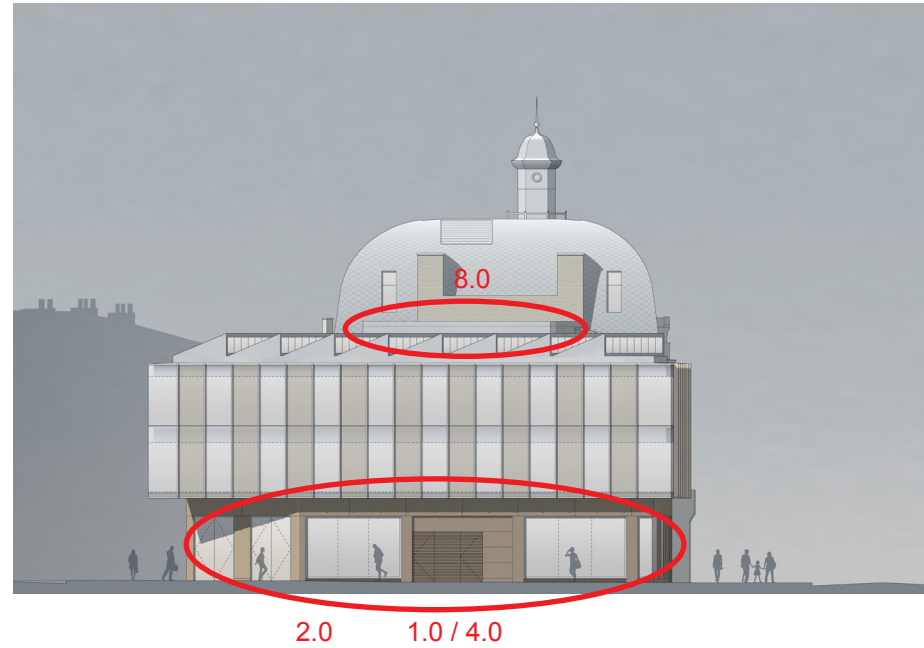
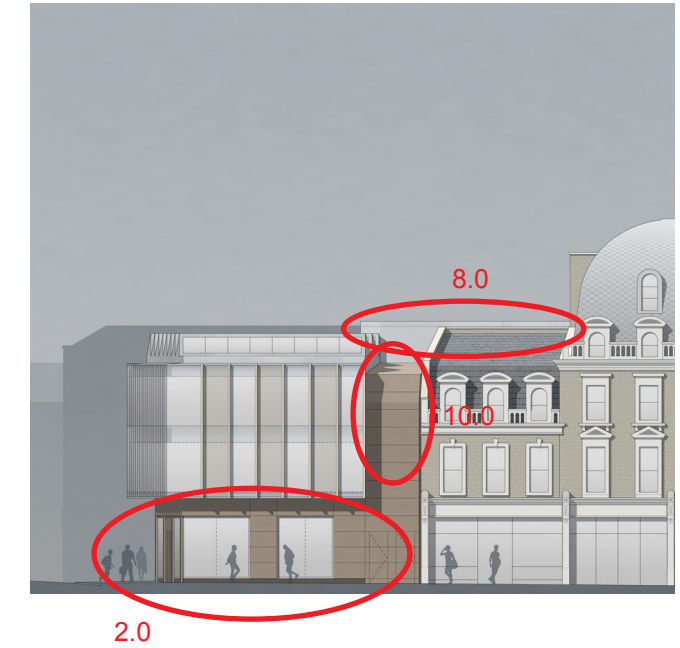


