Heritage Statement

Extended Permanent External Seating Area:

Unit 23 The Barrel Vault

HS1-CAM-H100

June 2023

Content

1. Introduction

1.1.1 This statement has been prepared to support a Heritage Deed application for the approval of an extension to the permanent external seating area outside of Unit 23 (The Barrel Vault) on Pancras Road, Kings Cross.

1.1.2 The Barrel Vault is located within the modern 21st century extension to St Pancras International Station, located to the north of the original 19th century Victorian Gothic building and train shed. The proposal concerns a section of street elevation on Pancras Road (occupied by Unit 23) located between grid lines NN-NQ/N8 – N14, in addition to the existing loading / drop off bay on the road adjacent to the unit.

1.1.3 The site currently has an external row of seating and planters on the pavement directly outside the unit and a temporary external seating area ('Streatery') occupying c.45m of parking/loading bay area adjacent, which is closed off by concrete barriers and signage. The public pavement passes between the two areas. The Streatery was set up in response to the impact of COVID-19; in consultation with and approval of the London Borough of Camden in March 2021.

1.1.4 The proposed works include the enlargement of the existing external seating adjacent to the building façade and removal of the current temporary seating located in the layby. The proposal seeks permanent changes to the pavement and streetscape, through extension of the existing pavement and kerb and associated drainage, as well as the introduction of new landscape elements (including furniture, barriers, planters).

1.1.5 This statement considers the impact of the proposal on the Grade I listed station - specifically the external street elevation and setting of the modern extension. The significance of the site is also considered within the context and setting of the Kings Cross Conservation Area and heritage buildings in the vicinity - including the Grade II listed buildings opposite the site (German Gymnasium and Stanley Buildings).

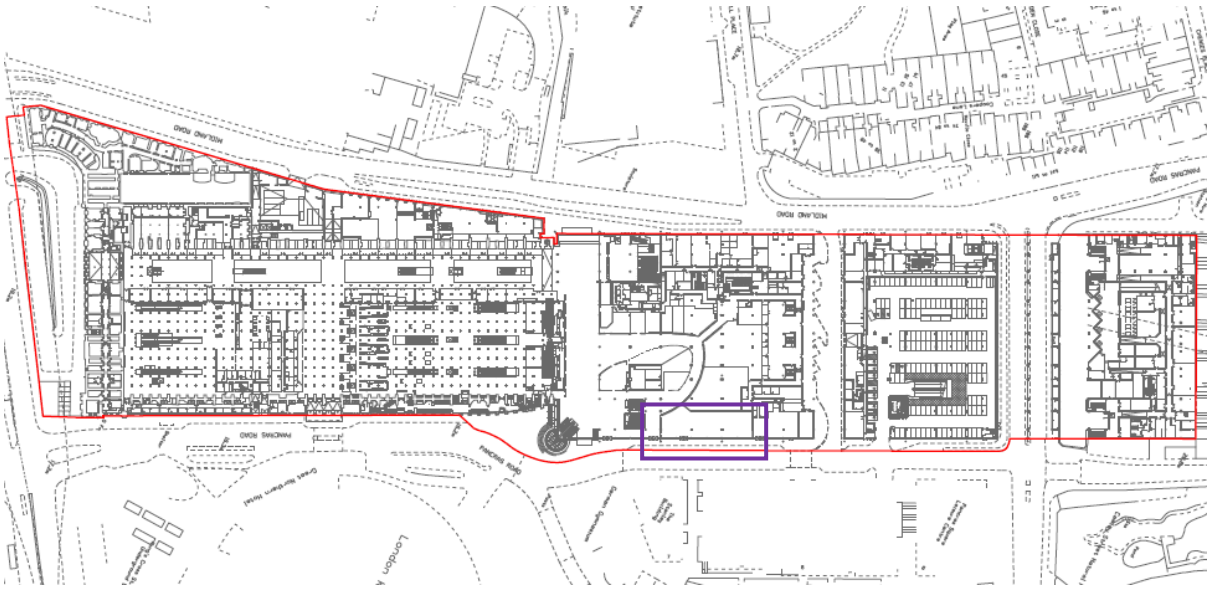

Figure 1: Location of Site within Station

1.2 Background

1.2.1 The Barrel Vault opened in Unit 23 in 2018. Modifications were approved to the unit to activate the external elevation to Pancras Road (HS1-CAM-H69). The works included alteration of the fenestration and doors, new signage above the doors and usage of the area adjacent to the elevation for an external seating area and planters.

1.2.2 The principle of using the vehicle layby area on Pancras Road for a temporary external seating area was initially proposed by the London Borough of Camden (LBC), as part of its work to create additional 'Streateries' within the borough, in response to the impact of COVID-19. These proposals included a public consultation which ran for two weeks between 29th March and 12th April 2021, and proposed six locations, one of which was Pancras Road for use by the tenant of Unit 23 The Barrel Vault.

1.2.3 Following consultation and review, the proposal for a temporary 'Streatery' in this location was approved by the Director of Environment and Sustainability on 5th May 2021. Taking into account the temporary nature of the proposal, the option of plain concrete jersey barriers, with new furniture matching that already used outside of the retail unit, was considered an acceptable option to progress, for use during summer/autumn 2021.

1.2.4 Heritage Deed consent for the changes to the setting of the listed building for the streatery was granted on 22nd July 2021. Following the success of the external seating area and after consultation with LBC and Historic England (HE), there have been four applications to extend the period of use of the temporary seating area as listed below:

- An application to extend the period of use until 31st January 2022 was made on 7th October 2021 (HS1-CAM-H93B) and approved on the 13th October 2021.
- An application to extend the period of use until 30th September 2022 was made on 20th January 2022 (HS1-CAM-H93B) and approved on the 16th of February 2022. Additional planters to match those already existing on the site were also approved at this time.
- An application to extend the period of use until March 2023 was made on 24th August 2022 (HS1-CAM-H93c) and approved on 26th August 2022.
- An application to extend the period of use until the end of December 2023 was made on 23rd March 2023 (HS1-CAM-H93d) and approved on 18th April 2023

1.2.5 The proposal for an enlargement of the existing permanent external seating area through changes to the pavement layout was first presented and discussed with LBC and HE in December 2021. This is further detailed under Section 1.3 Consultation below.

