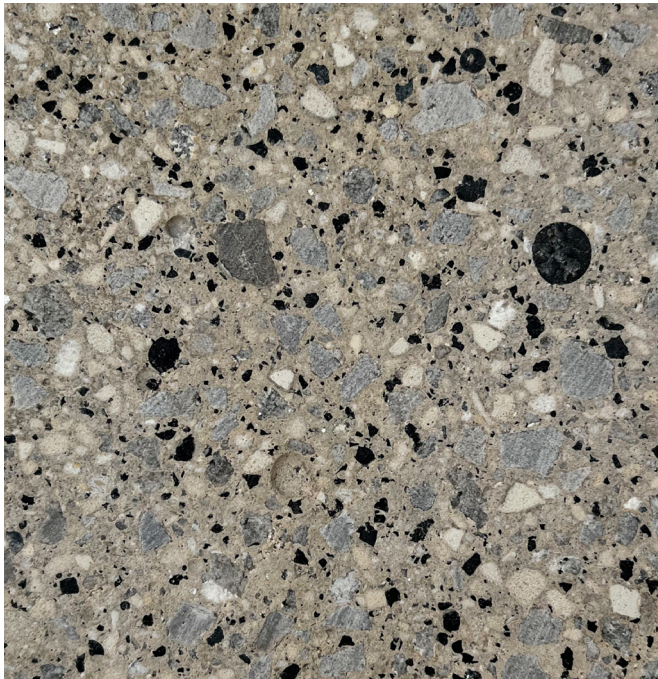


2.1 LANDSCAPE PROPOSALS - HARD LANDSCAPE

PROPOSAL - HARD MATERIAL

Marshall's Conservation concrete - Silver Grey



The secondary material for hard landscape has been amended to Marshall's Conservation concrete paving to mediate the internal landscape design to the wider concrete. The central concrete radiating pattern aligns better to the colour tones and materiality of the Marshall's Conservation concrete paving.

There is currently standard concrete paving laid to all sides of the development. Proposing the Marshall's Conservation concrete paving provides a closer match to this materiality while maintain a high quality of finish inside the site for this new public realm.

The choice of materials are aligned to the mid century aesthetic of the building and its listed status, including the retained listed ventilation features at ground level.

All paving material samples are available to view on site with prior request for inspection.

