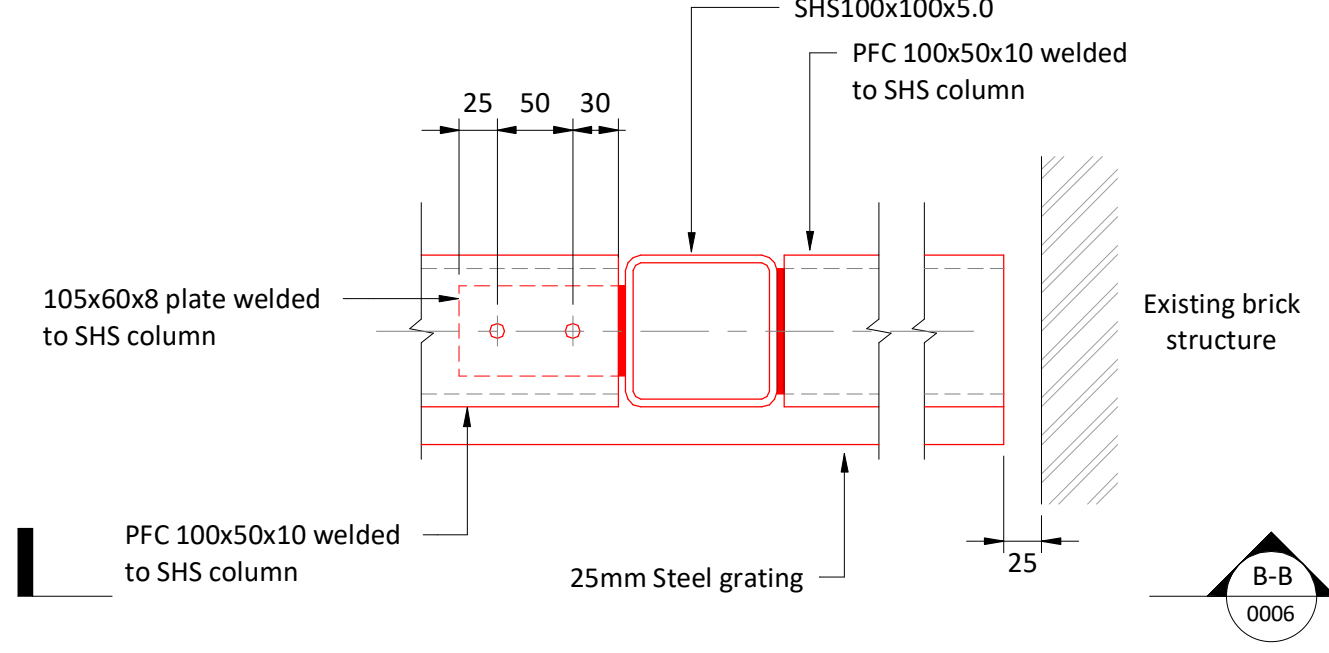


Detail 1 - Rail to Goal Post Frame (Plan)

