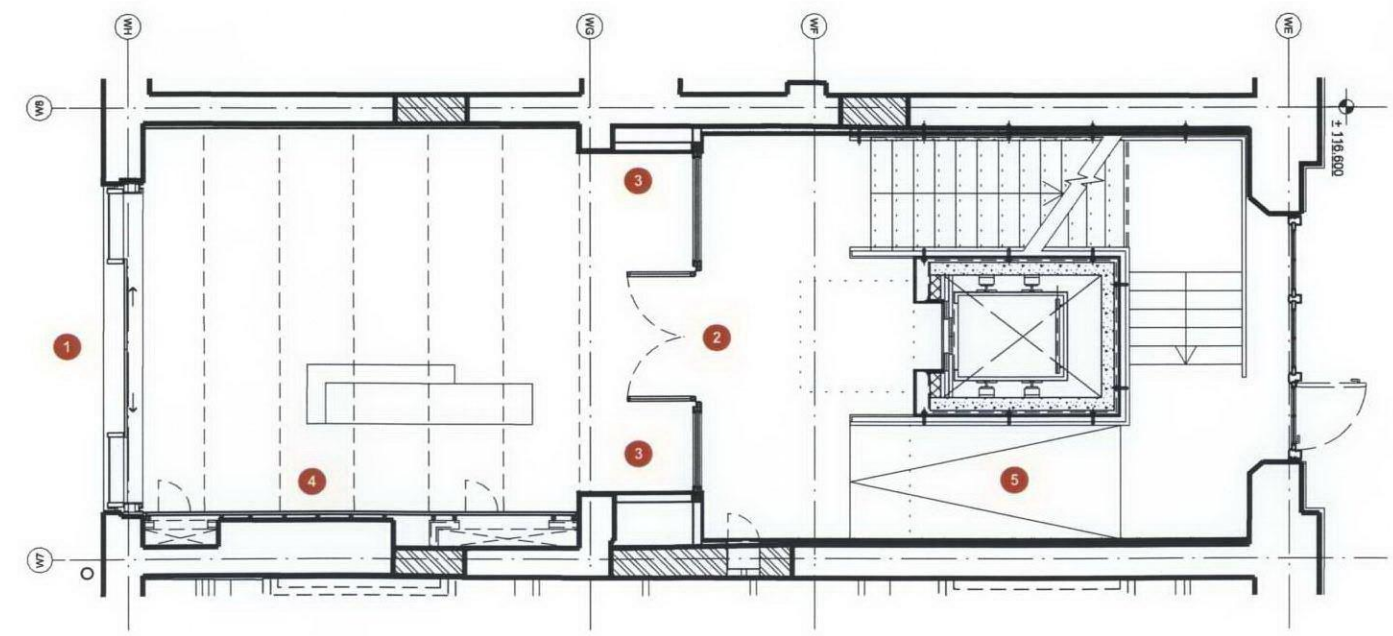


Southern Office Entrance, Ground Floor Plan - Consented Design, December 2006
1:50 @ A3

- 1 New glazed screen in consistency with the screen design of the other shop fronts on the western facade.
- 2 Internal glass screen installed at the end of the square opening in order to maximize the floor area of the NR reception.
- 3 Lacquered panelling on walls and ceiling in square opening between the reception and the lobby create a new 'portal' between the two rooms. The panelling conceal horizontal services and a deep down stand beam from the ceiling.
- 4 New lacquered panelling on the southern wall and ceiling in entrance of reception. The panelling conceals vertical and horizontal services.
- 5 The engineered oak floor ramps down in order to accommodate the 200 mm difference in level between the Platform 8 and the new concourse.



Southern Office Entrance, Ground Floor Plan - Proposed Scheme
1:100 @A3

6.2 Brief

The two entrances to the Network Rail offices within the Western Range need to be upgraded and remodelled to accommodate and the facilities improved to match the new station. The entrances both form the point of entry for all staff and visitors to the offices on the upper floors. The new facilities are also on public 'display' as they are visible from both the concourse and the Platform 8 through the new glazed screens.

