

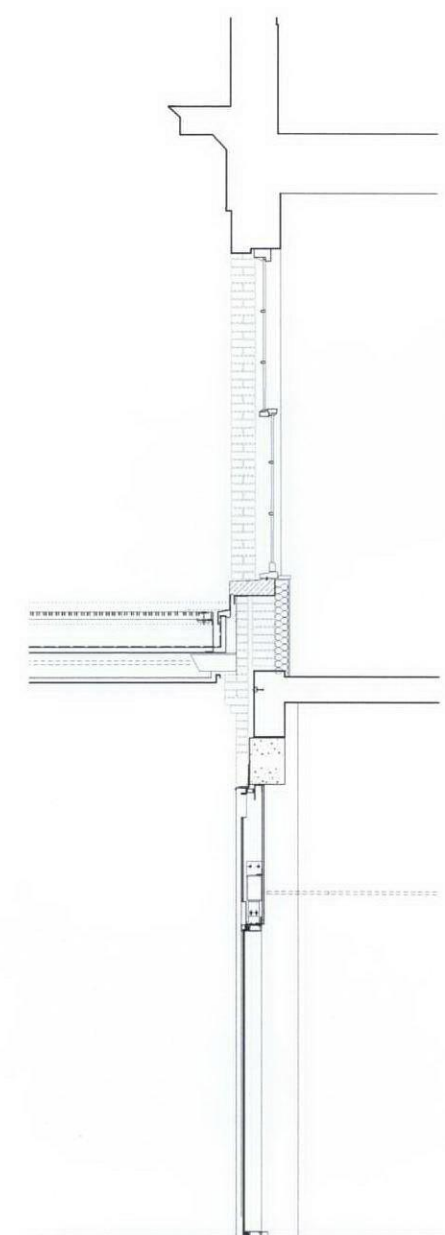
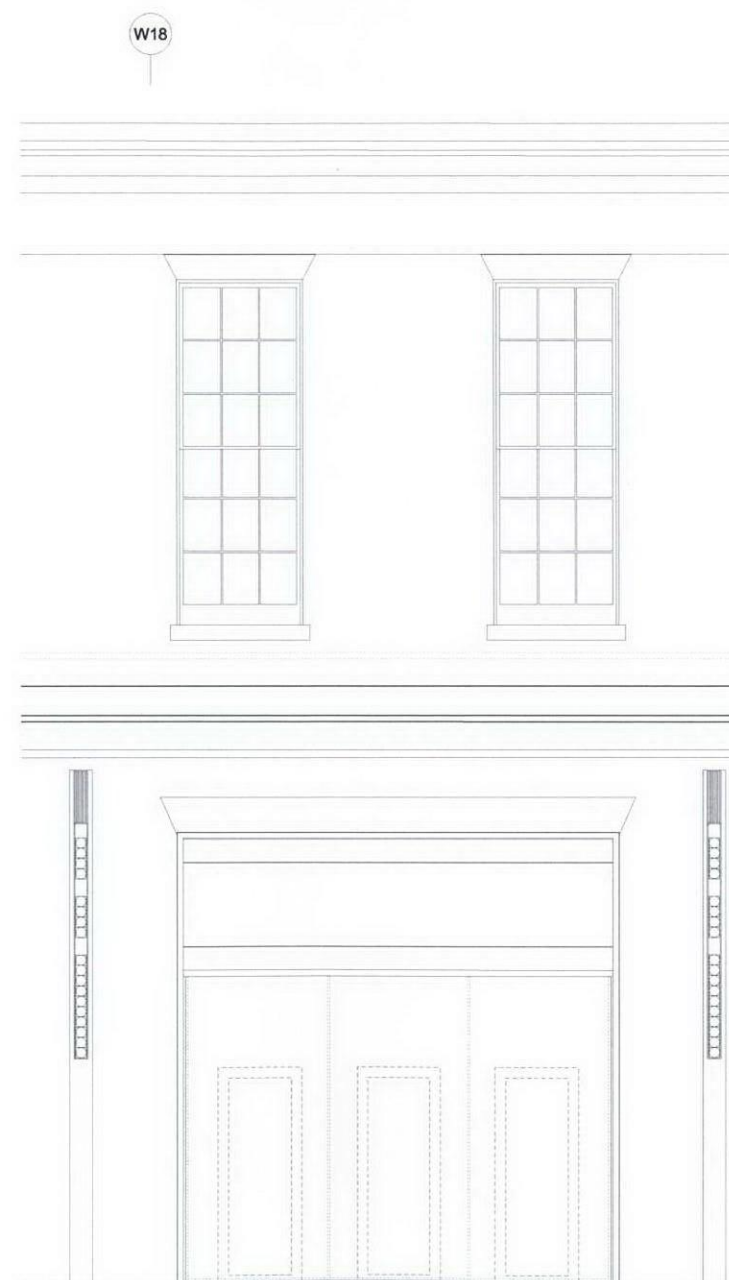