1.2.6 The enlargement of the existing external seating seeks to benefit the area by providing continued outdoor seating and an enhanced public realm area. There is a preference for many users of the station to continue to sit outdoors following the impact of COVID-19.

1.2.7 A rigorous design process has been undertaken between the designers (Just H Architects), High Speed One (HS1) and Network Rail High Speed NR(HS), to ensure a suitable design response for the site, given the significance of the Grade 1 listed Station and within the Kings Cross Conservation Area. At the preliminary stage, HS1

developed design parameters for the site to ensure a sympathetic design response developed from the onset of the project, these were discussed and agreed by HE and LBC at the St Pancras Heritage Management Meeting (095) in April 2022.

1.2.8 As a Category A station a Threat, Vulnerability and Risk Assessment (TVRA) was commissioned by HS1 to understand the impact of the proposal on the security and safety of the station, its staff and customers. The outcome of this report is that Hostile Vehicle Mitigation (HVM), such as steel posts or barriers would be required in the design of the permanent external seating area and this has been integrated within the current design proposal forming this application.

1.3 Consultation

1.3.1 The proposal for an extension of the permanent external seating area was first presented and discussed with Historic England (HE) and London Borough of Camden (LBC) at the Heritage Management Meeting (HMM094) in December 2021 as part of a borough wide review of the effectiveness of the 'streateries' and a desire by the Council to continue this use. A temporary extension of the temporary use was granted at this time to enable development of a design for the changes that would be required for a permanent use.

1.3.2 Further discussion was undertaken at the Heritage Management Meeting (HMM095) on the 26th April 2022. An initial concept design was shared which included the installation of a double bank of seats along the building line, extending the existing approved permanent external seating by an additional row. To mitigate the loss of the pavement area resulting from the additional seating, it was proposed to extend the pavement across the drop off/loading bay to where it meets the carriageway.

1.3.3 HE/LBC supported the double banked seating concept proposal in principle, as well as the overall enhancement of the area. It was agreed at this meeting that the proposal could proceed to a formal concept proposal and detailed design development stage. Design parameters prepared by HS1 for the site were shared with HE and LBC at their request.

1.3.4 At a subsequent Heritage Management Meeting (HMM096) on the 21st of July 2022, the developed concept proposal was shared and presented to HE and LBC. HS1 highlighted positive aspects of the design in terms of key materials, detailing and alignment. No further information was requested by HE or LBC. HE and LBC agreed that the application could proceed to submission of a Heritage Deed and Schedule 6 application.

1.3.5 The detailed design scheme was presented to and discussed with HE and LBC at the Heritage Management Meeting (HMM098) in June 2023. The delay in bringing this forward was the result of uncertainty over the security requirements and the consequential design changes required once those requirements had been clarified.

2. Site Description

2.1 Existing arrangement

Surrounding context (Kings Cross Conservation Area and Pancras Square)

2.1.1 The site is located on Pancras Road which links Euston Road to the south with Crowndale Road, Royal College Street and Pancras Way in the northern part of the Conservation Area. Pancras Road provides the main link between the west and east sides of the St Pancras Station.

2.1.2 There are important long-range views along Pancras Road to Camley Street (to the north) and Kings Cross Station (to the south). The modern station extension has a prominent presence in the streetscape due to its substantial size and modern architecture, juxtaposed with its modern and historic surroundings.

2.1.3 The site is located within the Kings Cross Conservation Area (CA), which contains many individually listed buildings and sites. The immediate area was substantially re-developed as part of the Argent Kings Cross Central project. The adjacent Pancras Square was completed in 2015 and includes commercial and retail development set around a significant landscaped public square including trees, outdoor seating and water features. There are framed views in between buildings to and from Pancras Road and Pancras Square.

2.1.4 The site falls within Sub Area 2 of the Kings Cross Conservation Area according to the Conservation Area Statement (LB Camden 2004). A physical description of the principal features of the CA is set out below, and while this was issued prior to completion of the HS1 and Argent development it clearly illustrates the character of the area:

'4.2.32 Sub-area 2 forms the heart of the King's Cross Conservation Area. It includes the stations and extends to Midland Road to the west and York Way to the east, Goods Way to the north and Euston Road to the south. The southern part of Camley Street to the north of Goods Way is also included in this Sub Area.

4.2.33 This part of the King's Cross Conservation Area has experienced, and will continue to experience, the greatest degree of change between the passing of the CTRL Act and completion of CTRL works at the end of 2006. Some of the buildings and structures and hard landscaping that contributed to the urban grain between the stations have been dismantled or removed and the street layout has been in part altered. This has, in turn, opened up new views.

4.2.34 The sub area juxtaposes:

- *monumental Victorian engineering and architecture;*
- *buildings and structures associated with the railways;*
- *Victorian workers' housing, now vacant;*
- *a current construction works site.*

4.2.35 Despite the changes that have occurred, the area retains a robust industrial character, mostly Victorian.

4.2.36 The two stations, both grade I listed, form a part of our architectural and historical heritage and are of national importance; they form a national set piece. They are the most dominant elements of this area in terms of scale and use. With

their wide train shed roof spans, they are also examples of technological virtuosity. Together with the Great Northern Hotel, this group reflects the power of the Railway age and is of notable historic value. It is the most important group of railway buildings in Britain. The extension of St Pancras train shed using new technology is in keeping with the tradition of that of the railway stations.

4.2.37 Together with the Goods Yard complex in Regent's Canal Conservation Area, the industrial landscape is a major heritage resource both nationally and internationally. They are a very important area of nineteenth century canal, railway industrial, commercial and (former) residential buildings and structures. They have a rarity value, with the national loss of 19th century industrial buildings. "Nowhere else in London provides such a coherent illustration of what happened when the railways arrived and the full range of development they engendered" (GLC Designation Report, GLC HB 744, 12 December 1985) (this observation predates the CTRL works which changed the area).