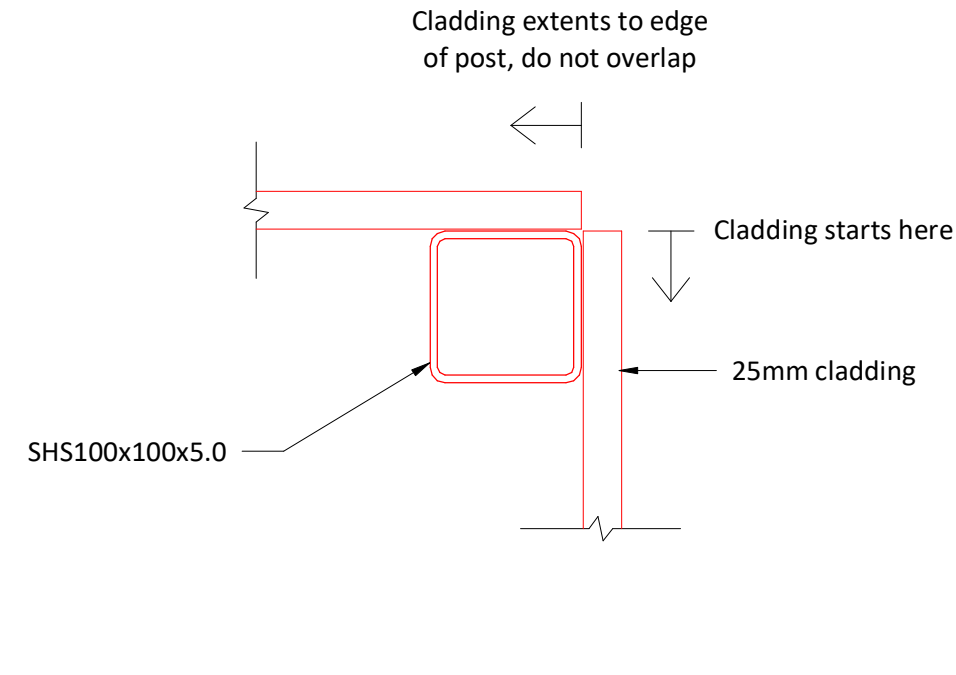
Scale: 1 : 5 @ A1

Detail 7 for Roof Rail to Goal Post Frame Connection Similar



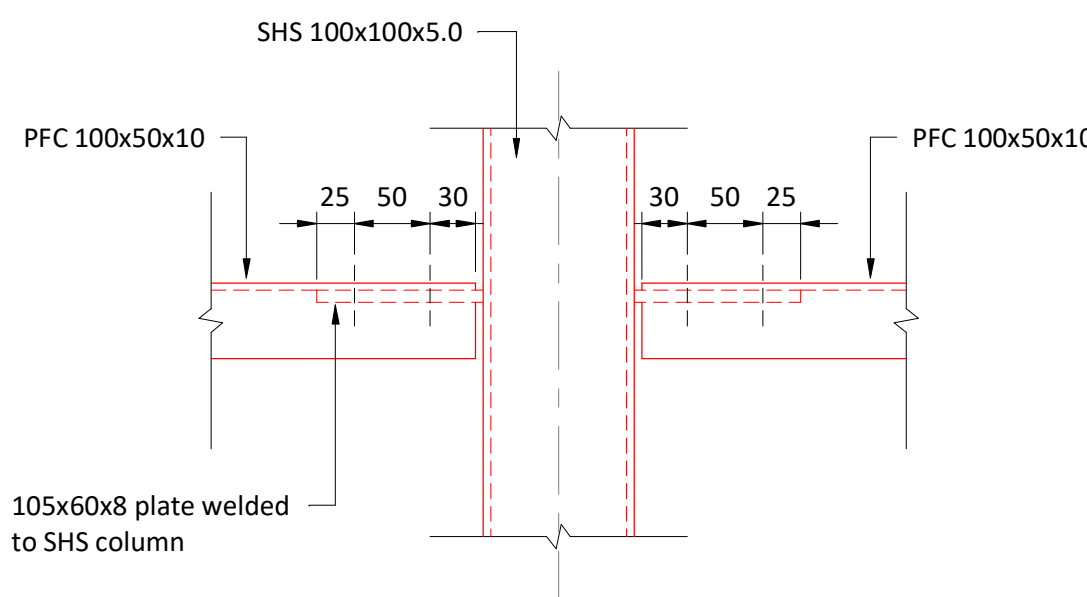
Detail 2 - Rail to Post Frame by Existing Brickwork (Plan)

Scale: 1 : 5 @ A1



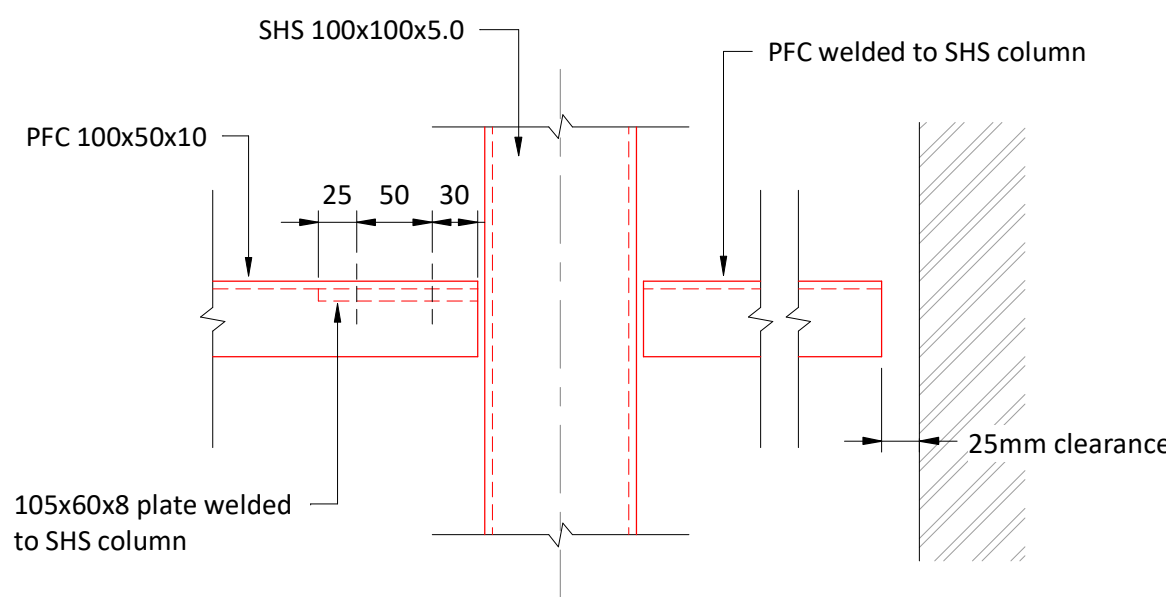
Detail 3 - Typical cladding detail at corner

