

Delegated Report		Analysis sheet		Expiry Date:		01/08/2011	
		N/A / attached		Consultation Expiry Date:		14 July 2011	
Officer				Application Number(s)			
Antonia Powell				2011/2691/L			
Application Address				Drawing Numbers			
King's Cross Station Euston Road London N1 9AP				Refer to decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Details pursuant to condition 6 (method of protecting existing building throughout demolition), condition 8 (services) and condition 20a (detailed design) of listed building consent dated 09/11/07 (ref: 2006/3394/L) for refurbishment works to King's Cross Station.							
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 application is for part approval of LB condition 06 (demolition); 08 (services) and 20A (detailed design) of listed building consent 2006/3394/L. Approval for works to platform 8 for the installation of services was granted in December 2010 under 2010/5302/L.

York stone slabs have been uncovered at the northern end of the platform, the extent of which is greater than previously assumed. The slabs are supported on a series of brick arches and MOLA have produced an interim summary of their watching brief on the ongoing works. The stone slabs cantilever out from the platform over the track and many of the slabs have cracks or fractures along the back line of the platform wall. In addition the surface of the slabs has delaminated in areas further weakening the slabs. The damaged slabs will be cut along the line of the platform wall and new concrete copers installed to this length of platform.

The services will be run in a new duct located towards the back of the platform wall and run (north – south) through the brick arches; this avoids the need to cut trenches along the platform length as has taken place on earlier platform works. Access to the service duct is required and manhole openings have to be provided at intervals along the length of the platform. To do this, a slab will have to be removed and will be replaced with a new precast concrete slab with the opening pre-formed for the manhole. All removed stone will be added to the salvage register for reuse within the station range; one possible location being the area where York stone has been removed to form the temporary bridge at the north end of the Main Train Shed. Depending on access through the arches beneath the platform, the number of manholes will be minimised to avoid the removal of sound slabs. Officers from Camden have examined this proposal on site and are now satisfied that the minimum amount of intervention will be required to install the services.

This application is considered to be acceptable and it is therefore recommended that it is approved.

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