

King's Cross Construction News Winter/Spring 2010

Helpline
0800 328 8840

www.constructionatkingcross.com

Issue 07



Network Rail's new concourse for King's Cross Station, being constructed by Taylor Woodrow, with the restored concave façade, by Kier Group of the Great Northern Hotel in the background

Brrr it's cold ... but congratulations to BAM and Kier Group, our construction teams, who are progressing well with the University of the Arts London's new campus and the energy centre. The university is just over a year away from completing the base-build contract, then an internal fit-out contractor will finish the project in time for the September 2011 opening. Great news for a further four trainees from the Construction Skills Centre who have found work placements on the Eastern Goods Yard site during the winter period.

The following contractors are working in partnership to deliver King's Cross Central:



In this edition we concentrate on the fantastic **transport** at King's Cross. This important part of infrastructure is changing the face of King's Cross and since our last newsletter there have been some important developments.

Transport at King's Cross is the best in London, and arguably the best in Europe.

High Speed services to Kent, the opening of the London Underground North Ticket Hall for King's Cross – St Pancras, fantastic shopping at St Pancras International and the near completion of the Shared Service Yard are all covered in this issue, and how each one adds to this great transport hub.

King's Cross Station Redevelopment



Construction activity for the new King's Cross Station's western concourse and the Great Northern Hotel in the background

Network Rail is investing £500m to transform King's Cross Station into a world class transport hub by 2013, providing passengers with more trains, better connections and a more pleasant experience.

The station will be extended through a new western concourse, three times the size of the current area. The concourse will be multi levelled with plenty of shops and restaurants for passengers to enjoy, as well as improved step-free access to the Underground and St Pancras International.

The existing Grade I listed structure will be restored to its former glory, including the original 1851 façade, the ticket hall and the main train shed roof. A new public square, larger than Leicester Square, will be revealed in front of the station after the existing 1971 concourse has been demolished.

More space. The size of the concourse area will be tripled, providing room for future increased passenger numbers and more shops and seating areas.

More light. The station will be a lighter and more pleasant place as a result of the glass and aluminum concourse roof and refurbished train shed roof.

More trains. Increased train capacity by building an additional platform.

For more information on the redevelopment of King's Cross Station please visit www.networkrail.co.uk, click the 'for passengers' tab, then 'building better stations' menu.



Artist's impression of the inside of King's Cross Station's new western concourse © Network Rail



View looking north from the Great Northern Hotel façade

King's Cross – St Pancras Underground Station

Beneath King's Cross and St Pancras International, London Underground has been remodelling and increasing the capacity of the King's Cross – St Pancras Underground Station. The refurbishment of the original Tube Ticket Hall and construction of a new Western Concourse were both completed in May 2006. In November 2009, London Underground opened a third 2,000 square metre North Ticket Hall, providing ten new escalators, disabled access via six new lifts and new ticketing facilities. Little wonder that some tube drivers refer to King's Cross – St Pancras as "the big one"!



Above: The New North Ticket Hall at King's Cross – St Pancras

Above top: New escalators down to Northern, Piccadilly and Victoria lines



New high speed Southeastern services to Kent at St Pancras International © London and Continental Railways

St Pancras International

It has been two years since the re-opening of St Pancras International. The station, with more than 40 shops, a fresh produce market, (and of course Europe's longest Champagne Bar) continues to flourish. Last year, despite the recession, the station's income grew 20% year on year, exceeding sales targets.

Last year the station was voted the most romantic railway station in London, proving St Pancras International has put the romance back into rail travel. It celebrated by setting a new world record for the most couples hugging in one place!

Significantly, the year ended with Southeastern launching the full high speed domestic service on HS1 - a first in the UK. Southeastern will run the 7 minute Javelin service during 2012 taking over 25,000 spectators an hour to the Olympic Park.

Shared Service Yard

A new Shared Service Yard has been taking shape below the ground at King's Cross.

This subterranean volume adjacent to platforms 9, 10 and 11 of King's Cross Station will be shared by Network Rail and King's Cross Central to service the refurbished and enhanced station and a future King's Cross Central office building above. It will accommodate the full range of heavy goods vehicles used for goods in, recyclables and waste out.

The yard will ultimately be accessed via an access ramp from Goods Way. For now the ramp has been part-constructed to connect to the existing highway network within the King's Cross Central site.



Pouring the capping slab to the Shared Service Yard



Double height Shared Service Yard allowing vehicles to off-load goods and service offices and the station above



The Shared Service Yard will be accessed from Goods Way via a ramp down to basement level

The ramp will also service future King's Cross Central buildings to the north and will serve as part of the foundation for those buildings.

