Introduction
Welcome to the Autumn edition of King’s Cross Construction News designed to keep you informed about construction activity on 67 acres of land between King’s Cross and St. Pancras International Stations including the area north as far as the High Speed 1 embankment.
We hope that you found the Summer edition informative and we will build on that to bring you a developing picture of what has been achieved in the past few months and what is planned for the future.
The King’s Cross Construction Helpline (0800 328 8840) has been in operation since the beginning of June 2008 and we are pleased to report that we have received no complaints to date. All calls have been from people interested in the scheme and its progress.
The contractors are aware of the potential for disruption that a large construction scheme can cause. Every effort is being made to minimize the noise levels, recycle materials on site, reduce vehicle journeys and keep the roads free of dirt and mud.
All the contractors are members of the Considerate Contractors Scheme (CCS) which lays down strict guidelines on how to be “good neighbours” to the local residents. The CCS regularly checks on this site and the contractors have achieved very good results to date.

Monitoring Environmental Conditions
As part of our commitment to environmental management, we are setting up permanent monitoring points for both noise and air quality levels. These monitoring points will be set up close to residential areas so that they can be used to best effect.
Noise Monitoring
We are setting up three noise monitoring receptors at York Central, Camley Street and at the new Construction Skills Centre on York Way.
These monitor construction noise levels and monthly reports will be provided to the London Borough of Camden. In addition, regular manned surveys will be carried out at sensitive locations during periods of significant construction activity.
Air Quality Monitoring
Five permanent air quality monitoring points have been identified as suitable for measuring any changes in air quality around the development.
The Camley Street receptor is now up and running and data is being collected by the King’s College Environmental Research Group.

Consent has been obtained to install the necessary equipment at the four other sites and the equipment will shortly be installed.

View the scheme
The German Gymnasium on Pancras Road has recently been converted into a Marketing Suite and Information Centre for the 67 acre development at King’s Cross.
It is open to the public on Thursday and Fridays between 10am and 4pm.
For more information you can also visit:
www.argentkingscross.com
Progress to Date

Eastern Goods Yard

Extensive work has taken place within the Granary complex of buildings and the surrounding area, known collectively as the Eastern Good Yard (EGY). The Assembly Shed, former home to the “Raceway” kart track, has had its roof removed and the ground level lowered in preparation for the new Campus for University of the Arts, London, which includes Central St. Martins College of Art and Design.

The Transit Sheds are having their asbestos cement roofs removed and the walls stabilized with scaffolding. Foundation piles are being sunk inside the Transit Sheds to take the weight of new floors and structures that will rise up to provide educational facilities, office accommodation, retail areas and leisure facilities.

During excavation of these sheds the archaeological survey teams unearthed some very interesting artifacts relating to the original Victorian railways and how the incoming goods were distributed to the rest of Central London.

The west turntable, tracks and platforms were uncovered as well as the hydraulic mechanism that operated them. It shows the ingenuity of the Victorian engineers and how robustly they built the infrastructure.

Cobbled ramps were exposed which allowed horses access to their underground stables. These horses pulled carts loaded with the potatoes, coal, grain etc. that had been delivered by rail.

Brick arches have been found under the Transit Shed walls leading to internal jetties where barges would be loaded with goods before distribution on the Canal network.

The archaeologists are continuing their survey work to build up a more detailed picture of the site.

The Culross Building

One of the most notable changes made to the King’s Cross area in the past couple of months has been the removal of the Culross Building. This has opened up the site from south to north allowing The Granary to be seen from King’s Cross Station and beyond.

This view will be turned into new routes across two new bridges over Regent’s Canal: one a tree-lined retail street, the other through a landscaped square with water features.

After salvage items were removed, the Culross Building was initially stripped of all its internal fixtures and fittings. This “soft strip” took four weeks with another six weeks to demolish the building.

The job was completed two weeks ahead of schedule. The bricks were not suitable for re-use and have been stored on site for recycling as granular fill material.
**Japanese Knotweed Under Control**
Most derelict land contains some areas of Japanese Knotweed and small pockets have been found on-site. These are being treated by the Contractors in accordance with the Environment Agency’s Knotweed Code of Practice.

**The Construction Skills Centre**
The new Construction Skills Centre off York Way is progressing well and practical completion is expected by December 2008.
On completion the facility will be handed over to the London Borough of Camden. This facility will replace the existing Construction Training Centre west of York Way, off Wharf Road. It will have a large outdoor area to facilitate training in practical aspects of construction.
120 local apprentices will be trained in this Centre each year giving them the best opportunity to find skilled construction work in and around the area, with a view to finding work within the scheme.
Carillion will continue to be the resident training providers for London Borough of Camden and will run three different construction training courses at this new facility.

**The Great Northern Hotel**
The lower two floors of the Great Northern Hotel have been removed and will be replaced by a ground floor slab at the same level as London Underground’s new Northern Ticket Hall. The concave façade will also be adapted to tie into the John McAslan and Partners’ designed semi-circular dome that will cover the new King’s Cross Station entrance and concourse.
Temporary bracing has been installed to stiffen up the building and the base of the brick walls have been dowelled and cast into the new basement slab giving more stability to the building’s foundations.
Some concrete frames have been erected between the ground and first floor and the brickwork on the north elevation has been cleaned. Most of the hotel’s Victorian features including the staircases, sinks, fire places, timber floors, coving and mouldings are being retained. All work is been undertaken by Wallis, part of the Kier Group.

**Future Works**
Work will continue on the **Eastern Goods Yard** with the removal of the remaining roof and the replacement of its trusses. The archaeological investigations will continue as well as piling for the new structures within the existing walls.

A **new permanent access into the site** will eventually be built on York Way opposite Copenhagen Street. This work will take about eight weeks.

BAM Nuttall will start piling to create the foundations for a **new road bridge** over Regent’s Canal which is to be bigger, stronger and wider than the one removed in May 2008.

There are still some twelve months of construction work to go on **The Great Northern Hotel** where the Victorian brickwork on the lower floors is gradually revealing open spaces interspersed by columns creating an arcade in readiness for new retail and refreshment units.

Carillion will continue with the **Construction Skills Centre** and then start the internal fit-out ready for handover to the London Borough of Camden at the end of the year.

Archaeological investigations are ongoing in the former Granary basin, with trial pits and the excavation of two **turntables.** (see over)

Much of the building and **archaeological material** removed by construction to heritage structures is salvaged for potential re-use. This heritage material is then catalogued and moved to a central store on-site, where it will remain until a decision is made regarding its re-use.
Contacting Us

The contractor’s Public Liaison Officer, Richard Gethin, can help keep you informed about construction work and answer any related enquiries. His email is: info@constructionatkingscross.com
Alternatively we have set up a dedicated freephone helpline.

Helpline: 0800 328 8840
Staffed during the normal working week and from 09:00 to 13:00 on Saturdays.

Contractor News

Two of our contractors have had name changes - nothing more! HBG has adopted the brand of its parent company Royal BAM Group. Its new name is BAM Construction. Likewise Nuttall will now be called BAM Nuttall.

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 of the three phases 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 twenty historical buildings and structures, including the listed gas holder triplet.

Heritage Focus

The photograph above shows the West Turntable, a rare but complete Victorian turntable in its original location in front of The Granary. This nearly 4m diameter turntable was installed around 1860 and used to turn goods wagons onto other railway lines once they had been emptied.
It was hydraulically operated using a capstan and rope, and the whole mechanism is thought to weigh some ten tons.
It is hoped that this turntable will be fully restored and able to revolve, demonstrating how the Victorians used to handle rail freight.

Excavation of the West Turntable in front of The Granary