

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>28/04/2010</b>	
		N/A / attached		<b>Consultation Expiry Date:</b>		<b>31/03/2010</b>	
<b>Officer</b>				<b>Application Number(s)</b>			
Antonia Powell				2010/1118/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 surface treatments for Platform 0, pursuant to part condition 31 (materials, surface treatments, fixtures and finishes of all elements internal and external to the western concourse, main train shed, suburban shed, southern train shed façade and canopies and platform overbridge) of lbc dated 19/04/2007 (ref no.2006/3394/L) 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

London Borough of Camden replacement UDP 2006 Policy B6

## Assessment

Condition 31 requires :- Prior to commencement of any relevant works, a detailed Materials Specification describing and illustrating the materials, surface treatments, fixtures and finishes of all elements internal and external to the western Concourse, main train shed, suburban shed, southern train shed façade and canopies and platform over bridge must be submitted to and approved by the local planning authority....

This application concerns the part discharge of Condition 31 ( LBC 2006/3394/L granted 09/11/2007) and relates specifically to the surface materials for Platform 0.

Platform 0 is the new platform being constructed under the Eastern Range of Kings Cross Station where the former cab road ran. A substantial portion, roughly one third, of the historic platform which dates from the earliest construction of the Station, still survives. In situ are the massive York stone platform copers supported by brick arches. The construction of Platform 0 retains these elements within the new platform structure.

The platform surface has three elements – the main surface cover, the DDA tactile surface strip and the coper edge.

The proposed materials for Platform 0 are as follows:-

DDA strip - Standard 398x398mm Buff Platform Tactiles

Platform Coper edge – standard 1160x760mm ridged concrete

Platform surface - polymer modified mastic asphalt rubbed with white alumina

Platform 0 is to be operational by April/may 2010. These materials are considered acceptable for platform 0 however a further submission of surface materials for the others platforms (1 to 9) will be required.

### **Disclaimer**

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