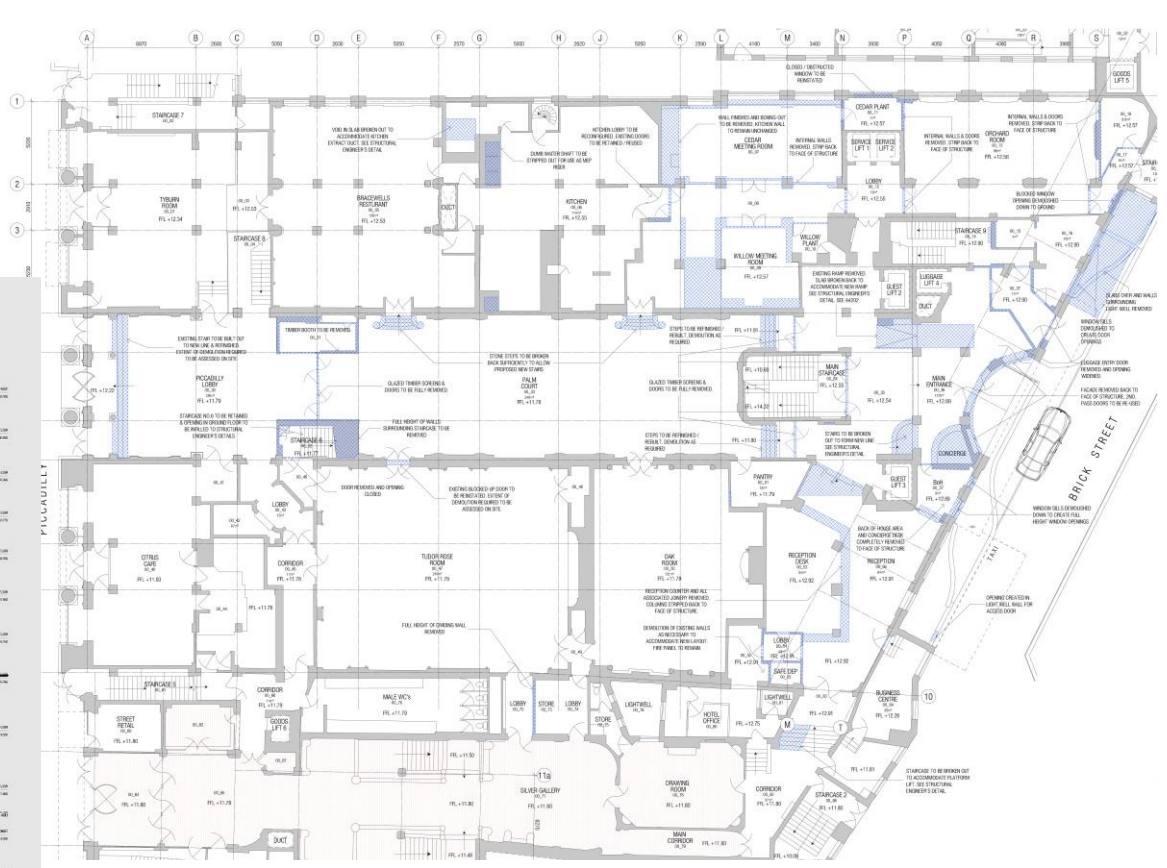
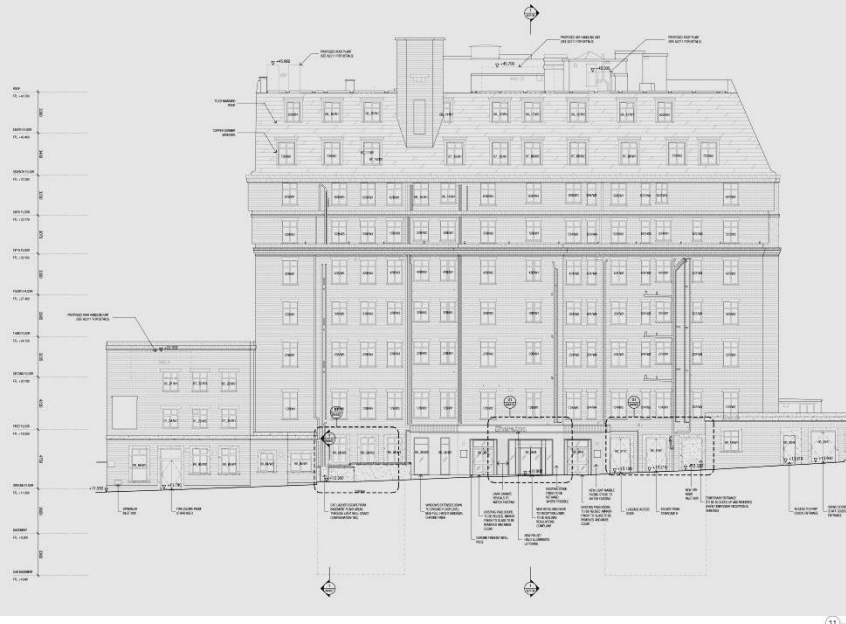
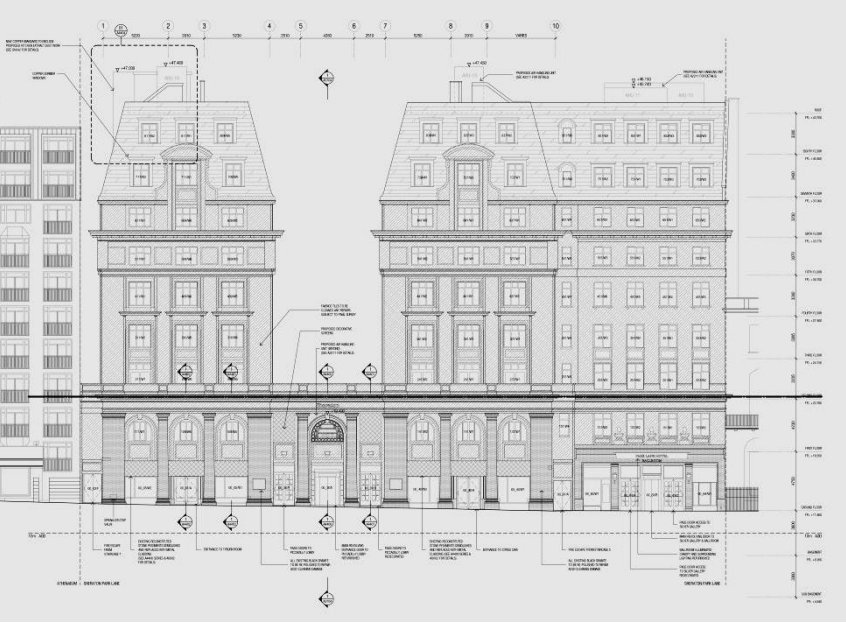


1930s extension (basement ballroom)

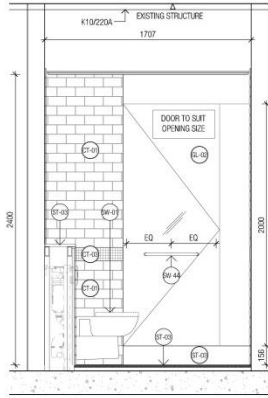
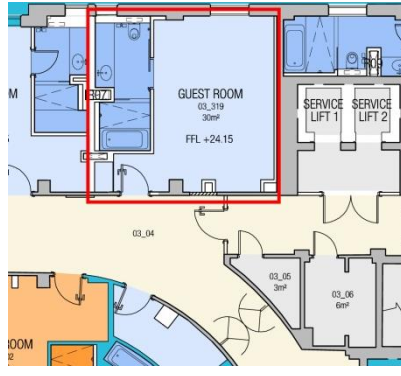
Sheraton Park Lane, London, UK