CONSENTED GRAYS INN RD ELEVATION



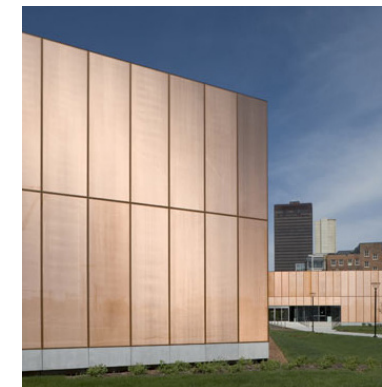
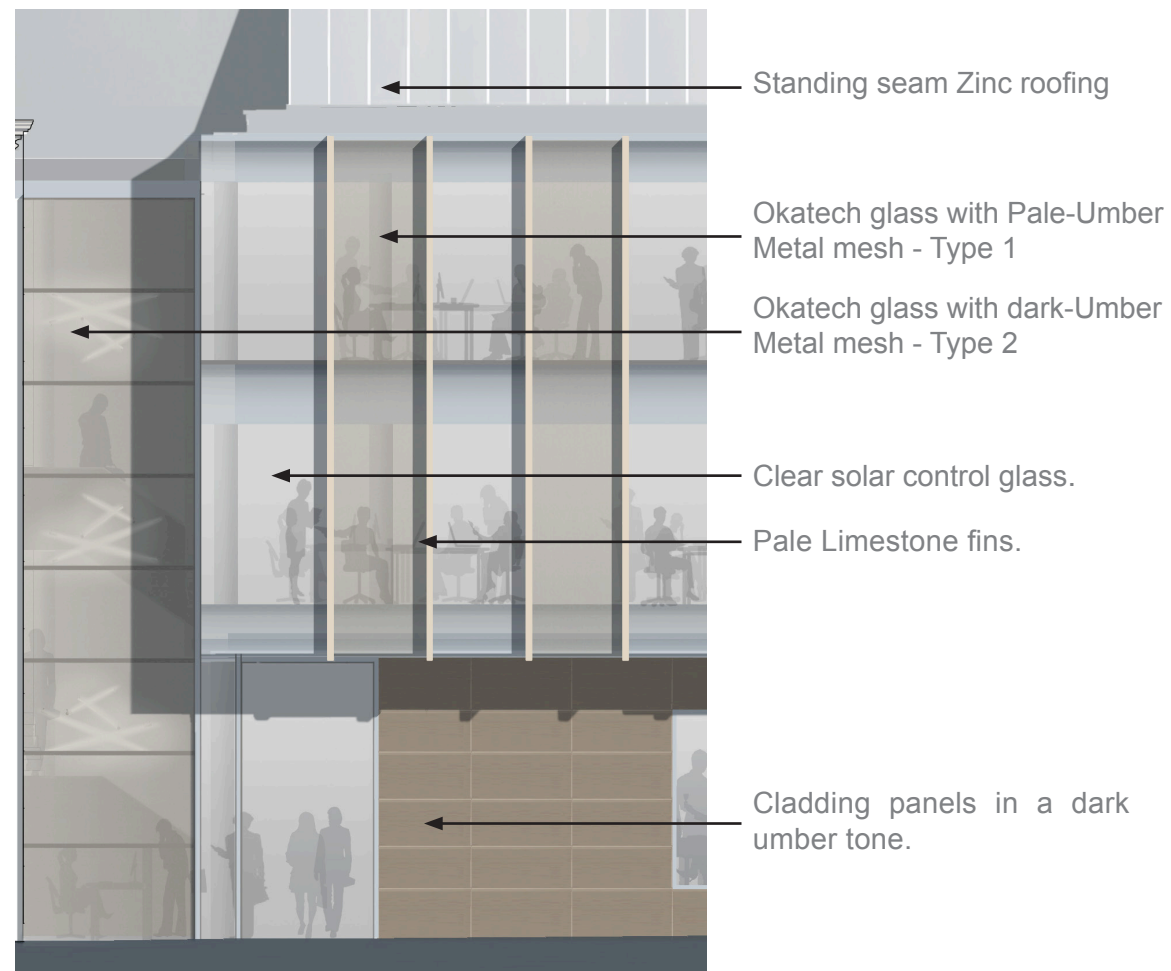
CONSENTED KINGS CROSS BRIDGE ELEVATION



CONSENTED PENTONVILLE RD ELEVATION

The main changes highlighted on consented elevations.

- 1.0 Omission of the TFL emergency stair access from Kings Cross Bridge down to the old railway platforms. (This is replaced by the basement connection described in point 2.0 below.)
- 2.0 Raising the ground floor slab by approx 700mm to allow sufficient headroom below to create the TFL connection corridor to allow access from east bound rail to west bound rail. (The 1st & 2nd floor slabs remain at the consented levels.)
- 3.0 Use of part of the existing basement areas for office and retail use.
- 4.0 Relocation of the refuse store from Kings Cross Bridge to the basement, allowing a fully glazed facade to the retail unit along Kings Cross Bridge.
- 5.0 Omission of the secondary office escape stair which exited onto Pentonville Rd.
- 6.0 Minor revisions to the main office lift, stair core and office WC layout.
- 7.0 Infilling the void between the 1st and 2nd floor offices.
- 8.0 Raising the height of the roof top plant screen by approx 900mm to match the adjoining brick parapet height on the Lighthouse building.
- 9.0 Revised glazing to the office entrance to create a greater street presence.
- 10.0 Revised profile to top of recessed link.
- 11.0 Mullion added on Grey's Inn Road.



Stone fin and mesh glazing reference images

Materials

Careful consideration has been given to creating a dialogue with the gaunt brick and stucco façade of the Lighthouse building.

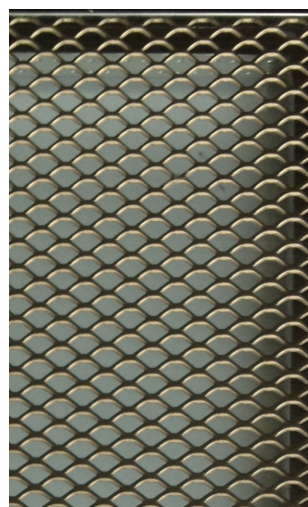
The separating volume between the two buildings will be clad in dark metal panels and have an umber tone.

