

Delegated Report		Analysis sheet	Expiry Date:	17/07/2009
		N/A / attached	Consultation Expiry Date:	11/08/09
Officer			Application Number(s)	
Antonia Powell			2009/2434/L	
Application Address			Drawing Numbers	
King's Cross Station Euston Road London N1 9AP			Refer to decision notice	
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature	
Proposal(s)				
Approval of details pursuant to Conditions 4, 6 and 33 of the Listed Building Consent dated 9/11/2007 (2006/3394/L) in connection with alterations, extensions and 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.				
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:	<p>English Heritage responded by letter stating "These submitted details are considered satisfactory to meet the requirements of the condition".</p> <p>Site Notice – No responses were received</p>					
CAAC/Local groups* comments: <small>*Please Specify</small>	<p>The King's Cross CAAC wrote to say "The main contractor's proposals for protection, removal, labelling and storage of historic items and the accompanying risk analyses appear exemplary, subject to a consistent level of management being maintained. "</p> <p>They go on to say</p> <p>"There is a point of detail I should like to raise, concerning the use of resin anchors for tying some of the scaffolding. Discussed Section 5.2.3 of the contractor's Listed Building Method Statement for Removals and Demolitions. It is proposed to use M12 screwbolt studs (presumably supplied by Excalibur Screwbolts Ltd) apparently screwed into 10mm holes, in conjunction with EC410 resin in order to achieve the required pull-out strength. Presumably this unusual combination is to avoid making holes larger than 12mm. however, no mention is made of removing the bolts and making good, nor the risk of resin overflowing onto the brickwork. If left in place, the studs will be both visible and a rust hazard (since non-stainless).</p> <p>Whereas with conventional resin-anchored studs in larger holes it might be feasible to apply a blow lamp to soften the resin and remove the stud, with a "screwbolt" forcibly screwed into the brickwork, the need to apply torque and heat simultaneously could make this very difficult. In the absence of positive demonstrations of practicality, the requisite strength should be provided without resin, using a deeper embedment or larger bolts. The procedures for removal and making good must be described."</p> <p>Response - Following discussion with the applicant an alternative fixing has been proposed which does not involve the use of resin. Details of the proposed fixings have been submitted and are included in the application documents.</p>					

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

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

This application is for the discharge of Condition 4, 6 and 33, of consent 2006/3394/L granted 09/11/07, specifically relating to the work to the Western Range.

Condition 4 states “ Precautions shall be taken to secure and protect the interior features against accidental loss or damage, or theft during the building work. Details shall be submitted to and approved by the Council..... Particular regard should be given to the following items:

a chimneypieces and fire grates

b Decorative ironwork, including stair balustrades

c original floor materials

In order to discharge condition 4 the following document has been submitted: King's Cross Package 6. Proposal for Labelling & Protection of Heritage Items Doc Ref KXP6/N374/WPP/LBMS/WRB/00005 Rev 00 dated 27.04.09.

Of particular importance are the very fine slate fireplaces, notable due to their monumental size, from the first floor between gridlines 1 and 2. They are to be removed temporarily and reinstated on completion of the work.

The document above gives full details of the protection and storage and is considered satisfactory to discharge Condition 4.

Condition 6 requires structural engineer's drawings and or a method statement, indicating the proposed method of ensuring the safety and stability of the building fabric to be retained....

In order to discharge condition 6 the following documents have been submitted – King's Cross Station Redevelopment Programme Package 6. Listed Building Consent Application Condition LB06 Demolition Work Approval Doc ENG-REP-G5-OAP-006-SWNS-218 Issue 3.0 and King's Cross Package 6 Western Range Building Removals and Demolitions.

The principal of the proposed demolition was consented under LBC 2006/3394/L when the scheme for the development of the Western Concourse was approved. These documents contain an explanation and justification for the proposed demolition along with a demolition scope, methodology and a full set of drawings.

The proposed demolition involves the opening up of two closely related sections through the Western Range in order to create an access through the historic building at both ground and first floor levels. At first floor the access is to allow passengers to pass from what will be the new Western Concourse mezzanine to the new footbridge which is to span the two main train sheds and provide access to all platforms. Due to the difference in the height of the floors of the Western Range and the new structures, part of this application for demolition works will involve the removal of the massive York stones which form the first floor central corridor of the Listed Grade I building.

The creation of the new gate line at the southern end of the Western Range involves the demolition of a substantial part of the ground floor in that area. The massive York stones which form the first floor corridor in this section will require a great number of invasive steel needles for support both to the stones and the upper structure while the large ground floor opening is formed and a permanent support structure is constructed. The Eastern and Western Ranges act as bracing to the main train shed roof structures and the proposed steel work will also act as additional bracing during this time of demolition. Comprehensive structural engineers details are required under condition 5 (LBC 2006/3394/L) for these works.

Also included in this submission is the full height demolition of two bays adjacent to the northern side of the bomb gap which have bowed and suffered loss of structural integrity, the opening up of the

existing ground floor windows to create access to the ticket hall and retail units. Also included in the application are details of the removal of the boarding around the atrium above the former parcels yard and office and the soft strip of the former offices.

Other demolition relating to LBC 2006/3394/L includes the southern end of the suburban train shed and the removal of the Old Parcels Yard Canopy. Both of which have previously been approved.

Prior to any works on site the applicant has, as required under condition 3 (2006/3394/L), implemented a programme of building recording and analysis. MoLAS was appointed to carry out this work and as such an extensive recording of the building has been undertaken. Full details of all new work and interventions are required under condition 20 (2006/3394/L).

The submitted documents are considered satisfactory to discharge condition 6

Condition 33 requires method statements detailing the means of removal, labelling and storage of all historic items to be moved or removed Statements to include details of protection of items to be salvaged and protection of adjoining fabric.

The document entitled King's Cross Package 6 KXP6/N374/WPP/LBMS/WRB/00005 Rev 00 dated 27.04.09 also includes a salvage methodology and details of the proposed labelling and protection of heritage items.

The details provided are comprehensive and thorough. The submitted document is considered satisfactory to discharge condition 33 and it is therefore recommended that this application is approved.

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