

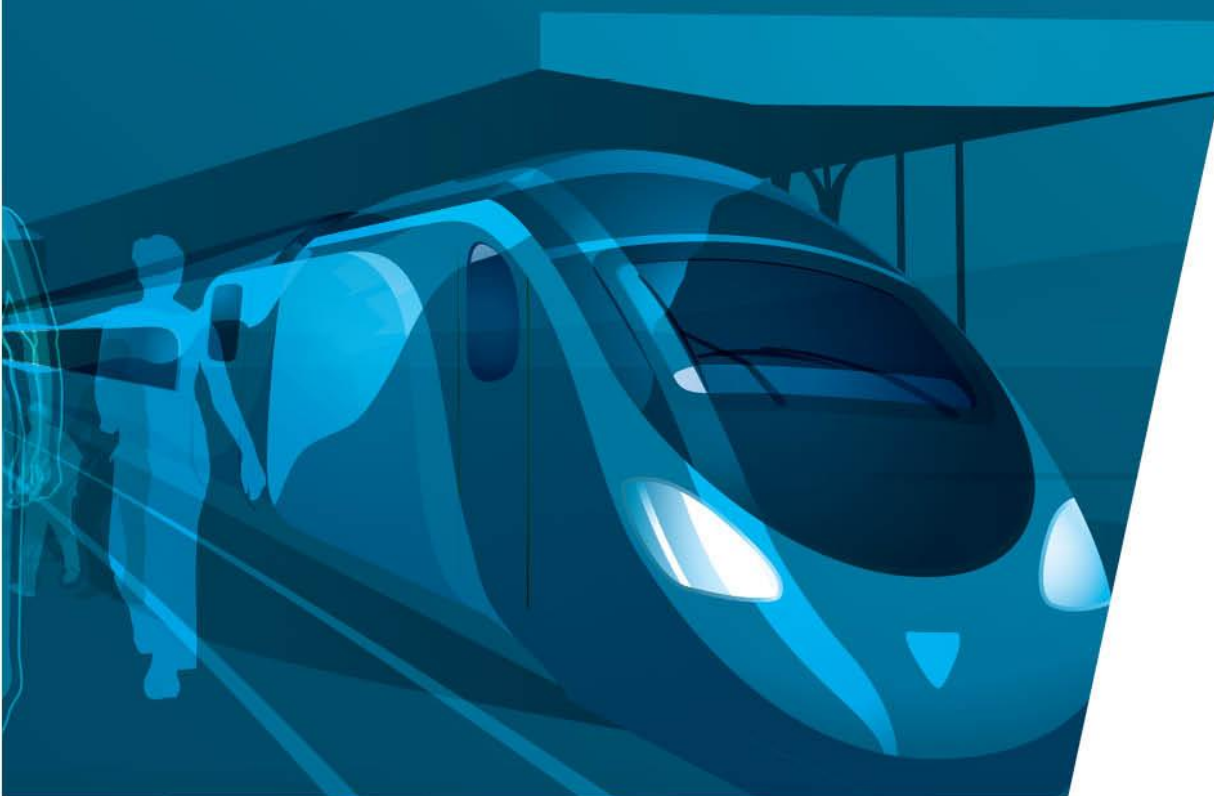
Application Ref: 2019/2626/L – Platform 0 Method Statement

King's Cross Remodelling Project

Document Reference: 152319-NWR-STM-EMF-000002

Revision: 1.0

Date: November 2020





• Contents

- 1.0 Letter of Appointment
- 2.0 Scope of Works
- 3.0 Methodology
- 4.0 Drawings
- 5.0 Supporting Photographs



•Glossary of Terms

Term	Definition
OLE	Overhead Line Equipment
MEP	Mechanical Electrical Plumbing
SISSS	Station Information and Security Systems
SPT	Signal Base Telephone
AFC	As for Construction
UTX	Under Track Crossing
IEP	Intercity Express Programme



1.0 Letter of Appointment



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FAO: Ben Porter
Date: 11th November 2020

Project No: 152319
Contract number: N/A
Project Title: Kings Cross Remodelling Project

NR Letter Ref: 152319-NWR-LTR-CCA-000179

Subject: Kings Cross Remodelling Platform Reconstruction Tender Intent

Network Rail note that the tender evaluation process to identify a contractor to deliver the Kings Cross Remodelling Platform Reconstruction Package of works has now reached its final phase. Network Rail can confirm the preferred tender for this package has been identified as Pod-Trak Limited.