Type 2 - Atypical bay
1:50 @ A3

Screen designed to fit local variations:

- Two units share the same shop front for access
- Screen adapted to a quarter of its standard width to fit the opening of a dropped existing window.

Type 2 - Atypical bay and section
1:10 @ A3



Type 3 - Aypical bay for ATM's and Ticket machines
1:50 @ A3

Screen designed to fit the new opening which holds the ATM's and/or ticket machines.

Each machine is incorporated in one part of the glazed elements of the screen. Spandrel panel at high level remains as per other screen types.

9 Summary of Revised Proposals

9.1 Summary

The proposed alterations contained within this report allow the continued use of the Western Range Building, to meet new usage requirements and current standards for DDA accessibility and egress safety, and to permit passenger flow within the refurbished station.

Design development, changes in the brief and ongoing consultation with Statuary Consultees has led to the following proposed alterations to the consented scheme:

Booking Hall

- Changes how passengers purchasing tickets has led to the reduction in ticket facilities within the booking hall.
- Changes of first floor rooms from cash rooms to offices has reduced the loads to mezzanine balcony and strengthening works.
- The cast iron brackets to the mezzanine balcony are to be refurbished and expressed. The balustrade to the mezzanine above is to be glass to minimise the visual intrusion in the space.
- Relocation of the central lifts allows the Booking Hall to be reinstated as a clear volume –the historic finishes and features of the Booking Hall are to be refurbished and the

Shop Fronts

- Refined and improved detailing to the shop fronts on the western elevation facing the concourse.

Office Entrances

- Rationalisation of the services distribution in the Office Entrances has led to more improved layouts.
- Historic finishes and features identified below the proposed floor level to be retained in-situ. Floor finishes in both entrances to be reversible.

The proposed alterations enable the continued use of the asset with the station environment, with a minimum loss of historic fabric and features. All the proposals contained within this submission have been discussed and agreed with the Conservation Officer for London Borough of Camden and the Case Officer for English Heritage.

