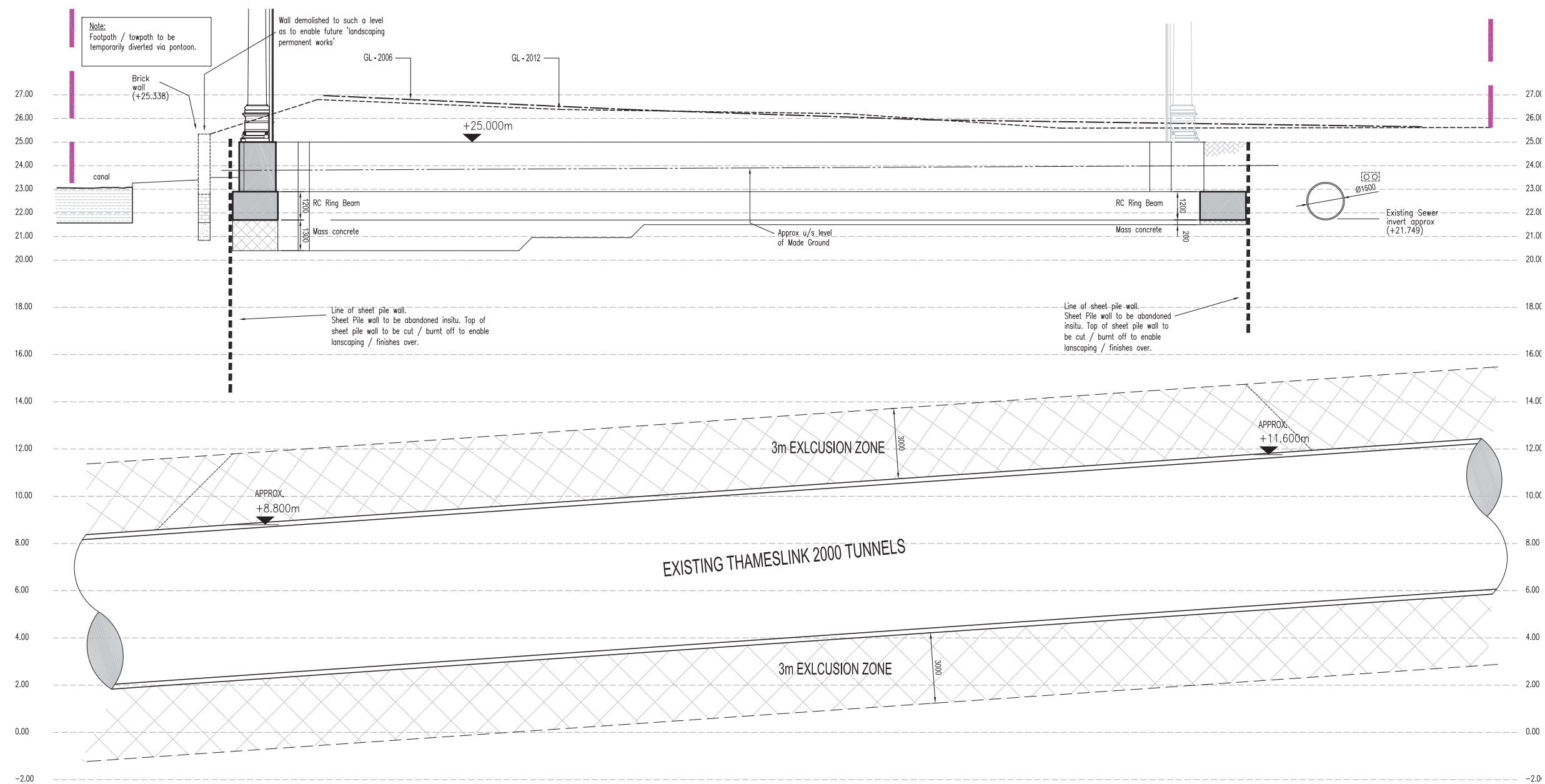


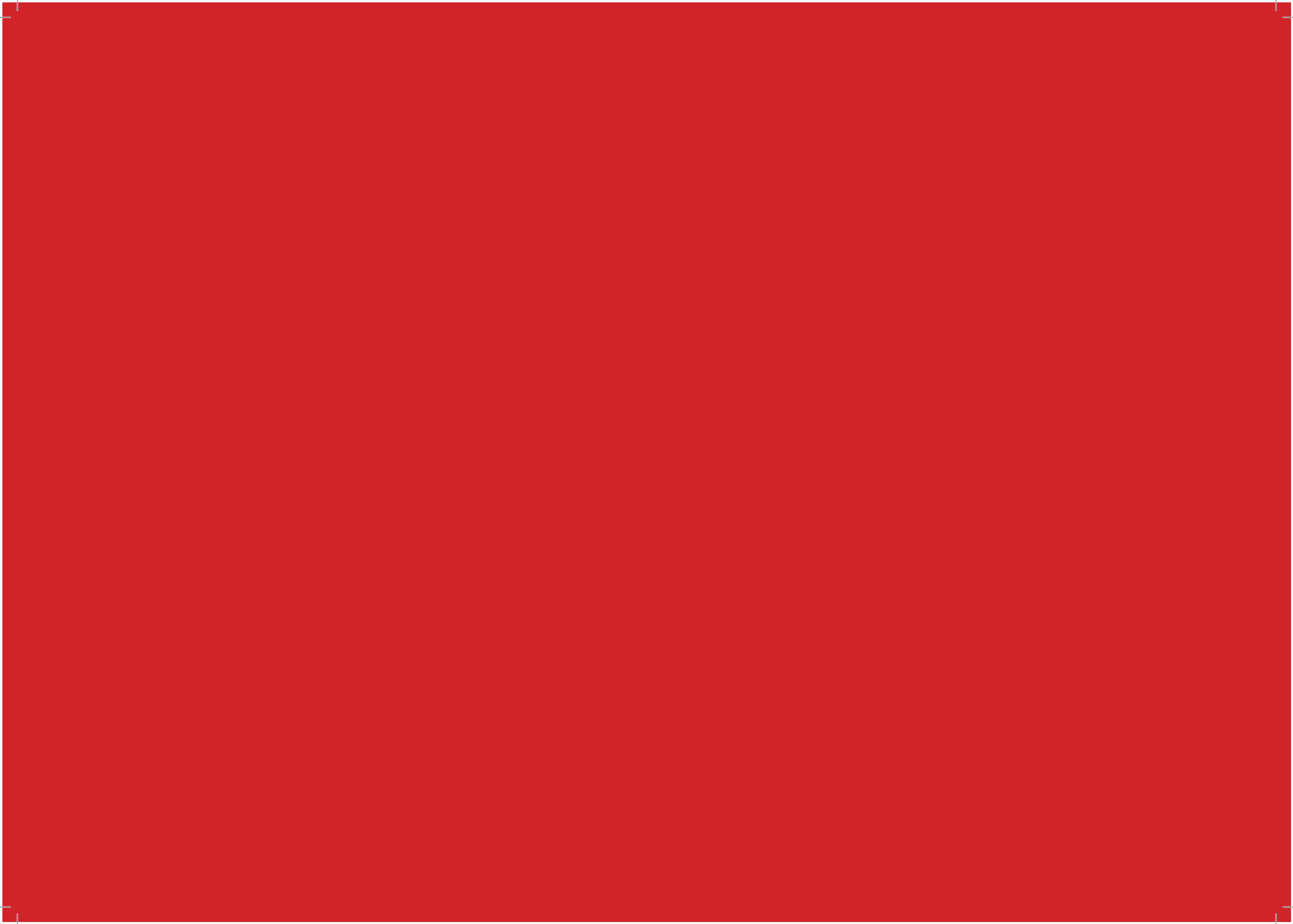


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SECTION 3-3
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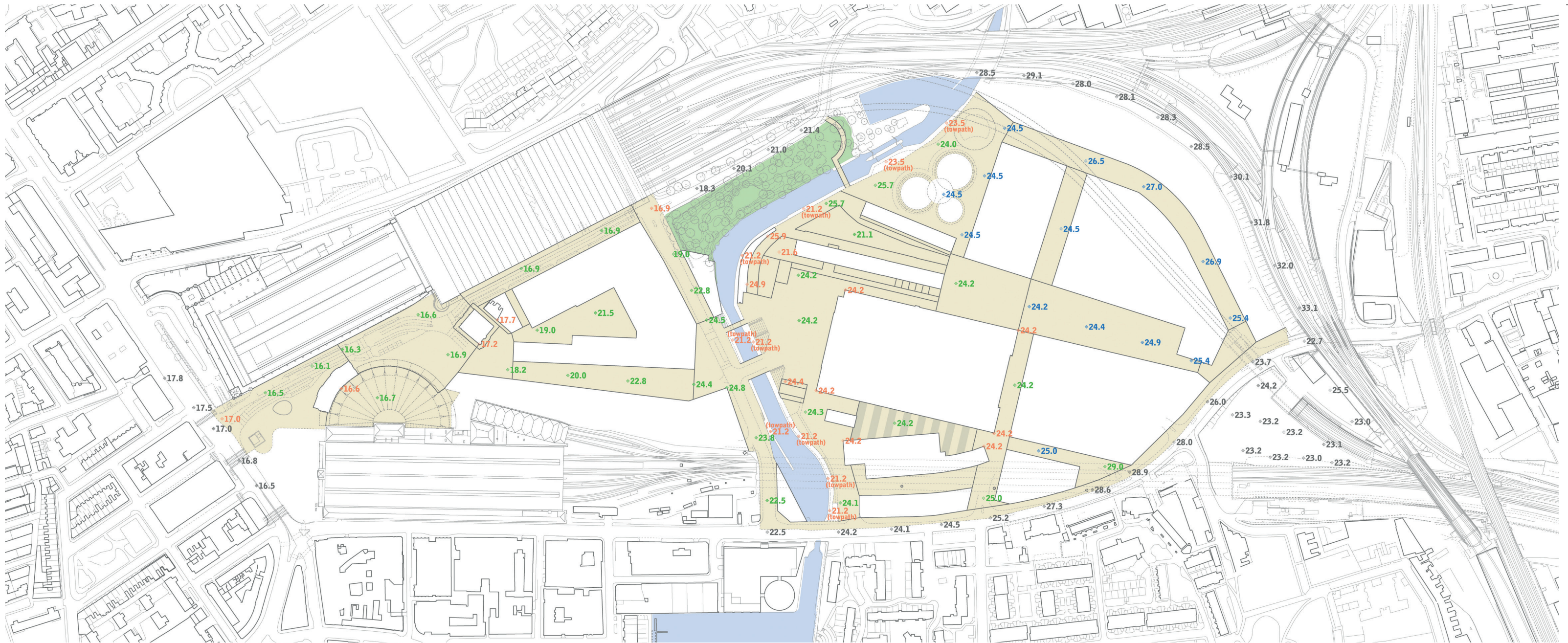
F	PLANNING		23.10.1
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<p style="text-align: center;">CRADDY PITCHERS DAVIDSON</p> <hr/> <p style="text-align: center;">EDEN LODGE STUDIOS, EDEN OFFICE PARK, CHAPPEL HILL LANE, HAM GREEN BRISTOL, BS20 0BX</p> <p style="text-align: center;">TEL : 01275 371 333</p> <p style="text-align: center;">email : info@craddypitchers.co.uk www.craddypitchers.co.uk</p> <p>THIS DRAWING IS THE COPYRIGHT OF CRADDY PITCHERS DAVIDSON AND MUST NOT BE COPIED, REPRODUCED OR SUBMITTED TO OTHER PARTIES WITHOUT THEIR PERMISSION.</p>			
<p>PROJECT TITLE</p> <p>GASHOLDER 52 GUIDEFRA</p> <p>RE-ERECTION.</p> <p>KINGS CROSS, LONDON. NW1.</p>			
<p>DRAWING TITLE</p> <p>SITE CROSS SECTIONS</p> <p>SHEET 3</p>			
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SCALE	DRAWN	CHECKED	APPROVED
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A1	9065-03-014		