6.3 Design statement

In regards of the Office Entrances, this report sets out, illustrates and justifies the process that has led to the described development proposals of the named area.

The two entrances vary extensively from each other in condition and extent of historic features. The design intent is to refurbish and enhance the historic fabric and develop a design that responds and complements the very different local conditions of the two entrances.

6.4 Description of the proposals

6.4.1 Northern Office Entrance

The existing Portico screen, G21/D1a, of the Northern Office Entrance will be restored and altered to fit the new Concourse ground floor level at 116.800, which is 200 mm above from the original existing floor. The alterations to the screen will be done by the removal of a 200 mm slice in the upper part of the middle glazed section, which maintains the proportions of the lower part of the screen and a more balanced composition overall.

To accommodate the 200 mm difference between the 2 sides of the western range, a new raised, engineered oak, timber floor is proposed. The transition between the granite floor of the concourse and the new timber floor in the Northern Office entrance is made by a stone threshold of reclaimed york stone to match the size and proportions of the existing threshold which is to remain and be protected in situ underneath.

The new timber flooring ramps down in two sections. The first ramped section finishes just above the level of the first step of the grand Northern Wing stair. The existing newell remains in situ and stands on 'old'

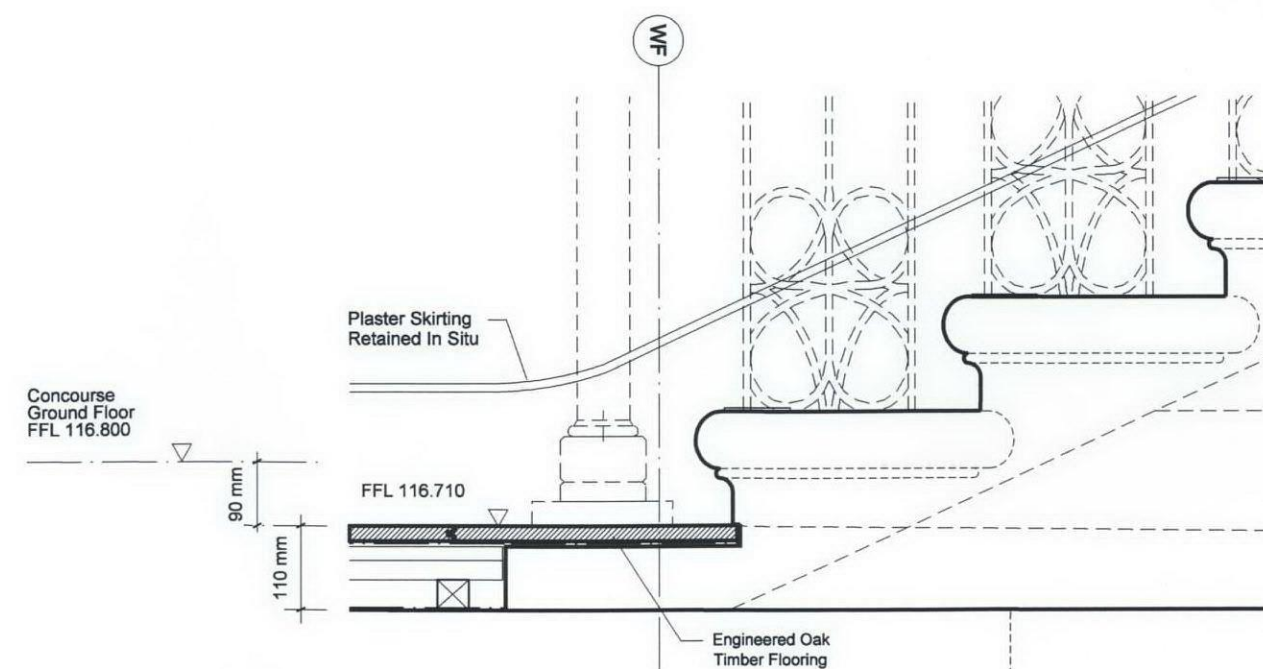
first step which is now below the new timber floor. The second ramped section finishes in a timber infill piece which act as a transfer between the new raised floor and the existing floor level of the Main Train Shed. All modern floor finishes removed and the existing historic floor under is retained insitu.