Appendix A

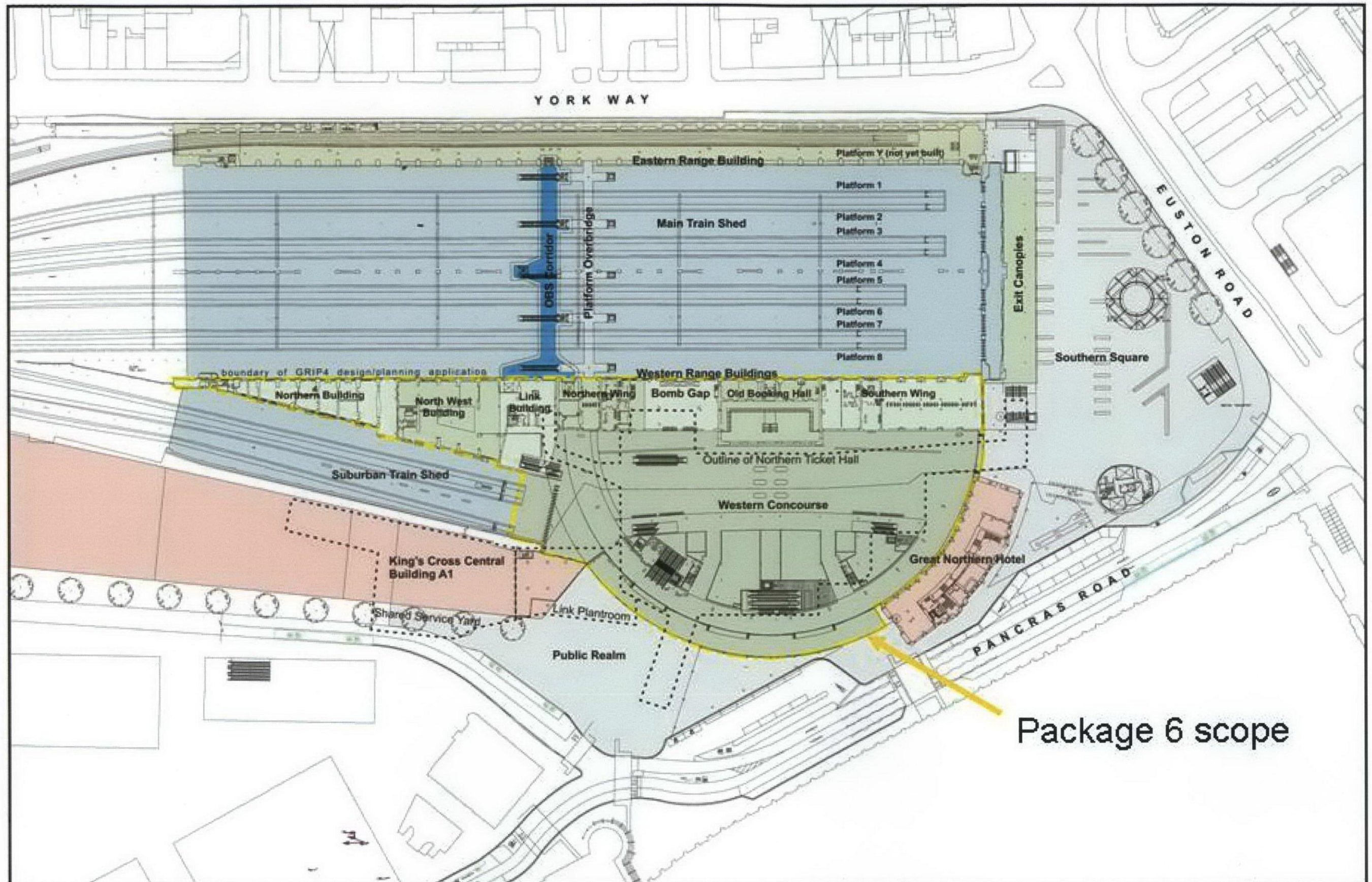
List of Abbreviations

A1 List of Abbreviations

AIP—Approval in Principle	MTTR – Mean Time to Repair
BS—British Standard	NRPR – Network Rail Plant Room or Link Plant Room
CAD—Computer Aided Drafting	NR - Network Rail
C&S – civil and structural	NRG - Network Records Group
CCMS—Corporate Content Management system	NRSP - National Rail Security Programme
CCTV—Closed Circuit Television	NTH - Northern Ticket Hall
CDM—Construction (Design & Management)	O&M – Operation and Maintenance Manual
CIS—Customer Information System	OBS - On Board Servicing
DDA—Disability Discrimination Act	OLE - Overhead Line Equipment
DRA—Designer's Risk Assessment	PAVA - Public Address / Voice Alarm
DfT—Department for Transport	PMO - Programme Management Office
EACS – Electronic Access Control System	PPE – Personnel Protective Equipment
EMC - Electro Magnetic Compatibility	PV – Photo-voltaic
ER—Employer's Representative	QA – Quality Assurance
ERB – Eastern Range Building	RAM - Reliability, Availability, Maintainability
FCC- First Capital Connect (a TOC)	RIBA - Royal Institute of British Architects
FSR – Fire Strategy Report	RICS - Royal Institution of Chartered Surveyors
FSW - Footbridge and subway works	ROGS - Railway and Other Guided transport Systems
FAS - Fire Alarm System,	SCN - Station Change Notice
GNH - Great Northern Hotel	SCR – Station Control Room
GRIP - Guide to Rail Investment Projects	SMM7 - Standard Method of Measurement (for Building Works) 7th Edition
HAZOP – Hazard Operability Studies	SOR—Station Operations Room (included in and synonymous with Station Control Room)
HAZID – Hazard Identification	SSY – Shared Service Yard
HSQE - Health, Safety, Quality & Environment	STS - Suburban Train Shed Buildings
IDC – Inter-Discipline Check	TBS - Task Briefing Sheet
IP – Ingress Protection	TOC - Train Operating Company
ITA - Independent Technical Assessment	TRANSEC - Transport Security
ITP - Inspection & Test Plan	VE - Value Engineering
KXRP - King's Cross Station Redevelopment Programme	WCC - Western Concourse (Package 6) – synonymous with WCR
LMR - Lift Motor Room	WCR - Western Concourse (Package 6)
LNE - London North Eastern	WI – Works Information
LPR - Link Plant Room or Network Rail Plant Room	WRB - Western Range Buildings (Package 6)
LUL – London Underground Limited	WBS - Work Breakdown Structure
MEP – Mechanical Electrical and Public Health Services	WPP - Work Package Plan
MFTC - Multi Discipline Framework Consultancy	
MIP – Mobility Impaired Person	
MTBF – Mean Time Between Failures	
MTS – Main Train Shed	

