

DESIGN, ACCESS & HERITAGE STATEMENT



Project: NatWest King's Cross ATM works
Address: Euston Road, King's Cross Station, N1C 4TB
Date: 14 April 2020

Applicant
The Royal Bank of Scotland Group
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Description of works

External: Not applicable.

Internal: Installation of new vinyl fascia signs and vinyl graphics to existing NatWest ATMs.

Use:

Existing: Train Station

Proposed: Train Station

Tenure:

Leasehold

Amount:

Minor works to update branding to existing NatWest ATMs located in the King's Cross concourse.

Scale:

Not applicable.

Landscaping / Philosophy:

Not applicable.

Appearance:

Update to new brand identity only.

Access:

Vehicular and Transport Links: No works proposed.

Inclusive Access: No works proposed.

Heritage asset statement: Grade: I

List Entry Number: 1078328

Date first listed: 10-Jun-1954

Location

Statutory Address: KINGS CROSS STATION, EUSTON ROAD

County: Greater London Authority

District: Camden (London Borough)

National Grid Reference: TQ 30269 83130

Details

CAMDEN

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

GVI

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 semi-circular 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

weathervane. 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).