

Delegated Report		Analysis sheet		Expiry Date:		15/12/2009	
		N/A / attached		Consultation Expiry Date:		27/11/2009	
Officer				Application Number(s)			
Antonia Powell				2009/5096/L			
Application Address				Drawing Numbers			
Kings Cross Station Euston Road London N1 9AP				Refer to decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature				
Proposal(s)							
Submission of details pursuant to condition 4ii (details of maintenance accessway, including gantry and ladders) of application 2007/2611/L (granted 31/08/2007) for alterations to and refurbishment of main train shed and suburban train shed roofs to include installation of photovoltaics.							
Recommendation(s):		To Approve Details (Listed Building)					
Application Type:		Approval of Details (Listed Building)					
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice					
Informatives:							
Consultations							
Adjoining Occupiers:		No. notified	00	No. of responses	00	No. of objections	00
				No. electronic	00		
Summary of consultation responses:		English Heritage have responded by letter stating " These submitted details are considered satisfactory to meet the requirements of the condition". Site Notice – No responses have been received.					
CAAC/Local groups* comments: <small>*Please Specify</small>		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

Relevant History

LBC 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.

2009/4472/L granted 03/11/2009 for the Discharge of Condition 4 iv) Details of Temporary works (LBC 2007/2611/L granted 31/08/2007))

2006/3394/L and 2006/3387/P Consent granted 9th 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

Condition 4 (ii) (LBC 2007/2611/L granted 31/08/09) requires details of maintenance access way, including gantry and ladders. This submission is for a travelling/rolling access gantry to cover the main train shed roofs and the following information has been provided:-

Maintenance access ways – it is proposed that there are four longitudinal access ways to each train shed and over barrel walkways at the northern and southern ends. The design of the access ways is for an aluminium framing system and to include moulded grey fibreglass walkway gratings to be fixed to the Main Train Shed structure.

Gantry and Ladders – It is proposed that a lightweight aluminium rolling gantry is introduced which will be fixed to tracks off bracket supports.

Duck boards – white lightweight plastic boards to be laid in the East, West and central gutters

Samples of the materials accompany this application.

Conclusion – This application replaces the existing outdated and in places poor condition maintenance access that currently exists. The application introduces non traditional materials however they are lightweight and will benefit the structure by the reduction in load. A modest saving against the greater loads which are to be introduced as a result of the consented works to reglaze the main train shed roofs.

English Heritage have raised no objections and in line with their consultation comments it is considered that these submitted details are sufficient to discharge the condition.

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