Appendix B

Location Map



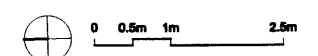
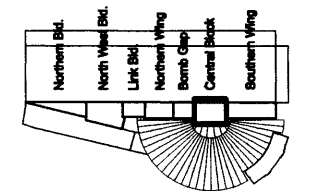
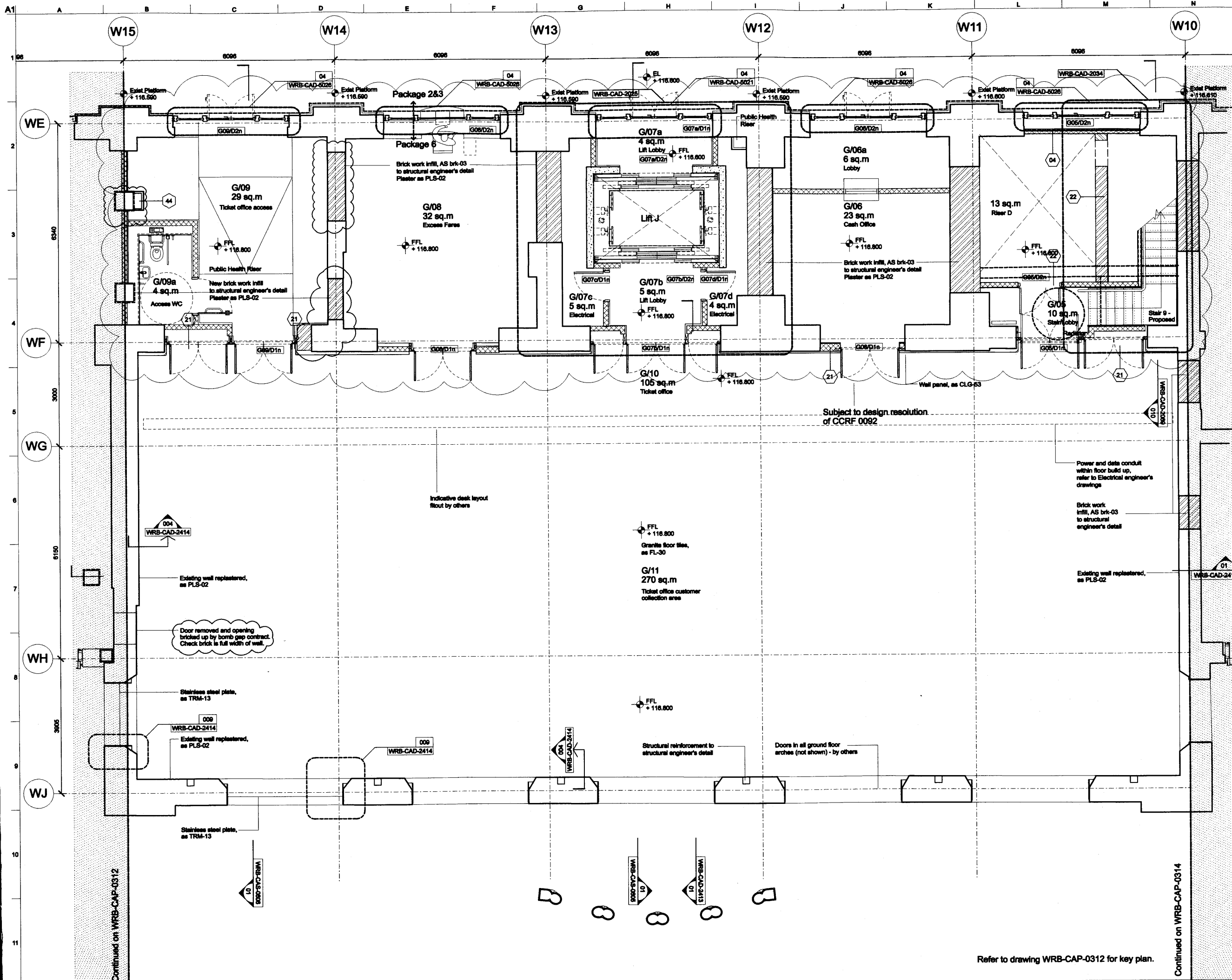
Package 6 scope

