

Delegated Report		Analysis sheet		Expiry Date:	21/01/2013
		N/A / attached		Consultation Expiry Date:	3/1/13
Officer			Application Number(s)		
Alan Wito			2012/6366/C		
Application Address			Drawing Numbers		
Kings Cross Central Sites within Kings Cross Central land Between Euston Road, St Pancras Station, Midland Main Line, The New Channel Tunnel Rail Link, York Way & Kings Cross Station			See decision notice		
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		
Proposal(s)					
Details pursuant to conditions 2(a) (method statement and programme for the demolition works), 4(f) (schedule of items to be salvaged from the Regent's Canal north walls) and condition 5 (method statement for salvage) of conservation area consent dated 22/12/2006 (ref 2004/2320/C) for the demolition of various buildings and structures including the Regent's Canal Walls located alongside the canal at various locations to the north and south sides.					
Recommendation(s):		Approve			
Application Type:		Approval of Details (Conservation Area Consent)			

Conditions or Reasons for Refusal:	Refer to Draft Decision Notice					
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. electronic	00		
Summary of consultation responses:	<p>A notice was published in the Ham & High on 13/12/12 with responses due by 3/1/13. A site notice was put up outside of the property which ran from 5/12/12 to 26/12/12.</p> <p>Although it was not required by the condition English Heritage and the GLAAS were consulted. In this case both bodies are consultees and no authorisation is required to determine the application. No response has been received by GLAAS to date. English Heritage responded in a letter dated 5/12/12 recommending that the application is determined in accordance with national and local guidance.</p>					
CAAC/Local groups* comments: *Please Specify	<p>The Greater London Industrial Archaeology Society has written in objecting to the application. 6 points were raised:</p> <p>1) Whilst it was welcomed that the bricks would no longer be crushed (as originally proposed by the applicant), concerns were expressed that the method of demolition prioritised speed over brick recovery.</p> <p><i>Response: The applicant has amended their method statement so that only small sections of brickwork are removed at a time so as to minimise potential damage during demolition works. Separation of the bricks will be done with a hand breaker which will again minimise damage.</i></p> <p><i>A discrepancy on the drawing in terms of the junction of wall B and C has been rectified in line with the GLIAS's comments.</i></p> <p>2) It is recommended that the tethering rings are indentified for salvage and donated to the London Canal Museum.</p> <p><i>Response: The applicant has revised their salvage schedule to do this.</i></p> <p>3) Under ID no. 9 of the Museum of London Archaeology's report the accuracy of the information on the modern heritage information plaque is questioned.</p> <p><i>Response: The plaque is not proposed to be reinstated after demolition works. The Canal and River Trust in their letter have confirmed that they are happy with this.</i></p> <p>4) A cross section of Wall A should be provided during demolition.</p> <p><i>Response: The applicant has agreed to provide this although the details of recording were approved under application 2008/0760/C.</i></p> <p>5) Given the transformation which is proposed for the canal side here there needs to be interpretation of the area's past.</p> <p><i>Response: Pre application discussions are underway between the</i></p>					

council and the applicant for proposals to re-erect Gasholder No. 8 adjacent to the canal with an adjoining park. This issue has been raised with the applicant as part of these discussions and are not a consideration for this application.

- 6) Concerns are expressed regarding the quality of the landscaping proposed under application 2012/5608/P for the Gasholder No 8 application adjacent to the demolished walls. The cast iron bridge carrying the present Wharf Road and towpath over the entrance to the former Coal and Stone Basin should be expressed as part of the landscaping works for the re-erection of Gasholder No. 8.

Response: These works are not controlled under this application or application 2012/5608/P which was only for enabling works rather than the finished landscaping proposals. However these comments have been replayed directly to the applicant and they have been advised that GLIAS would like involvement in pre application discussions for the landscaping around gasholder No. 8..

The Canal and River Trust (formerly British Waterways) have written in commenting on the application.

Their main concern was the length of wall to be demolished included sections which were to be retained (or rebuilt) and also that it was premature to demolish sections of wall that were to be rebuilt when no scheme had been approved for their replacement.

Response: The applicant has amended their proposals to demolish only the sections of wall identified on CAC/5 from the 2004/2320/C application and described as "1" in the submitted document (Canal Wall removed and fill behind excavated to accommodate new levels).

Site Description

The site is a section of wall adjacent to the towpath of Regent's Canal which runs through the King's Cross Central development site. It is not listed but does lie within Regent's Canal Conservation Area.