This will create the necessary contrast between the classic and the contemporary.

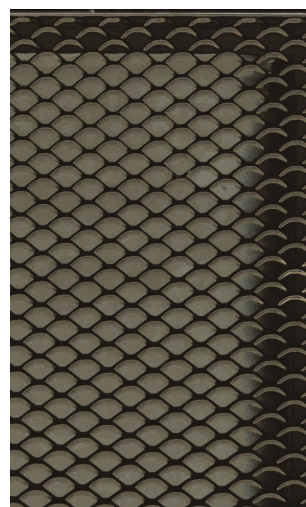
The extruded metal mesh within the triple glazed units will be anodized to a pale umber to complement the gaunt brick to the main facades.

Pale limestone clad fins echo the stucco surrounds.

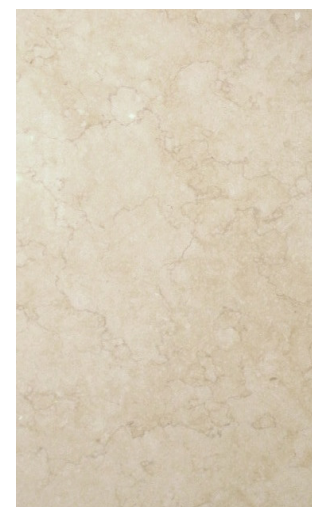
The combination of these colours and materials will enable this contemporary building to blend in with its historic context.



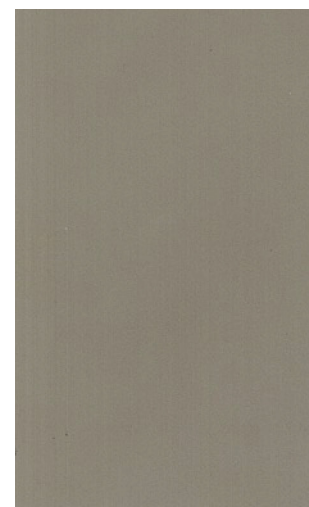
Glass with Metal mesh type 1



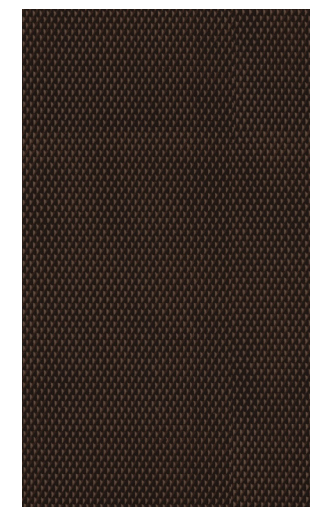
Glass with Metal mesh type 2



Limestone



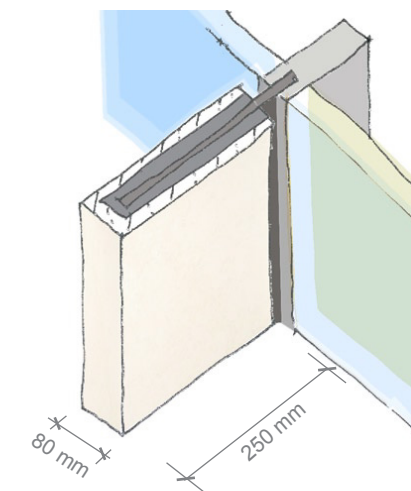
Umber metal finish



Dark GRC panels - exact colour and texture TBC



Standing seam zinc roofing



Stone fin capping Detail

The design and access for the Kings Cross Bridge proposals remain predominantly as stated in the original planning application.

Accessibility

The development is located on a traffic island, surrounded by Pentonville Road, Grays Inn road and Kings Cross Bridge. The area around Kings Cross is a transport hub for London and has excellent transport links with Euston, Kings Cross and St. Pancras station connecting to the rest of the nation and Europe. It is a busy interchange on the London underground and is served on a 24-hour basis by buses.

By virtue of its proximity to excellent transport links and the nature of the island site, there is no provision of car parking to this scheme.

Building Entrance:

Separate entrances are provided for the office use and the retail / restaurant unit. The main office entrance is through the separating volume on Grays Inn Rd, located between the Lighthouse and the new building.

A secondary service entrance is provided on Pentonville Rd which allows access to the refuse and bike stores located in the basement. A bike trough is provided on Pentonville Road office stairs to ease the bike access to the cycle store.