Scale: 1 : 5 @ A1



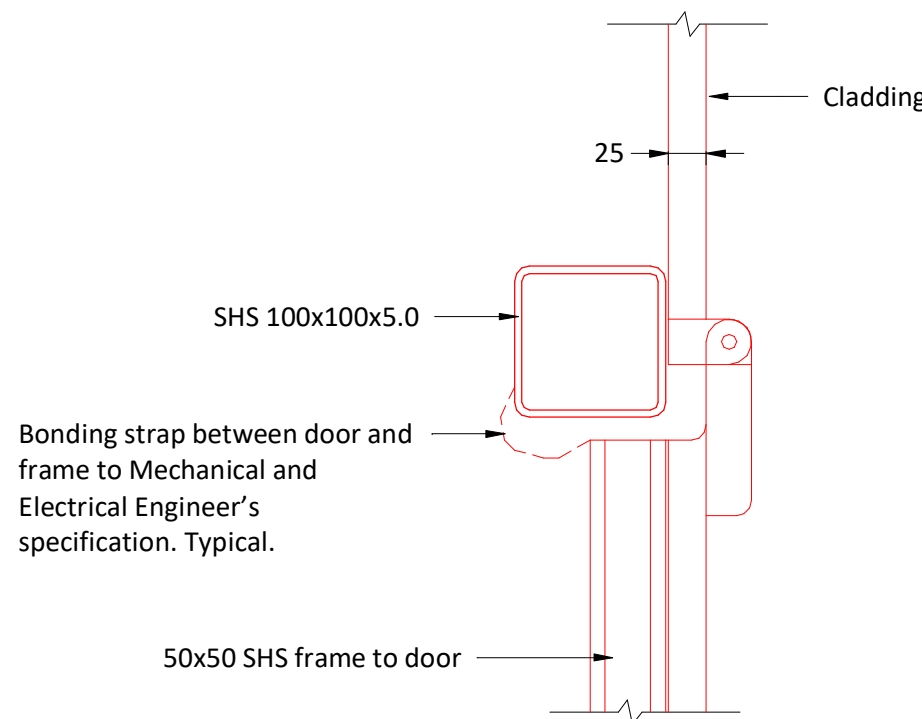
Section A-A (Elevation)