As a fire protection measure a glass screen is proposed, dividing the Northern Office Entrance from the stair lobby. The screen is set back 250 mm from the existing arch in order not to obstruct and interfere with the visual impact of the arch seen from the West. The dropped down ceiling immediately at the entrance is a result of the intermediate gutter at the interface of the new concourse roof and the Western Range. This dropped down ceiling in the Northern Office Entrance, is taken up by a new portal entrance, ceiling and walls of lacquered MDF and has the function to hide vertical as well as horizontal services in the space.

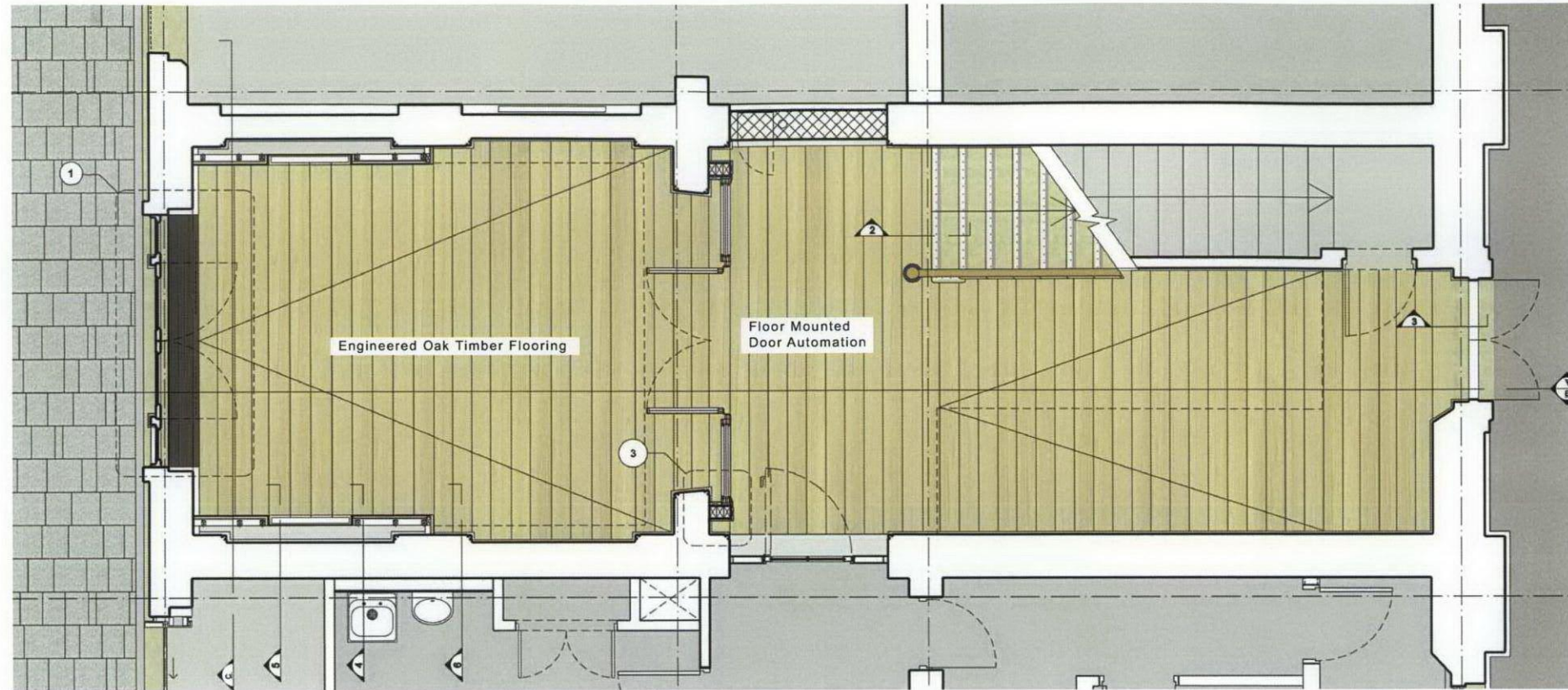
6.4.2 Southern Office Entrance