The retail / restaurant unit has two entrances, one located underneath the cantilevered corner on the junction of Grays Inn Rd and Kings Cross Bridge and the second on Pentonville Rd. The corner entrance is set back from the boundary of the site creating a natural entry point into the building.

Because the ground floor of the retail unit is raised to create headroom for TFL in the basement, both entrances to the retail / restaurant unit enter at street level and then raise via 4 steps to the main floor level. The Pentonville Rd entrance also has provision for a platform lift for disabled access.

Entrance Doors:

The retail / restaurant unit doors are a set of

automatic inward opening double leaf-glazed doors, with an overall width of 2 meters. These will be designed in accordance with Part M of the Building Regulations.

The office entrance consists of a single leaf, wide, highly glazed sliding door. There will be a video entry point into the office and a small ground floor reception. The door will be designed in accordance with Part M of the Building Regulations.

The office and retail/restaurant doors will be of sufficient width to allow wheelchair access and to comply with fire escape requirements. All these entrances have flush thresholds.

Horizontal & vertical movement:

Within the office a 10-person disabled access lift and main access stairs provide vertical circulation. The lift will be designed in accordance with Part M of the building regulations. The stairs are 1200 wide with a rise of 170 mm. and goings of 250 mm. The 1200 mm. width of these stairs is in compliance with Part K of the building regulations.

Both lifts and stairs provide access to all the main office floors. Also provided for within the protected stair lobby is the space for a disabled refuge, which will be fitted with an emergency voice communication system.

A separate flight of stairs provides rear access to the ancillary basement office areas and a dedicated flight within the retail / restaurant unit allows access to the basement areas for that unit.

Within the retail / restaurant unit the final design of the horizontal and vertical circulation will be the responsibility of the tenants. There is provision for an alternative means of escape that opens onto the pavement along Pentonville Road. This secondary exit increases the effective travel distance to 45 m. and brings the space in line with Part B of the Building Regulations. Anticipating a restaurant use this secondary entrance also provides a service entry into the commercial unit from Pentonville road.

Access to the roof plant area is via a companion way stair accessed from the second floor lift core. Access onto the roof for maintenance is

through doorways in the plant room wall.

Standard and disabled WC facilities

The offices have been designed as either a single or multiple let with the potential of a small reception on the ground floor. There are no sanitary provisions on the ground floor and it has been confirmed by MLM building services that travel of one floor to access disabled facilities is acceptable.

A total of 7 unisex self-contained WC's provide facilities for a calculated occupation of 84 people based on 10 m2/person as recommended in the BCO guidelines. They will have full height walls and doors. Of these two will be for disabled use with one of those a combined shower. Within the basement there are two showers for the use of cyclists. One wc at each office floor will be for ambulant disabled use.

The layout for the commercial unit is indicative only and the incoming tenants will develop the final proposals. The indicative layout consists of 4 unisex WCs at basement level and 1 disabled WC at ground level. There is an additional WC provided for the staff that is located within the kitchen lobby. These provisions are in compliance with BS6465.

Evacuation Procedures

The office has a single escape stair. The first floor is lobbied with two exit doors and the second floor has a single exit with no lobby in accordance with Building Regulation requirements.

There are two means of escape from the commercial space.

All final exit doors are inward opening or sliding. The final escape doors will have a minimum clear width of 1050 mm.

All electronic locks will be fail-open with a manual override on the escape side and be linked to the fire alarm.

Security

It is envisaged that the building will be monitored by CCTV cameras, which will be mounted

discreetly to the underside of the cantilever soffit of the glazed façade. The final details of the alarm installation will be the responsibility of incoming tenants.

Services

Risers have been sized in accordance with requirements arising from office use on the upper two floors and the anticipated restaurant use on the ground floor. Additional riser space has been allowed for the Kitchen extract fan, AHU's for the kitchen and dining spaces respectively and the cold store condenser.

The roof plant area has been designed to accommodate the extra plant machinery in line with the anticipated restaurant use on the ground floor.

The risers will also accommodate the toilet extracts, which will travel above the suspended ceiling into the risers and finally vent out to atmosphere through the louvred roof.

TFL.

The existing exit stairs for TFL which currently exit onto Kings Cross Bridge are being replaced by a link at basement level which allows the existing stairs down to track level to be connected. This access is purely for TFL use and is only reached via the existing track side access.

Refuse

The proposal provides for a separate waste and recycling store for both office and retail unit located in the basement and accessed via dedicated service stairs. Incoming tenants will arrange collections to suit their needs, but it is assumed that a daily collection of bags will be made from Pentonville Rd, where the existing layby provides space for the refuse lorry. Louvres located within the façade at ground level provide ventilation to the basement refuse stores below.

Cycle Store

A cycle store for 10 bikes is provided in the basement for office use. Access is via the service access stairs from Pentonville Rd. Lockers and two showers are also provided.