Scale: 1 : 5 @ A1



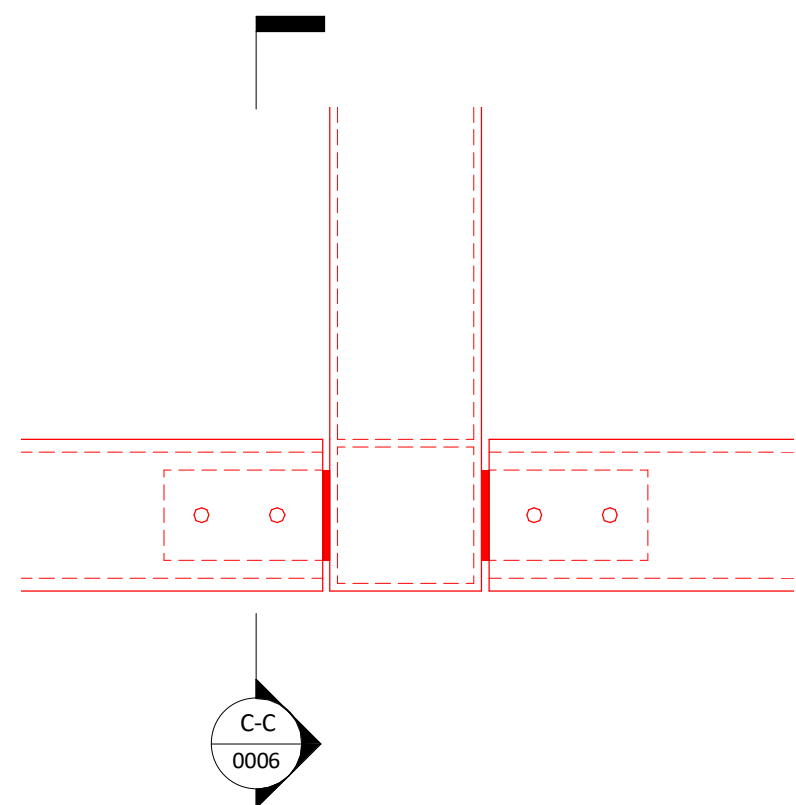
Section B-B (Elevation)

Scale: 1 : 5 @ A1



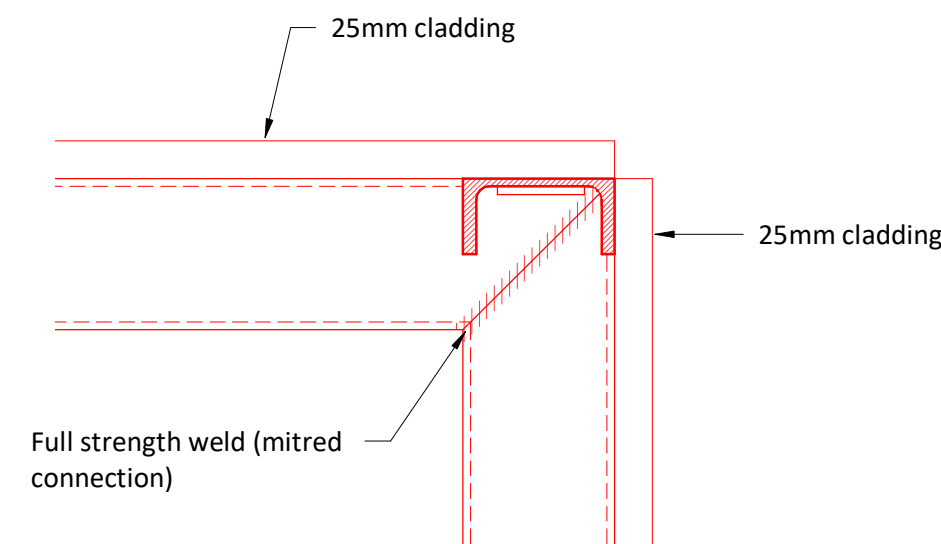
Detail 4 - Door Hinge

Scale: 1 : 5 @ A1



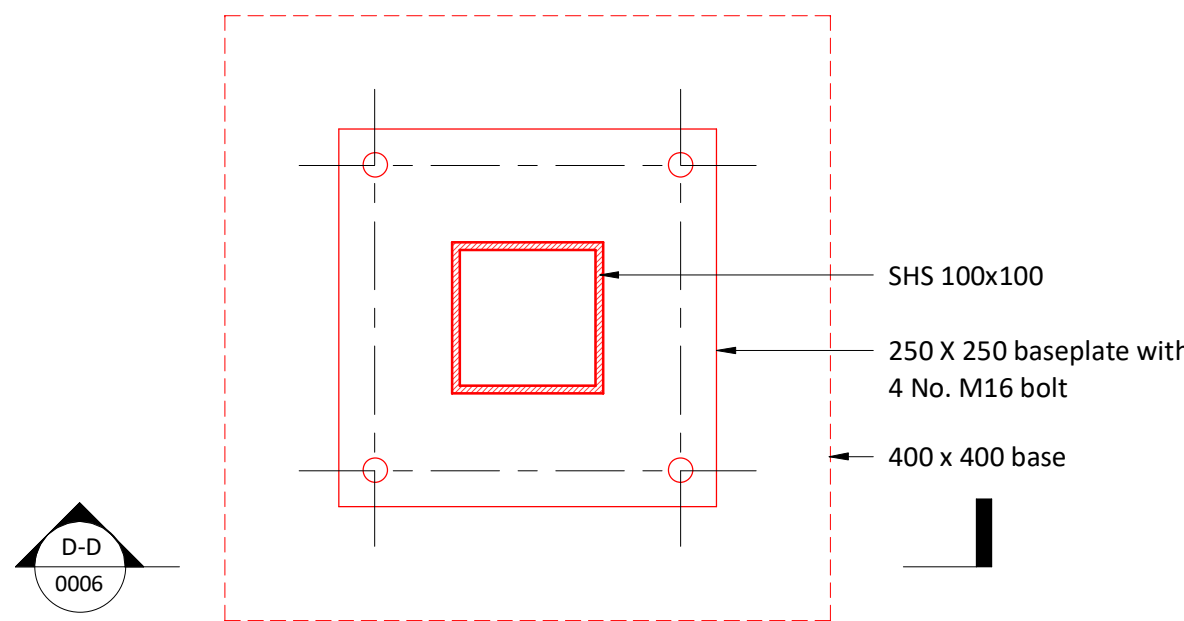
Detail 5 - Goal Post Frame Mitred Corner Fabrication

