

Delegated Report		Analysis sheet		Expiry Date:		13/09/2011	
		N/A / attached		Consultation Expiry Date:		01 Sept 2011	
Officer				Application Number(s)			
Edward Farrell				2011/3577/L			
Application Address				Drawing Numbers			
Kings Cross Station Euston Road London N1 9AP				Refer to decision letter			
PO 3/4		Area Team Signature		C&UD		Authorised Officer Signature	
Proposal(s)							
Details of automatic ticket gates to main train shed required by conditions 8, 10 and 20(a) of listed building consent dated 09/11/07 (ref. 2006/3394/L) for alterations, extensions, refurbishment works to King's Cross Station including construction of Western Concourse, western range and the Great Northern Hotel.							
Recommendation(s):		To approve details (Listed Building)					
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
				No. electronic	00		
Summary of consultation responses:		English Heritage responded by letter stating "These submitted details are considered satisfactory to meet the requirements of the condition"					
CAAC/Local groups* comments: *Please Specify		N/A					

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

Policy CS14 of the London Borough of Camden Local Development Framework Core Strategy and policies DP24 and DP25 of the London Borough of Camden Local Development Framework Development Policies.

Assessment

This submission is to partially fulfil the requirements of listed building condition 08 (services), 10 (no new grilles...or other appurtenances shall be fixed ...unless otherwise agreed...by the Council) and 20A (all new works). This application is specifically for the automatic ticket gates to the exit gateline in south section of the main train shed.

The components for this include standard passenger gates which have a brushed stainless steel finish with blue plastic on top and grey tinted glass dividers, and wide gates with similar finishes for wheelchair and push buggies. Either side of the gateline are 1300 high fixed barriers with clear glass panels fixed to powder coated metal uprights finished in anthracite grey. Two sets of vehicle gates formed from stainless steel perforated steel panels with 25% free area and supported on steel posts are also finished in anthracite grey. Other necessary fixtures include the station control unit, emergency manual override button together with cabling and trunking, all of which is concealed.

These are all similar to the automatic ticket gates approved under 2011/3298/L. This application is considered to be acceptable and it is therefore recommended that it is approved.

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