



**CAUSEWAY**  
**PLANNING**

## **Design and Heritage Statement**

Apartment 3-08, St. Pancras Chambers, Euston Road, London NW1 2AR

Prepared on behalf of:  
Jordan James Fink

June 2024

## Document Control

**Project:** Internal refurbishment works at Apartment 3-08, St. Pancras Chambers, Euston Road, London NW1 2AR

**Client:** Jordan James Fink

**Our Job Ref:** CP-0046

**Author(s):** Philip Dunphy

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## 1.0 Executive Summary

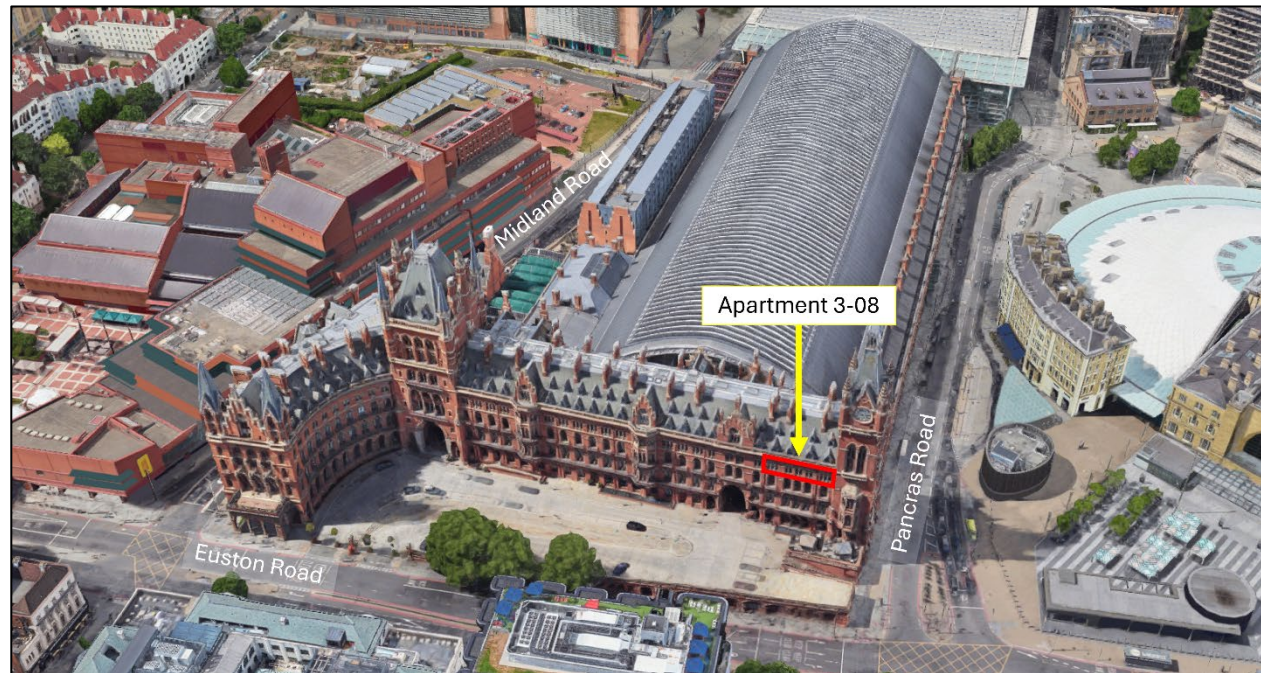
- 1.1 This Design and Heritage Statement has been prepared on behalf of Mr Jordan James Fink ("the Applicant") in support of an application to the London Borough of Camden ("the Council") for Listed Building Consent to carry out small scale internal alterations to the third floor Apartment 3-08 at St. Pancras Chambers, Euston Road, London NW1 2AR ("the Application Site"). This statement is accompanied by detailed existing and proposed drawings as well as relevant internal photos.
- 1.2 Listed building consent is required for these internal works as St Pancras Chambers is a Grade I listed building, sited above the St Pancras International Train Station. The wider building was subject to extensive restoration (completed in 2009) to allow for the re-purposing of the historic hotel use as a smaller hotel (St Pancras Renaissance Hotel) and 68 self-contained apartments (St Pancras Chambers). This included notable repairs to many internal areas due to decades of neglect and dilapidation.
- 1.3 As has been approved by LB Camden for a number of other apartments in the building since 2009, the minor works proposed in Apartment 3-08 seek to make better use of the available space within the property. These works will allow for the replacement of modern fixtures and fittings; the replacement of the contemporary ensuite bathroom to the master bedroom; and other minor alterations as listed in the enclosed schedule of works.
- 1.4 The proposed renovation works will seek to protect, and in some cases enhance, the historic features of the apartment through a sensitive design approach as detailed in this statement.