The design constraints for the southern office entrance are the same as for the northern office entrance. There is a consistent approach to the design of the 2 entrances but as most of the historic features are lost in the southern entrance the skirtings, plinths etc are here replaced by new ones. The new skirting and plinth are less decorative than the existing ones in the northern office entrance but follow the same principle in their design. The existing floor construction in this zone is timber joist, but as it is partly rotten a joist construction and joist hangers is proposed. The proposed floor finish is engineered oak, the same as in the northern office entrance.

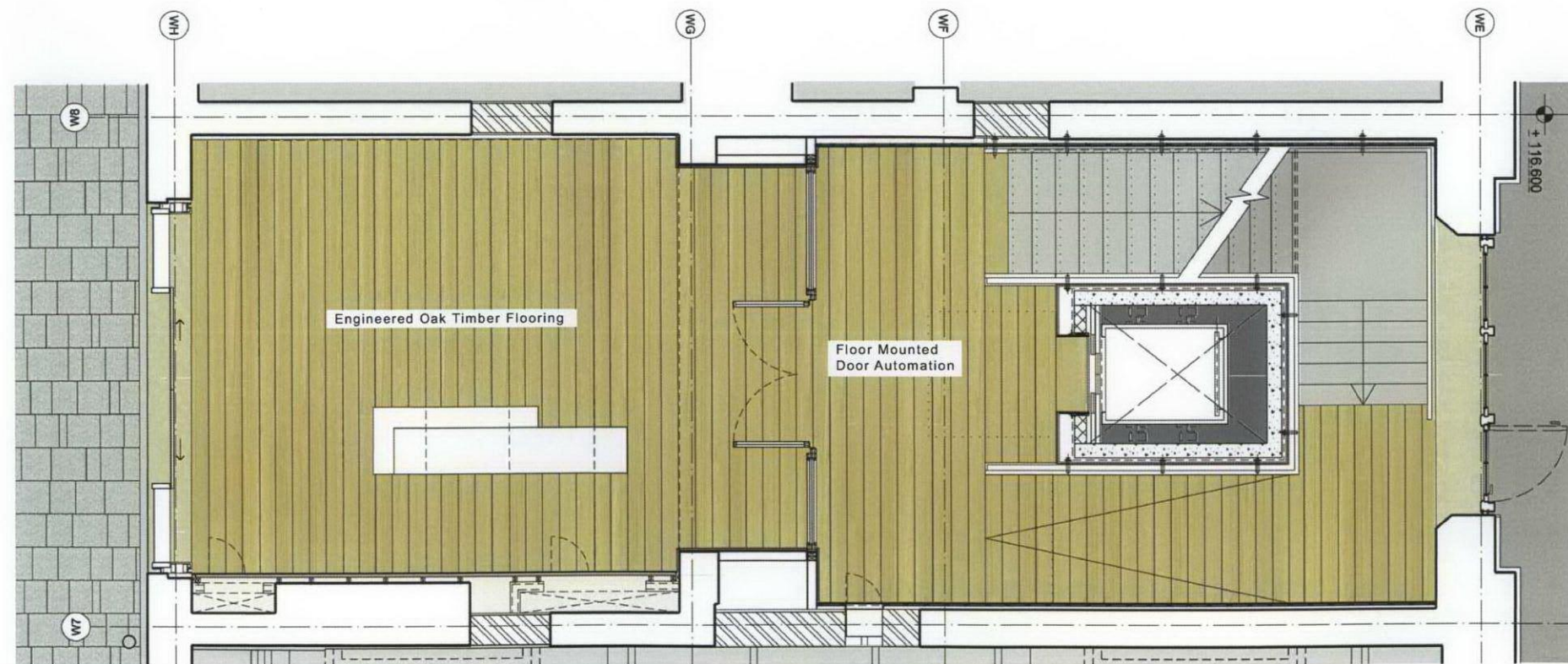
In the reception, on the south wall and ceiling, a new panelling is proposed, designed to conceal unsightly services running vertically along the southern wall and diagonally across the ceiling.