Appendix C

Drawings

1.1 Reference Schedule

	Description	Scale	Drawing No.
	Proposed Ground Floor Plan	1:50	WRB-CAP-0313
	Proposed First Floor Plan	1:50	WRB-CAP-0324
	Proposed West Internal Elevation	1:50	WRB-CAD-2416
	Proposed East Internal Elevation	1:50	WRB-CAD-2412
	Proposed North Internal Elevation	1:50	WRB-CAD-2413
	Proposed South Internal Elevation	1:50	WRB-CAD-2415
	Proposed Reflected Ceiling Plan - First Floor	1:50	WRB-CAC-0437
	Proposed Balustrade Details	1:5	WRB-CAZ-0366
	Proposed Ceiling Details	1:5 / 1:20 (see sheet)	WRB-CAZ-0491
	Ground Floor Arched Doorway Details	1:5 / 1:20 (see sheet)	WRB-CAZ-0492
	Ground Floor Arched Special Door	1:5 / 1:20 (see sheet)	WRB-CAZ-0493
	Ground Floor Flush Door Detail	1:5 / 1:20 (see sheet)	WRB-CAZ-0494
	First Floor Typical Door	1:5 / 1:20 (see sheet)	WRB-CAZ-0494



Notes

Drawings are based on survey data and may not accurately represent what is physically present.

Do not scale from this drawing. All dimensions are to be checked on site and any discrepancies noted in writing to the Employer's Representative. All dimensions are in millimetres unless noted otherwise.

Where there appears to be ambiguity between the drawings and other information, the Contractor shall seek the advice of the Employer's Representative for clarification.

Refer to drawing IOB-CAG-0000 for general notes and abbreviations. For detail of Architectural Specification codes (shown on drawings as 'LH-01', for example) refer to the Technical Reference Sheet.

Drawings to be read in conjunction with the Architectural Specification and other relevant information, including the schedule and Engineer's documents. For individual repair locations, details and scope, refer to the Repair Schedule and Architectural Specification as applicable.

Half tone line work shows scope by others. Refer to detail drawings for further scope definition.

12	09/09/09	JMP	GM	AD
Updated in accordance with workshop review records IOB-PAW-SH-0027				
11	01/08/09	JMP	GM	AD
Parts of Ticket Office in Absence				
10	01/04/09	JMP	GM	AD
CCRF 0043 De-scope omitted. VE note removed.				
09	31/01/09	JMP	KM	AD
Revised in accordance with GRIP 6 Value Management redesign scope				
08	04/07/08	JMP	CD	AD
For GRIP 5B Production Information Reference codes/door no. added				
07	29/02/08	KM	AD	SS
For GRIP 5B Production Information				
06	21/01/08	KM	AT	AD
Issued for GRIP Stage 5B Design Freeze				
05	10/01/08	KM	AT	AD
Issue No.3 for GRIP 5B Coordination				
04	06/01/08	KM	AT	AD
Issue No.2 for GRIP 5B Coordination				
Issue	Date	By	Chd	Appl

ARUP
 13 Finsbury Street
 London EC2A 3DF
 Tel: +44(0)20 7823 8800 Fax: +44(0)20 7823 8804
 www.arup.com

John McAslan + Partners
 45 Piccadilly London W1A 1AB
 Tel: +44 (0)20 7727 2823
 Fax: +44 (0)20 7727 2828
 www.mcaslan.co.uk

Client
Network Rail

Job Title
 King's Cross Station
 Redevelopment Programme
 Package 6

Drawing Title
 Western Range Building
 Ground Floor Plan
 Central Block

Scale at A1: 1:50
OSM No

Drawing Status
For Construction
 CAP Job No: 123345-00
 Drawing No: WRB-CAP-0313
 Rev: 12

Refer to drawing WRB-CAP-0312 for key plan.

Continued on WRB-CAP-0314

Continued on WRB-CAP-0312