

Delegated Report		Analysis sheet		Expiry Date:		22/05/2009	
		N/A / attached		Consultation Expiry Date:		28/04/2009	
Officer				Application Number(s)			
Antonia Powell				2009/1558/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)							
Details method of demolition, evidence of contract; details of new platform Y and salvage method for the Suburban Train Shed pursuant to part conditions 6 , 7, 20xvi (a & b) and 33 of listed building consent dated 09/11/2007 ((Ref: 2006/3394/L) 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.							
Recommendation(s):		To partially 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 – responded stating “These submitted details are considered satisfactory to meet the requirements of the condition”. Site Notice – No responses have been received					
CAAC/Local groups* comments: *Please Specify		CAAC – The CAAC commented that the system of consultation was not working efficiently. The CAAC's email address has now been added to the consultation list and they will now receive electronic notification of applications within the King's Cross conservation Area.					

Site Description

King's Cross Station, Euston Road NW1. Grade I. The King's Cross Station Conservation Plan 2005 states – "The station was completed in 1852 to the designs of Lewis Cubitt, for the Great Northern Railway Company, to serve Lincoln, Yorkshire and Scotland. The station is one of the earliest major termini, built at a time of considerable expansion of the railways and employing innovative construction technology, similar to that used on the main transept of the Crystal Palace, constructed a year earlier for the Great Exhibition".

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

Listed Building Consent 2006/3394/L and Planning Permission 2006/3387/P 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 reinstatements of the bomb gap façade; construction of platform Y.....

Relevant policies

London Borough of Camden Replacement UDP 2006 Policy B6

Assessment

This application for the partial discharge of conditions 6, 7, 20xvi a) and 33 (2006/3394/L) relates to the demolition of a substantial portion of the former taxi ramp adjacent to York Way at the northern end of the Eastern Range of King's Cross Station. The ramp and former bothy building form an integral part of the northern end of the Main train Sheds and their setting

The demolition of part of the ramp is necessitated by the construction of the new Platform Y which will run under the Eastern Range along the route of the former taxi drive.

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

The following documents have been submitted – Work Package Plan. King's Cross Platform Y Civil works including Piling York Way Ramp and The Excavation for the retaining Wall. Doc Ref KCE/WPP/CIV/006. The document and drawings detail the proposed method of demolition of the works associated with the construction of the new Platform Y. These works include: closure of the York Way Ramp, the removal of the cobbles and all salvaged historic material, piling, cutting of existing York Way ramp back to the piles and concreting for the retaining wall.

Condition 7 requires evidence of contracts for the carrying out and completion of the entire scheme of works.

A letter dated 16.02.09 from Network rail to Carillion Construction Ltd confirming the decision to award the contract to Carillion has been submitted.

Condition 20 xvi

a) requires details of new Platform Y including a detailed plans and elevations (at minimum scale of 1:20) showing the demolition and proposed replacement of the relevant portions of the capped brick wall to York Way and adjoining cobbled area;

The submitted documents are: Drawing PLY-CSD-3262 Issue 06 Cab way retaining wall proposed arrangement, Drawing PLY-CSD-3262/ 3263 Issue 07 Cab way retaining wall proposed arrangement; Drawing PLY-CSD-3264 Issue 05 Cab way retaining wall proposed arrangement; Drawing PLY-CSD-3265 Issue 026 Cab way retaining wall pile setting out; Drawing PLY-CSD-3266 Issue 01 Cab way retaining wall capping beam and wall facing details; Drawing PLY-CSD-3267 Issue 02 Cab way retaining wall coping details.

(A further submission required under section b) of the condition, will include detailed elevations, sections and plans (minimum scale of 1:50) showing modifications to entrance on York Way at North end at Platform Y).

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

The document entitled Work Package Plan. King's Cross Platform Y. Civil Works including Piling York Way Ramp and the Excavation for the retaining wall. Doc ref KCE/WPP/CIV/006 has been submitted.

The document and drawing detail the methodology for the works associated with the construction of the new Platform Y. The document states that all historic salvaged materials will be placed on pallets and transported to Network Rail's designated storage area at Cricklewood. The salvaged bricks are to re-used on site for the brick cladding of the concrete faced piled wall which will replace the historic ramp retaining wall.

For the partial approval of the conditions listed above the submitted documents are found to be acceptable.

It should be noted Condition 17 (Consent 2006/3394/L) requires that new facing brickwork and stonework shall match the existing original brickwork and stonework of the building in respect of colour, texture, face bond, joint size, mortar mix and pointing profile.....

As part of the works to the former taxi rank additional bricks will be required along with coping stones for the new retaining wall. Further details and samples, including a justification for any change in design to the copings will need to be submitted for approval.

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