Northern Office Entrance, interface Stair 6 and timber flooring
1:10 @A3



Northern Office Entrance - Proposed Ground Floor Plan
1:50@A3



Southern Office Entrance - Proposed Ground Floor Plan
1:50@A3

6.5 Approach to Repair and Refurbishment of existing retained features - Northern Office Entrance

1. Screen G21/D1a to be adjusted to accommodate raised concourse level. This will be done by taking out a splice in the upper part of the middle glazed section of the whole screen, to maintain the proportions of the bottom fielded panels.
2. Existing stone threshold retained and protected in situ. Addition of new threshold of reclaimed york stone.
3. Both raised floors ramping down to accommodate floor level differences between WCC and Platform 8. Adaptation of skirting and plinth for new timber flooring.
4. Northern staircase interface to accommodate level changes. Existing bottom step overlaid with new flooring; existing newell stands in paving.



Grand Northern Wing Stair.



Northern Office Entrance, existing York Stone threshold.

6.6 Proposed Amendments of Screen G21/D1a

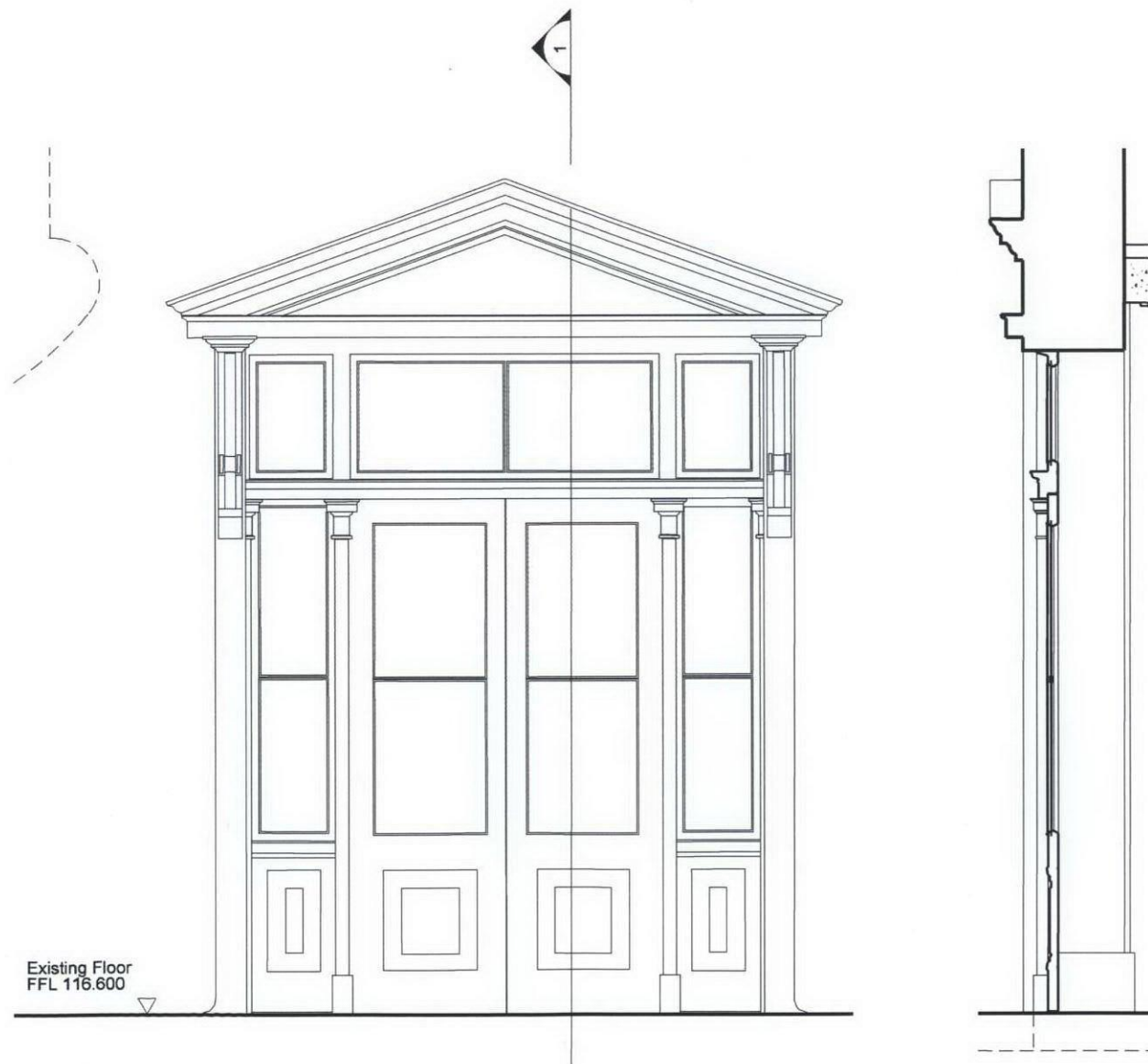
The proposed finished floor level for the WCC is 116.800 and lies approximately 200mm above the existing levels of the WRB and Platform 8.