Network Rail are now undertaking final due-diligence, subject to these final checks, Network Rail anticipate contract award on 20th November 2020.

Kind regards,

Yours faithfully,
For and on behalf of
Network Rail Infrastructure Limited

A handwritten signature in blue ink, appearing to read "Jim Scholes".

Jim Scholes
Employer's Representative Assistant



2.0 Scope of Works

2.1 Introduction

Network Rail is upgrading the infrastructure in the King's Cross throat which is life expired and requires renewing. The scope of the project is to install a new Permanent Way alignment and subsequent copper realignment to improve stepping and gauging at King's Cross Station. The remodelling project will reduce journey times, simplify the station approach, support an enhanced timetable that also improves operational performance, maintenance, and faulting.

King's Cross Station is a Grade I listed building. All works will be subject to the requirements of English Heritage in general, and specifically conditions associated with Listed Building Consent 2019/2626/L (approved) to cover this scheme. Network Rail expects that the successful contractor will be experienced in working within and around a Grade 1 listed building. This document refers to the platform 0 construction and the describes the scope of work associated.

2.2 Scope

Alteration to King's Cross station platform 0 to accommodate the revised track alignment and locally extended to achieve 10 car IEP platform lengths.



Figure 1. Platform 0/1 existing arrangement

The principal items of work are as follows:

- The Contractor shall carry out all necessary works to platform 0 including the demolition of existing platform, construction of platform extension for longer trains, modifications to accommodate track realignment and slews, coper adjustments to improve stepping distances. Track will be installed to AFC prior to coper alignment works.
- The Contractor shall carry out re-surfacing, white lining, platform cable ducting, platform drainage, platform SPT bases, ancillary bases for SISS and lighting.
- The Contractor shall construct a 11KV jointing bay and UTX from platform 0 to York curve tunnel road drainage and the adjustment and re-instatement of tanking points, including MEP works, in their existing locations where these require attention.
- The Contractor shall ensure platform end ramps are to be removed and steps provided.
- The Contractor shall construct 2 no OLE foundations.
- The Contractor shall construct 1 no signal bases and blanking boards.

The delivery will be sent out as per the GRIP 5 designs which are available in section 4.0.

3.0 Methodology

3.1 Demolition

- Small excavators undertake minor demolition works whilst positioned on the platform. The machine lifts copers, oversail blocks and tactile paving and palletises these. The pre-cast elements are to be checked by supervisor for re-use. Elements for re-use are to be separated and cleaned ready for reinstatement.
- The small excavators break the macadam surface out and form small stockpiles within the platform ready for disposal.
- 2no 13t tracked excavators commence main demolition works. Excavation depth 1.7m below platform level on average. The 13t excavators excavate the existing platform fill and break concrete bases (planned for removal) as works progress.
- Temporary works install (propping) to existing OLE stanchions. Small excavator is to be used to dig around the bases which are to remain. The OLE bases are not to be undermined.
- The platform front walls & foundations are to be removed once the platform fill excavated.