The Shared Service Yard and access ramp are being delivered by Network Rail under a cost sharing agreement with King's Cross Central. The contractor is Taylor Woodrow.

The civil and structural works are now complete. Fit out will be completed this summer and the works are expected to come into use towards the year end, freeing the surface for the delivery of public pedestrian spaces between the stations.



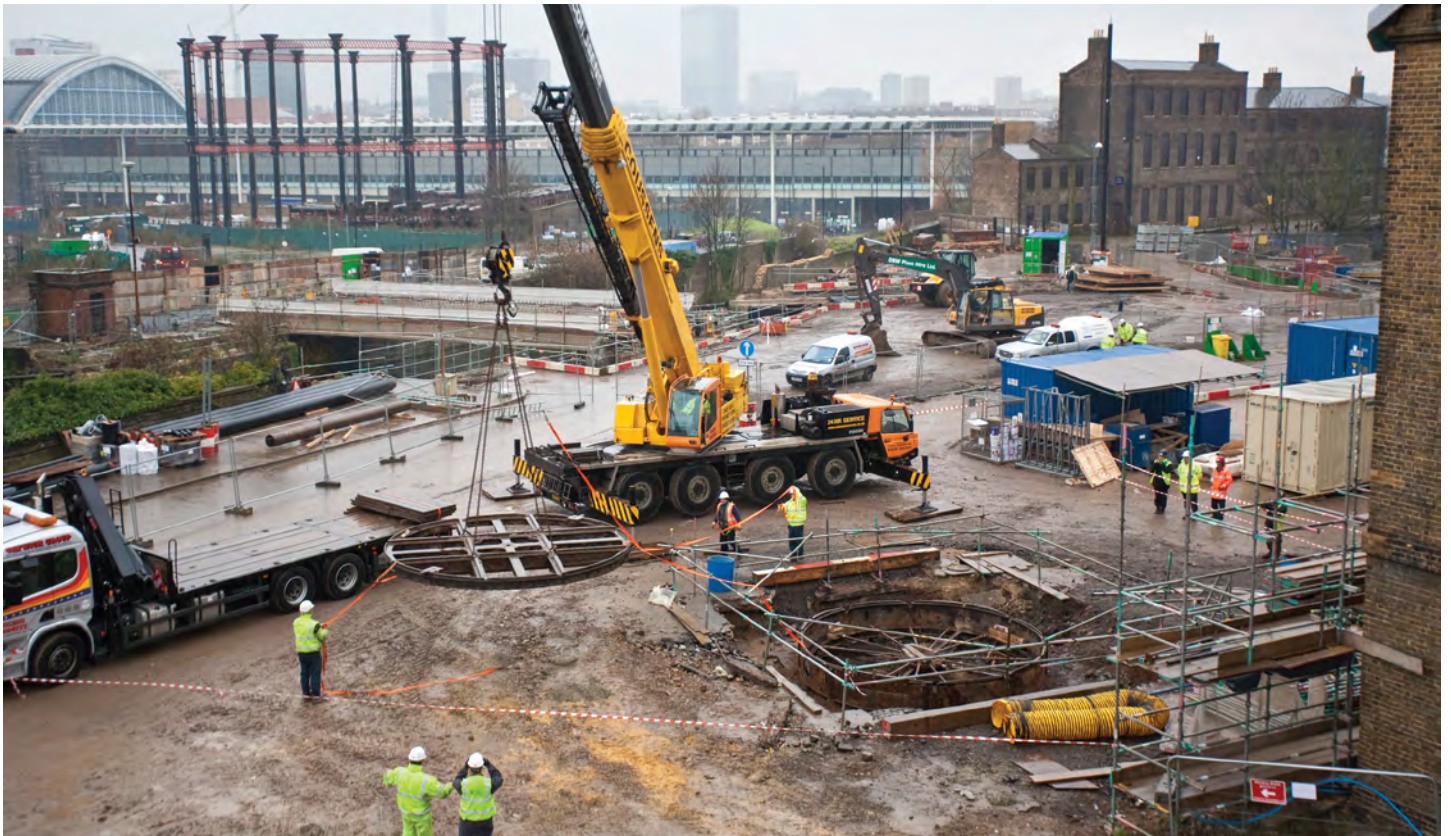
©Miller Hare

Great Northern Hotel Arcade Works

Spot the difference! The view above shows a computer generated image produced in February 2006 and below the newly completed arcade. As you can see, nearly a perfect match four years on.

Well done to Kier for completing within time **and** within budget. The construction work to create a 93 bed luxury, boutique hotel will start later this year and will be open in time for the 2012 Olympics.