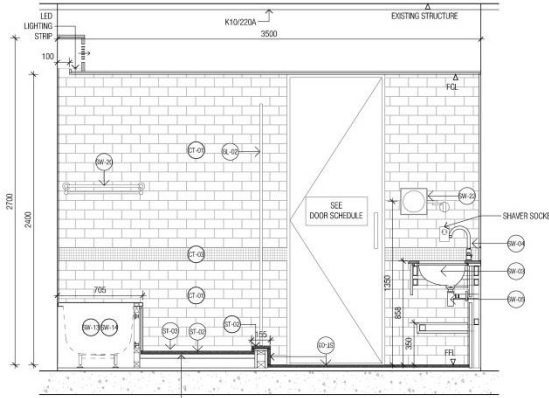
Sheraton Park Lane, London, UK



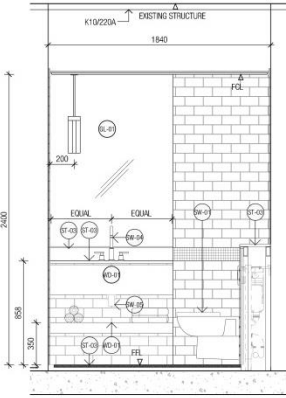
Sheraton Park Lane, London, UK



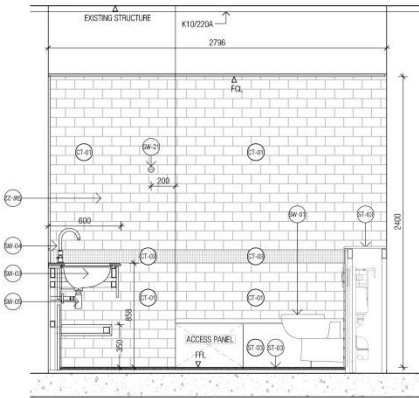
01 SHOWER SCREEN ELEVATION



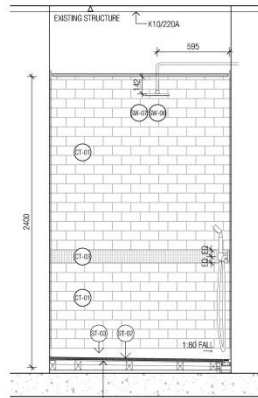
02 DOOR ELEVATION



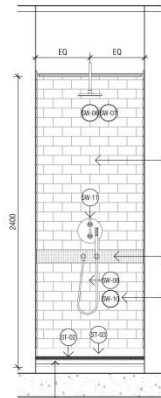
03 VANITY ELEVATION



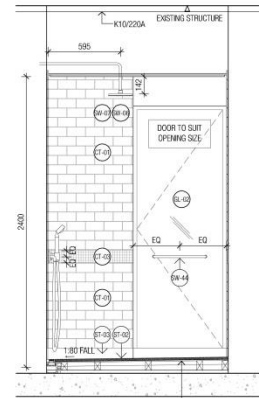
04 BATH ELEVATION
1:20



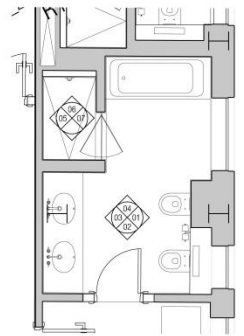
05 SHOWER ELEVATION
1:20



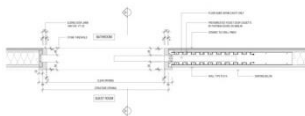
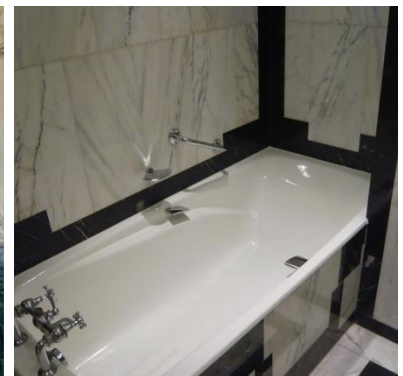
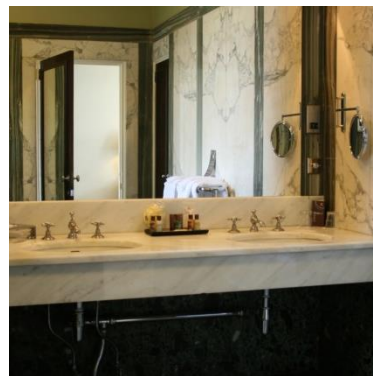
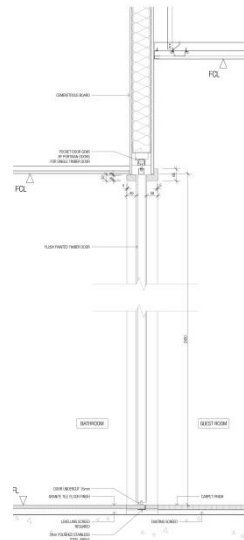
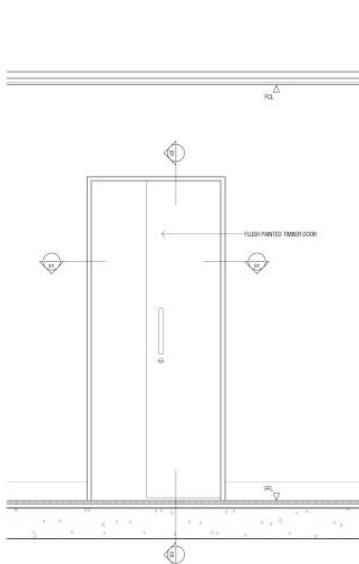
06 SHOWER ELEVATION
1:20



