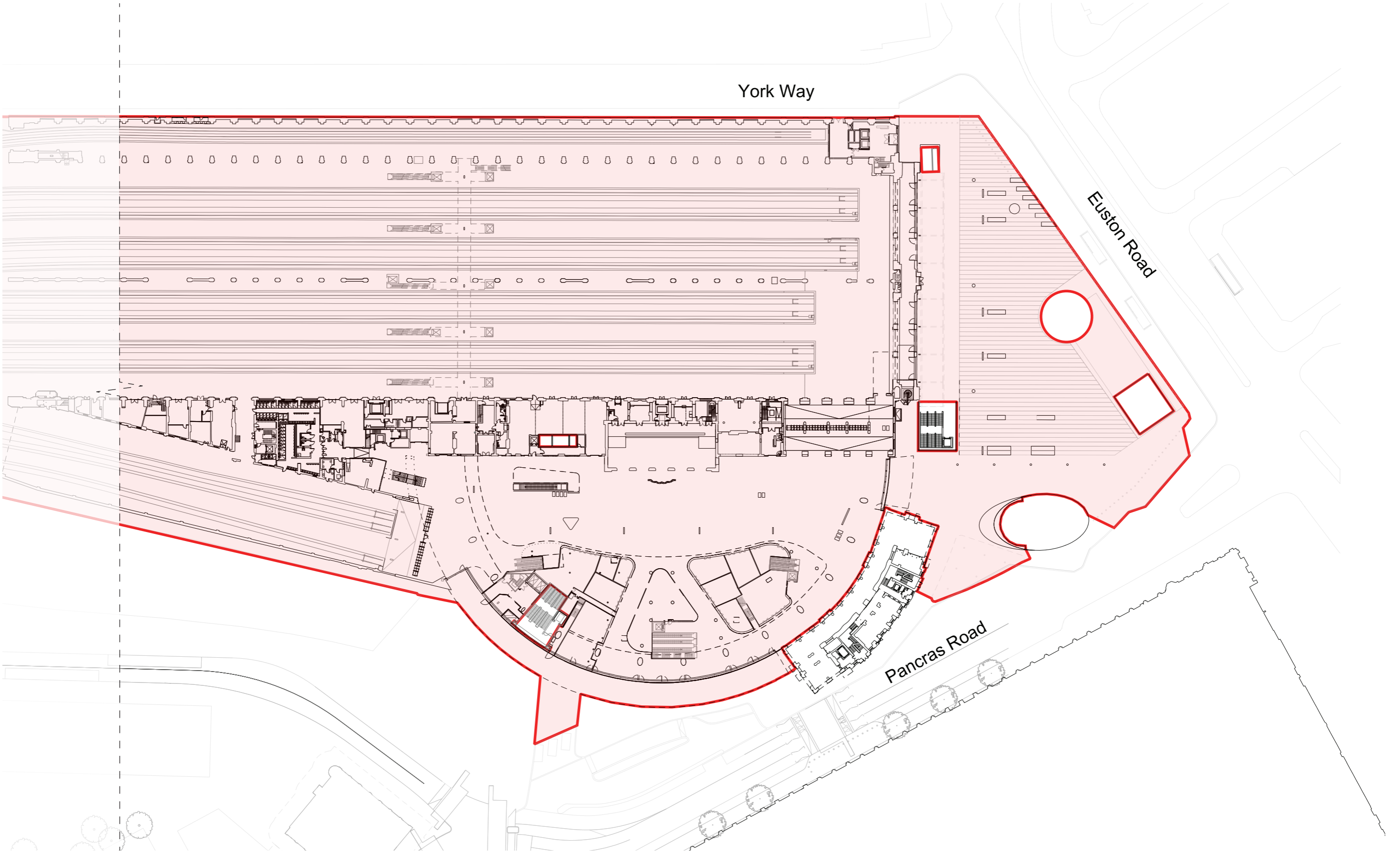


KEY



Area included under this HPA which is the extent of land controlled by Network Rail relating to King's Cross Station.



List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: KINGS CROSS STATION

List Entry Number: 1078328

Location

KINGS CROSS STATION, EUSTON ROAD

The building may lie within the boundary of more than one authority.

County: Greater London Authority

District: Camden

District Type: London Borough

Parish:

National Park: Not applicable to this List entry.

Grade: I

Date first listed: 10-Jun-1954

Date of most recent amendment: Not applicable to this List entry.

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 477247

Asset Groupings

This List entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List Entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

CAMDEN

TQ3083SW EUSTON ROAD 798-1/85/420 (North side) 10/06/54 King's Cross Station

GV 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. INTERIOR: train sheds separated by round-arched brick colonnade. Originally, train shed roofs of laminated wood, inspired by the Crystal Palace, but these rapidly deteriorated and were replaced by the present iron-ribbed roofs to the eastern shed 1869-70, to the western 1886-7. (Laminated wood trusses successfully used at 26 Pancras Road (qv). HISTORICAL NOTE: when opened as the terminus of the Great Northern Railway, was the largest station in England and is the earliest great London terminus still intact. The contrast of its functional simplicity with St Pancras Station next door (qv) is powerful. (Hunter M and Thorne R: Change at King's Cross: London: -1990: 59-64).

