

<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				2006/4563/L			
<b>Application Address</b>				<b>Drawing Numbers</b>			
St Pancras Chambers Euston Road NW1 2QR				Method Statement; Hoist A; Hoist B; Hoist C; SKS 10000-002B; 004B; 006B; 008B; 010B; 012B; 014B; 016B; 018B; 020B; 022B; 024B; 026B; 028B; 030B; 032B.			
<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 precautions to be taken to identify, securely store and protect the temporarily removed fabric against accidental loss or damage, or theft during the building work pursuant to condition 5 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>		Granted					
<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.

### **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 ten days.

### Condition 5

This application is for the discharge of condition 5.

Precautions shall be taken to identify, securely store and protect the temporarily removed fabric against accidental loss or damage, or theft during the building work. Details shall be submitted to and approved by the Council as local planning authority before the relevant works begin on site, and the relevant work carried out in accordance with such approval. No such features shall be disturbed or removed temporarily or permanently except as indicated on the approved drawings or with the prior approval in writing of the Council. Particular regard should be given to the following items:

- a) all decorative masonry, including figurative carvings;
- b) original or early wrought iron work; and
- c) original or early joinery.

### Proposals

Each item would be given a unique reference number and the condition and detail of each window frame would be recorded so that the condition before removal is known. The number would be marked onto the window and onto the frame/hinge as a precaution. The same ID would be on the protective coverings, casings etc using indelible markers.

All removed windows and window frames are to be covered with continuous edge protectors and hardboard fixed so as not to damage the original elements. Individual items would be tracked from their original positions to the storage rooms and their movements recorded and signed off.

Each element would be photographed and detailed on removal. All items would be stored on pallets with appropriate softening to provide protection. The pallets would each have a unique reference number.

If any element were considered too weak on removal for reinstatement, then the architect would determine whether sympathetic repair or removal was appropriate.

Once the stone panels have been removed, the column and capitals would be lowered and palletted. Contents of pallets would be double-checked prior to moving them down to ground using the hoists provided.

All stone material would then be stored on the ground floor in a compound in the former taxi rank until they are to be reinstated. Some items may have to be stored on their side to prevent damage during dismantling or moving. Other material would be stored in dedicated storage rooms; these may have to be moved during the main contract works, at which case agreement would be sought from Camden for any relocation. All storage areas would be locked.

Materials would be carefully removed under the supervision of Paye Stonework and Restoration Ltd, who have previous experience of repairing stone and brickwork at St Pancras Station.

Individual items would be recorded on register sheets unique to each window bay and cross-referenced. The destination of all items would be recorded on item tracking sheets.

There would be 24-hour security system and CCTV. Items of particular importance or value would be visited on a regular basis by security staff.

## **Assessment**

The proposals are acceptable and have covered all the contingencies. The works would be overseen by RHWL's heritage architect who now has good experience of St Pancras Chambers. In addition, Paye Stonework has previous experience of using the same stone types, at St Pancras Station behind the Chambers.

### **Disclaimer**

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