

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	17/07/2009
		N/A / attached	<b>Consultation Expiry Date:</b>	22/07/2009
<b>Officer</b>		<b>Application Number(s)</b>		
Antonia Powell		2009/2656/L		
<b>Application Address</b>		<b>Drawing Numbers</b>		
Kings Cross Station Euston Road London N1 9AP		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>				
Detailed design of all new works as required by Condition 20 A i) a, b and c, viii), ix), x) and xvii) of LBC 2006/3394/L granted 09/11/2007 for: Alterations, extensions, refurbishment works to King's 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 facade; 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 porte 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.				
<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>	<b>Refer to Draft Decision Notice</b>					
<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>
<b>Summary of consultation responses:</b>	<p>English Heritage responded stating the details are considered satisfactory to meet the requirements of the condition.</p> <p>Site Notice– No responses received</p>					
<b>CAAC/Local groups* comments:</b> <small>*Please Specify</small>	<p>Kings Cross CAAC raised a number of issues. As a number of subsections of the original submission have now been withdrawn, many of these issues are no longer valid with regards the remaining submission:-</p> <ol style="list-style-type: none"> <li>1. The Kings Cross CAAC stated that Visualisation SK-A-0342 showed the lower part of the lattice funnel to be significantly different from the 2006 approved drawings and is “very clumsy”. <i>Officer response:</i> The visualisation of the concourse roof incorrectly shows the lattice structure in front of the central block and is not a true representation. The structural details submitted in 20 A viii relate well to the 2006 approved drawings. The visualisation is not an accurate representation of the structure and is not an approved drawing.</li> <li>2. The Kings Cross CAAC stated that the flanking wings of the glass screens come forward of the central block destroying Cubitt’s architectural massing. <i>Officer response:</i> The edge details of the projecting glass screens either side of the central block have been redesigned, a wide shadow gap created and a glazed return panel inserted allowing views of the building. Subsequent to these revisions the CAAC wrote on 08/11/10 to say they “..reluctantly accept” the design justification. This detail has now been approved under a separate submission (2010/0789/L) for which no objections were received.</li> <li>3. The Kings Cross CAAC stated that substantial mullions and numerous glass louvers of the flanking screens make the screen relatively opaque, obscuring the facades behind. <i>Officer response:</i> The transparency of the glass louvers was demonstrated by the architects and it was considered that the glass screens will allow visibility of the Western elevation of the Western Range. The King’s Cross CAAC wrote in their letter dated 08/11/10 to say they “..making the glass louvers as transparent as possible, are welcome improvements”.</li> <li>4. The Kings Cross CAAC stated that the junction of the mezzanine level walkway to the Western Range is “crude and bulky-walled.” <i>Officer response:</i> Details of the walkway from the mezzanine to the northern gateline have been withdrawn and will be submitted separately. The CAAC also note that the gateline passage in Visualisation SK- 0341 is “made to look claustrophobic and mean.”</li> </ol>					

*Officer response:* This element of the design is the subject of a separate design exercise and is not part of this submission.

5. Kings Cross CAAC noted that proposals have been slipped in for a staircase in the west end of the Southern Arcade. *Officer response:* Details of the stairs in the colonnade submitted under 20 A iv have been withdrawn.

The letter from the King's Cross CAAC dated 08/11/2010 commented on a number of additional concerns including the colour of the deep metal band at the base of the vertical screens, the position of the destination boards, the heads of the ground floor openings and the depth of the reveals. These details are covered by other conditions under LBC 2006/3394/L and as such they will be the subject of further submissions.

## 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 9<sup>th</sup> November 2006 for :-  
Alterations, extensions, refurbishment works to King's 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 facade; 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 porte 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.

## Relevant policies

**LDF Core Strategy and Development Policies CS14, DP24 and DP25**

## Assessment

Condition 20 (LBC 2006/3394/L) requires full details in respect of all new works and interventions in the historic fabric along with details of the new Western Concourse structure to be submitted for approval.

This application concerns the submission of details relating to the new Western Concourse structure only. As a result of continued design revisions a large number of the original submitted subsections of condition 20 specifically relating to the historic Western Range, were withdrawn and further applications for details relating to the Western Range will be submitted in due course.

Specifically approval is now sought for the following subsections :-

Condition 20 A

- i) The detailed design of the mezzanine and western retail elements in the western concourse including:-
- a. large scale (minimum 1:20) full-height section through a typical retail and mezzanine elevation facing east, to include details of facing materials, handrails, balustrades, fascias and soffits.  
  
EH and LBC had expressed concern about the design of the zone of potential advertising above the mezzanine retail units. It is now accepted that the details of all advertising will be subject to a separate submission. The details of the full height elevation of the retail units facing east within the Western Concourse are considered acceptable.
  - b. full-height elevation (minimum 1:50) of a typical elevation of the ground and mezzanine levels facing east.  
  
EH and LBC had expressed concern about the design of the zone of potential advertising above the mezzanine retail units. It is now accepted that the details of all advertising will be subject to a separate submission. The details of the full height elevation of the retail units facing east within the Western Concourse are considered acceptable.
  - c. typical ground floor corridor elevation (minimum scale 1:50) – These details are considered to be acceptable.
  - d. **not part of this application**– Requires the submission of a full schedule and appropriate samples of all facing materials and finishes - samples to be supplied by contractor in due course.

viii) Design details (1:50 scale) of articulated support structures in new concourse, to include details of finishes and materials.

The submitted details of the articulated support structure of the new concourse are considered acceptable.

ix) Detailed elevations, sections and plans (minimum 1:50 scale) of the manual folding glazed doors to the station (facing the southern square) with additional information supplied.

The details of the glazed folding door are considered acceptable.

x) Details and samples of all external and internal materials to be used on Western Concourse roof, to include the extraction vents. These details are considered to be acceptable. Samples will be required to be submitted under Condition 20 A i d) (LBC 2006/3394/L granted 09/11/07) (see below)

xvii) Elevations, plans and sections (minimum scale 1:20) showing the interface between new southern elements of the Western (Suburban) shed and the main concourse building. Two drawings have been submitted relating to details of the new louvers of the Suburban Trains Shed. The submitted details are considered acceptable.

It should be noted that details of finishes and materials are to be submitted under Condition 20 A i d) (LBC 2006/3394/L granted 09/11/07) which requires a full schedule and appropriate samples of all facing materials and finishes of all new works, and interventions in the historic fabric to be submitted to and approved in writing by the Council as local planning authority in consultation with English Heritage.

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