4.2.39 The main building materials are hand-made red and yellow London stock brick with dark blue engineering brick; Welsh slate for roofs; limestone and sandstone for lintels, sills and copings, and sandstone for bridge abutments and tunnel portals; softwood for external doors and windows; stucco, mostly in applied architectural mouldings, and cast and wrought iron. The external materials for the St Pancras train shed extension are mostly steel, concrete and glass. Glass is used in the two mainline station roofs.' [1]

2.1.5 The Grade II listed German Gymnasium (1864-5) is located close to the site. This is a unique and purpose-built gym for the German Gymnastic Society and designed by Edward Grüning. The gym is of great historic and aesthetic importance. Its style is a Prussian neo-medieval vernacular. The building is two and a half storeys of multi-coloured stock brick building and has a strong presence in the streetscape and urban fabric of the area.

2.1.6 The Grade II listed Stanley Buildings (1864-5) is also located in the vicinity of the site. Originally there were five blocks which formed the Stanleys Buildings, but only one remains. The block was designed as philanthropic housing for workers, by the Improved Industrial Dwellings Co Ltd (builder Matthew Allen). The blocks of flats were five storeys in height and have recessed balconies supported by cast-iron columns and enclosed by railings in a lattice pattern. Each balcony opening is flanked by pilasters, which are decorated with an oval emblem and Ionic scrolls. The ground floor level has a painted stucco finish. They are now used for offices.

2.1.7 The streetscape has a unique architectural character as an area of contrasting colours and materials, a combination of older and more modern architecture, and a strong vertical and horizontal linear character to the buildings.

The modern extension to St Pancras Station

2.1.8 The St Pancras International Station extension was designed to work in juxtaposition with the original Victorian Gothic Station building. The new roof and facades to the extension were developed in accordance with a number of design requirements, established to respect the appearance and setting of the Victorian station and the quality of the surrounding built environment. Various significant elements of the design are described below:

[1] London Borough of Camden, *Conservation Area Statement 22 Kings Cross,*

Roof

2.1.9 The roof is comprised on two separate structures. A main extension roof was deliberately set away from the north end of the Barlow train shed to allow for incorporation of a transitional zone. The width of the transitional zone is consistent across all levels of the station and acts as a buffer between the original building and the new extension. The height of the transition roof and the extension roof is aligned to the level of the base of the gable end screen of the Barlow Shed and the need to subordinate the new structure to the arched roof of the original train shed and preserve views.

2.1.10 The extension has a large canopy roof that extends the complete width of the deck, with its length accommodating the full length of the international platforms. The roof structure comprises a series of trusses and an aluminium-clad and louvre-blade glazed roof.

2.1.11 The canopy roof has a cantilevered brim which extends out 4.5m wide. The openness of the roof provides for natural ventilation and light. Sound energy is also absorbed within the roof soffit.

Façade

2.1.12 The street elevation of the modern extension is influenced by the historic trainshed in the use of the bay pattern, with strong horizontal detailing, whilst allowing for substantial light to reach the platforms. The concrete and glazed elevation is designed to respond to but remain subservient to the historic building through its composition and choice of material.

2.1.13 The main west elevation of the extension follows a repetitive bay including glass block curtain walling at the upper level, clear glazing below at platform level, and the concrete train deck expressed in the facade which continues to the ground level via fair faced structural columns.

2.1.14 In between the columns the street level elevation has a continuous metal louvre detail at high level and large glazed doors and curtain walling. The doors and glazed panels are approximately 2.6m high

Columns

2.1.15 The canopy roof is supported on a series of 32 columns, in rows four abreast. They run the length of the platforms and are 21 metres high. The outer east and west columns of the building pass in front of and are tied back to, the platform deck edge, forming a colonnade in front of the concrete column and external facade elements of the deck which extends north of the station.

Materials and colour scheme

The elevation on St Pancras Road adopts a minimalistic and neutral palette of materials. This area is predominately urbanised with limited greenery or natural elements in the immediate streetscape.

Lighting

2.1.16 Efficient and effective use of natural and artificial light was an important feature of the design of the extension by allowing natural light deep into the plan of the building at platform level, minimising the need for artificial lighting. The internal and external

appearance of the building after dark was also of particular importance to enhance the profile for the building, but also provide for positive benefits in terms of enhancing safety and security in the general area of the station.

The Barrel Vault (Unit 23)

2.1.17 The Barrel Vault unit was created in 2018 and features a dual frontage, with internal access from the station via the Circle Area, and external access via Pancras Road, the latter the subject of HS1-CAM-H69 in 2018. As part of the fit-out external seating was created on the pavement outside the unit. The establishment of the temporary seating area during the pandemic extended this use into the parking/loading bays, which was then closed off to vehicular use.

2.1.18 The street furniture was designed to have a modern industrial nature to complement the modern architecture of the station. There are grey millboard planter boxes currently placed around the existing seating area.

2.1.19 The existing pavement comprises LBC standard modern grey paving with granite kerb and setts in the loading bay. The whole width of the pavement is available for pedestrian use while there is a lane for restricted parking separating the pavement from the traffic lane and marked by a change in paving from street level.

2.1.20 The existing temporary external seating arrangement comprises concrete Jersey barriers around the loading/ drop off bay, which defines the seating area and protects it from the adjacent Pancras Road. The barriers are plain concrete with no branding/advertising, with the exception of two roadside safety signs placed at either end of the marked off area. The barriers are anchored down with their weight alone (1500KG per barrier) rather than being fixed to the ground directly.