Lazenby in situ concrete - Black



Lazenby in situ concrete - Dark Grey



Lazenby in situ concrete - Oyster



Lazenby in situ concrete - Off White



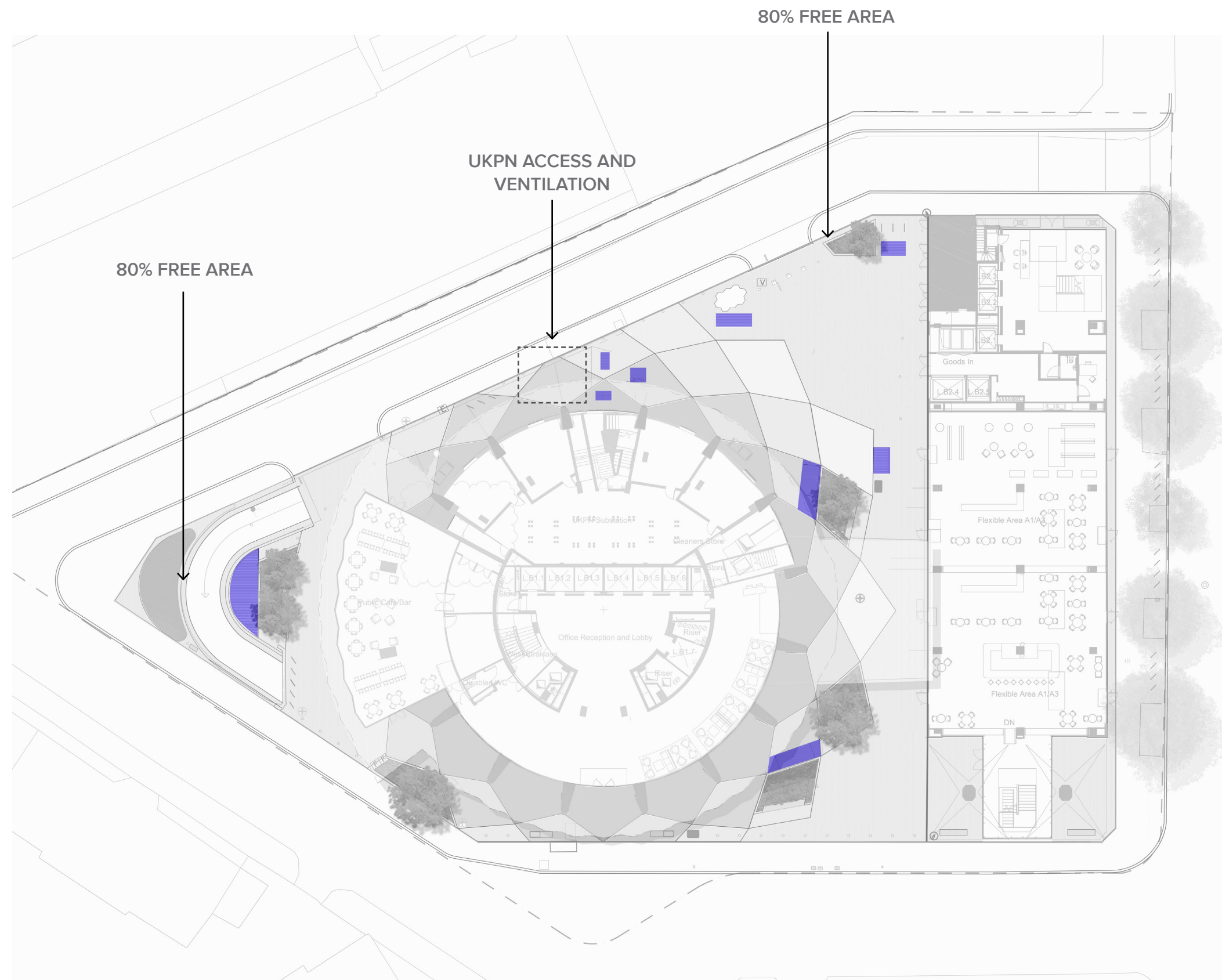
2.1 LANDSCAPE PROPOSALS - HARD LANDSCAPE

PROPOSAL - VENTS

The primary and secondary structural grids of the existing tower has been analysed and rationalised into an organising grid for the landscape design. This grounds the design in the site, and extends the influence and