

Delegated Report		Analysis sheet		Expiry Date:		04/03/2008	
		N/A / attached		Consultation Expiry Date:		25/02/08	
Officer				Application Number(s)			
Antonia Powell				2007/6027/L			
Application Address				Drawing Numbers			
Eastern Range Building 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)							
Alterations to the west elevation of the Eastern Range Building to widen the gutter and reduce the height of windows.							
Recommendation(s):		To Grant Listed Building Consent					
Application Type:		Listed Building 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:		English Heritage responded with a letter of authorisation dated and signed by the Secretary of State. Site Notice – No responses received					
CAAC/Local groups* comments: <small>*Please Specify</small>		N/A					

Site Description

Kings Cross Eastern Range – Listed Grade 1

Relevant History

2006/0040/L Consent granted 15th march 2006 for the :- Renewals, refurbishment and upgrading works to existing offices, including re-planning of the internal arrangements, Provision of DDA compliant access arrangements. A new southern office entrance, full mechanical and electrical installations including new mezzanine floor and creation of new mansard plant room areas.

Relevant policies

London Borough of Camden Replacement UDP Policy B6

Assessment

This application concerns proposed remedial work to the gutter that runs the length of the Eastern Range. The gutter runs along the entire western elevation at the junction with the main train shed roof.

The original form of the Eastern Range building consisted of the protected cab road for Hackney Carriages and passengers arriving in trains from the north. The structure was roofed over by a hipped roof formed of substantial timber trusses, with wrought iron ties connecting the lower part of the curved ribs of the train shed to the outer wall on York Way. However in 1895 two additional floors of offices were built above the cab road to create the existing building.

Structurally, the weight of the additional floors adds to the lateral strength of the Eastern Range which serves to retain the outward thrust from the train shed roofs. This junction has historically suffered ongoing difficulties due to movement and from early design deficiencies which as a result have caused damp penetration deep into the substantial masonry of the building.

The gutter between the Eastern Range and the trainshed roof is 240 metres long. It manages a very large catchment area of water - from half the trainshed and half the Eastern Range. The windows that run along this elevation sit only marginally higher than the gutter with the result that rain ingress is a constant problem.

This application has been submitted in order to address the issue of the failing junction. The proposal involves raising the cill of the windows to sit on an upstand thereby creating a deeper gutter. Below the upstand, effectively forming a coping to the historic brick work of the cab road wall, a new in-situ low strength concrete slab/cill will be formed which will be lapped in code 6 lead.

Considerable discussion has taken place regarding the design and the proposal now reflects the comments of the Conservation Officer and English Heritage.

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