07 SHOWER DOOR ELEVATION
1:20



08 KEY PLAN
NTS



Metro Stations - Education City & Msheireb, Doha, Jeddah

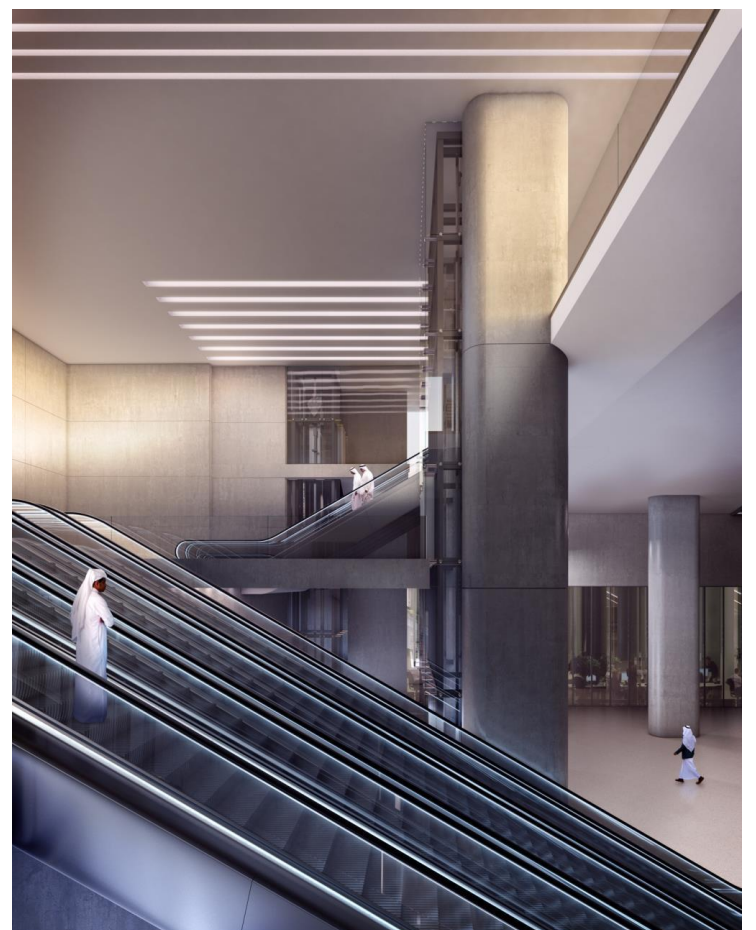
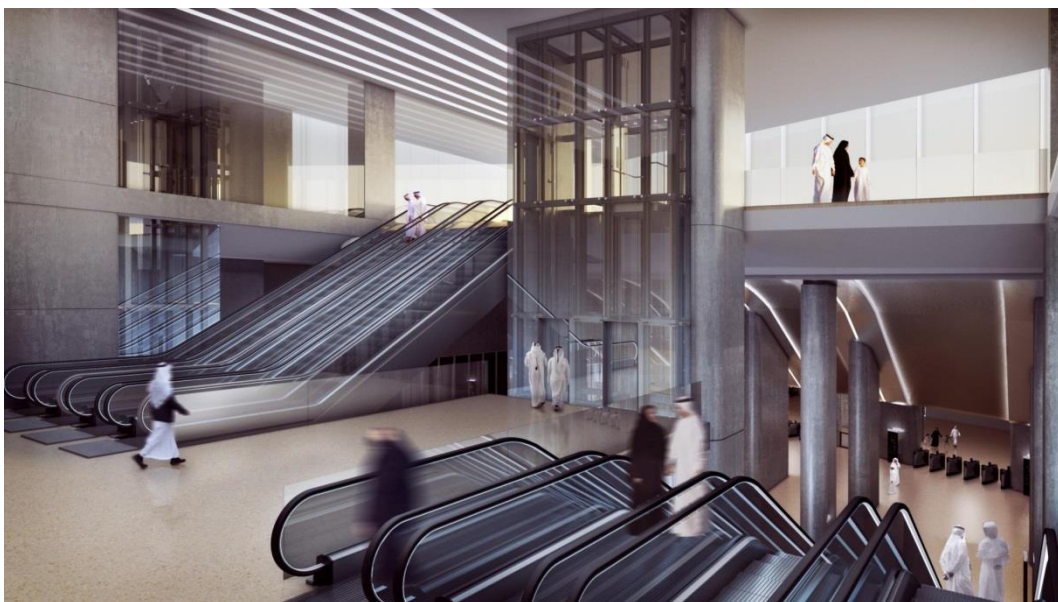
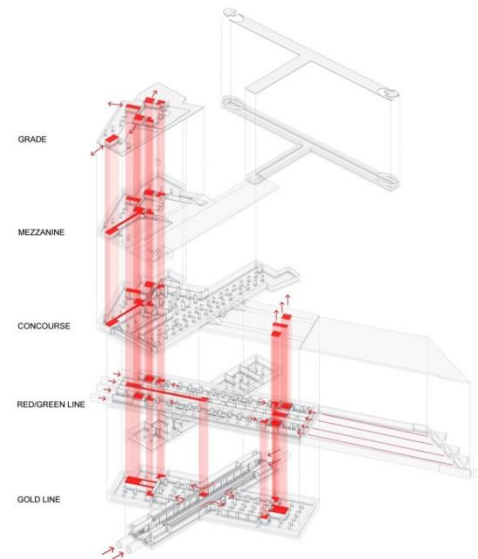
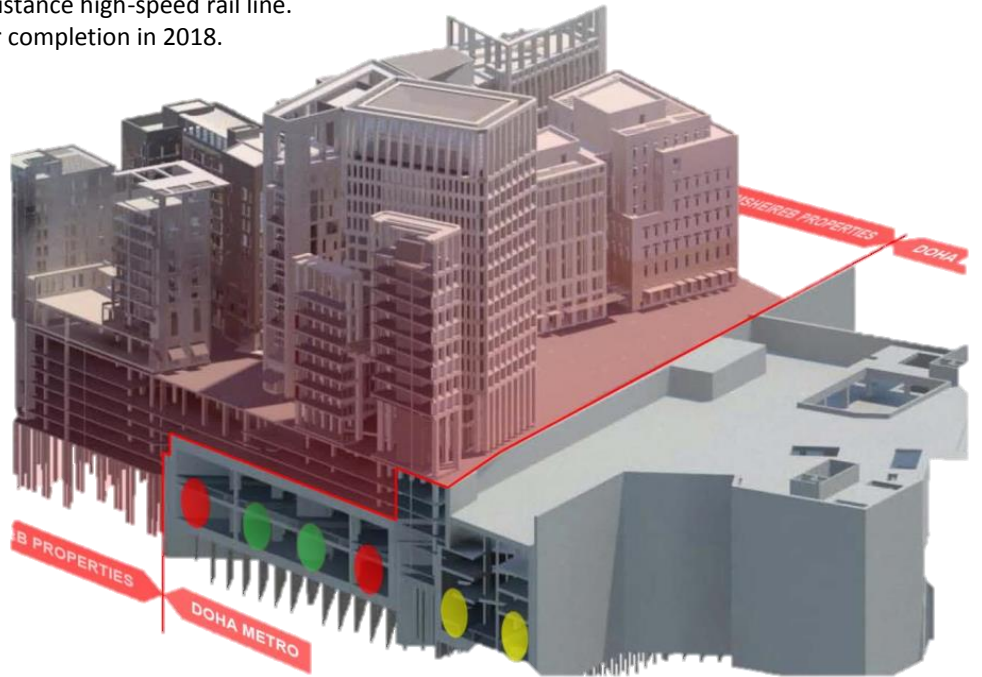
Project Description

These two projects Msheireb Station and Education City Station are being developed with engineering firm Mott MacDonald and will use BIM technology, with models shared between all disciplines including Qatar Rail (CLIENT).