In the original scheme the proposed levels for king's cross station were adapted to match the levels to the existing building. However the proposed levels have been revised to co-ordinate with revised levels in the London Underground Station. After LUL established the existing water levels the levels for the underground station had to be raised by 600mm and consequently the levels for the station had to be raised to maintain the minium distance between the ceiling of the underground and the floor of the overground station. The FFC was raised by 200mm from 116.6 to 116.800.

Options were considered to deal with the interface between the raised floor level of the WCC and the existing levels of the WRB and consented with EH and CBC. These included the option of ramping down within the WCC. This was, however, considered a health and safety risk and therefore not adapted.

To accommodate the raised floor level to the existing, the screen G21/D1a is reduced in size by removing a 200 mm section of the screen from the upper part of the middle glazed section of the screen. By taking out a slice of the middle section, the proportions of the lower part of the screen remain unaltered and a balanced composition is achieved.

The existing stone threshold under the screen is protected and remain in situ. A new threshold of reclaimed york stone, the similar proportions as the existing threshold, is proposed to fit the new concourse level.



Existing Portico Screen



Amended Portico Screen

7 Shop Fronts on the West Elevation

7.1 Historical Information

Kings Cross Station has always been run with regards to commercial business and passenger comfort. Historic photographs show a continuous occupation by retail and catering businesses within and around the station. Other commercial activities ranged from the private hire of special trains to the buying and selling of coal.

7.2 History and Significance

There is limited historical photographs of the western elevation. Two of the best examples are the pictures below, which are both taken from the former Western Yard. Additional historical information can be obtained from remaining historical plans and analysis made of the existing building fabric for signs of alterations or repairs.

According to the heritage sensitivity plan, section 1.8 of this submission, the original openings on the Western elevation are of high heritage significance. The expression of the new openings and shop fronts is a crucial part of the composition making up the new Western facade.



Southern Wing West Elevation



Western Yard seen from Cheney Road

7.4 Existing Context and Fabric

The majority of existing openings on the ground floor of the Western facade are windows with the exceptions of the primary openings to the Booking Hall, the Portico screen and the opening to the former second class waiting room.

7.5 Conservation Management Plan Policy

Conservation Management Plan Policy 36.1 states:

'Where additional capacity is required for commercial or retail purposes, alternative solutions should be found that do not involve further heavy loss of original spaces and fabric.'

Conservation Management Plan Policy 36.3 states:

'Commercial and retail frontages should be controlled and co-ordinated under management agreements and/or leases.'