Listing NGR: TQ3026983130

Selected Sources

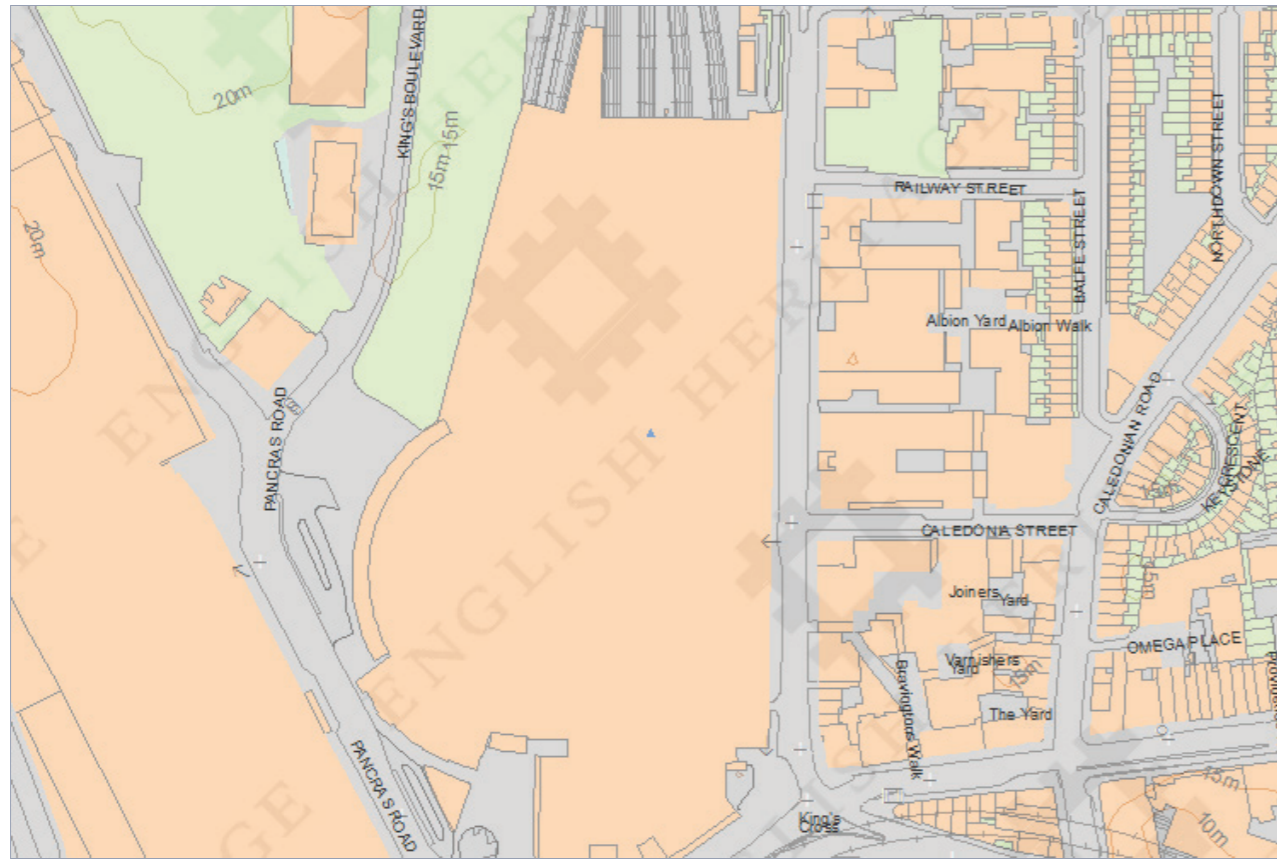
Books and journals

Hunter, M, Thorne, R, Change at Kings Cross, (1990), 59-64

Map

National Grid Reference: TQ 30269 83130

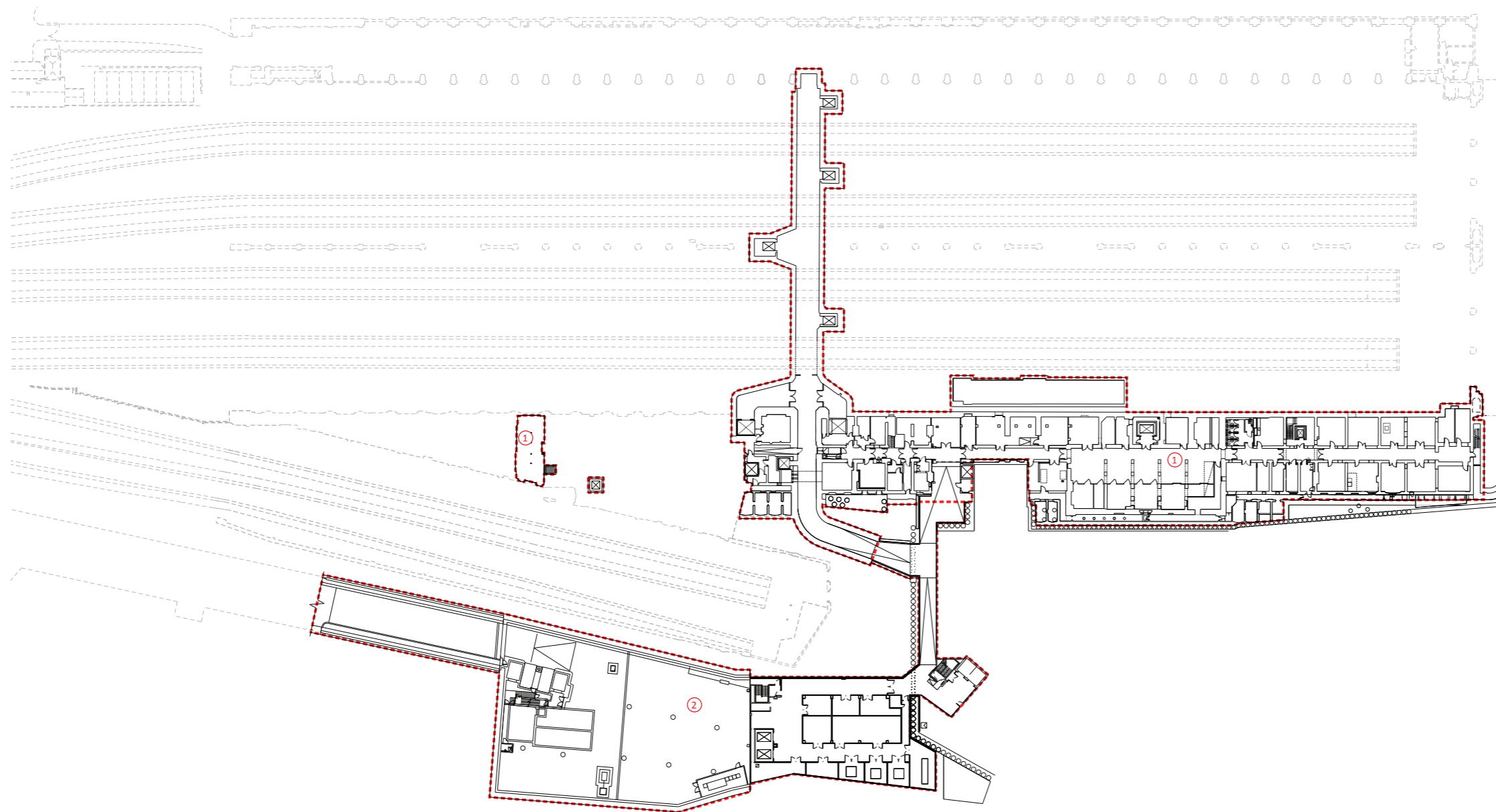
The below map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - [1078328.pdf](#) - Please be aware that it may take a few minutes for the download to complete.