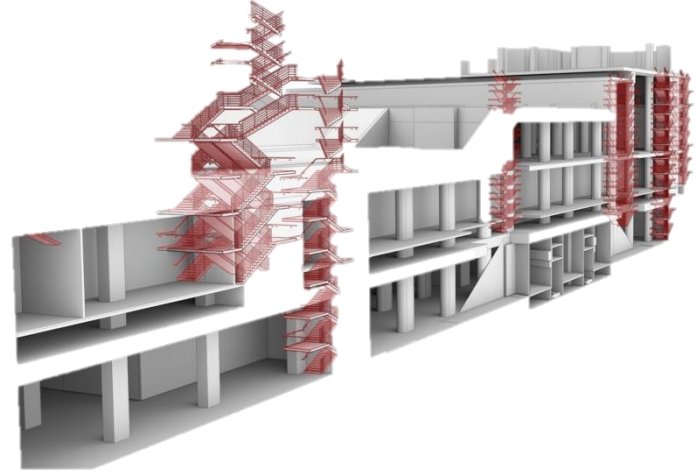
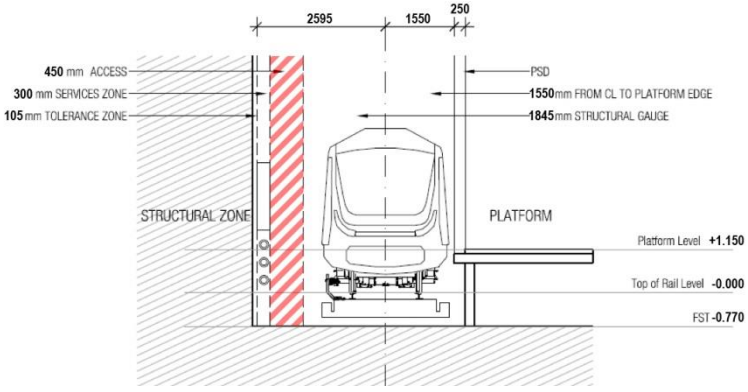
Msheireb Station lies at the heart of the entire Doha Metro network and provides a three line interchange within a 50,000m² facility. The station also provides a 'destination' for social, civic and retail activities within a large subterranean concourse, which links adjacent property developments.

Education City Station lies to the west of Doha, adjacent to the Qatar Foundation Campus. Education City Station is classed as an 'event' station as it will serve one of the FIFA2022 venues as well as interchanging with the future GCC long distance high-speed rail line.

The combined contract value is approximately USD 1.5 billion and is due for completion in 2018.

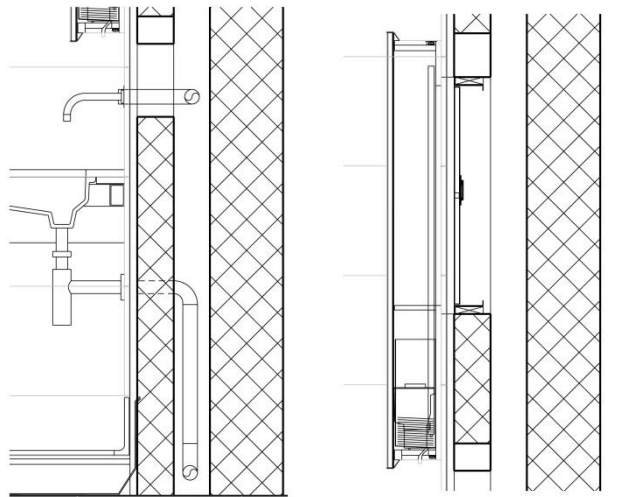
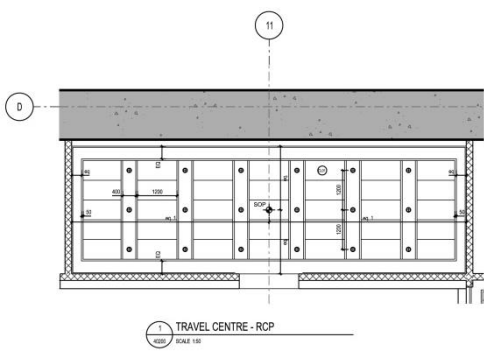
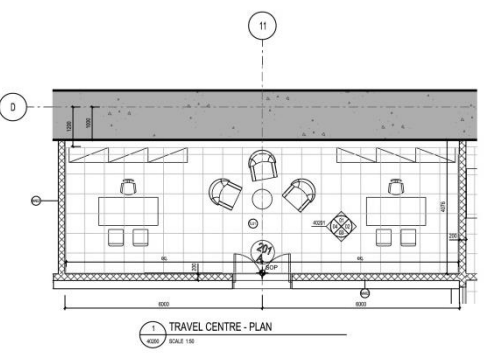
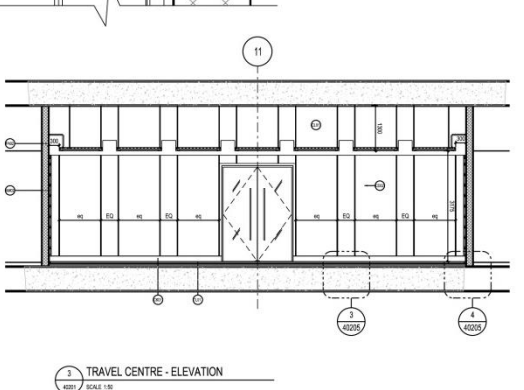
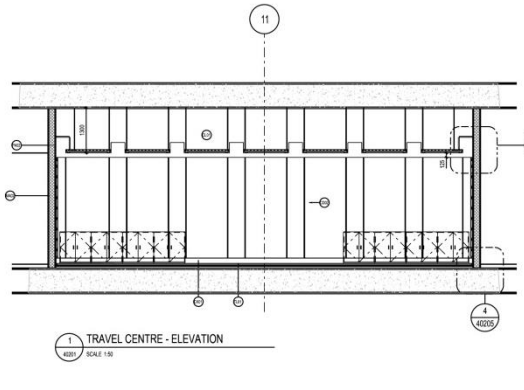
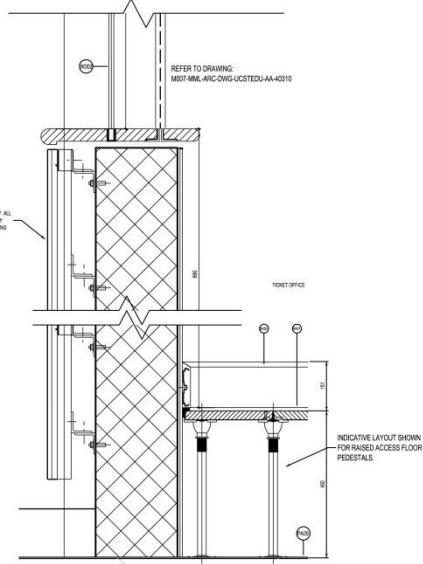
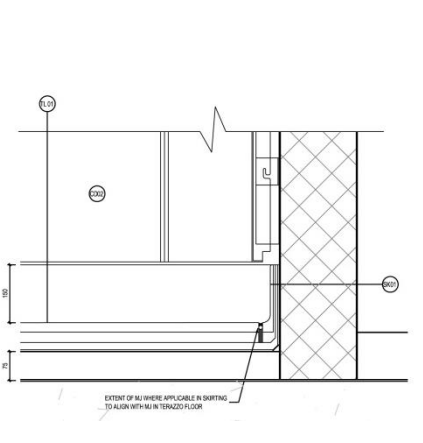
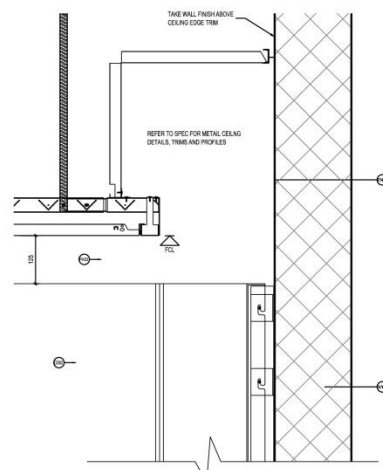
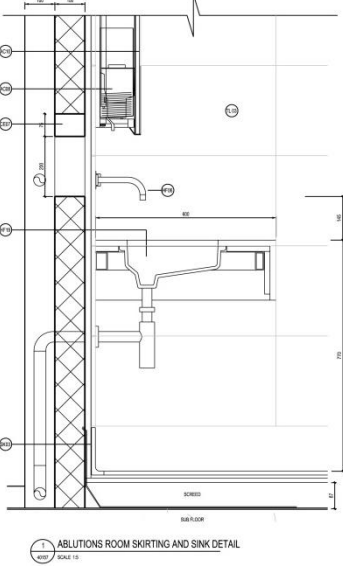
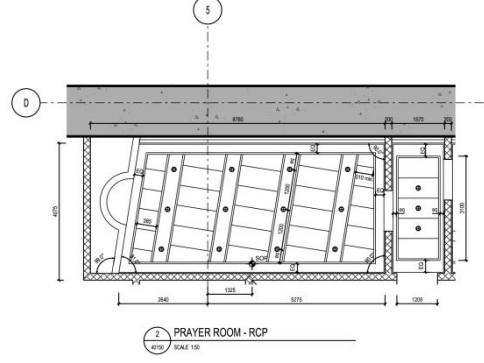
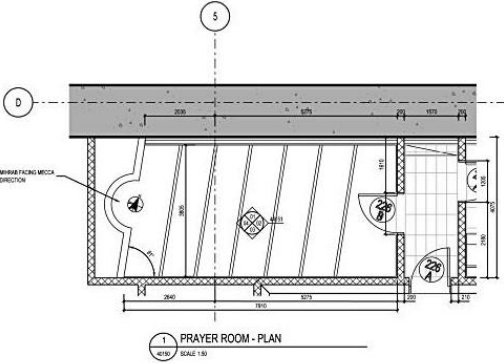
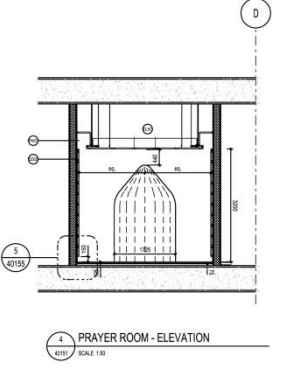
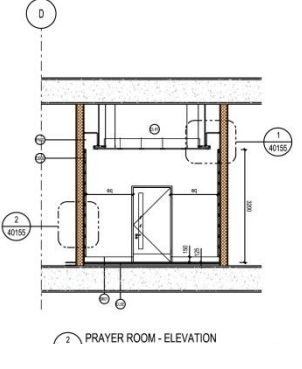
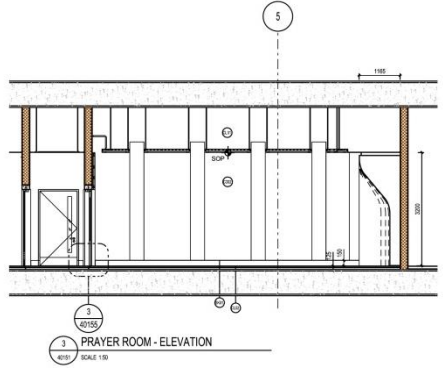
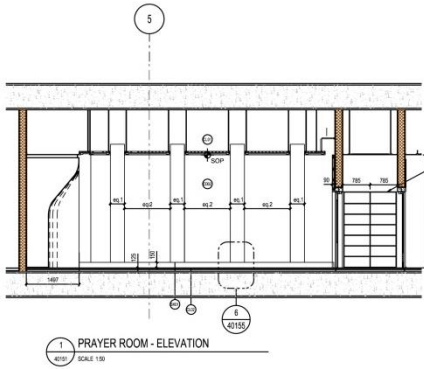
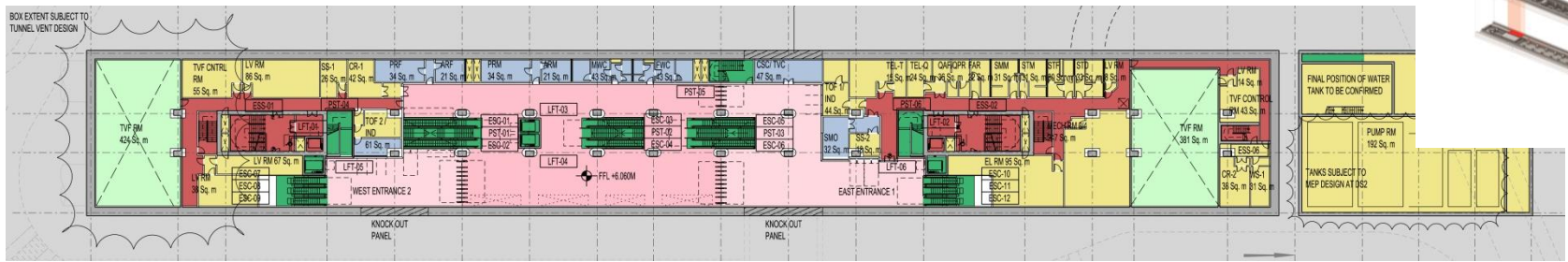
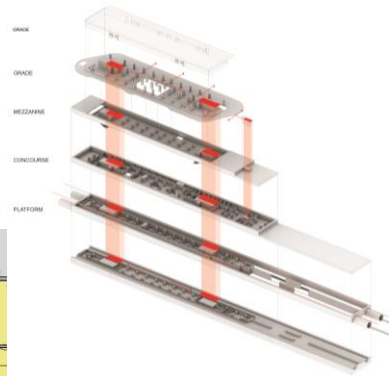


