

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	01/07/2010
		N/A / attached	<b>Consultation Expiry Date:</b>	10/06/2010
<b>Officer</b>			<b>Application Number(s)</b>	
Antonia Powell			2010/2262/L	
<b>Application Address</b>			<b>Drawing Numbers</b>	
King's 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>				
Submission of details of platform 8 screens pursuant to condition 20 of planning permission dated 9/11/2007 for (Ref no. 2006/3394/L ) 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>		To Recommend approval of Details (Listed Building)		
<b>Application Type:</b>		Approval of Details (Listed Building)		

<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>
			No. electronic	<b>00</b>		
<b>Summary of consultation responses:</b>	<p>English Heritage responded by letter stating “These submitted details are considered satisfactory to meet the requirements of the condition”.</p> <p>Site Notice – No responses have been received</p>					
<b>CAAC/Local groups* comments:</b> *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 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

### 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 20 A ii a) and b) and relates to the platform 8 screens to the ground floor elevation of the Western Range and changes to the ground floor level between grid lines 8 and 10.

**Condition 20 A ii a)** concerns internal and external elevations and plans (minimum scale 1:20 scale)

This application concerns the raising of the floor level within this part of the Western Range to create level access from the Western Concourse. The document states the design approach is to protect and preserve the existing features in the retail units and to provide a reversible floor interface detail as guidance for the retailers.

Consent for the demolition of the windows on the ground floor between gridlines the 21 and 23 was granted under 2006/3394/L 09/11/2007 and it is regretted that retention of historic elements within the space has not been reconsidered.

The application originally also included details of changes to the floor levels between grid lines 8 and 10 on the ground floor. English Heritage expressed concerns that the historic interior of the room, identified in the Conservation Plan as being significant, needed further design input before support could be given for the application. Network Rail have since confirmed that this element is withdrawn from the submission.

**Condition 20 A ii b)** concerns details of door and window frames in elevation (1:20 scale ) and section (1:5 scale)

The elevations of the main train shed are identified in the Conservation Plan 2005 as being of high significance. To the Southern end of the Western Range there is a varied selection of 20<sup>th</sup> century, inappropriately detailed collection of shopfront infills which fail to relate in any sympathetic way, and detract from the appearance of the historic building.

This submission seeks to reintroduce a uniform appearance to the whole Western Range train shed platform elevation.

The design approach has been to retain, repair and enhance the significant, historic screens and to replace inappropriate infill with sympathetically detailed new timber screens. The proposed refurbishment and reinstatement of traditionally proportioned and detailed screens is welcome.

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

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