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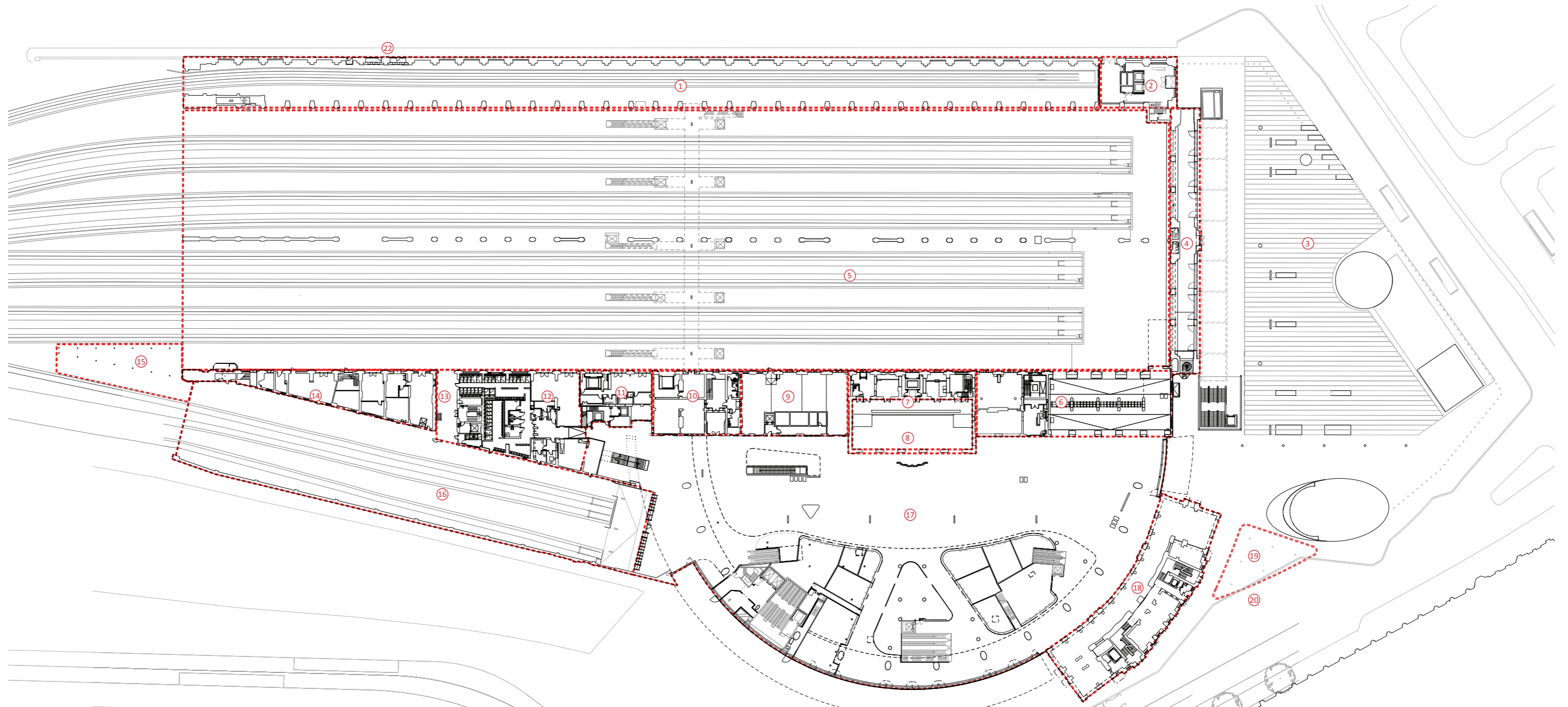
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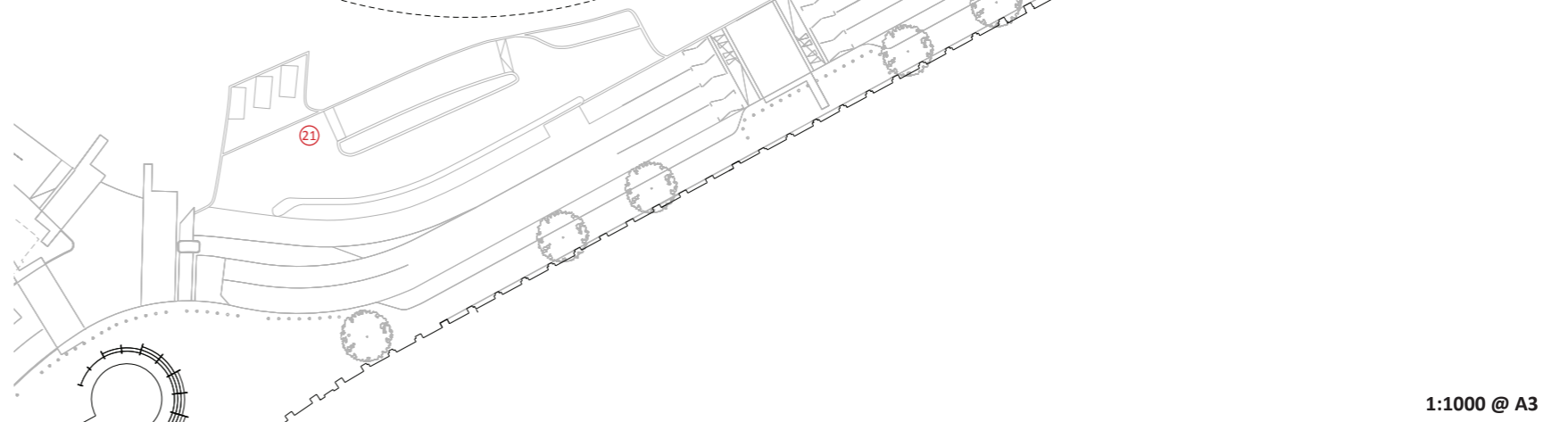
KEY TO KING'S CROSS STATION