2.1.21 Two streetlights and manholes are contained within the site, which are maintained and managed by Council.

Figure 2: Site context illustrating station elevation and unit 23

Figure 3: Site context – existing temporary seating in loading bay

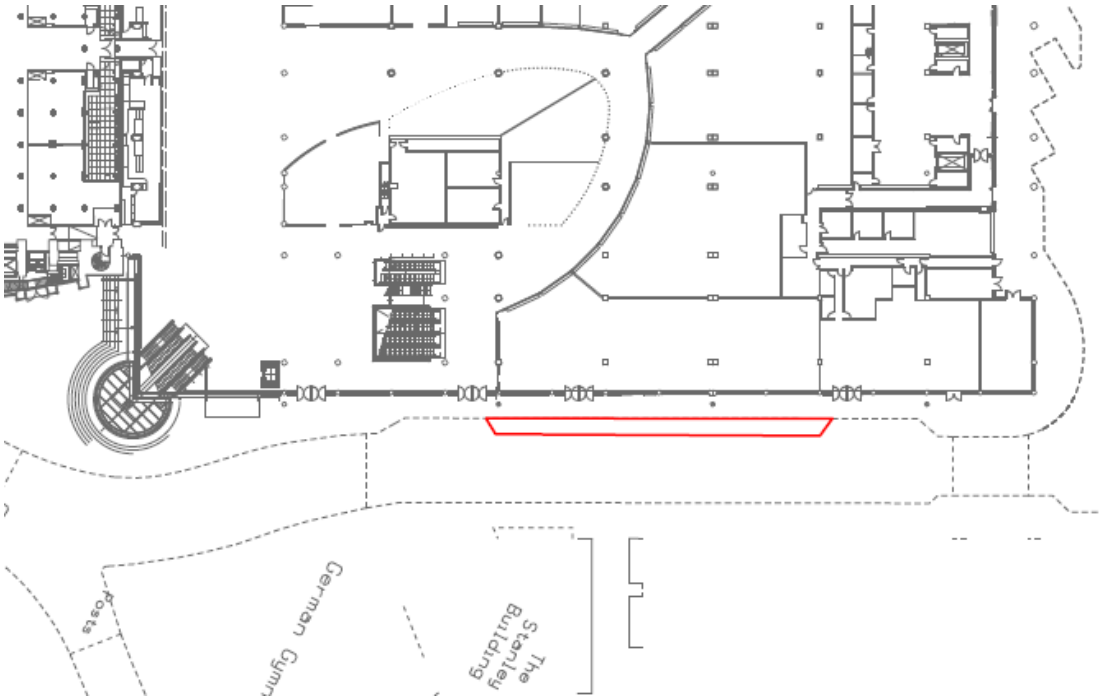

Figure 4: Site Location, outside Unit 23 on Pancras Road.

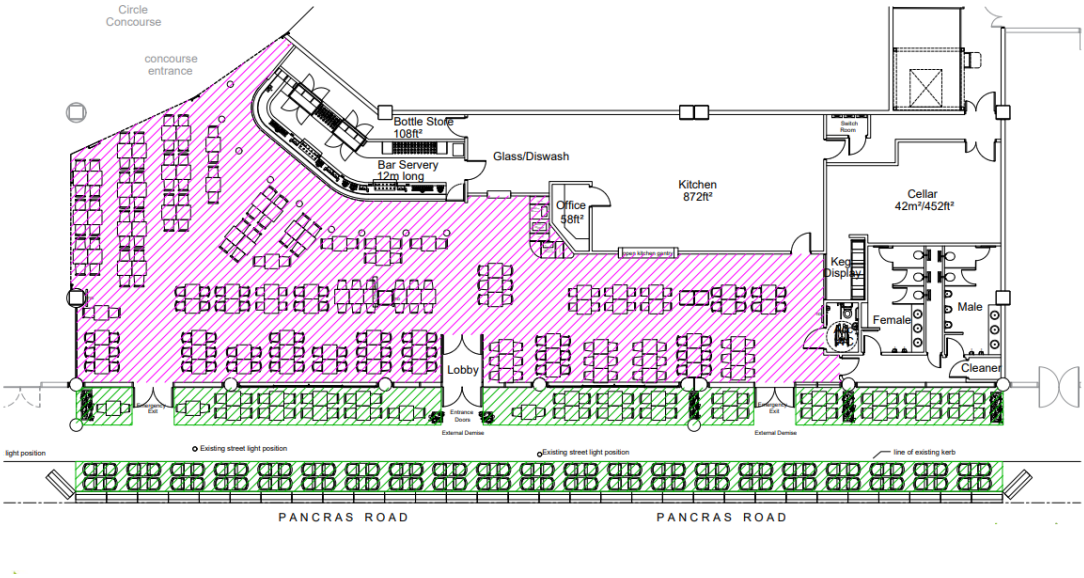

Figure 5: Plan showing the existing permanent seating adjacent to the elevation and temporary seating in the loading/drop off bay.

3. Description of the Proposal

3.1 Aims and Objectives

3.1.1 The objective of the proposal is to provide Unit 23 The Barrel Vault with an extended permanent external seating area through the change of the loading /drop off bay to pavement. .

3.1.2 The works aim to replace and enhance the existing seating arrangement by providing a well-designed safe permanent seating area, which responds to the site and the heritage context of the area and enables the pedestrian walkway to work more appropriately without disruption.

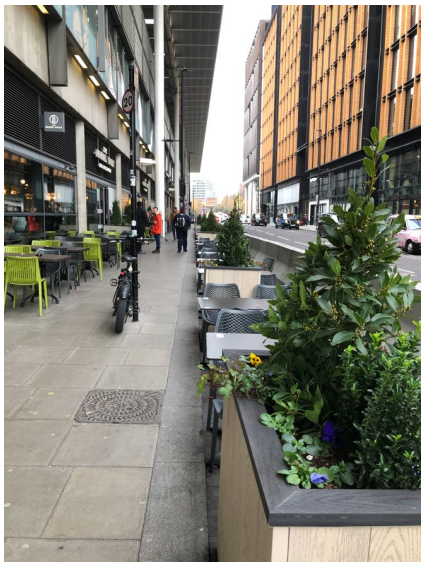

Figure 6: Existing permanent and temporary seating with public pavement through the centre.

3.2 Proposed arrangement

3.2.1 The proposal seeks to create an extended permanent outdoor seating area, in place of the current arrangement that separates customer either side of the pedestrian walkway.

3.2.2 To achieve this, it is proposed to extend the existing pavement (and build up the street level to match the pavement), with the extended seating area to be double banked along the external façade of the building and separated from the highway with planters and screens. The widened pavement would thereby become the new pedestrian walkway.

3.2.3 The proposed works are described under the following key works areas:

Extension of the pavement and changes to the parking bay

3.2.4 It is proposed to extend the existing pavement and build up the level by c130mm to match. Drainage gutters will remain in the same location and are estimated to remain as existing. Two of the manholes within the site will need to be raised by approximately 130mm to accommodate the new paving level.