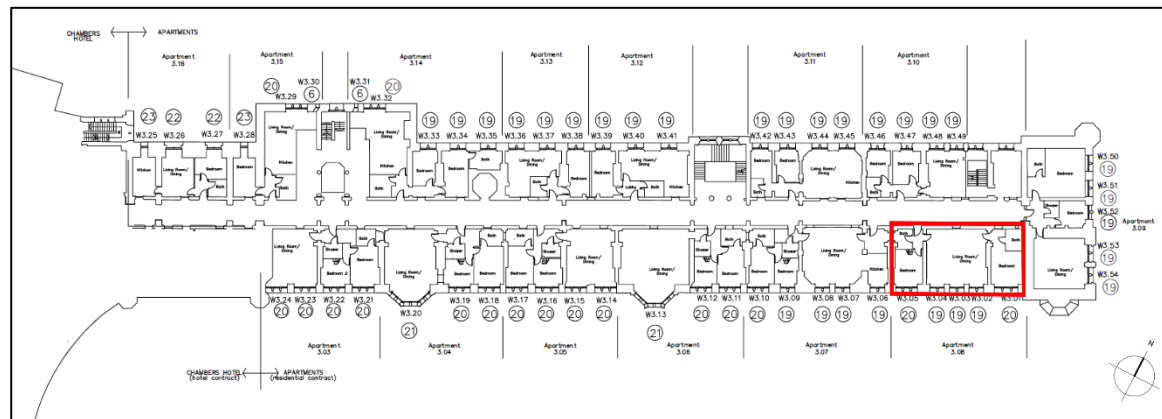
## 2.0 Site Location

2.1 Apartment 3-08 is located on the 3rd floor of the expansive six storey Grade I listed Victorian building (two being attic storeys) known as St Pancras Chambers. The building is positioned above the southern end of the Kings Cross St. Pancras International Train Station at the junction of Euston Road (the A501) and St Pancras Road.

2.2 The site falls within the Kings Cross St Pancras Conservation Area.



Location of Apartment 3-08 on third floor plan



## 3.0 Background to Building and Apartment 3-08

### 3.1 History of Building

3.1.1 The historic St Pancras Chambers building was designed by the well-renowned architect Sir George Gilbert Scott and originally constructed in 1868-76 as a hotel frontage to St Pancras Station. It was one of the largest railway hotels of its time and immediately formed an impressive frontage to Euston Road. Its towering flamboyant stature (including the 82 meter clock tower), recognisable pinkish brick facade and complex detailing make it an important local landmark and the foremost example in this country of the Gothic Revival style applied to a secular building.

3.1.2 The Midland Grand Hotel operated from the building until 1935, when it was partially converted into offices. It was finally closed to all uses in 1985 and had become partially dilapidated. In 1997, London and Continental Stations and Property Ltd held a competition to select a development team to restore and re-open the building. It was won by a consortium led by the Whitbread Hotel Company and the Manhattan Loft Corporation Ltd.

3.1.3 Planning permission (Council ref: 2004/3319/P) and Listed Building Consent (2004/3322/L) was eventually granted on 12<sup>th</sup> July 2006 for the re-purposing and expansion of the building. This included the restoration of the basement to first floor, and parts of the second and third floors, to hotel use to connect into a new 7 storey hotel wing on Midland Road. The remaining areas of the second and third floors, and all of the fourth to sixth floors were converted into 68 separate self-contained apartments. The works, which were completed in 2009, included internal alterations such as the removal of partitions, floors and walls, the removal and replacement of doors to new openings, insertion of new lift shafts and staircases, and alterations to facilitate the erection of a new West Wing.