Scale: 1 : 5 @ A1



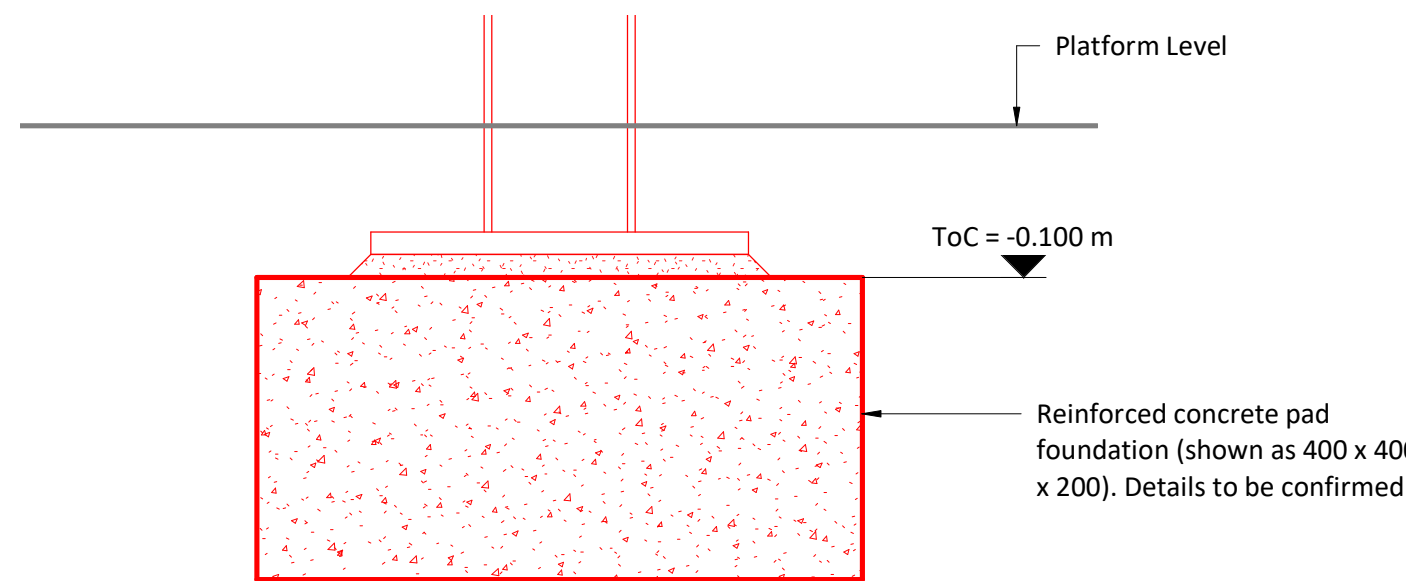
Section C-C

Scale: 1 : 5 @ A1



Detail 6 - Goal Post Frame Column Base and Foundation

Scale: 1 : 5 @ A1



Section D-D

Scale: 1 : 5 @ A1

Detailing and fixing of cladding

All cladding (galvanised steel diamond pattern grating) is to be set out carefully and detailed with grating edges carefully set out to coordinate with grating pattern and the primary frame. Grating to be 25mm thick diamond pattern grating by Steelway or equal approved. Minor set out adjustments are to be made to the primary frame if appropriate / as necessary to suit the grating pattern. Grating to be fixed to 100x50x10 PFC members with recessed anti-tamper fixings. Fixings are to be set out regularly and evenly in a balanced fashion across the structure. All grating panel details and fixing positions are to be designed and set out in conjunction with final design of the primary steel frame prior to approval and fabrication.