3.2.5 There will be a new street kerb introduced to match the existing.

3.2.6 The proposed extension of the pavement will allow for the customer seating area to be contained within the existing pavement. At all times, the extended pavement will be maintained for pedestrian access.

3.2.7 The proposed pavement finish will match the existing in terms of material and appearance and will be grey paving

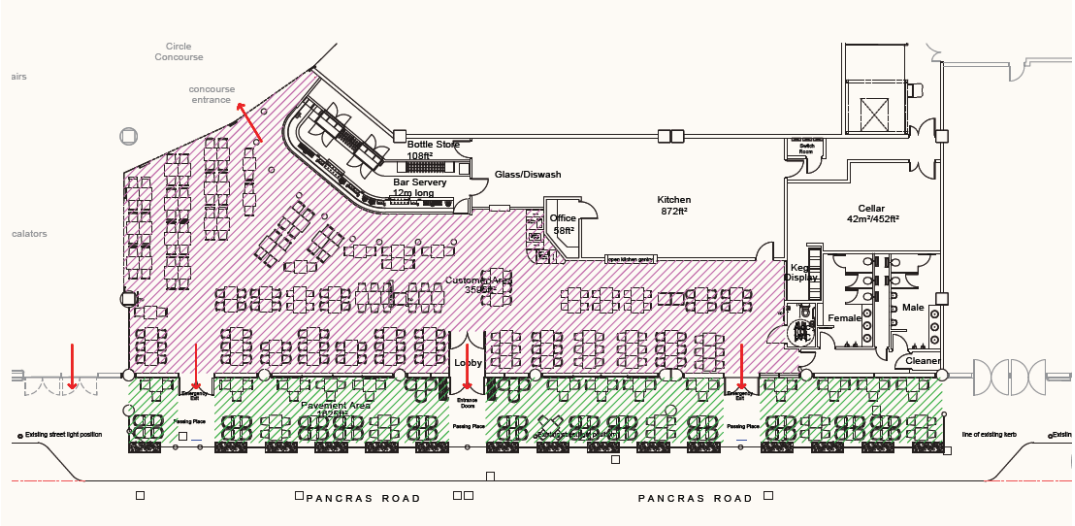

Figure 7: Proposed reconfiguration of the pavement / loading bay and extension of the external seating.

3.2.8 The existing lay-by will retain drop off capacity at either end of the extended pavement. A 45-degree angle between the paving and the road will be retained. The two spaces are incorporated to provide space for drop off and emergency vehicles at either end of the pavement area.

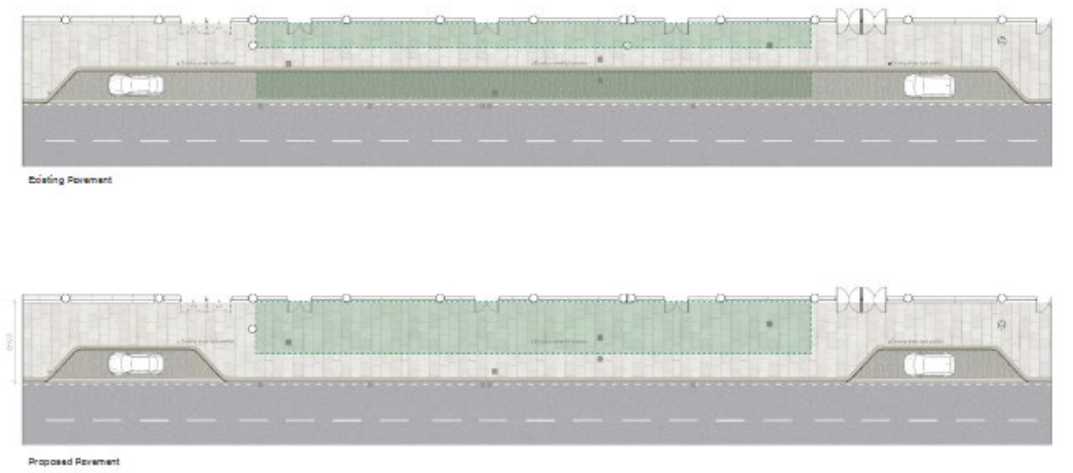

Figure 8: Plan of proposed change to loading bay and drop off capacity.

Double-banked seating

3.2.9 Furniture will consist of loose low-level tables and chairs that will match what is already in place outside the unit, for purposes of consistency.

3.2.10 The proposed seating will maintain the existing linear row of furniture arrangement.

3.2.11 The use of the space will be managed by the tenant, following their current operational guidelines, which consists of table service and food/drink orders placed through an app.

Planters and barriers

3.2.12 The requirement to integrate hostile vehicle mitigation measures (HVM) to protect station customers and assets has been addressed through the provision of architecturally designed barriers to delineate and separate the seating area, which will continue to retain open views to the significant façade of the modern extension.

3.2.13 The proposed barriers will comprise planter boxes and screens. They are designed to respond to the modern character, architectural detailing and colour scheme of the Pancras Road elevation. The planters will be constructed of a metal frame with stone finish either polished concrete or grey granite. HVM bollards will be integrated within the planters but will not be visible. There will be fencing adjoining either side of the planters, the design of which responds to the vertical and horizontal delineation of the western façade. The fencing is designed to be open to allow through views to the façade and will be painted the dark grey of the station façade..

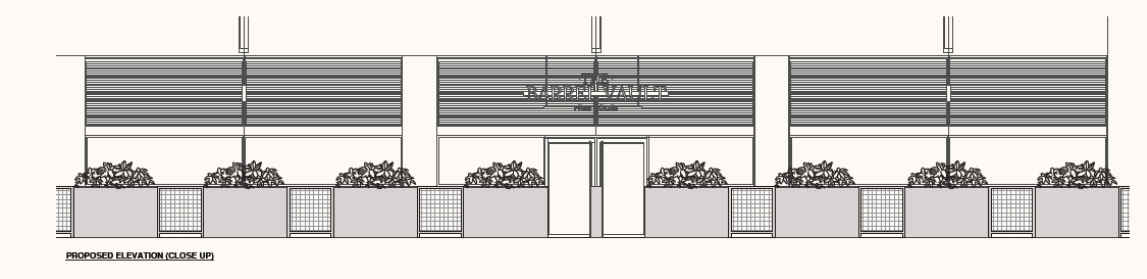

Figure 9: Elevation of proposed planters and screens

3.2.14 At the three entry points into the seating area from the pavement which are aligned with the doorways in the elevation additional single HVM bollards also painted dark grey will be installed.