View of Midland Grand Hotel in 1930

## Historic England Listing

Heritage Category: Listed Building

Grade: I

List Entry Number: 1342037

Date first listed: 07-Nov-1967

Date of most recent amendment: 11-Jan-1999

List Entry Name: St Pancras Station and Former Midland Grand Hotel, Euston Road

Statutory Address 1: St Pancras Station and Former Midland Grand Hotel, Euston Road

DETAILS: Railway terminus and hotel, comprising train shed, terminus facilities and offices, ancillary buildings, taxi stand, warehousing: including substructure and storage areas to sides and rear, and structures to the forecourt. Station, 1865-1869; former Midland Grand Hotel, 1868-76, both by George Gilbert Scott. Train shed, 1865-8 by William Henry Barlow (engineer). Deep red Gripper's patent Nottingham bricks with Ancaster stone dressings and shafts of grey and red Peterhead granite; slated roofs renewed in 1994 in carefully diminishing courses.

STYLE: monumental, picturesquely composed Gothic Revival building of 23 windows flanked by towers and a curved 10 window wing to the west.

EXTERIOR: 4 main storeys with 2 extra storeys in the roof lit by stacks of gabled dormers. Station entered through 2 pointed, vaulted vehicle arches, flanked by pedestrian arches, one in the left hand tower and one to the right. Arches with recessed, elaborately patterned cast-iron pedestrian footbridges with cast-iron plate tracery windows on foliated cast-iron brackets. Hotel facade with round-arched ground floor openings linked by impost bands; 2nd floor, pointed 2-light windows with plate tracery & colonnettes; 3rd floor, cusped with colonnettes; 4th floor, arcaded windows of 3 lights. Articulated vertically and horizontally with strings and with much elaborate carving. Lombard frieze below balustraded parapet. Western curve similar to south elevation of west range, that nearest Euston Road with elaborate stepped gable over right hand entrance bay with similar gable. South-east tower with 2-storey oriel, gabled clocks on each face with pinnacles at each corner and spire. Left hand tower, 3 storeys of elaborately arcaded windows above the entrance with Lombard, friezes and bartizans with spires at angles. Mansard roof with gabled windows to the south; other sides with gables and chimneys. Main hotel entrance on end of curve to Euston Road; arcaded porte-cochere above which 3 cusped arches with small gabled roofs. Carved, stepped gable above balustraded parapet flanked by turrets with spires and gables over pointed windows. West return elevation along Midland Road: first 3 bays reproduce elevation found on principal facade. After the first three bays of the return, the long elevation angles back to follow the line of Midland Road with 8-window range followed by a full height stepped gabled range marking the line of the grand staircase. Former entrance from Midland Road simplified: on first floor level above three segmental arches filled with traceried windows; above this rising nearly to the top of the gable is tripartite light with stone tracery. This system of fenestration continues for one bay to the north at which point the elevation begins to step down towards the ancillary railway buildings to the north. 4 storeys over basement terminating in a corbelled parapet, a total of 6 window ranges comprised of 2 and 3-light double-height windows. 3-storey polygonal wing set between 2 storey blocks, that block to the right having one window range and that to the left with 3-window range. St Pancras Station is unusual in retaining a good deal of its related former warehousing facilities. These are concentrated to the north of the Hotel along Midland Road and Pancras Road, located at and below track level. Although the elevation to Midland Road is quite varied, a consistent feature is the pointed blind arcade to ground floor. Towards the Euston Road end there is a set-back which also has blind pointed arcade; this section runs for roughly 11 bays of the arched ground-floor structure. More elaborate 2-storey structure of 8 window