- 1 Historic Basement
- 2 Network Rail Plant Room and Shared Service Yard built 2012

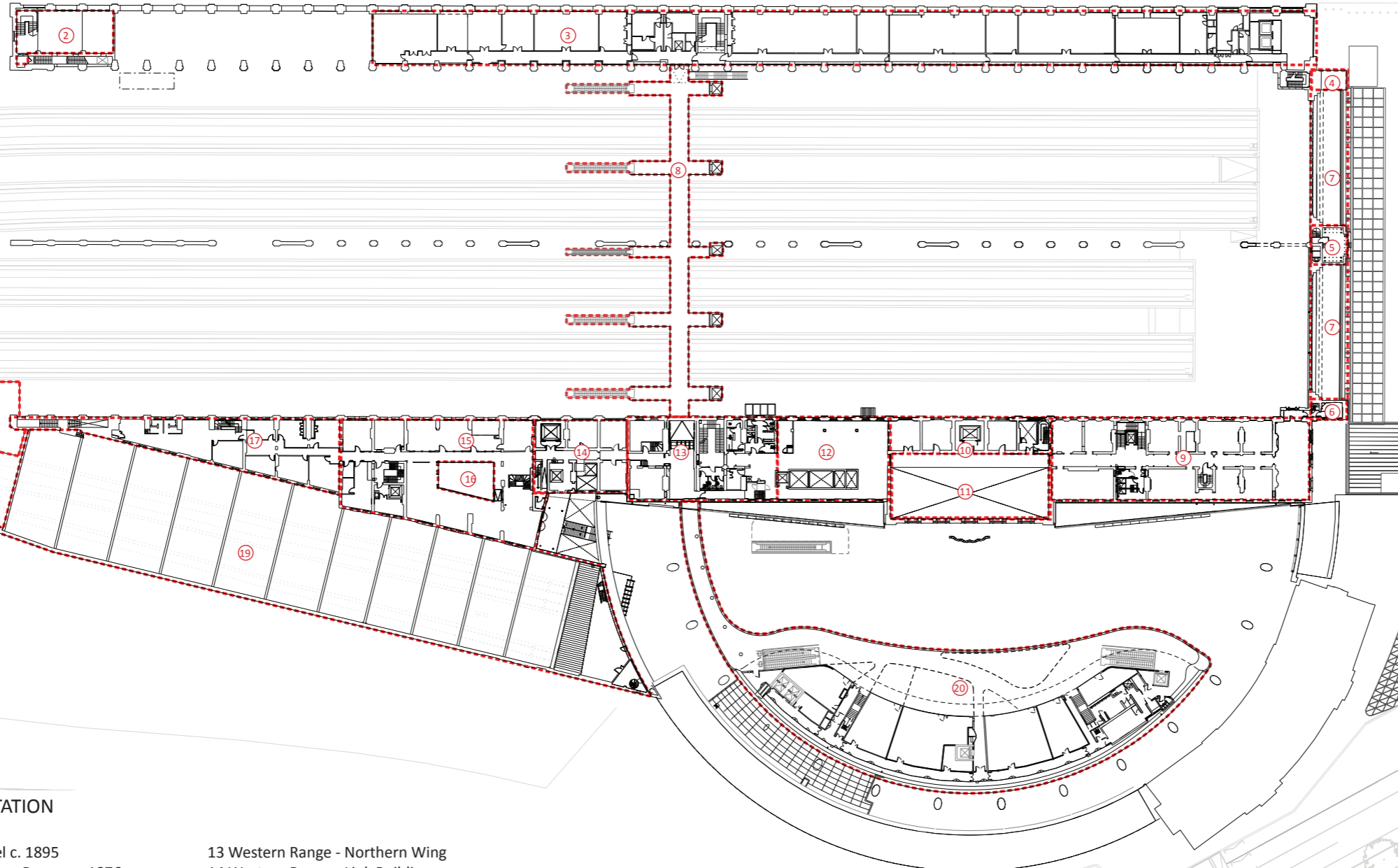
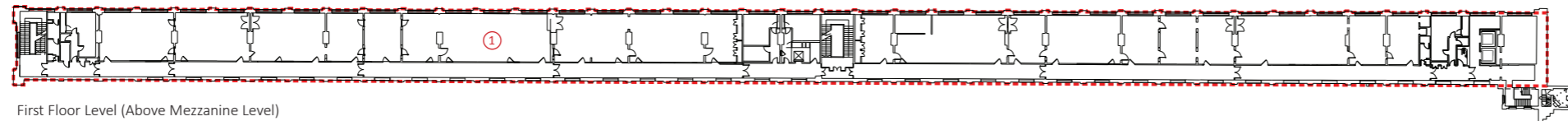


