

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		24/12/2009	
		N/A / attached		<b>Consultation Expiry Date:</b>		07/12/2009	
<b>Officer</b>				<b>Application Number(s)</b>			
Antonia Powell				2009/5177/L			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Kings Cross Station Euston Road London N1 9AP				Refer to decision notice			
<b>PO 3/4</b>		<b>Area Team Signature</b>		<b>C&amp;UD</b>		<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>							
Submission of details pursuant to part conditions 4 v) (details of protection works) and 5 i) (method statement for the removal of existing paint), ii) (sample panels of paint removal techniques available to view on site) and iii) (colour analysis) of 2007/2611/L (Granted 31/08/2009) for alterations to and refurbishment of main train shed and suburban train shed roofs to include installation of photovoltaics.							
<b>Recommendation(s):</b>		<b>To Approve Details (Listed Building)</b>					
<b>Application Type:</b>		<b>Approval of Details (Listed Building)</b>					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	<b>00</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>
				No. electronic	<b>00</b>		
<b>Summary of consultation responses:</b>		English Heritage responded by letter stating "These submitted details are considered satisfactory to meet the requirements of the condition".					
		<b>Site Notice – No responses have been received</b>					
<b>CAAC/Local groups* comments:</b> *Please Specify		N/A					

## Site Description

King's Cross Mainline Railway Station, Euston Road. Listed Grade I

Railway terminus. 1850-52. By Lewis Cubitt (architect), and Sir William and Joseph Cubitt (engineers). Yellow stock brick. 2 train sheds (originally 1 for arrivals, the other for departure) closed by monumental plain brick screen of 2 glazed semicircular openings, framed with recessed arches (echoing the train sheds behind) with central and flanking towers; ground storey obscured by late C20 additions. Central tower with rectangular clock turret with pyramidal roof, eaves cornice and weather vane. To the west, 3 storey 3 window office block with booking hall and service rooms at rear; 1st floor with thin, debased Venetian windows, cornice at 2nd floor level, 2nd floor segmental-arched sashes (flanking bays tripartite), cornice. On east side, an extension with archway to the cab drive (now bricked up); rusticated surround to arch and quoins; cornice above which 3 tripartite sashes and parapet.

## Relevant History

LBC 2007/2611/L granted 31/08/2007 for :- Alterations to and refurbishment of main train shed and suburban train shed roof to include installation of photovoltaics.

2009/4472/L granted 03/11/2009 for the Discharge of Condition 4 iv) Details of Temporary works (LBC 2007/2611/L granted 31/08/2007))

2006/3394/L and 2006/3387/P Consent granted 9<sup>th</sup> November 2006 for :-  
Alterations, extensions, refurbishment works to King's Cross Station including construction of Western Concourse to abut western range and the Great Northern Hotel; alterations, refurbishment and structural upgrading of the Western Range including reinstatement of bomb gap facade; construction of platform Y with installation of associated catenaries; demolition and replacement of Handyside footbridge; refurbishment of original booking hall; construction of canopies to south elevation of main train shed and taxi waiting areas; construction of enclosure to London Underground southeast stairs; alterations to platforms 1 and 5-8; demolition of southern end of suburban train shed and adjoining canopy; demolition of engineer's bothy building and major portion of cab road to York Way and related walls and structures; permanent removal of Great Northern Hotel porch, railings and flagpole and porte cochere and northern canopy to mainline station western range; various demolitions in the western range from basement to 3rd floor levels and roof of former booking office; and other alterations, operations and extensions in connection with the provision of new passenger and operational facilities

## Relevant policies

London Borough of Camden replacement UDP 2006 Policy B6

## Assessment

This application relates to the discharge of Condition 4 v, 5i, 5ii and 5iii (LBC 2007/2611/L granted 31/08/2009) and concerns details of protection works, method statement for the removal of the existing paint, sample panels of paint removal techniques available to view on site, and colour analysis.

In order to discharge the requirements of Condition 4v) – Protection works and Condition 5 i) paint removal method statement and condition 5 ii) sample panels of paint removal the following report has been submitted, entitled Paint Removal and Painting Trial Report Ref; ENG-REP-KIR-MSR-CXXX-00325 version 0.3. The document includes details of the two types of paint removal system which were tested, information relating to the protection of the historic fabric adjacent to the proposed works and details of the photographic evidence of the complete trials.

Paint removal trials were provided on site for assessment by LBC and English Heritage.

The XM92 wet blasting system was considered to be the most effective and the least harmful to the historic arch ribs of the main train shed roofs. On completion of the blasting the ribs are spray pointed with a primer to prevent the on-set of iron oxide.

The needle gunning technique was considered unacceptable by virtue of its aggressive nature the possible damage to the historic roof ribs.

A justification for the removal of the paint was subsequently provided by letter. The letter confirms that a minimum 25 years paint warranty will be provided and that the removal of the paint will enable a full assessment of the condition of the metal ribs. The consented works will involve considerably greater weight to the main shed roofs that currently exists and the removal of the paint layers will help establish the condition of the metal work in order to confirm its structural capacity.

To discharge the requirements of Condition 5iii) - Colour Analysis, a report entitled Architectural Paint Analysis Volume 1 – Kings Cross Station Trainshed Ref: 27016- Paint analysis – Report- Vol-1-00 has been submitted. This interesting report is very detailed and provides clear colour photographs of the historic build up of paint layers. The report identifies the extensive sample areas including the main train shed roofs, the Handyside Bridge, the Suburban Train Shed and the windows, and gives dates, colours and paint content analysis.

As advised by English Heritage it is considered these submitted documents are considered sufficient to discharge the conditions listed above.

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