

Delegated Report		Analysis sheet		Expiry Date:		17/01/2007	
		N/A		Consultation Expiry Date:		13/12/2006	
Officer				Application Number(s)			
Katharine Owen				2006/5429/L			
Application Address				Drawing Numbers			
St Pancras Chambers (Midland Grand Hotel) Euston Road & Midland Road London NW1 2QR				Copy of Scaffold Ties Details; drawings for information showing indicative positions, nos. SS/380/01 B; 02 B; 03 B.			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature		Date:		
Proposal(s)							
Details of scaffold tie interventions on external face of building pursuant to condition 17(b) of the listed building consent granted on 12/07/06 (ref. 2004/3322/L) (for the restoration of basement to first floor and parts of second and third floors to hotel use, provision as enabling development of 68 apartments in remaining areas of second and third floors, and at fourth to sixth floor levels, and erection of new wing on Midland Road containing 190 hotel guestrooms at 7 levels. Internal alterations include the removal of partitions, floors and walls, removal and replacement of doors to new openings, insertion of new lift shafts and staircases, and alterations to facilitate the erection of a new West Wing).							
Recommendation(s):		Granted					
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
Summary of consultation responses:		English Heritage considered the details satisfactory to meet the requirements of the condition.					
CAAC/Local groups* comments: <small>*Please Specify</small>		No comments.					

Site Description

St Pancras Chambers is a grade 1 listed building, located on the north side of Euston Road and bounded by Pancras Road to the east and Midland Road to the west, within the King's Cross Conservation Area.

Relevant History

1996: St Pancras Station, which adjoins the Chambers immediately to the north, was confirmed as the new London terminus for the Channel Tunnel Rail Link (CTRL) under the CTRL Act. Works for the construction of an extension to the north and for the restoration of the train shed are at an advanced stage.

2006: planning permission (2004/3319/P) and listed building consent (2004/3322/L) were granted with a Section 106 Agreement. The proposal is for the restoration of basement to first floor and parts of second and third floors to hotel use, provision as enabling development of 68 apartments in remaining areas of second and third floors, and at fourth to sixth floor levels, and erection of new wing to Midland Road containing 190 hotel guestrooms at 7 levels. Internal alterations include the removal of partitions, floors and walls, removal and replacement of doors to new openings, insertion of new lift shafts and staircases, and alterations to facilitate the erection of a new West Wing.

2006: listed building consent (2006/2890/L) was granted for the temporary removal of 32 windows with associated stonework on Euston Road and Midland Road elevations to allow access for building materials and operations; and for works of protection of the retained and stored window elements and works for reinstatement. This is known as the 'hoist application'.

Relevant policies

Set out below are the UDP policies that the proposals have primarily been assessed against, together with officers' view as to whether or not each policy listed has been complied with. However, it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole, together with other material considerations.

Replacement Unitary Development Plan, 2006:
B3, alterations and extensions – complied with;
B6, listed buildings – complied with; and
KC11, heritage - complied with.

Assessment

Proposals

In order to enable the proposed conversion works to the Chambers, temporary scaffolding will be required in various locations. The main external areas will be scaffold access platforms for the hoists, the materials gantry situated in the front forecourt, the accommodation gantry in Midland Road and scaffolding to the roof for access to the chimneys.

Scaffold ties are essential to link the scaffold to the structure to stabilise the scaffold and provide a safe working platform. They are proposed to be evenly spaced across the structure, to ensure uniform support.

Anchor ties are drilled into the structure and an anchor socket is inserted into the hole. A ring bolt is then screwed into the anchor socket providing the tie between the structure and the scaffold. The ring bolts can be removed as the scaffold is struck and a cap inserted or the hole plugged with a brick plug.

The drawings by the scaffold sub-contractor show the approximate locations of the ties. The drawings are for information only as operatives have not allowed for safety reasons to inspect the elevations in detail without the ties being put in. In addition the localised situation will be varied in each instance for each tie, for example existing ties may be found that were previously unknown and these would be used. The methodology has been provided in the method statement and is as follows.

- Where existing anchor ties are found, these would be used where structurally sound. No drawings showing the position of existing ties have been located, so it is not possible to locate them prior to the works starting.
- Window ties would be used, tying the scaffold through the windows that are opened up as part of the hoists application detailed above in the 'relevant history' section.
- New scaffold anchor ties would be inserted only if it is established that the existing ties and the window ties are not suitable. In this way the number of scaffold ties is reduced.
- New anchor ties would only be drilled into existing brickwork and would not be permitted in stonework. The 20mm holes would be in the centre of the brick to a depth of 80mm. Any dust would be removed to prevent staining of fabric below.
- The method of the reinstatement of the anchor socket holes would be subject to a further submission for approval as the contractors are researching the latest methods of capping that mean the anchor ties can be reused as the same time as leaving a satisfactory surface.

Assessment

The proposals are acceptable. Ties are an essential safety requirement of scaffolding. The number of proposed ties has been reduced to a minimum without compromising safety requirements. Existing ties and new window ties would be used in the first instance and only if not suitable for that location would new anchor ties be inserted.

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