2.0

Proposals

2.1 Description of Proposals



Description of Proposals

Re-erection of the Gasholder No. 8 Guideframe

To re-erect the Gasholder No 8 guideframes it will be necessary to provide new structural foundations. This enabling works submission includes details of the foundation works and sets out the method by which the Gasholder No 8 guideframes will be re-erected.

Gasholder Guideframe Foundations

The foundations will take the form of a re-inforced concrete ring beam located at approximately +21.7m on mass concrete blinding on the London clay. Above the ring beam there will be re-inforced concrete plinths, one for each of the Gasholder No 8 guideframe columns, on which they be located.

A ring beam design has been adopted as one of the existing ThamesLink 2000 tunnels is located under the site of the guideframes re-erection and this design solution is more appropriate than a piled solution.

The ramp entrance will be equipped with rising arm barriers and signal lights. In addition, structural provision is shown for rising road blocker barriers to be fitted later to both lanes if required.

The ramp is designed to be able to accommodate all non-abnormal vehicles, as specified in the Road Vehicles (Construction & Use) Regulations 1986.

Gasholder Guideframe Re-erection

The methodology for the re-erection of the guideframes is detailed in Appendix A.

Appearance

These proposed enabling works do not include the final finishes within the re-erected guideframe or the Development Zone N public realm. However the site levels will be left after these proposed works so that the final finishes can in the future be constructed in line with Parameter Plan KXC012. After the completion of the proposed works the site in and around the guideframes will have visible material at 0.3m below the proposed finished levels, which is the approximate intended depth for the final finishes.

It is currently envisaged that the reserved matters details for the park within the guideframe will be submitted early in 2013. Concept drawings have been included in this report for information only in order to give context to the extent of the Enabling Works. It is currently envisaged that construction of the park and final finishes would take place in 2014 and 2015.

The ring beam foundation will not be visible under the future finished public realm levels that will vary across the Gasholder No 8 Development Zone N from +23.5m and +25.0m, in line with Parameter Plan KXC012 (see figure 4, left).

In Parameter Plan KXC012 Development zone N has a 1.5m change in level from the north of the zone, at +25.0m, to the south of the zone which is the canal towpath, at approximately +23.5m. The northern concrete plinths that support the Gasholder No 8 guideframe columns will not be visible as they will be located under the public realm. The level of soil within the guideframe footprint will be left 0.3m below +25.0m as it is intended that the level within the Gasholder No 8 guideframe footprint will be consistent at +25.0m. Outside the footprint of the Gasholder No 8 guideframe the public realm levels reduce towards the towpath as described above, and therefore near to the canal the plinths will become increasingly visible above the proposed public realm levels. At the end of the proposed Enabling Works, to manage the change in level between the area within the footprint of the guideframes and the area outside the footprint the soil will be battered.

After completion of the Enabling Works some of the concrete of the plinths will be visible. However, in the future, public realm finishes will be applied such that the plinths are clad appropriately to suit the wider scheme.

Security

The work site for the re-erection of the Gasholder No 8 guideframes will be kept secure using hoarding and a manned security gate.

Cyclists and Pedestrians

To carry out these Enabling Works it will be necessary to close the towpath to cyclists and pedestrians. As a result a pontoon will be provided along the relevant stretch of canal that is affected, similar to those used previously for part closures of the same stretch of canal towpath. It is envisaged that during these Enabling Works there will also be construction within Development Zone T1 and therefore a shared pontoon has been proposed.

This strategy is being discussed with the Canal and River Trust and the St Pancras Cruising Club (see figures 5 and 6).



Figure 6: The St Pancras Cruising Club

Figure 5 (left, bottom): View from Development Zone N to the St Pancras Cruising Club, September 2012