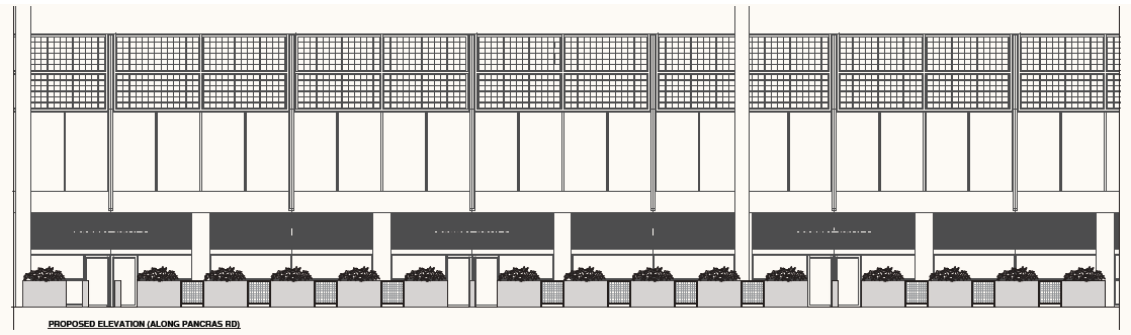

Figure 10: Elevation of proposed planters, screens illustrating bollards at entry/exit points

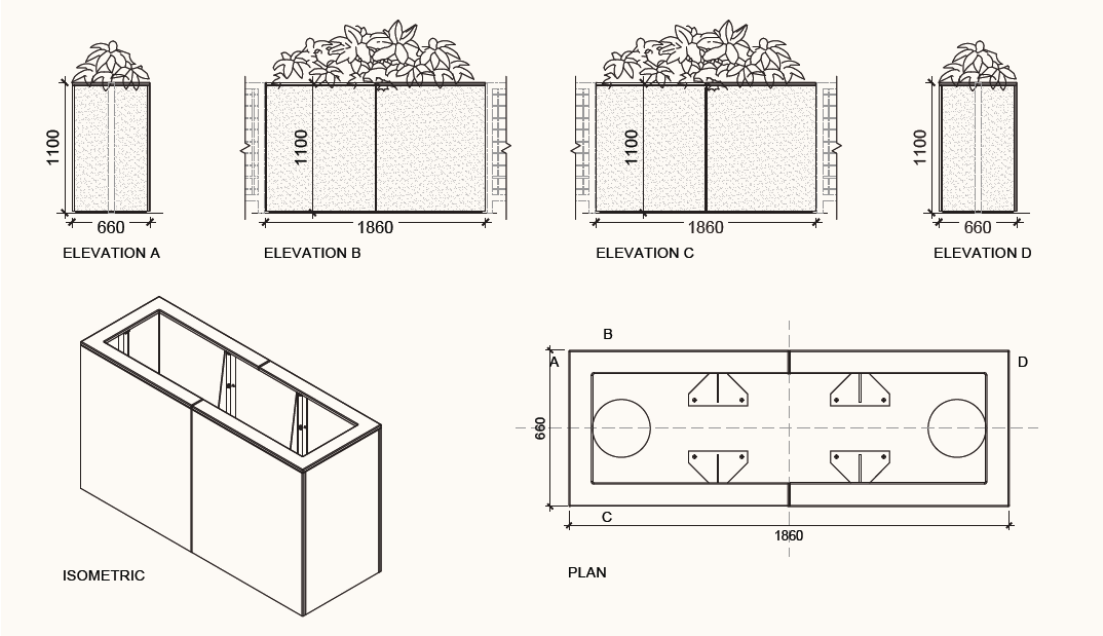

Figure 11: Detail of the proposed planter construction with integral HVM bollards

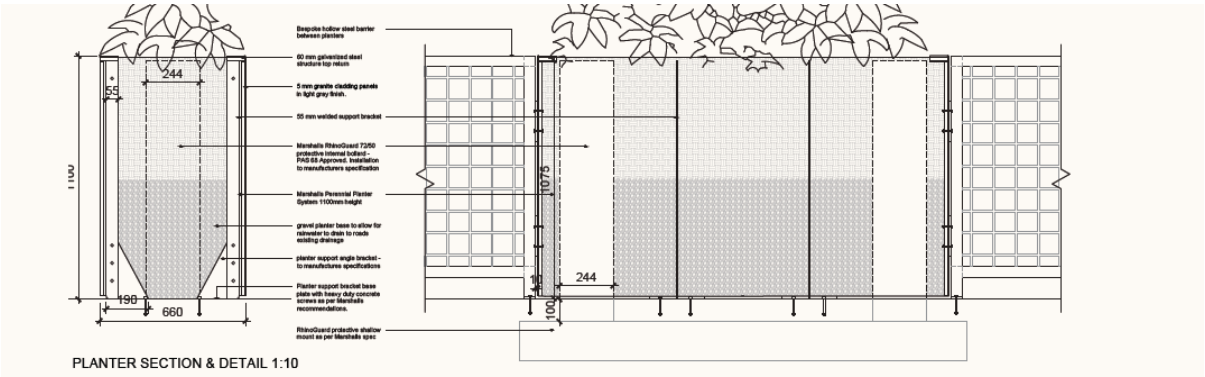

Figure 12: Detail of planter and interface with screen.

