

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		19/03/2014	
		N/A / attached		<b>Consultation Expiry Date:</b>		06/03/2014	
<b>Officer</b>				<b>Application Number(s)</b>			
Antonia Powell				2014/0541/L			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Kings Cross Railway Station Kings Cross London N1 9AP				Please refer to decision notice			
<b>PO 3/4</b>		<b>Area Team Signature</b>		<b>C&amp;UD</b>		<b>Authorised Officer Signature</b>	
<b>Proposal(s)</b>							
Discharge of part Condition 20Aii b) (details of door and windows frames in elevation and section) of planning permission 2006/3394/L dated 09/11/07 seeking approval for the proposed new gate between gridlines W39 to W40.							
<b>Recommendation(s):</b>		<b>To Approve Details (Listed Building)</b>					
<b>Application Type:</b>		<b>Approval of Details (Listed Building)</b>					
<b>Conditions or Reasons for Refusal:</b>		Refer to Draft Decision Notice					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>		No. notified	<b>00</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>
				No. electronic	<b>00</b>		
<b>Summary of consultation responses:</b>		Site Notice 07/02/2014 to 28/02/2014 No responses received Press Notice 13/02/2014 to 06/03/2014 no responses received English Heritage responded by letter stating the submitted details were satisfactory to meet the requirements of the condition.					
<b>CAAC/Local groups* comments:</b> *Please Specify							



## Site Description

King's Cross Mainline Railway Station, Euston Road. Listed Grade I

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

2006/3394/L and 2006/3387/P Consent granted 9th November 2006 for:-

Alterations, extensions, refurbishment works to Kings 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 reinstatement of bomb gap façade; construction of platform Y with installation of associated catenaries; demolition and replacement of Handyside footbridge; refurbishment of original booking hall; construction of canopies to south elevation of main train shed and taxi waiting areas; construction of enclosure to London Underground southeast stairs; alterations to platforms 1 and 5-8; demolition of southern end of suburban train shed and adjoining canopy; demolition of engineer's bothy building and major portion of cab road to York Way and related walls and structures; permanent removal of Great Northern Hotel porch, railings and flagpole and port cochere and northern canopy to mainline station western range; various demolitions in the western range from basement to 3rd floor levels and roof of former booking office; and other alterations, operations and extensions in connection with the provision of new passenger and operational facilities.

LBC 2008/2860/L part granted 25/02/2009 for various alterations and works of refurbishment and repairs to southern façade and northern end screen, the central spine wall and platforms 1-8. Glazing to Southern End Screens refused.

## Relevant policies

### LDF Core Strategy and Development Policies

**Policy CS14 of the London Borough of Camden Local Development Framework Core Strategy**

**Policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.**

## Assessment

This application concerns: the Discharge of part Condition 20Aii b) (details of door and windows frames in elevation and section) of planning permission 2006/3394/L dated 09/11/07 seeking approval for a proposed new gate and railings between gridlines W39 to W40.

A gate is required at the base of the old stairs to the northern over bridge. The northern over bridge was removed in 1952 and the stairs currently form a dead end. For security reasons this location needs to be made secure.

The design of the proposed gate is in line with the approved design of other gates around the station erected as part of the current refurbishment and upgrading of the station.

The gate is not considered to harm the significance of the station and this application is therefore recommended for approval.