Metro Stations - Msheireb, Doha, Jeddah



Metro Stations - Education City, Doha, Jeddah

Special rooms, finishes details



Tottenham Hotspurs Football Stadium, UK

Project Description

The project proposes the demolition of the existing 36,000 seat White Hart Lane football stadium and replacement with a new 61,080 gross capacity football stadium, as part of a wider redevelopment of the 8.19ha/20.24 acre extended White Hart Lane site in Tottenham, London, N17 – known as the Northumberland Development Project. The new stadium is designed in a progressive and dynamic manner, to help the Club in its efforts to make progress on the football field, as well as making a statement of confidence in the future of North London.

The form of the building is sculpted in an asymmetrical manner to create a sense of movement and prominence towards the south stand, which is designed to host the core support behind the home goal. The curved roof and external envelope meld together to create folds that rise up and over the main entrance points to the stadium and a prow over the great south stand, providing rhythm and movement as you move around the stadium.

The external envelope wraps and folds its way around the stadium before reaching the south stand, where it arches upwards, in a dramatic fashion, to form a prow that reveals the magnificent single tier stand. The south stand, housed underneath this prow, is intended to become a focal point for the home supporters. It celebrates the football traditions of single tier home end stands, while providing a range of spaces that have never been encountered in a stadium.

The stand is entered from the podium, which then provides two choices for spectators – an open food court on the level below, or access into the seating tier on the level above. A 5-storey void is located in the centre of the stand, providing a cathedrallike space that will gather and focus the home support before and after the match. The seating bowl has been arranged to get the home fans as close to the home goal line as possible, creating an intimidating mass of fans that will drive the atmosphere within the stadium.



