

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		29/11/2006	
		N/A		<b>Consultation Expiry Date:</b>		25/10/06	
<b>Officer</b>				<b>Application Number(s)</b>			
Katharine Owen				2006/4561/L			
<b>Application Address</b>				<b>Drawing Numbers</b>			
St Pancras Chambers Euston Road NW1 2QR				Method Statement; L1077/100; Hoist A; Hoist B; Hoist C.			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>		<b>Date:</b>		
<b>Proposal(s)</b>							
Details of proposed method of ensuring the safety and stability of the building fabric to be retained throughout the period of demolition and reconstruction pursuant to condition 4 of listed building consent dated 29th August 2006 (ref. 2006/2890/L) (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; works for protection of retained and stored window elements and works for reinstatement).							
<b>Recommendation(s):</b>							
<b>Application Type:</b>		Approval of Details (Listed Building)					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	00	No. of responses	00	No. of objections	00
<b>Summary of consultation responses:</b>		English Heritage considered the submitted details to satisfactory to meet the requirements of that part of the condition.					
<b>CAAC/Local groups* comments:</b> <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.

### 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

### General

The proposal forms part of the conditions attached to the listed building consent that was granted in 2006 (2006/2890/L), for the temporary removal of 32 windows with associated stonework on the Euston Road and Midland Road elevations, to allow access for building materials and operations, which would be lifted and lowered by way of temporary hoists to the exterior of the building; and works for protection of retained and stored window elements and works for reinstatement.

The works are proposed to commence within the next two weeks.

### Condition 4

This application is for the discharge of condition 4, 'Before any work is undertaken in pursuance of this consent to demolish or to alter by way of partial demolition any part of the building, structural engineers' drawings and/or method statements, indicating the proposed method of ensuring the safety and stability of the building fabric to be retained throughout the period of demolition and reconstruction, shall be submitted to and approved by the Council as local planning authority. The relevant work shall be carried out in accordance with such structural engineers' drawings and/or method statements thus approved'.

### Proposals

The drawing and method statement show that a goalpost support frame comprised of two horizontal galvanised rectangular bearers to be inserted either side of the capital, which will then be bolted together and connected to either a vertical square hollow section or a steel slimshore prop. To enable the angles to be inserted between the capital and the arch springer stone, a rebate would be worked into the underside of the springer stone to the full width. This would enable the angles to be inserted, one either side of the capital.

The bearers would be packed, wedged and braced against the existing structure at each end, to ensure that no twist or differential settlement occurs once the column is removed.

Once these angles are inserted, the props would be installed. At level 3, there is a decorative panel below the cill at hoists A & C so it is proposed either to remove part of each end of the panel or to position temporary beams under horizontal angles and acro props placed either side of the decorative panel wall to provide necessary support. It would then be necessary to stabilise the stone columns and capitals using timber frames and/or with lifting equipment whilst removing the decorative panels.

### Assessment

The proposals are a sound method of protecting the fabric, in such a way as to prevent damage. Any cutting through would not be visible and would not cause harm to the fabric. They have been agreed by English Heritage's Structural Engineer.

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