

Delegated Report		Analysis sheet		Expiry Date:		05/08/2009	
		N/A / attached		Consultation Expiry Date:		17/08/2009	
Officer				Application Number(s)			
Antonia Powell				2009/2899/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)							
Temporary installation of automatic structural monitoring equipment on the western range, suburban train shed and internal spine wall of King's Cross Station and on the southern facade of the German Gym Building.							
Recommendation(s):		To approve Listed Building Consent					
Application Type:		Listed Building Consent					
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:		<p>English Heritage have responded with a letter stating "This application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice." The letter has been signed and dated by the Secretary of State.</p> <p>Site notice – no responses.</p>					
CAAC/Local groups* comments: <small>*Please Specify</small>		<p>The King's Cross CAAC have responded with comments focusing on the system of fixings.</p> <p>Response – Samples of the methods of fixing will be required to be assessed and approved on site as a condition of the consent.</p>					

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

2007/2611/L for alterations to and refurbishment of the main train shed and suburban train shed roofs to include the installation of photovoltaics...granted consent 31st August 2007

2006/3394/L for Alterations, extensions, refurbishment works to King's Cross Station including construction of Western Concourse to abut the Western Range and the Great Northern Hotel.... Granted 9th November 2007

Relevant policies

London Borough of Camden replacement UDP Policy B6

Assessment

This application concerns the installation of temporary structural monitoring equipment which will record any movement to the historic station buildings during the imminent works to the Main Train Shed Roofs (2007/2611/L), the refurbishment of the Western Range and the construction of the new Western Concourse (2006/3394/L).

London Underground's construction of the new Underground Ticket Hall is complete and the site of the Western Concourse has been handed back to Network Rail. LUL no longer requires the monitoring equipment that they installed under the CTRL Heritage Deed agreement and Network Rail and rather than installing extra monitoring equipment they have taken over the installations.

There are about 75 installations shown on the submitted drawing for the eastern elevation of the Western Range, of these over 50% currently exist and are being transferred from LUL's ownership having been installed by LUL to monitor movement during the construction of the new Underground Ticket Hall directly below the Western Concourse. On the internal main train shed elevation 24 installations currently exist due to LUL's works and another 35 are proposed as part of this application.

This application is for the retention of the equipment formerly owned by LUL and for additional monitoring equipment needed by Network Rail for a period of four years. When the western Concourse work is complete the equipment will be removed and the historic fabric made good.

This application is recommended for approval.

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