

<b>Delegated Report</b>		<b>Analysis sheet</b>	<b>Expiry Date:</b>	<b>07/04/2010</b>
		N/A / attached	<b>Consultation Expiry Date:</b>	<b>12/03/2010</b>
<b>Officer</b>			<b>Application Number(s)</b>	
Antonia Powell			2010/0789/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 articulated support structures pursuant to part Condition 20 (viii) of planning permission granted 09/11/2007 (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.....				
<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>
			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	CAAC – No response 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 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

London Borough of Camden replacement UDP 2006 Policy B6

## Assessment

This submission relates to the partial discharge of part of condition 20 A viii (LBC 2006/3394/L granted 09/11/2007) which requires:- Design details (1:50) of articulated support structures in new concourse, to include details of finishes and materials.

The submitted details concern the junction of the vertical glazed screens of the new Western Concourse and the central bay of the Western Range of King's Cross Station which contains the historic booking hall. This particular detail has been the subject of a considerable amount of discussion with the architects. The original Listed Building Consent and subsequent computer generated images have shown the screens as being angled, back set behind the historic central bay, flanking it on either side. However as the design of the new Western Concourse steel structure has progressed it has become apparent the sloped construction of the screens, to avoid a visual over dominance, was over ambitious. It has been shown that technically it is not now possible to slope the screens, which will hang from the huge steel semi circular roof, without compromising the design of the mathematically interrelated elements and entire interface of the historic and new buildings.

In order to mitigate the over dominant visual appearance of the screens, in relation to the historic elevation, a deep shadow gap has been introduced while the return of the glazed screen has been angled to create a splayed reveal. These combined revisions should allow greater visibility of the Western Range elevation and as such the proposed design of this particular part of the new structure of the concourse is considered acceptable.

A separate application for the partial discharge of Condition 20 A viii, for the main steel structure of the Western Concourse has also been submitted.

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