Removal of the existing turntable for restoration

Eastern Goods Yard Update

Heritage

The first of the two below ground turntable and associated mechanisms constructed in the 1800s has successfully been removed from Granary Square for temporary storage. Following agreement with English Heritage (EH) and London Borough of Camden (LBC), the eastern turntable, approximately 16 feet in diameter, has been removed in order to facilitate the installation of new subterranean infrastructure from the West Handyside Canopy to Granary Square. The removal procedure was undertaken over five days. The three main components of the turntable were carefully dismantled and lifted out by an 80 tonne crane. They were then transported by lorry to the northern part of the King's Cross Central site

for temporary storage. Both of the two remaining turntable's structures uncovered by archaeologists in 2008 will undergo conservation and repair by a specialist restoration contractor, (in agreement with EH and LBC) prior to their reinstatement into the completed hard landscaping scheme.

It is expected that turntables will form a unique feature within the new Granary Square public realm, providing a visual reminder of the historical uses of the Granary Complex.

University of the Arts London

The first component of roof slab to the University was poured above the studios at the beginning of December and sights are now set for the completion of the reinforced concrete frame during spring. The temporary props that support the concrete slabs in the central covered street are being removed following completion of works, revealing for the first time the true depth and height of the covered street and expected views from ground level. The steel frame and metal decking for the link bridges has been installed for the concrete to be poured thereafter. The bridges run east to west across the covered street connecting the studios and lecture theatres on first, second and third floor levels. The smaller tower crane at the northern end of the building has been dismantled in order to progress installation of the fly tower roof truss steelwork, located at high level within the University's new performance theatre.

On the lower floors of the Eastern Transit Shed the blockwork walls that enclose the University's loading bay are complete and new services ducts are beginning to be installed below the concrete slab ceilings. The installation at third floor level of timber "glulam" rafters and steel frame that will



Installing the new glazing to the Granary façade



Pouring of the third floor southern studio concrete slab



Above top: 'Covered' street with bridge walkways



Above: New staircases in the Granary

support the new transit shed standing seam roof has also commenced. Following consultation and agreement with the LBC and EH, the existing internal walls have been cleaned using a non-abrasive pressure water technique. The clean up has revealed the original colour and texture of the heritage brickwork.

Likewise in the Granary, work has progressed with the installation of new staircases to the Granary central light well on the 1st and 2nd floors as well as new partition walls, raised floors, services ducts and risers on individual levels. The new steel circulation staircases in the northern corners have been installed, providing new access routes to all levels of the Granary. Externally, much of the scaffolding has been removed revealing for the first time the repaired southern façade of the Granary building with new glazed slot windows.

Western Transit Shed

In the Western Transit Shed the installation of the new structural frame and roof coverings has progressed southward. The first of the "glulam" beams supporting the roof above the heritage area and reconstructed stables has been installed.



Steel portal frame within the Western Transit Shed



Coffer ceiling in the theatre foyer

Through January and February, 13 large concrete beams, which form part of the new vehicle bridge across the Regent's Canal, were craned into place. Each beam weighed between 25 and 90 tonnes.



Contacting Us

There is a dedicated website freephone helpline staffed during normal working hours, Monday to Friday.

If somebody cannot answer immediately, there is an answerphone facility.

Email:
info@constructionatkingscross.com

Website:
www.constructionatkingscross.com

Freephone Helpline:
0800 328 8840

King's Cross
keeping you
informed

Who is backing the scheme?

King's Cross Central is being developed by the King's Cross Central Limited Partnership, which brings together:

- **Argent King's Cross Limited Partnership** - backed by Argent Group PLC, one of the UK's best respected property development companies, and Hermes Real Estate on behalf of the BT Pension Scheme. Argent is the Asset Manager for King's Cross Central.
- **London & Continental Railways Limited** - delivered the award winning High Speed 1 railway, including the rebirth of St Pancras International, on time and to budget.
- **DHL Supply Chain** - a world-class provider of supply chain solutions.



Scope of Works

The development at King's Cross is the largest piece of Central London to be developed under one ownership in the past 150 years. As each phase is complete, it will bring enormous and continued benefits to the area.

Safety and cleanliness are two of the main objectives that the local residents are looking for, but this development will offer a lot more. It will provide some 2,000 homes and serviced apartments, employment for thousands, schools, shops, food and drink outlets, cultural and community uses, health centres and many other facilities.

Over 40% of this development will be public realm, including three new parks, five squares, twenty streets and three new bridges over the Regent's Canal. Much of the area's heritage will be maintained by refurbishing 20 historic buildings and structures, including the listed gasholder triplet.