KEY TO KING'S CROSS STATION

- | | |
|---|--|
| 1 Platform 0 built 2012 (Eastern Range above) | 13 Western Range - Platform 8/9 Walk Through:
connecting passage with decorative glazed brickwork |
| 2 Eastern Range Reception | 14 Western Range - Northern Building |
| 3 King's Cross Square | 15 Platform 8/9 Canopy |
| 4 South Elevation and Colonnade | 16 Suburban Train Shed |
| 5 Main Train Shed | 17 Concourse |
| 6 Western Range - Southern Wing | 18 Great Northern Hotel |
| 7 Western Range - Central Block | 19 Taxi Canopy |
| 8 Western Range - Booking Hall (within Central Block) | 20 Taxi pick up |
| 9 Western Range - 'Bomb Gap' rebuilt in 2012 | 21 Taxi drop off and disabled parking |
| 10 Western Range - Northern Wing | 22 LUL WCs on York Way |
| 11 Western Range - Link Building | |
| 12 Western Range - North West Building | |



FIRST LEVEL PLAN

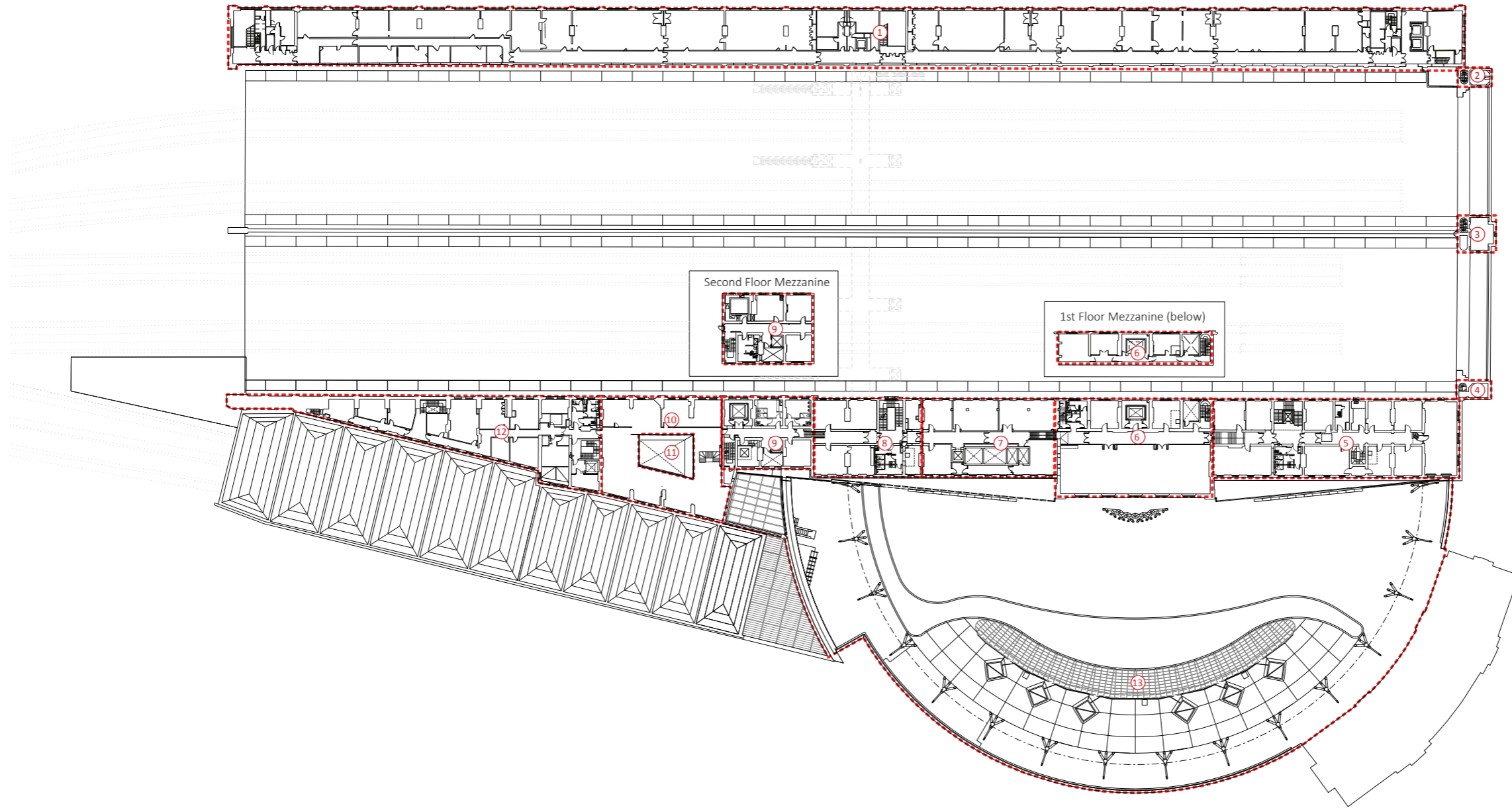


KEY TO KING'S CROSS STATION

- 1 Eastern Range 1st Floor Level c. 1895
- 2 Eastern Range Cab Men's Mess Rooms c. 1876
- 3 Eastern Range Mezzanine Level c. 1950
- 4 West Tower
- 5 Clock Tower
- 6 East Tower
- 7 Colonnade Roof
- 8 Over Platform Bridge built 2012
- 9 Western Range - Southern Wing
- 10 Western Range - Central Block
- 11 Western Range - Booking Hall (within Central Block)
- 12 Western Range - 'Bomb Gap' rebuilt in 2012