Southern Wing West Elevation



Entrances to Booking Hall



Northern Wing West Elevation

8 Shop fronts on West Elevation - Revised Proposals

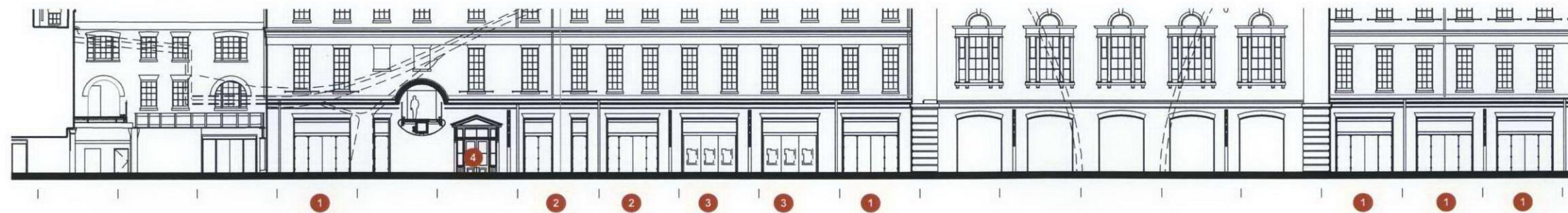
8.1 Variations to Consented Scheme

The drawings below show the layout that has been consented within the Planning Application in December 2006.

Annotated in red are changes to the current scheme. These variations reflect design development with NR and EH/LBC.



WRB Western Elevation - Consented Design, December 2006
 NTS



WRB Western Elevation - Proposed Scheme
 NTS

- ① Screen Type 1 - Standard Screen - revised detailing and materials
- ② Screen Type 2 - Atypical screen
- ③ Screen Type 3 - Screen to ATM's & Ticket machines
- ④ Altered screen

8.2 Brief

An important component of a modern station is the provision of retail and catering facilities. The retail units at ground floor of the Western Range are to have an improved visual presence, provide universal access and animate the public realm. The existing western facade has mainly windows on the ground floor, except for primary openings. New shop fronts are removed leaveding directly from the concourse to the retail units.

8.3 Design statement

The design intent is to give the new shop fronts along the western facade a coherent and consistent impression along the elevation. The new shop fronts are to be set within the existing window reveals in order to maintain and respect the existing proportions and symmetry. The new design has been developed to allow the screens to stand within the brick facade as simply expressed legible additions.

3. The proposed new shop fronts are recessed 50 mm behind the brickwork in openings which allows the brickwork opening to 'read' as the prominent element of the composition.

8.4 Description of Proposals

Unlike the Eastern facade of the WRB, the Western facade has no existing shop fronts but mainly windows facing out to the former Western Yard, the new Concourse.

4. Frame less shop fronts to eliminate the multiplicity of horizontal and vertical lines to reduce the visual impact of the new screens.

5. A retail unit will be created by taking the sill panels and spandrels out of 2 windows and remove the brick pier in between. The new screens are of reinforced cruciform construction, and are designed to accommodate the bomb blast requirements.

3 different types of Shops fronts are proposed:

- Type 1 - Standard screen
- Type 2 - Atypical screen
- Type 3 - Atypical screen for ATM's and ticket machines

8.5 Materials

The proposed screens are frame less and have a steel box section framing, which is concealed behind the glazing. The junctions between the glass panels are of structural silicone and the glass is laminated. The screens satisfy the public safety requirements for blast protection.

The design incorporates 2 broad horizontal shadow gaps. The shadow gap above the door provides the free air ventilation for the shop units. Between the shadow gaps at high level is a spandrel panel designated for signage.

The doors in the new screens are either fixed framed doors or sliding doors.



Illustration glazed shop front screen
NTS



Type 1 - Typical bay
1:50 @ A3

Screen designed to fit the new standard opening which is formed by taking out 2 of the existing windows as well as the brick pier in between.

In the centre of screen is a sliding double door which is the access to one retail unit only.