Access doors

All access doors to be paired 900mm wide doors (1800mm total width) fabricated from 50x50 SHS framing (hot dip galvanised) with hot dip galvanised steel diamond pattern grating as cladding. Hinges: 3 No. heavy duty fabricated (made up) hinges (as detailed) per leaf. Gate bolts to secondary leaf: Hot dip galvanised steel shut bolts top and bottom to secondary leaf with provision to door head rail and steel sleeve to platform. Door latch and lock: to be provided and detailed to suit specification to be agreed with Network Rail. Doors to open 90° onto platform: Galvanised steel door stays to be fitted to all leaves (to hold doors open and safe at 90°).

Bump rails

Bump rails are to be provided at low level around the full perimeter of the enclosure: 50mm diameter tubular stainless steel bump rail system to match that in use at the station generally, centre of tube set 200mm above platform level and offset 200mm from face of cladding; support sizing, baseplate details and setting out / spacing to be determined to ensure structural adequacy and set out regularly and evenly in a balanced fashion around the structure.

Notes

- Do not scale from this drawing. Work to stated dimensions only.
- This drawing is to be read in conjunction with all other relevant drawings, specifications, schedules and other information, including all Network Rail, Engineer's and product / material supplier's information.
- All details relating to existing structures, ground and site conditions are indicative and subject to verification on site before the works proceed.
- Details relating to existing structure shown on this drawing are generally taken from record drawings (primarily Corus Railway Infrastructure Services drawing B60372-DRG-CIV6562 revision C17 dated 05.10.11) and supplemented by Studio One walkover survey with approximate measured survey of certain aspects only.
- Platform furniture and fittings shown on this drawing are informed by Studio One walkover survey with approximate measured survey of certain aspects only.
- The locations and arrangements of services as shown on (or as may be inferred from) this drawing are to be taken as indicative only, and must be verified on site by the Contractor. All information relating to services is to be read in conjunction with service records and Mechanical and Electrical Engineers details.
- Where sleepers to tracks are shown these are shown indicatively only (graphical representation). Sleeper positions have not been surveyed.
- All levels relating to the new structure shown on Studio One drawings are relative to 0.000m local datum = platform 1 typical finished level (m AOD level not known at time of preparing this drawing).
- All works are subject to all necessary approvals, including all necessary approvals from Network Rail and other stakeholders e.g. the local planning authority and/or English Heritage as appropriate. All works are to meet the requirements of Network Rail.

Reference documentation

- Studio One F001 document Kings Cross Station Platform 1 New Cleaners Compound F001 – Approval in Principle (016/96 F001)
- Studio One Designers Risk Assessment (016/96 F001-DRA)
- Drawing 016-96-SO-XX-ZZ-DR-S-0001 Existing General Arrangement
- Drawing 016-96-SO-XX-ZZ-DR-S-0002 Structural Principles
- Drawing 016-96-SO-XX-ZZ-DR-S-0003 Proposed General Arrangement - Platform Level
- Drawing 016-96-SO-XX-ZZ-DR-S-0004 Proposed General Arrangement - Roof
- Drawing 016-96-SO-XX-ZZ-DR-S-0005 Proposed structural elevations
- Drawing 016-96-SO-XX-ZZ-DR-S-0006 Details
- Drawing 016-96-SO-XX-ZZ-DR-S-0007 Architectural elevations
- Max Fordham (Mechanical and Electrical Engineers) F001 document Kings Cross Station Approval in Principle (29 June 2018) and associated drawings and Designer's Risk Assessment
- Network Rail Hazard Directory as applicable to the works

29.06.18	P01		F001 Issue	ARH	JP
Date	Rev		Description	By	Chkd



Client	Network Rail	
Contractor	Colt Construction	
Project	Kings Cross Station Platform 1 New Cleaners Compound	
Title	Details	
Status	FOR APPROVAL	
Studio One Project Number	Revision	Scale @ A1
016-96	P01	As shown
Drawing Number		
016-96-SO-XX-ZZ-DR-S-0006		