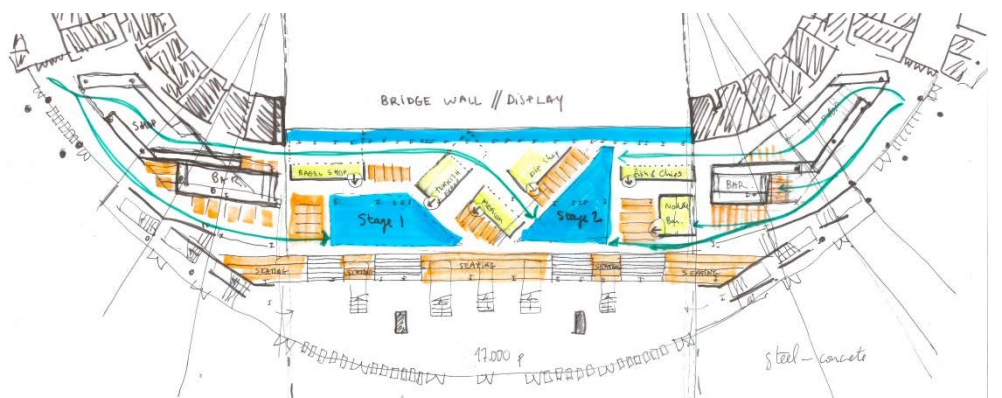
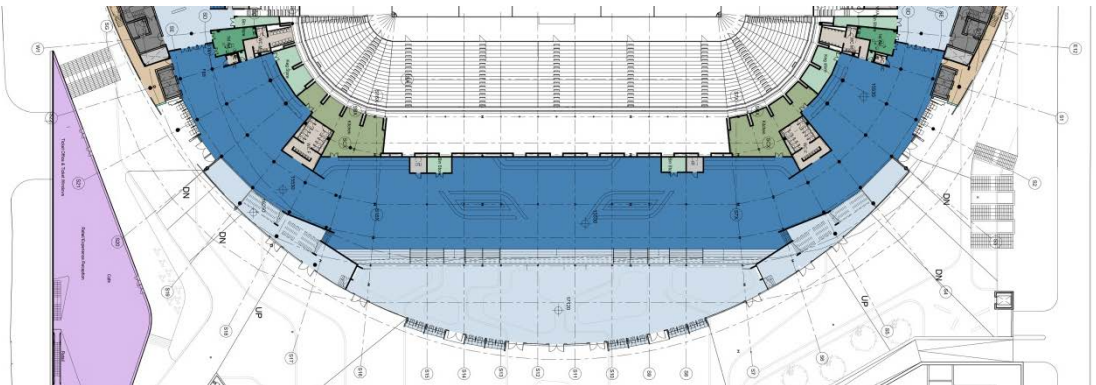
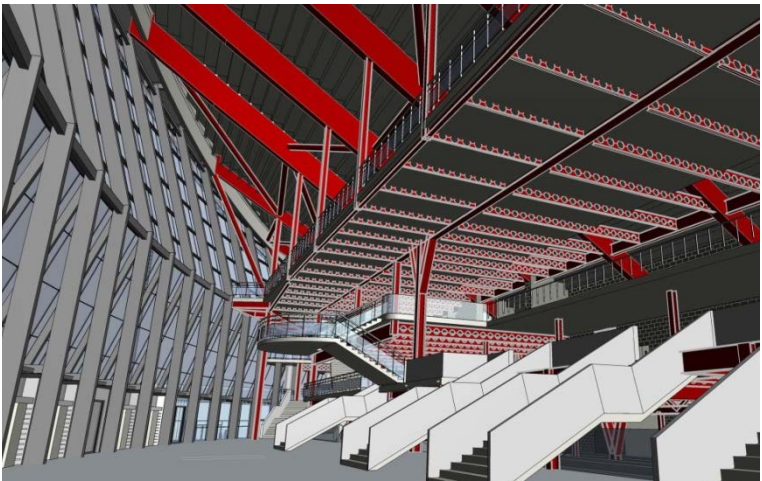
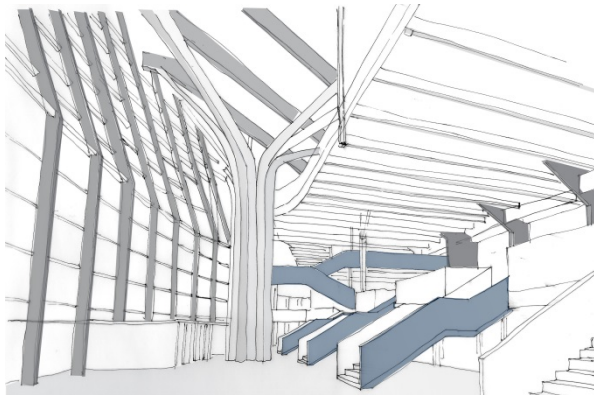
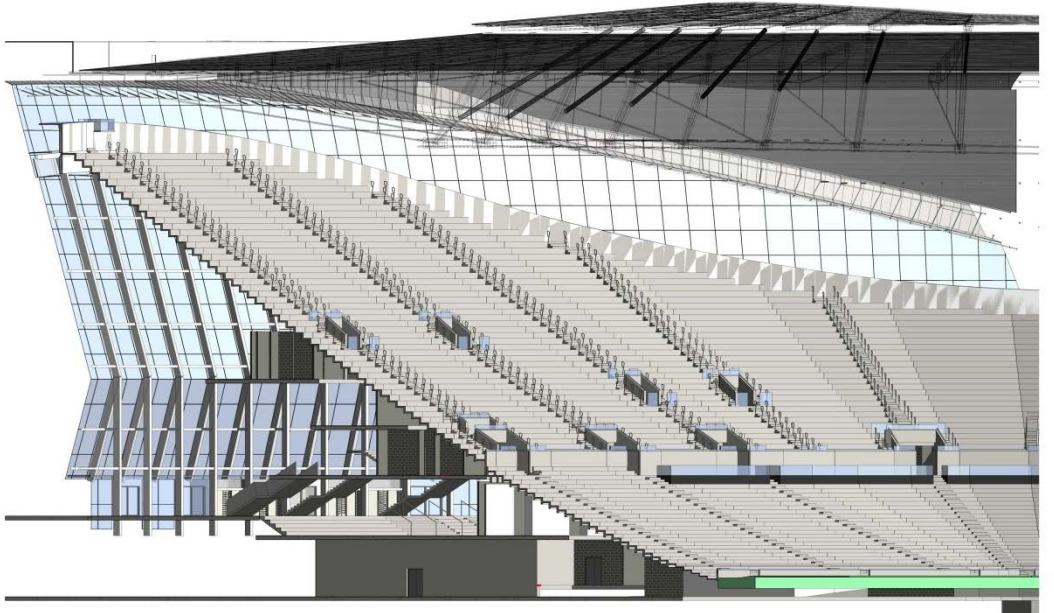
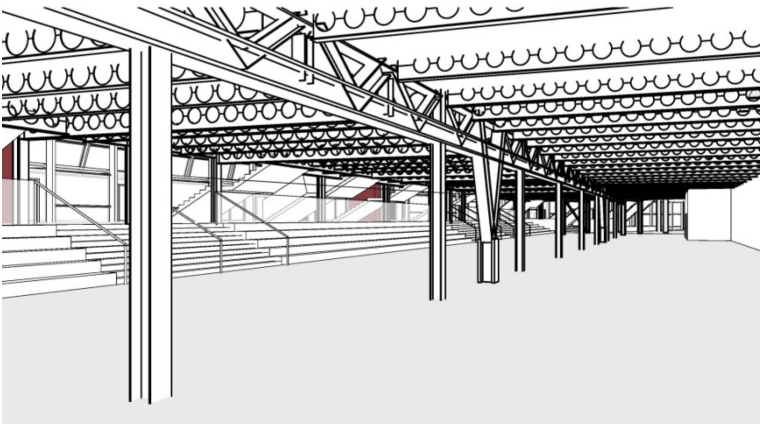
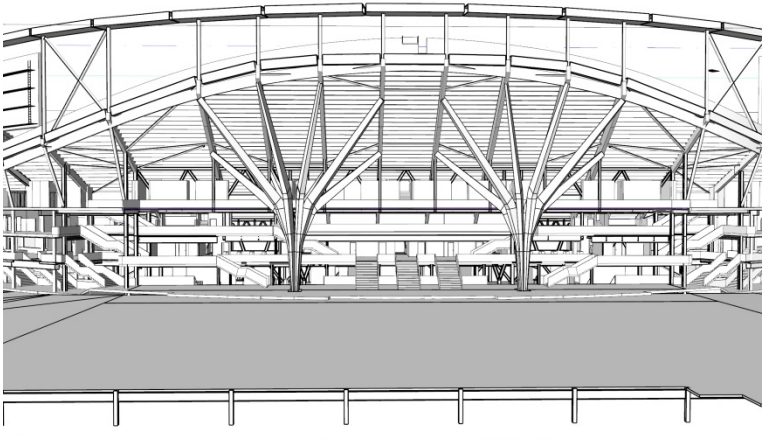
Tottenham Hotspurs Football Stadium, UK

