

Delegated Report		Analysis sheet		Expiry Date:		19/07/2010	
		N/A / attached		Consultation Expiry Date:		02/07/2010	
Officer				Application Number(s)			
Edward Farrell				2010/2880/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 of detailed design to Booking Hall and Office Entrances (Area 3) pursuant to condition 20(a)(ii) of Listed Building consent granted on 09/11/2007 (ref: 2006/3394/L) for alterations, extensions, refurbishment works to King's Cross Station.							
Recommendation(s):		To recommend approval of 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". Site notice – No responses have been recieved					
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.

Relevant policies

Replacement Unitary Development Plan 2006 Policy B6

LDF Core Strategy and Development Policies

As the draft LDF Core Strategy and Development Policies documents have now been published, they are material planning considerations. However, as a matter of law, limited weight should be attached to them at this stage.

Assessment

This application is for the part discharge of Condition LB 20 A ii and relates only to the Booking Hall and Office Entrances of the Western Range including shop fronts on the west elevation. Network Rail has divided this condition into five separate areas. The detailed design of the Public House, Public Toilets, Parcels Yard, Platform 8 Screens and Southern Gate line are dealt with elsewhere.

Condition 20Aii : All new works and interventions in the historic fabric, including: the detailed design of the public house and modified ground floor units of the western range including:

- a) Internal and external elevations and plans (minimum scale 1:20)
- b) details of door and window frames in elevation (1:20 scale) and section (1:5 scale)

The Booking Hall was the original point of entry to the station for departing passengers. The double height space of the Booking Hall was the most important room in the station. The five ground floor openings and Venetian windows at high level open up this space to the new Western Concourse. A walkway at first floor is still intact and is supported by original cast iron brackets, but the handrail is missing. The space was badly damaged by bombs in 1941 and again in 1973. Its most recent use since 1977 was as a plant room. The remains of decorative finishes are limited and the coffered ceiling with side coving has been lost. The approved scheme included two lifts and new link to the mezzanine walkway; these are now omitted thereby maintaining the clear volume for the space. Proposed ticketing fixtures to the perimeter have also been omitted. This proposal includes for the retention of the York stone slabs to the walkway and the repair and retention of the cast iron brackets. A new glass balustrade is supported off new T sections slotted between the stone slabs. The doors to the mezzanine balcony 120/D1n; 119D1n and 117D1n are the original panelled doors and will be reinstated with casings in their original location. D118/D1n will be a replica panelled door to match adjacent and 115D1n will be a replica one hour fire rated door. Three original arches in the eastern wall will be reinstated and new doors added. Contemporary flush doors are detailed to fit into the openings. New plasterboard panels will be fitted between the repaired drop-down beams at ceiling level with the edges off-set from the walls allowing the tops of the refurbished Venetian windows to come into view. Remaining mouldings and cornice will be repaired. The floor finish will be in granite to match the new floor in the Western Concourse.

There are two **entrance areas to the upper floor offices**. The Northern entrance is an area of significance with intact mouldings and cornices and the stairs is regarded as high significance in the Conservation Plan. A fine Portico screen to the west elevation remains intact. The consented scheme retained lift G. It is now proposed to remove the lift allowing the cast-iron balusters to be better viewed. A screen approved to sit within an arch has been relocated away from the arch to allow an uninterrupted view of the arch. The new concourse floor is 200mm higher than platform 8 level. A new reversible floor in engineered oak – ramped in two sections – is proposed. The transition between the new concourse floor and the ramped timber is made by a reclaimed York stone slab of similar size to the existing which remains protected underneath. Due to the change in level the new floor sits on the first step of the stair. The newel remains in situ at new floor level. Alterations are required to the Portico screen to allow for the raised floor. A section of joinery and glazing will be cut out from the upper part of the screen and the bottom panels retain their existing proportions. Cornice and ceilings will be retained. New wall panelling aligns with the area of suspended ceiling and conceals services behind and skirting remains intact.

The southern entrance is located in an area where most of the historic fabric has been lost. Changes from the consented scheme include a new glazed screen to the Western Concourse consistent with other shop fronts, an internal glass screen and doors replacing a wall and pair of doors, new wall panelling consistent with the Northern entrance and concealing new services behind and a new ramp to accommodate the 200mm difference between platform 8 and the new concourse. The floor finish is oak boarding consistent with the Northern entrance.

The **western façade has no existing shopfronts** and the revised proposals show the new retail fronts fitting into the space of two original windows including the brick pier between them. The original pedimented screen to the northern entrance is being retained but modified. The screens are consistent

in size and location with those in the consented submission. The design development of the remaining shop fronts are now categorised as three types: standard, atypical and screen for ATM and ticket machines. These are illustrated on the revised submitted drawings: drawing WRB-CAD-5023 rev 04 replaces WRB-CAZ-0508; drawing WRB-CAD-5084 rev 02 replaces WRB-CAZ-0509 and drawing WRB-CAD-5024 rev 04 replaces WRB-CAZ-0510. The proposed screens are frameless with a steel box section and are designed for blast protection. Each bay has a gauged brick lintol of facing brick rubbers. Each screen has a spandrel at high level designed for signage. This panel is framed by two horizontal shadow gaps. Fixed screens have laminated glass panels with opaque polyvinyl film on the inner face.

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

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