

Delegated Report		Analysis sheet		Expiry Date:		24/12/2009	
		N/A / attached		Consultation Expiry Date:		04/01/2009	
Officer				Application Number(s)			
Antonia Powell				2009/5175/L			
Application Address				Drawing Numbers			
Kings Cross Station Euston Road London N1 9AP				Refer to decision notice			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Submission of details pursuant to part condition 8 (details of proposed methods of repair, re-pointing and cleaning of brickwork and stonework) of application 2008/2860/L (Granted 10/3/2009) for various alterations and works of refurbishment and repair to Southern facade and Northern end screen, the central spine wall and Platforms 1-8.							
Recommendation(s):		To Approve Details (Listed Building)					
Application Type:		Approval of Details (Listed Building)					
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:		English Heritage have responded stating "These submitted details are considered sufficient to discharge the condition." Site Notice – No responses have been received					
CAAC/Local groups* comments: *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 2008/2860/L part granted 25/02/2009 for Various alterations and works of refurbishment and repairs to Southern façade and Northern end screen, the central spine wall and platforms 1-8.

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 9th 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

Condition 8 LBC (2008/2860/L) requires: Prior to the implementation of the relevant works, details of proposed methods of repair, re-pointing and cleaning of brickwork and stonework shall be submitted to and approved in writing by the council as local planning authority, in consultation with English heritage. Those details shall include the location and size of any proposed trial panels carried out on site.

The submitted documents detail the two trial methods of brickwork cleaning that were carried out on selected areas of the spine wall between the main train sheds.

The first method to be tried was a nebulous water spray. This system uses considerable amount of water to saturate the masonry which could cause damage to the bricks and mortar joints as well as being particularly wasteful. For these reasons this method has been discounted elsewhere in the station and it was agreed on site that although the results were similar to the DOFF method this was a less satisfactory system.

The second method was the DOFF system which uses a superheated steam/water method and requires notably less water. The method blasts the dirt build up with steam jets and is considered less potentially damaging to the brickwork. This method has been approved for use on the external brickwork of both the Eastern Range brickwork and the Western Range of the station.

The final efficacy of the two masonry cleaning systems was difficult to determine as the results were very similar. On balance the DOFF system was considered the most appropriate as the system was the least harmful to the historic fabric

It is therefore recommended that the use of the DOFF system is approved.

Disclaimer

This is an internet copy for information purposes. If you require a copy of the signed original please contact the Culture and Environment Department on (020) 7974 5613