South Stand Stage D Aspirations:

Single tier of over 17,000 home fans creating a feeling of unity and a wall of sound to enhance the atmosphere at the stadium for the supporters.

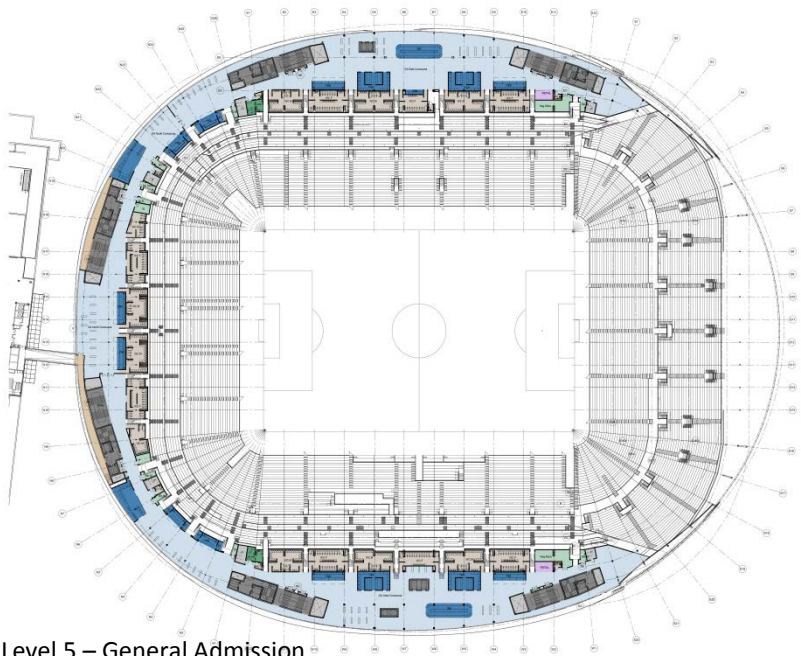
The concourses that serve this stand will reflect this by creating a cathedral like space under the tier. The open stairs and voids through this space will allow visual links across the four levels of concourse further reinforcing the connection for the fans.

The fans will enter the south stand into a dramatic quadruple high space, and either move down towards the Level 01 food court or up to the concourses that lead to the seating bowl. This space will give the fans a unique home with access to the largest single tier in the UK.