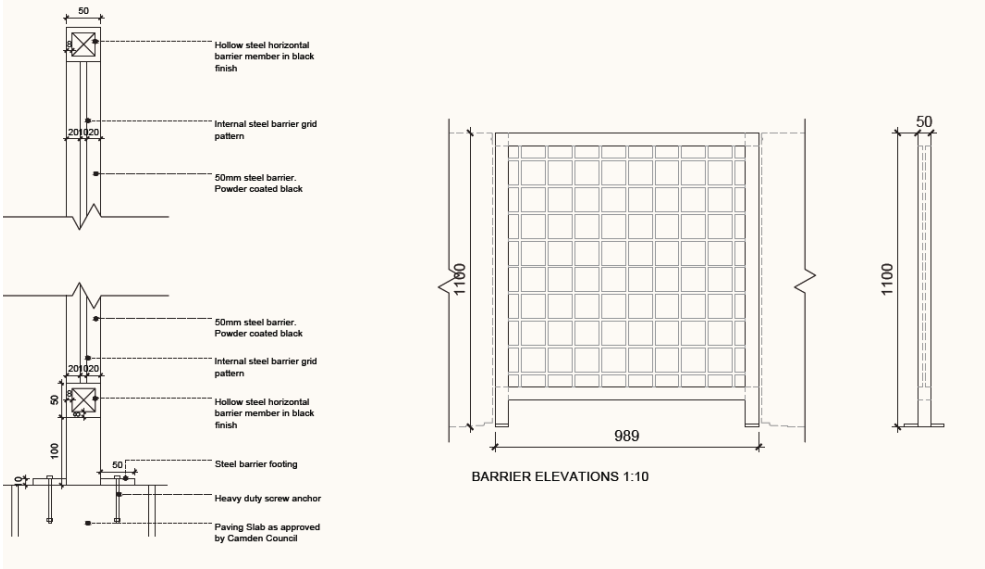

Figure 13: Detail of proposed screen.

3.2.15 The proposed plant species will comprise low level shrubbery and are ever green species selected for their low maintenance.

4. Construction methodology

4.1.1 The following is an outline construction methodology:

- The construction programme is estimated at c.12 weeks.
- The parking/ loading bays will be permanently suspended (this has already taken place by LBC).
- The existing concrete barriers and furniture will be removed from site.
- The worksite will be enclosed with heras fencing with the aim to keep the footpath open to the public.
- The detailed plan to be developed by the contractor

5. Significance of St Pancras International Station

5.1 Methodology

5.1.1 St Pancras International Station is a designated heritage asset statutorily listed at Grade I. Designation is the formal mechanism by which the heritage significance of historic sites and places (collectively termed 'heritage assets') is formally recognised.

5.1.2 The National Planning Policy Framework (NPPF, 2021) defines significance in this context as:

> *The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.*

5.1.3 Both the NPPF and the Historic Environment section of Planning Practice Guidance (PPG, 2021) offer definitions of these different types of interest:

Archaeological interest: There will be archaeological interest in a heritage asset it if holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and artistic interest: These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.

Historic interest: An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

5.1.4 In *Conservation Principles, Policies and Guidance* (2008), Historic England put forward significance values – evidential, historical, aesthetic and communal. However, the NPPF/PPG definitions set out above are used in this application as they are directly relevant to the planning process.

5.1.5 This section will assess the significance of the station as a whole (with reference to the interests above) before evaluating the relative significance of different elements. In accordance with the NPPF, the level of detail of this assessment is 'proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance' (paragraph 189). Archaeological interest has not been assessed as it is not relevant to this application as this was comprehensively assessed during the construction of the station extension.

5.2 Summary statement

5.2.1 St Pancras International Station is statutorily listed Grade I and is considered as having exceptional architectural and historic special interest. Grade I listed buildings constitute only 2.5% of the 400,000 listed building entries and it is recognised that

protection of these heritage assets is of primary consideration in assessing proposals for change.

5.2.2 St Pancras' special interest lies in its engineering achievements, architectural design and innovative use of materials within its geographical and historic context. The design of the Station is an engineering solution to the site constraints that has a functional aesthetic. It is the product of collaboration between practical railway operational requirements and architectural detailing resulting in a stunning space in the train shed and opulent buildings embracing the train shed. It is an iconic building and a landmark in the area.

5.2.3 The train shed design and construction is of exceptional architectural value; it was a pioneering design which achieved, at the time, the world's largest internal roof span, and an impressive open space. The structural design and the internal layout and circulation improved upon its predecessors within London and the UK and became a prototype for stations around the world. The arrangement of platforms on cast iron columns elevated above ground level was an ingenious response to site constraints and economic opportunity. The use of this platform deck as the tie for the roof trusses removed the need for intermediate supporting structures and was an innovative use of materials and engineering achievement.

5.2.4 The full volume of space afforded by William Barlow's ingenious roof design is experienced from platform level, particularly in views along the length of the train shed from either end. The generous proportions of the concourses, with limited furniture, contribute to the station's monumentality and its splendour as a railway terminus; arriving from the eastern archway in the southern elevation, the entrance archway gives way to a dramatic composition in which the trains appear to be presented beyond the glazed screen to the restricted zone

4.1.1 The station was built with the highest quality materials from the Midlands: Ancaster stone, Gripper's patent bricks from Nottingham, and iron work from the Butterley Company in Derby. The detailing of capitals was drawn up at George Gilbert-Scott's office. Together with the extravagant frontage to the Midland Grand Hotel, the station is a masterpiece of high Victorian gothic revival, in which the spatial proportions of a nave are successfully applied to a railway station to create an unrivalled sense of grandeur. The Station has exceptional historic value as a unique collaboration between England's leading architects and engineers of the time, Sir George Gilbert Scott, William Henry Barlow and Rowland Mason Ordish.

4.1.2 The 2000s fit out of the station was designed to follow the principles of consistency and continuity of materials and design, such that new materials do not conflict with the original structure in terms of their appearance. The modern interventions were designed to architecturally contrast and respect the historic train shed. They were constructed to a contemporary industrial aesthetic, using a simple material palette of glass, steel, and exposed concrete. These materials allow the bare architectural quality of the historic ironwork, brick and glazed roof within the train shed to be fully appreciated for their aesthetic qualities.

5.3 Significance by element

5.3.1 In the following assessment, the following broad grading of significance is used:

> **Exceptionally significant:** Nationally and/or internationally significant aesthetic, cultural, evidential or communal significance; exceptional unique and intact features of highest quality; nationally and/or internationally important associations with people or events; unquestionable group value

Highly Significant: Important historic or architectural features; high quality of workmanship; potential for internationally important archaeology; largely intact and/or rare examples of a building type or technique; important group value.

