

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	26/05/2010
		N/A / attached	<b>Consultation Expiry Date:</b>	21/05/2010
<b>Officer</b>		<b>Application Number(s)</b>		
Antonia Powell		2010/1769/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>				
<p>Details of handrails, balustrades, stairs and escalators pursuant to Condition 20A xii of Listed building consent granted Subject to a Section 106 Legal Agreement on 09 November 2007 (ref: 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.</p>				
<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>	<p>English Heritage have responded by letter stating the 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	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

Condition 20 A xii requires :- details and sections of typical handrails, balustrades, stairs and escalators to a minimum scale of 1:20 to be submitted for approval.

This submission seeks to fully discharge Condition 20 A xii and provides details of the following:-

Seventeen staircases including:-

- i) two historic staircases (S4, S9 as numbered on the submitted drawings) within the Western Range are to be extended from first floor down to ground and up to the loft at higher level. The design of these two staircases has been revised to reflect the concerns raised during the heritage liaison meetings and the design is now considered acceptable.
- ii) an historic stair (S11) in the southern wing of the Western Range will be demolished at ground floor level to allow the construction of the substantial new five bay gateline at the southern end of the Western Range. At higher level the cantilevered stone stair with its fine decorative balustrade will be refurbished. The demolition required as part of the southern gateline construction, was approved in principal under the original LBC 2006/3394/L (09/11/2007) for: Alterations, extensions, refurbishment works to King's Cross Station including construction of Western Concourse..... Full structural engineers drawings, method statements and calculations for the removal of the floors have been submitted for approval under condition 5 (LBC2006/3394/L approved 09/11/2007).
- iii) Three entirely new staircases are proposed for the Western Range (S10, S13, S16). Stair S16 is situated within the Bomb Gap and as such there is no loss of historic fabric. Stairs S10 and S13 are within the historic Western range and require the removal of the internal finishes of the rooms concerned, along with total removal of floors and ceilings, to enable the construction of the stairwells. The design, and demolition required as part of the incorporation of these stairs, was approved in principal under the original LBC 2006/3394/L (09/11/2007) for: Alterations, extensions, refurbishment works to King's Cross Station including construction of Western Concourse..... Full structural engineers drawings, method statements and calculations for the removal of the floors have been submitted for approval under condition 5 (LBC2006/3394/L approved 09/11/2007).
- iv) two of the proposed staircases (S21, S22) are new short flights within the loft and a single flight of emergency stairs (S23) which is proposed to run from the basement to the ground floor just below the southern elevation. These stairs are to be a utilitarian steel design.
- v) four new stairs (SBM, NS, SS, S5) which are sited within the new Western Concourse and to which there are no objections.
- vi) Two short staircases (S24, S25) are proposed to enable access to two first floor rooms in the northern wing where the original floor level of the corridor is to be dropped to enable the creation of the northern gateline. Stair 24 is to be new with a salvaged balustrade and stair 25 is salvaged from within the Western Range.
- vii) two historic staircases (S6, S19) which are to be refurbished with minor alterations.

Eight escalators – All the escalators (E1-7, E9) are sited within the new build of the Western Concourse and do not impact on the historic fabric of the Western Range. There are no objections to the proposed design of the escalators.

Seven balustrades including:-

- i) a simple glazed balustrade (B3) to the historic cantilevered stone balcony to the historic Booking Hall. Historically some of the stone slabs have been replaced with concrete however a number of these substantial slabs remain along with the paired iron support

brackets. Considerable discussion has taken place over the reintroduction of a balustrade to this important highly visible element. The final design is a pared back glass panel held by a steel support set securely in a cut channel between the stone slabs and with a steel nosing. This ingenious balustrade support ensures the remaining York stone slabs can be retained in situ. By incorporating the “hidden” balustrade support the resulting design is visually lightweight and will not detract from the historic interior. This proposal is therefore considered acceptable.

- ii) the balustrade (B1) fronting the balcony to The Old Parcels Yard/Pub is proposed to be of plain glass with a simple stainless steel handrail. This design is considered acceptable.
- iii) A continuous glass balustrade (B2) with a stainless steel handrail along the entire front of the mezzanine building within the Western Concourse. This design is considered acceptable.
- iv) and three maintenance walkway handrails/balustrades (B5, B6, B7) to which there are no objections.

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