

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		05/07/2010	
		N/A / attached		<b>Consultation Expiry Date:</b>		18/06/2010	
<b>Officer</b>				<b>Application Number(s)</b>			
Antonia Powell				2010/2517/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>							
Approval of details pursuant to condition 6 (Demolition Method Statement for removal of Handyside Bridge Structure) of listed building consent granted subject to a section 106 Legal Agreement ref: 2006/3394/L, dated 09 November 2007 for alterations, extensions, refurbishment works to King's Cross Station							
<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>		Refer to Draft Decision Notice					
<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>		English Heritage have responded by letter stating the submitted details are considered satisfactory to meet the requirements of the condition.  Site Notice – No responses have been received					
<b>CAAC/Local groups* comments:</b> *Please Specify		CAAC – No response has been received					

## 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 (0) 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.

2007/2611/L granted 31/08/2007 for :- Alterations to and refurbishment of main train shed and suburban train shed roof to include installation of photovoltaics.

## 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 concerns the removal of the remaining support columns of the Handyside Bridge which remain on platforms 1, 4/5, 6/7 and 8 and the Handyside stairs on Platform 1 within the Main Train Sheds of King's Cross Station.

The principal of the removal of the historic bridge was granted consent under LBC 2006/3394/L on 09/11/2006. Subsequently under the associated conditions, 3, 6, 7 and 33 submissions were made for the recording, monitoring, demolition, protection and salvage of the substantial part of the footbridge bridge. The bridge was dismantled over the 2008 Christmas blockade however the support columns and platform 8 stairs were left in situ.

The support columns to platforms 2/3 were removed under LBC 2010/0173/L granted 10/03/2010.

This application, for all the remaining parts of the bridge, specifically concerns the submission of a Listed Building demolition method statement under the requirements of condition 6 (LBC 2006/3394/L) and details protection, deconstruction, labelling and transportation. The remaining sections of the footbridge will be salvaged in conjunction with the other sections of the footbridge and in accordance with the approved Salvage Strategy (doc ref:ENG-REP-JMP-G5-SWNS-0006 issue 2.0 and the Salvage Strategy Supplementary Information dated June 2008.

The existing historic stair to platform 1 also currently acts as a fire escape. With the proposed removal of the Handyside Bridge the submission includes the construction of a temporary emergency stair until the platform overbridge is open for use.

The main sections of the bridge are now in storage in March while the clock and smaller, more vulnerable pieces are stored by Network Rail at their Cricklewood depot. Network Rail has confirmed that these final pieces of the bridge will be stored with the other sections awaiting reassembly in a new location.

It is considered that the submitted information is sufficient and that the application is recommended for approval.

### **Disclaimer**

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