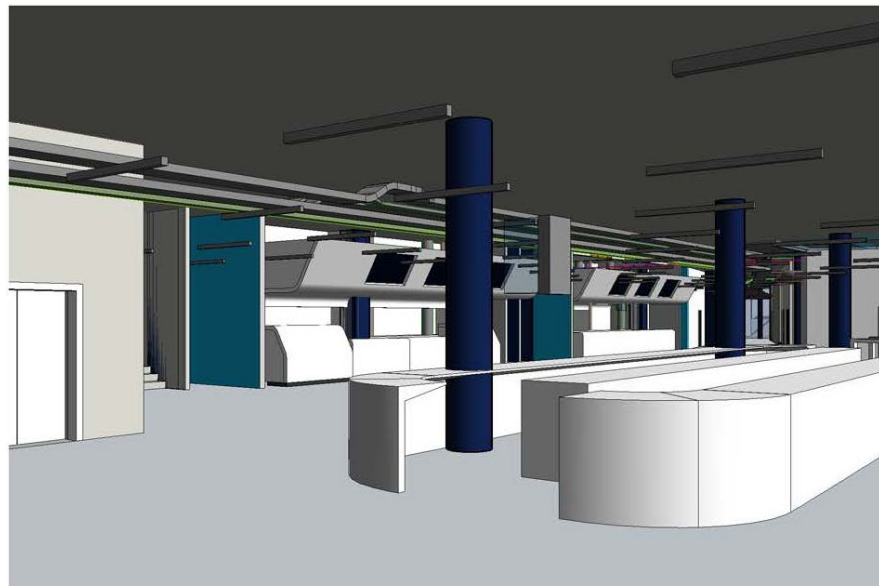


Tottenham Hotspurs Football Stadium, UK

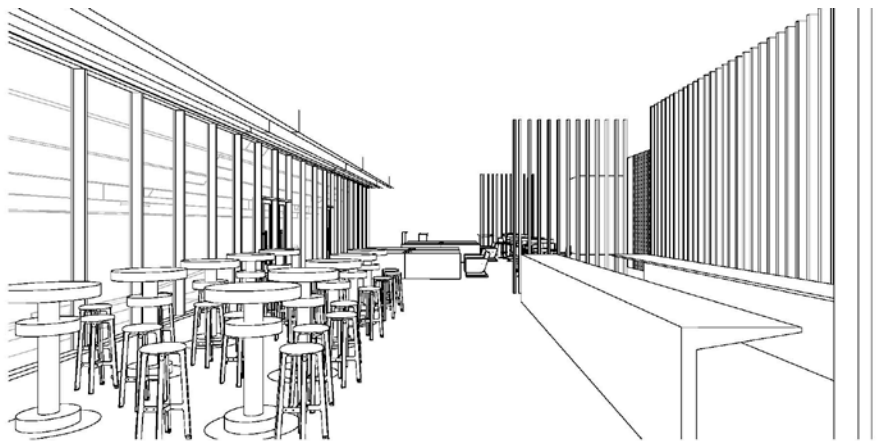
Interiors Concepts



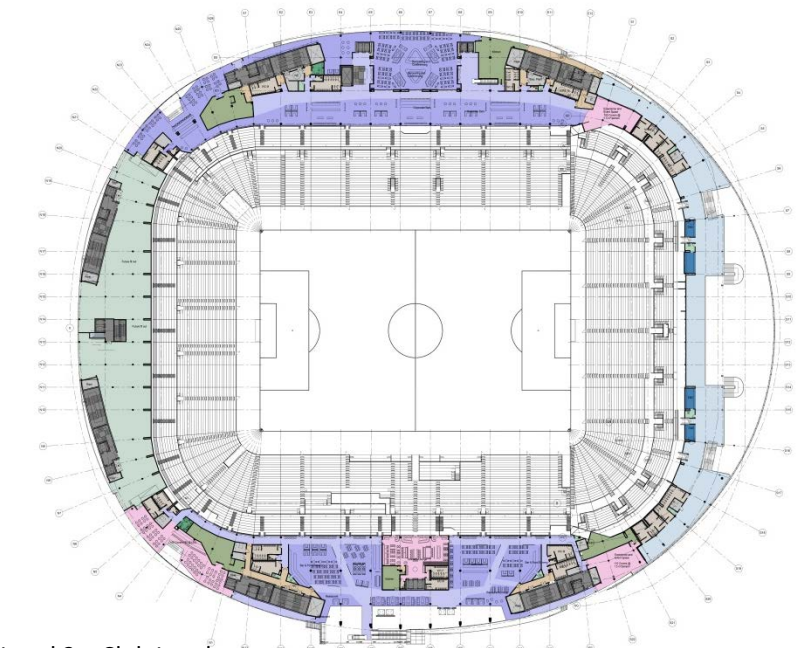
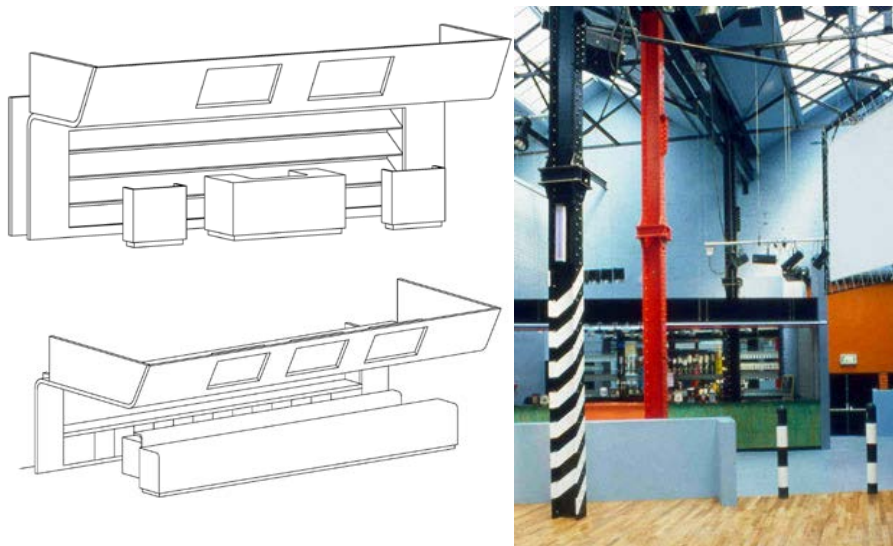
Level 5 – General Admission



Banqueting Suite



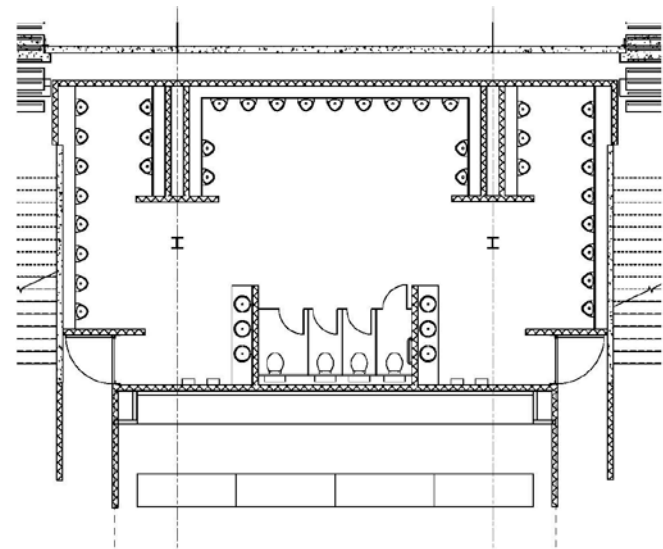
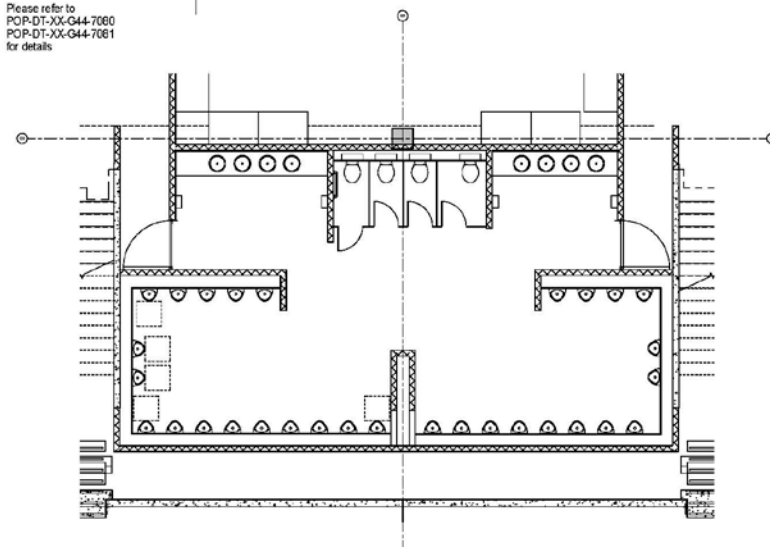
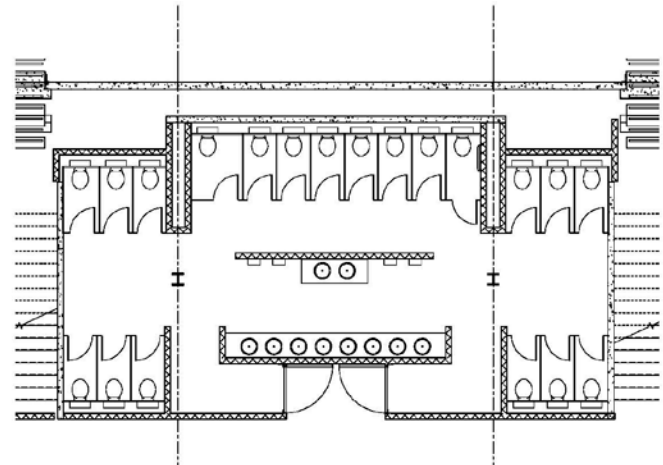
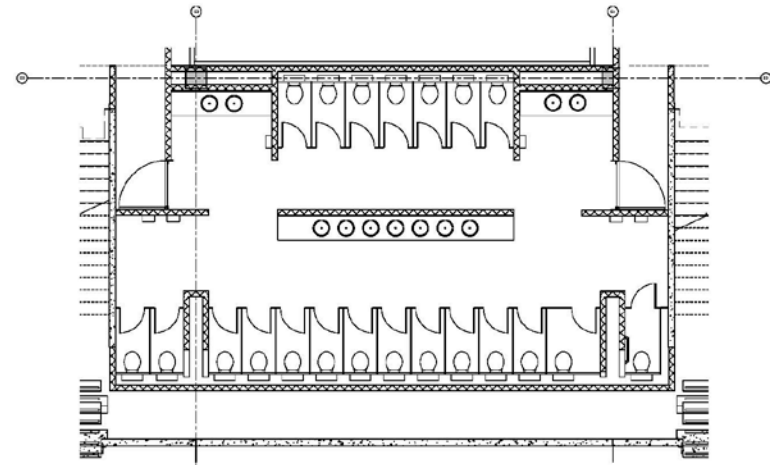
Corporate Bars



Level 3 – Club Level

Tottenham Hotspurs Football Stadium, UK

General Admission WC's



Please refer to
POP-DT-XX-G44-7060
POP-DT-XX-G44-7061
for details



General Admission WC detailing