expression of the tower outwards, resetting its importance at the centre of the site.

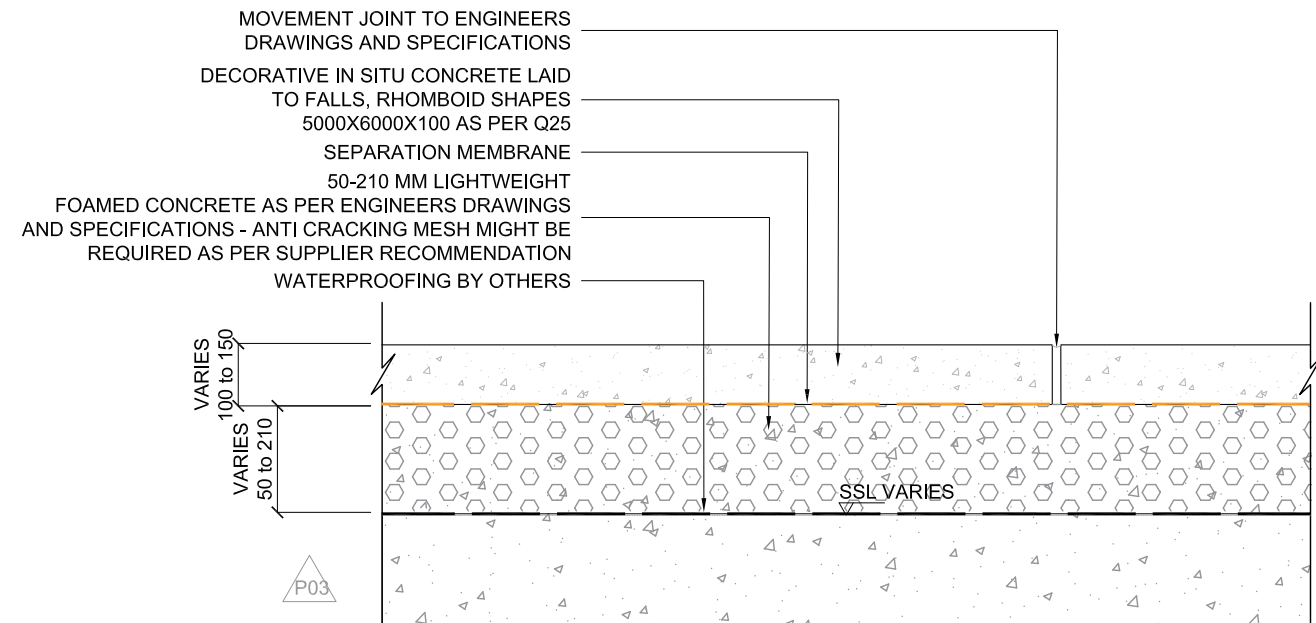
Where possible the location of the ventilation grilles have been coordinated to sit within this pattern, maintaining its integrity. Through a series of workshops with A10 and specialist suppliers, the team established the minimum openable areas required for the ventilation grilles. These are proposed as a high quality 316 stainless steel finish.