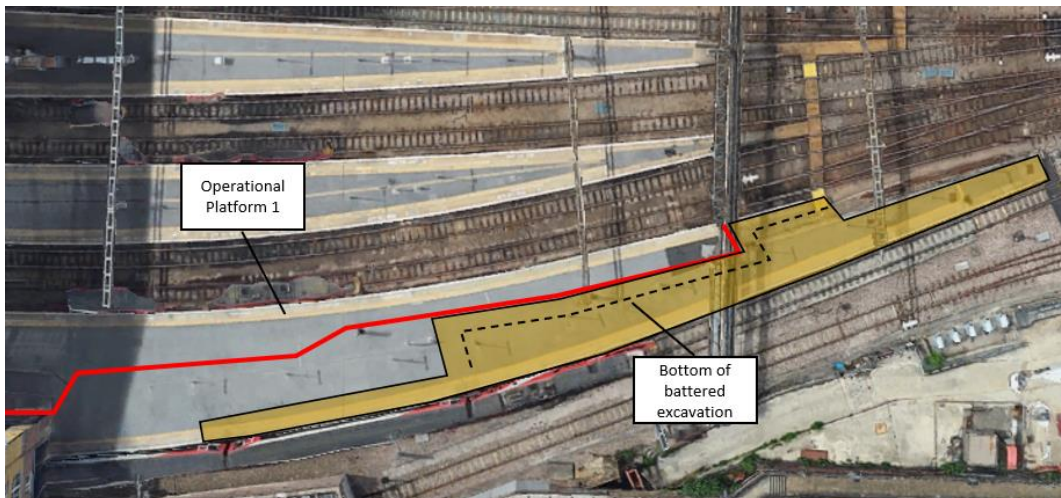


Figure 2. Demolition extent Platform 0

3.2 Earthworks and excavation for foundations

- Final excavation within proposed platform 0 footprint is to be completed with 13t excavators to designed line & level.
- OLE E/00/16C MB, E\00\18A MA & Gantry 249 foundations are to be excavated to line and level with small excavator. Existing structures are to remain in place until new ones are installed.

3.2 Blockwork, oversail blocks, copers and tactile paving installation



- The blockwork at platform 0/1 is Type 2 as specified on Design Drawings.
- Oversail blocks are to be installed once platform front wall and fill are completed.
- Copers installation is to be undertaken once final alignment on adjacent track to a wall has been achieved.
 1. Copers are to be laid onto 25mm solid layer of mortar.
 2. Typical overhand of copers is 135mm and it shall not exceed 150mm as specified on the Design Drawings.
 3. 10mm joints between copers along the platforms. Fixed joints are to be pointed flush to face of coper & surface of the platform.
 4. Every 5 copers along the platform to have 10mm joint with non-biodegradable fillers board sealed with 20mm deep light grey polysulphide sealant finished flush with platform surface and pointed flush to face of coper.
- Tactile paving is to be installed on adequate layer of mortar to match platform surface level.

3.3 Pipework, ductwork and chambers installation

- Excavation of the chambers once front wall foundations are constructed. Chamber concrete bases shall be 300mm thick and grade ST5 as per the specification.
- Circular Track Drainage chamber, solid section of pipe installed during front wall foundation excavation. Pipe set to designed gradient and backfilled as per specification for track drainage carrier pipe.
 1. Once front wall foundation constructed, the section of pipe is to be exposed and part cut off to accommodate circular chamber.
 2. Concrete base and surround to the inlet & outlet pipes constructed as per the design detail
 3. Pre-cast concrete segmental manhole units shall be handled and assembled in accordance with the manufacturer's instructions.

3.3 Finishing works:

- Platform furniture is to be reinstated as per design drawings. Any furniture stored away at the start of the package 1 is to be cleaned prior to reinstatement.
- Remaining platform surface to be tarmacked to match existing.
- End of platform fencing & Stairs are to be installed as per design drawing



4.0 Drawings

Document Number	Title
152319-MOS-DRG-ECV-070011	Platform Extension and Modification - Existing Platforms 0 - 1
152319-MOS-DRG-ECV-070012	Platform Extension and Modification - Existing Platforms 0-1 - GA and Demolition Plan - Surface 1 of 2
152319-MOS-DRG-ECV-070013	Platform Extension and Modification - Existing Platforms 0-1 - GA and Demolition Plan - Surface 2 of 2
152319-MOS-DRG-ECV-070101	Platform Extension and Modification Proposed Platforms GA - Platform 0-1
152319-MOS-DRG-ECV-070230	Platform Extension and Modification - Proposed Sections B-B and D-D – Platform 0-1
152319-MOS-DRG-ECV-070231	Platform Extension and Modification - Proposed Section G-G - Platform 0/1
152319-MOS-DRG-ECV-070232	Platform Extension and Modification - Proposed Sections H-H and J-J - Platform 0/1
152319-MOS-DRG-ECV-070233	Platform Extension and Modification - Proposed Sections K-K and L-L - Platform 0/1

5.0 Supporting Photographs



Figure 3 – Platform 0 London End



Figure 4 – Platform 0 Country End

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