Significant: Important historic or architectural features, high quality of workmanship; elements of local significance.

Neutral: Does not contribute positively or negatively to the buildings historic interest

Not significant: Of no heritage interest

Detrimental: Features or areas that detract from a building's special significance

5.3.2 The modern extension to the Victorian station building was influenced by Government issued planning and heritage requirements, that the roof extension, required to accommodate Eurostar trains, should be subservient to the Barlow trainshed, to preserve the original building form and long views within the station. This resulted in a flat roof design with a slightly lower separate roof to mark the transition between the old trainshed and the new. This junction covers the domestic concourse at ground floor and the modern entrances onto Midland and Pancras Roads.

5.3.3 The street elevation of the extension is influenced by the historic trainshed in the use of the bay pattern with strong horizontal lines and vertical lines with ample lighting reaching the platforms. The concrete and glazed elevation is complementary yet subservient to the historic trainshed through its composition and choice of materials – notably fair faced concrete, metal and glazed infills.

5.3.4 The modern extension overall is exceptionally significant for its juxtaposition to the historic station building. The two buildings are designed to be viewed in unison and contribute to the exceptional significance of the station site overall. Specific aspects of the modern extension were designed to highlight and enhance areas of the traditional station. The street elevations of the extension are considered to be significant, owing to the high-quality workmanship and materials utilised, its complementary relationship with the Victorian station architecture and for its contribution to the setting of the listed station building and the area in general. The significance of the elevation is enhanced by the surrounding conservation area. The site forms part of a key area within the conservation area.

5.3.5 The fabric of the street and the loading/drop off bay in this location is modern and is considered to make a neutral contribution to the listed building. The linear streetscape and road make a strong contribution to the setting of the extension and its western façade.

5.3.6 The retail units, both in this location and in the Victorian part of the station, were created as part of the 21st century works to integrate with and complement the architectural and historic interests of the station and to complement and support the railway function. These provide a public benefit by offering additional services to travellers and by attracting other visitors to the Grade I listed Building, creating a visitor destination.

6. Heritage impact assessment

6.1 Methodology

6.1.1 This section assesses the impact of the proposals described in Section 4 against the identified heritage significance of the elements affected, described in Section 3. In this assessment the following categories of impact are used:

High	Work that is expected to have a significant detrimental impact on the heritage fabric e.g. important historic or architectural features will be permanently removed and/or work will alter the character of primary architectural or historic elements
Medium	Work that will have some impact on architectural or historic details e.g. surviving decorative details may be disturbed in areas that through previous alterations have already suffered partial loss, or new work will conceal original features and reduce legibility but is potentially reversible
Low	Work in areas where, because of earlier alterations, there is little remaining fabric of historic or architectural significance, or the work will be managed with minimal disruption to the existing building
Neutral	Proposals which contain minor alteration and do not reduce or enhance the significance of the heritage asset or its setting
Enhancement	Work that is expected to result in significant overall enhancement

6.2 Heritage impact assessment

6.2.1 No historic fabric will be removed as a result of this proposal. There will be no impact on the façade of the listed building.

6.2.2 There will be a moderate change to the setting of the listed building as a result of the proposal, with the permanent extended streetscape and new barriers/fencing appearing in views of the modern station extension when viewed from Pancras Road. However, this impact is considered to be low as it will not detrimentally impact significance, and is also mitigated through the use of new landscape design elements designed to be sympathetic to the materials and detailing of the modern station extension.

6.2.3 The new pavement and kerbs will replicate the existing material and will blend evenly into the surrounding area. The paving will be constructed of the same materials as the existing pavement with continuity of paving bonds and close matching of material colours. The kerb return angle will be 45 degrees to ease vehicle access to kerb line parking and maintain symmetry and local borough design considerations and standards. Drainage channel will use original granite kerbs and gully.

6.2.4 The proposed barriers/fencing and furniture are designed with sympathetic industrial materials and character to respond to the western elevation of the modern extension. It is also noted that these are reversible elements. The design is high quality so that the individual components of the design and a co-ordinated arrangement will contribute to the quality of the streetscape. The furniture is aligned and positioned

carefully. The location of the barriers will align to the symmetry of the building façade and existing openings. Loose furniture will be positioned within the barrier and will not be in the wider footway at any time.

6.2.5 The proposed works will provide an enhancement overall as they will activate the façade and streetscape in a sympathetic manner and this is further considered to mitigate any impact of these proposals. The high-quality design will improve the quality of the existing streetscape. The new planting/greenery will soften the built environment and has been carefully considered to the historical and physical setting and will be maintained accordingly.

6.2.6 The impact on the listed St Pancras Station is thus considered to be **low-to-neutral**.

6.2.7 In addition to St Pancras Station, two other listed buildings are in the nearby vicinity – German Gymnasium (Grade II) and Stanley Buildings (Grade II). It is considered that neither building will be impacted as a result of these proposals, as the setting of the streetscape is preserved.

6.2.8 The site is located within the Kings Cross Conservation Area. The proposed barriers will not obscure or impede long range sightlines down the street. The open views along St Pancras Road towards Kings Cross and Camley Street will be retained, which form an important part of the local character of the area. The setting of the area and wider context will be preserved.

7. Conclusion

7.1.1 The proposal submitted is for the extension of the permanent external seating area, for use and operation by Unit 23, currently The Barrel Vault, at St Pancras International Station. Permanent changes to the streetscape, pavement and seating area are proposed.

7.1.2 It is considered that due to the modest nature of the proposal there would be a low-neutral impact on the listed buildings (both the station and adjacent buildings), and that both the design and use of the proposal is suitable for this location. Further, the impact of the proposed works will be mitigated by enhancements to the streetscape and improvement to the use of the public footway.

7.1.3 The proposal overall has considered the importance of the location, area history, character and appearance of the existing streetscape and its elements within the overall design from the preliminary stage, and this has been carried through detailed design stage.

7.1.4 Taking this all into account it is considered that the proposal is acceptable and merits approval.