Outside of the UKPN sub station, a group of vents and accessible openings have been maintained within the paving but orientated to align with the basement works and ground level paving pattern. All ventilation grilles have been designed to take vehicle loading, with the exception of the NE vent. The openable area of the basement slab is limited in this location. An 80% free area vent is proposed to meet performance requirements. The location is protected by a planter to one side to prevent any vehicle overrun.

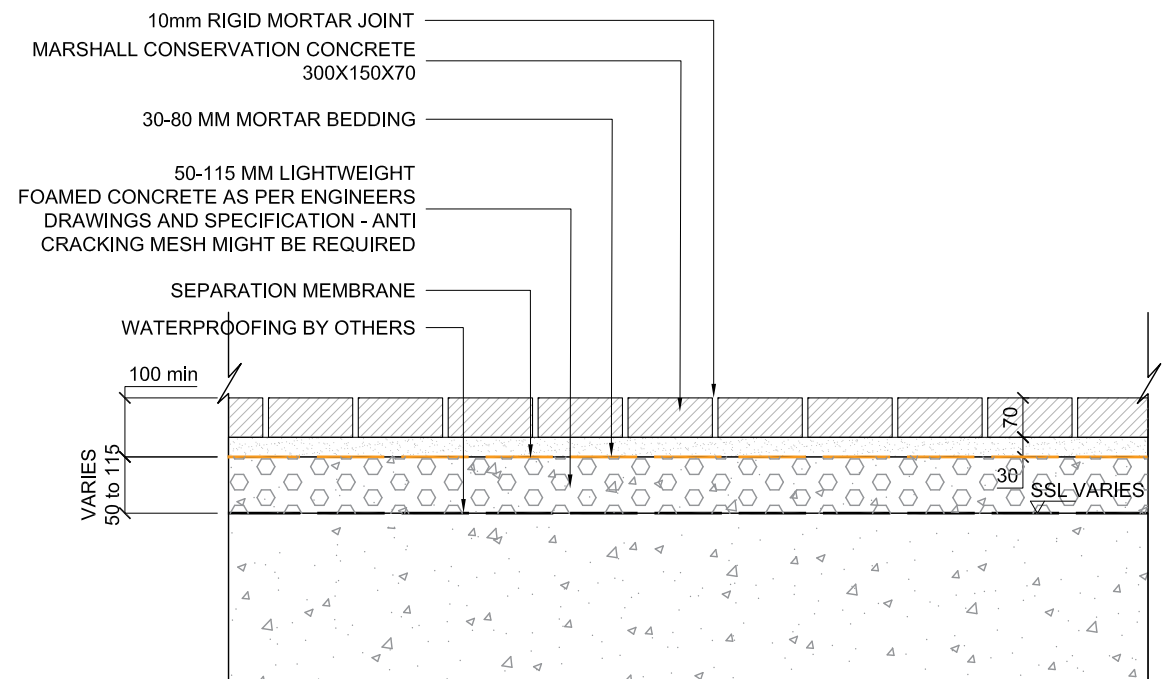


2.1 LANDSCAPE PROPOSALS - HARD LANDSCAPE

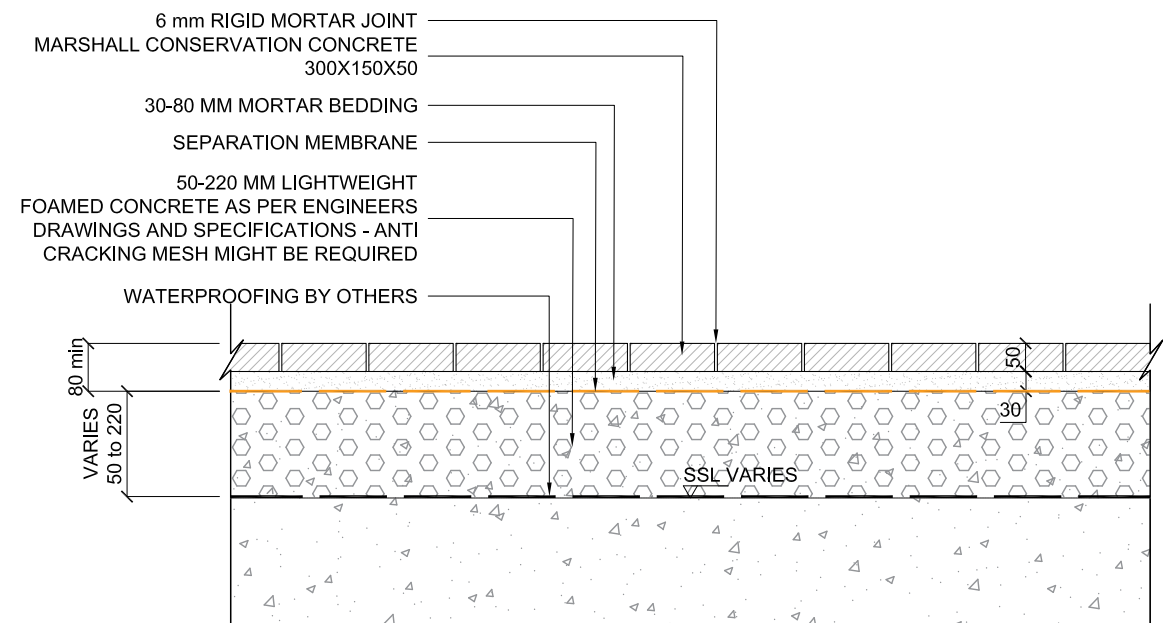
PROPOSAL - HARD MATERIAL - TYPICAL DETAILS



CAT I/II LOADING - DECORATIVE CONCRETE IN SITU TYPICAL BUILD-UP



CAT I LOADING - MARSHALL CONSERVATION CONCRETE TYPICAL BUILD-UP



CAT II LOADING - MARSHALL CONSERVATION CONCRETE TYPICAL BUILD-UP

2.2 LANDSCAPE PROPOSALS - LEVELS AND DRAINAGE

CONSENTED PROPOSAL - LEVELS AND DRAINAGE

The drainage strategy for the site creates a gentle slope away from the central tower. Slot drains are located to the edge of the concrete paving pattern to ensure no water sits adjacent to the proposed planters. In the build-up available, a shallow channel is proposed. Where greater capacity is required it may be necessary to create shallow recesses in the concrete to accommodate the channels.

The levels across the paved areas direct the surface water towards wide channel drains which run north-south the length of the Kingsway Building. This is designed to be sufficiently wide to ensure no water ingress to the entrances along this facade.

The perimeter of the site has a continuous slot drain to capture any run off from the site. Due to the existing levels of the surrounding streetscape it has not been possible to grade all surface water back into the site.