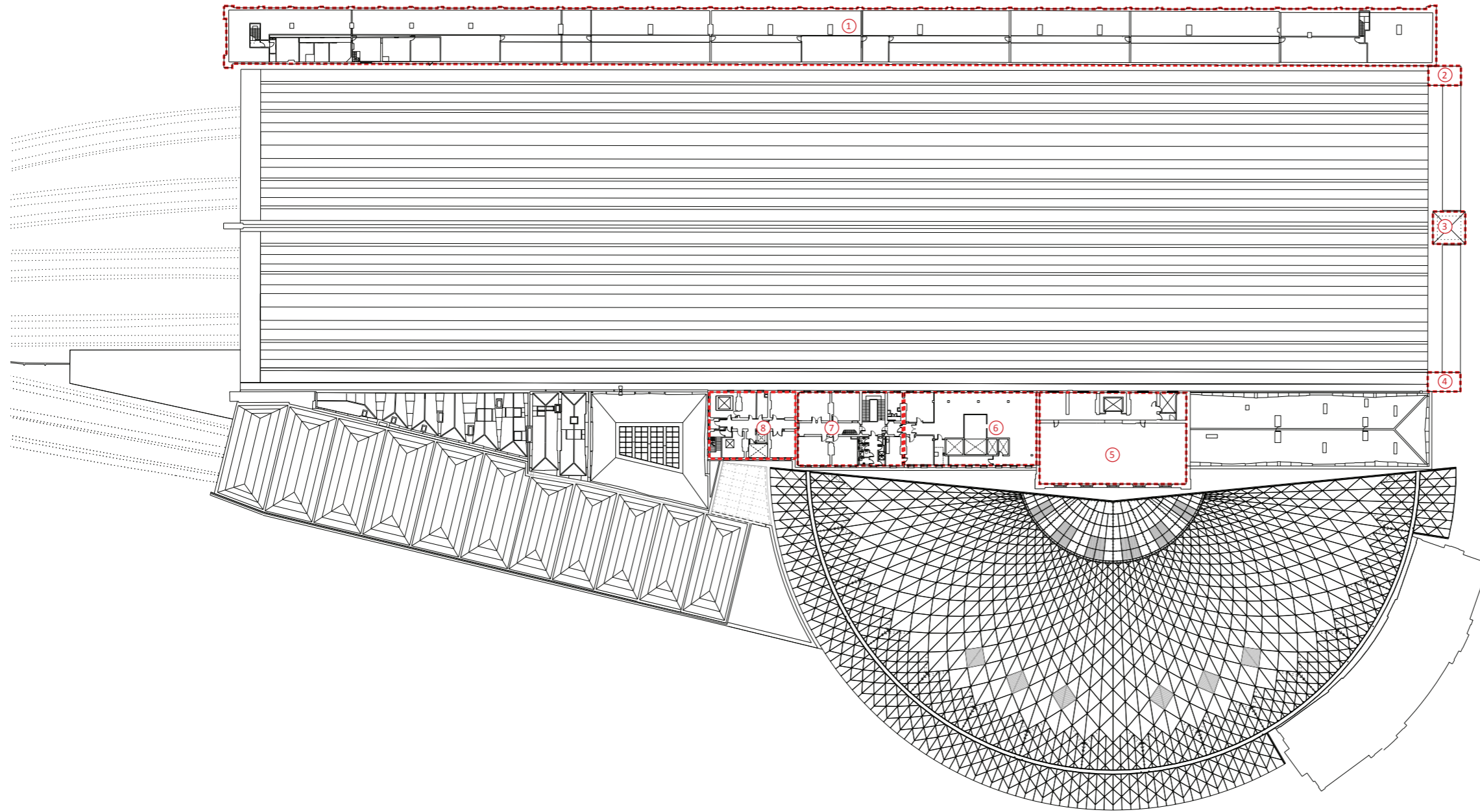
- 13 Western Range - Northern Wing
- 14 Western Range - Link Building
- 15 Western Range - North West Building
- 16 Western Range - Parcel Office Atrium c. 1852
- 17 Western Range - Northern Building c. 1876
- 18 Platform 8/9 Canopy
- 19 Suburban Train Shed (STS)
- 20 Concourse Mezzanine built 2012

SECOND LEVEL PLAN



KEY TO KING'S CROSS STATION

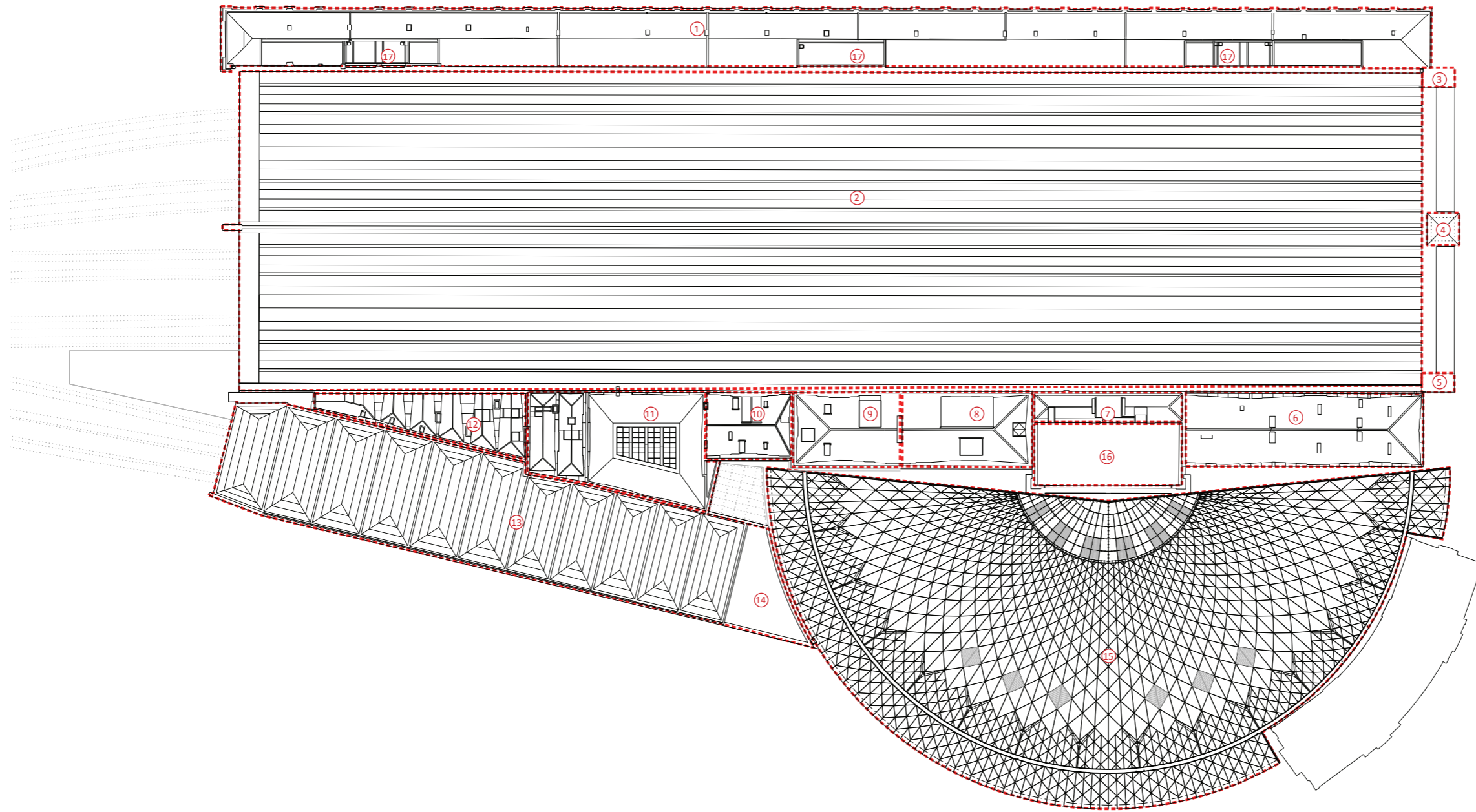
- 1 Eastern Range c. 1895
- 2 East Tower
- 3 Clock Tower
- 4 West Tower
- 5 Western Range - Southern Wing
- 6 Western Range - Central Block
- 7 Western Range - 'Bomb Gap'
- 8 Western Range - Northern Wing
- 9 Western Range - Link Building
- 10 Western Range - North West Building
- 11 Western Range - Parcel Office Atrium c. 1852
- 12 Western Range - Northern Building c. 1876
- 13 Concourse lighting deck