Relevant History

Conservation Area Consent was granted on 22/12/06 for the demolition of various buildings and structures: 1) the Laser Building, located between the Eastern Coal Drops and the Western Transit Shed; 2) the Exel Bridge, over the Regent's Canal, linking Goods Way with Wharf Road; 3) the Bakery Building, fence and gate adjacent to the eastern elevation of the Western Goods Shed and the northern end of the Western Coal Drops; 4) the Filling Station, bounded by the canal to the north, Goods Way to the south and York Way to the east; The Gas Governor, located on the corner of Pancras Road and Battle Bridge Road; 6) the Electricity Sub-Station, located in the area opposite the Granary building; 7) a Storage Shed, located to the south of the above sub-station and north of the Granary complex walls; 8) a Security Building, located south of Regeneration House; 9) portacabins and a Small Office, located between the Eastern Coal Drops and the Western Transit Shed; 10) the Milk Dock Building and Walls, located in the south corner of the Milk Dock site; 11) the Hydraulic Switch Rooms and Gas Meters, located to the south west of the Granary; 12) the Gas Holder Walls, located in two areas: to the south side of Goods Way, parallel to Pancras Road, and to the north side of Battle Bridge Road; 13) the Granary Complex Walls, located in two sections, to the west and to the south of the Granary complex; 14) the Regent's Canal Walls, located alongside the canal at various locations to the north and south sides; 15) The Wall adjacent to Camley Street Natural Park, located adjacent to the south-east corner of Camley Street Natural Park, to the south of the Regent's Canal and to the north of Goods Way; 16) three Telegraph Poles, located in front of Regeneration House, in front of the Western Goods Shed Transit Shed and on the south side of Granary Square; and 17) King's Cross Station Car Park, located to the west of the railway lines to King's Cross mainline station and extends to the north to Goods Way, including steel vehicle and 18) user entrance gates (ref: 2004/2320/C).

Details of a programme of building recording and analysis as required by condition 3a, b, d, e, f, g of the Conservation area consent granted subject to a section 106 legal agreement dated 22nd December 2006 (ref. 2004/2320/C) for demolition of buildings on the King's Cross site. Approved on 1/5/08 (ref: 2008/0760/C).

Details of programme for demolition, salvage schedule and salvage methods pursuant to conditions 2 (a), 4 and 5 of conservation area consent ref. 2004/2320/C dated 22nd December 2006 for the demolition of 2x Gas Holder Walls, Regent's Canal Walls (south side) and Camley Street Natural Park Wall. Approved 3/6/09 (ref: 2009/1430/C).

Relevant policies

LDF Core Strategy and Development Policies

Policy CS14 – Promoting high quality places and conserving our heritage

Policy DP25 – Conserving Camden's heritage

NPPF 2012

Assessment

The submitted application seeks to satisfy conditions attached to the demolition of part of the Regent's Canal wall to facilitate the reconstruction of Gasholder No.8.

Condition 2a required:

"The demolition works hereby approved to the Laser Building (no.1); Exel Bridge (no.2); Milk Dock buildings and walls (no.10); Gas Holder walls (Goods Way and Battle Bridge Road; no.12); Granary Complex walls (no.13); Regent's Canal Walls (no.14); and the wall adjacent to Camley Street Natural Park (no.15); shall not take place until:

- (a) Written Approval has been issued by the local planning authority for a method statement and programme for the demolition works. The demolition works shall be carried out in accordance with such method statement and programme;"*

These documents have been submitted and revised in conjunction with comments made by both GLIAS and the Canal and Rivers Trust. The submitted details should ensure minimal damage to the brickwork and other features attached to it during demolition.

Condition 4f required:

"No works authorised by this consent shall take place until the applicant has submitted a schedule of items to be salvaged from the following structures for re-use in the development and such schedule has been approved in writing by the local planning authority.

- (f) Regent's Canal walls (no.14)"*

This document has been submitted and revised in conjunction with comments made by both GLIAS and the Canal and River Trust. The brickwork and items of interest are retained for re-use.

Condition 5 required;

"The salvage works to the structures identified in Condition (4) shall be carried out in accordance with a method statement submitted by the applicant and approved in writing by the local planning authority."

The submitted information has been revised in conjunction with comments made by both GLIAS and the Canal and River Trust. Salvage of value will be either set aside for re-use on the site or disposed of to an appropriate organisation.

Recommendation

It is recommended that the condition is approved in relation to this section of the Regent's Canal walls on the north side.

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