KEY TO KING'S CROSS STATION

- 1 Eastern Range Loft Space
- 2 East Tower
- 3 Clock Tower
- 4 West Tower
- 5 Western Range - Central Block
- 6 Western Range - 'Bomb Gap' rebuilt in 2012
- 7 Western Range - Northern Wing
- 8 Western Range - Link Building

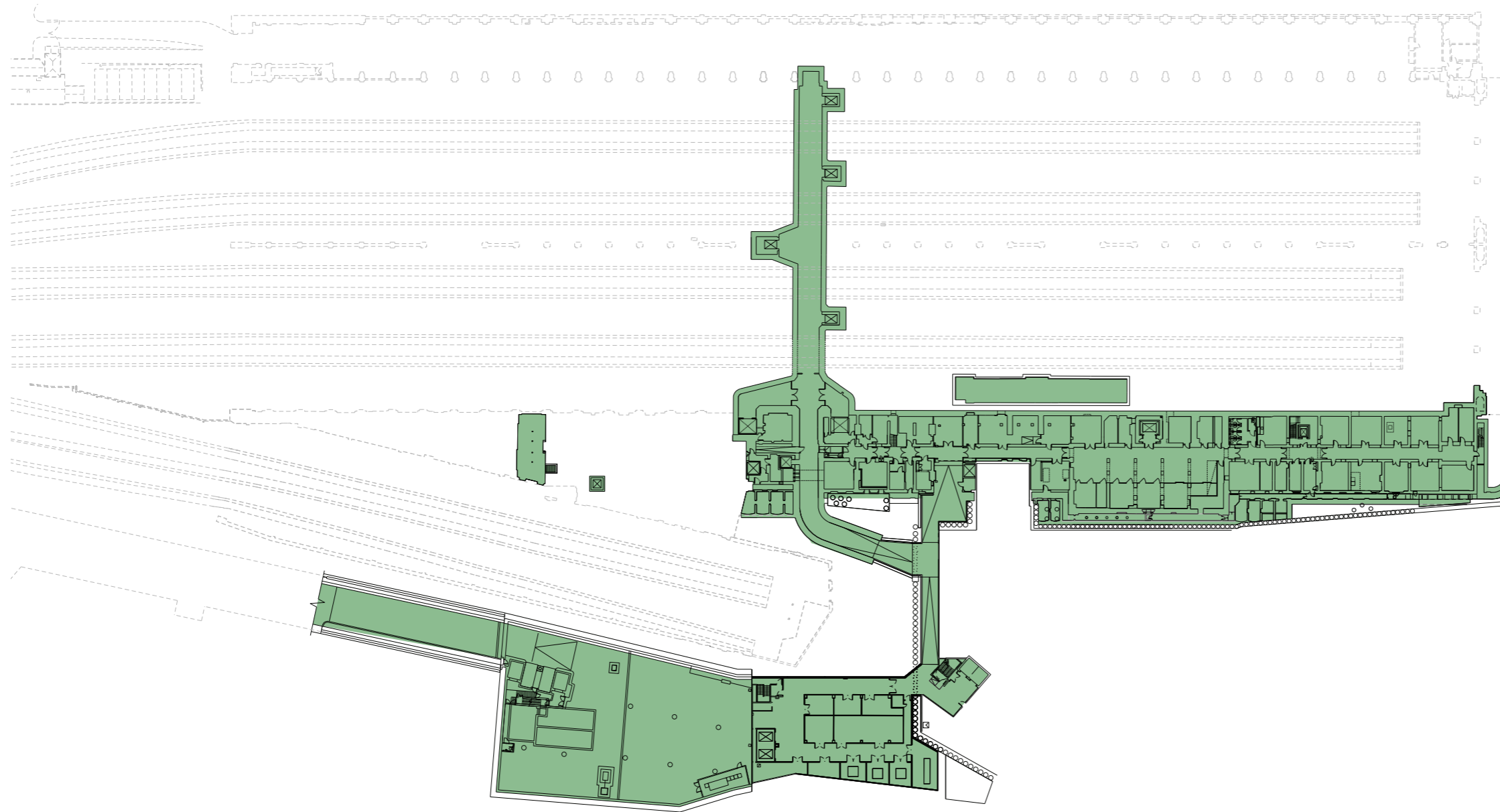
ROOF PLAN



KEY TO KING'S CROSS STATION

- | | |
|--|---|
| 1 Eastern Range | 13 Suburban Train Shed |
| 2 Main Train Shed | 14 Suburban Train Shed plant deck |
| 3 East Tower | 15 Concourse built 2012 |
| 4 Clock Tower | 16 Central Block plant deck |
| 5 West Tower | 17 Eastern Range Building plant well (x3) |
| 6 Western Range - Southern Wing Roof | |
| 7 Western Range - Central Block Roof | |
| 8 Western Range - Northern Wing Roof c. 1870 extension | |
| 9 Western Range - 'Bomb Gap' rebuilt in 2012 | |
| 10 Western Range - Link Building | |
| 11 Western Range - Parcel Office | |
| 12 Western Range - Northern Building Roof c. 1876 | |

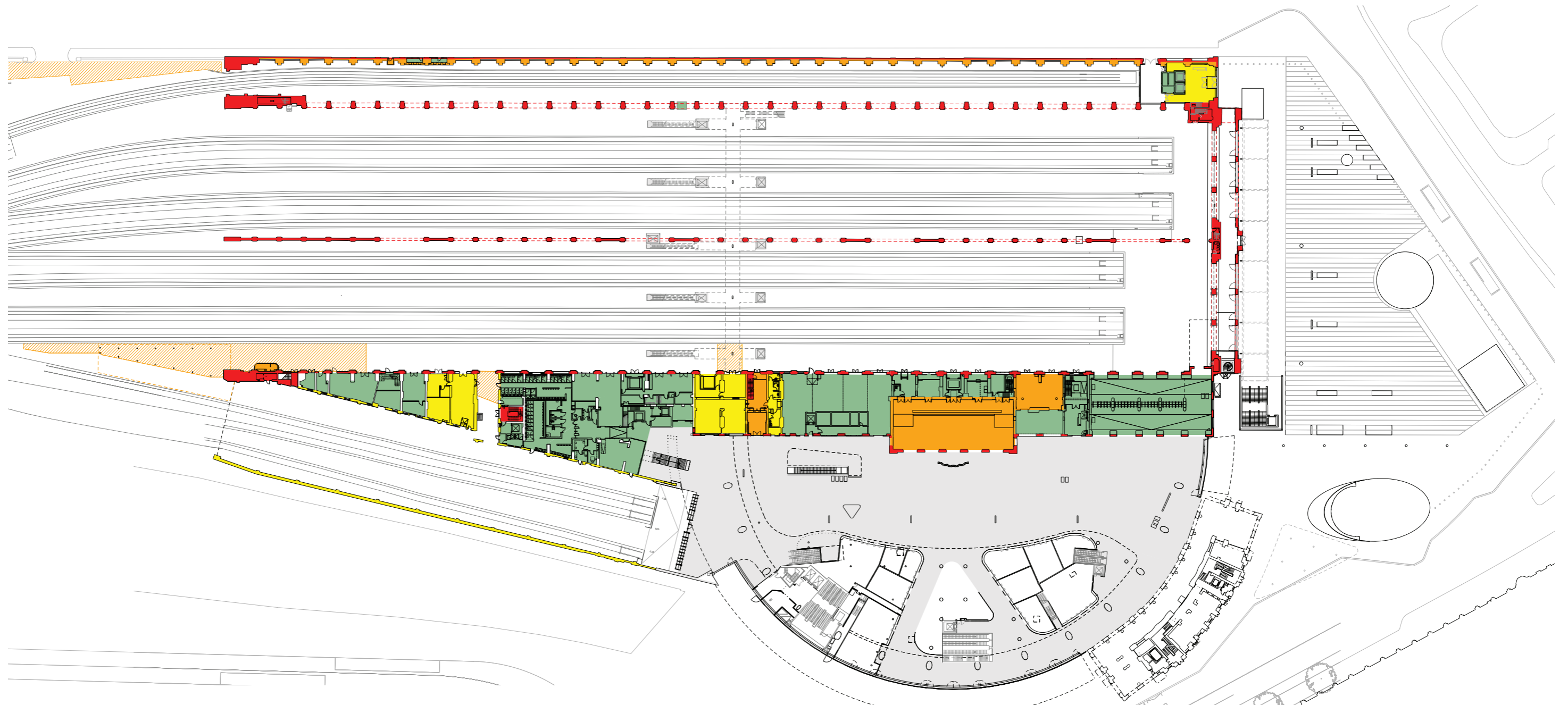
KING'S CROSS STATION
BASEMENT LEVEL PLAN



KEY TO CULTURAL AND HISTORICAL SIGNIFICANCE

- or **HIGH SIGNIFICANCE:** Primary elevations, important historical or architectural features and/or historical association
- or **SIGNIFICANT:** Architectural character or quality and/or notable features
- SOME SIGNIFICANCE:** Some surviving decorative finishes of historic interest
- LOW SIGNIFICANCE:** Little or no historic or architectural significance, including areas of lost significance through major alteration or loss of finishes
- NEW FABRIC CONSIDERED TO MAKE A POSITIVE CONTRIBUTION TO THE SIGNIFICANCE OF THE BUILDING**

KING'S CROSS STATION
GROUND LEVEL PLAN



KEY TO CULTURAL AND HISTORICAL SIGNIFICANCE

- or **HIGH SIGNIFICANCE:** Primary elevations, important historical or architectural features and/or historical association
- or **SIGNIFICANT:** Architectural character or quality and/or notable features
- SOME SIGNIFICANCE:** Some surviving decorative finishes of historic interest
- LOW SIGNIFICANCE:** Little or no historic or architectural significance, including areas of lost significance through major alteration or loss of finishes
- NEW FABRIC CONSIDERED TO MAKE A POSITIVE CONTRIBUTION TO THE SIGNIFICANCE OF THE BUILDING**

Note: There is little surviving historic fabric on the platforms but the volume of the train shed is of high significance