range with a flat arched opening for vehicles consisting of a wrought-iron lintel set in the fifth window range. To either side of this entrance the pointed blinded arcade previously noted is continued. Continuing north along Midland Road, there is another carriageway entrance: a pointed arch with wooden doors and hinges of original design. There follows railway arches Nos 17 through 25. To the first floor of this range is a blind pointed arch arcade. Railway arches 14, 15 and 16 have been rebuilt. Railway arches 4 through 9 have received a first-floor brick addition. Pancras Road elevation to the east. Hotel elevation: the design of the main elevation continues for 5 window ranges along the return, concluding in an octagonal turret. On the east flank of the train shed a 2-storey structure with a lean-to roof, numbering Nos 9-91 Pancras Road. It is roofed in slate and on alternate bays there are stacks. This structure has a 45-window range. At the north it curves slightly. The elevation of every bay is identical: on the ground floor a pointed segmental arch carried on plain piers rebated to accommodate attached columns. Above is a pointed arched window set in a shallow pointed recess; all of the openings and recesses linked by a carved impost. Many of the original shopfronts to the railway arches survive intact. Also surviving are carriageway arches to storage vaults under the station, originally for Burton beer; these have double wooden doors with original ironwork, grilles and hinges. North of No.91, the elevation steps up to a tower with a blind arcade near the top. The substructure of the station continues northwards to the first railway bridge. The ground floor being articulated into bays pierced by pointed arches. This arrangement continues to No.111. There is an additional blind arch, formerly a carriageway, north of this. There are 4 rectangular chimneys on the parapet line of Nos 93 to 111. The original shopfronts have been altered, though the structure itself is intact. Drinking fountain comprising gabled stone block with granite eared and shouldered inscribed aedicule having a semicircular basin. Station approached by dramatic ramp rising from the western end with arcaded retaining wall having inset shops. Ramp gained by steps from the eastern end with pair of original iron gates at the foot and bollards. 25-bay train shed a single 240 foot span in cast-iron arched braces manufactured by the Butterley Iron Company (dated 1867) and tied together by the floor girders of the station floor which is effectively at 1st floor level. Ribs in the form of pointed arches and whole structure supported under the platform floor by a grid of iron columns; the structure of the space was determined by the module of the Burton beer barrel. Screen wall between concourse and hotel with pointed arch, plate traceried windows which continue along the sides of the shed at the southern end.

INTERIORS: booking hall: rectangular in plan and having 6 bays and double height. Linenfold panelling to ground floor level dates to the 1880s as does the curving wood screen of the ticket office. Elaborately carved corbels to serving as springers for former vaulting. The elevations of the booking hall on north, south, east and west intact, that of greatest interest to the east since it features 2 double-height, glazed pointed arches with mullions and transoms: the glazing pattern of original design; this forms a screen wall between the booking hall and the platform. To west, decorative cast-iron glazed canopy to taxi rank, narrow exit under arch to Midland Road (qv). At east of concourse, Ladies' lavatories with tiling and early C20 fittings. Former hotel: painted decoration begun late in 1872 by Frederick Sang at the suggestion of Scott; in December of 1873 Sang was replaced by Gillow and Co., who were also supplying the furniture and fittings to the Hotel. Andrew Benjamin Donaldson, a painter, oversaw the completion of the interior decorations for Gillow and himself painted the figures at the top of the grand staircase in 1876-77. By the summer of 1877 the interiors were largely complete. The interiors were redecorated when electric light was installed between 1885 and 1889, the overseeing architects being Trubshaw and Towles. This affected most of the principal public rooms; the entrance hall from Euston Road and the lounge above did retain the painted decoration from the first half of the 1870s. The 500-bedroomed hotel closed in 1935 and was used as offices but has retained many original features, fixings and fittings including tiles in fine ecclesiastical Gothic and Queen Anne Revival styles. There are several interiors of exceptional architectural interest. The entrance hall of Euston Road in the west wing and the ladies' saloon above are said to have been decorated by F Sang. Saloon with arcaded paired columns, trabeated ceilings and other decorations, with balcony over entrance. The Grand Staircase, also in the west wing, is of stone supported on exposed and decorated cast-iron. It is set in a rib-vaulted well, the spandrels to the vaults filled with paintings of the virtues dressed in medieval and classicising garb with the spandrel to the east depicting the arms of the Midland Railway (being consolidated and restored at time of inspection in September 1994). The Coffee Room on the ground floor of the west wing has a crescent-shaped, square-ended plan. It was altered with an overlay of Classical ornament in the late C19 or possibly early C20, but many of the original elements survive, the cornices and ceilings protected behind later partitioning and false ceilings. Main staircase the most dramatic space, the stone treads supported on exposed and expressed cast-iron beams.

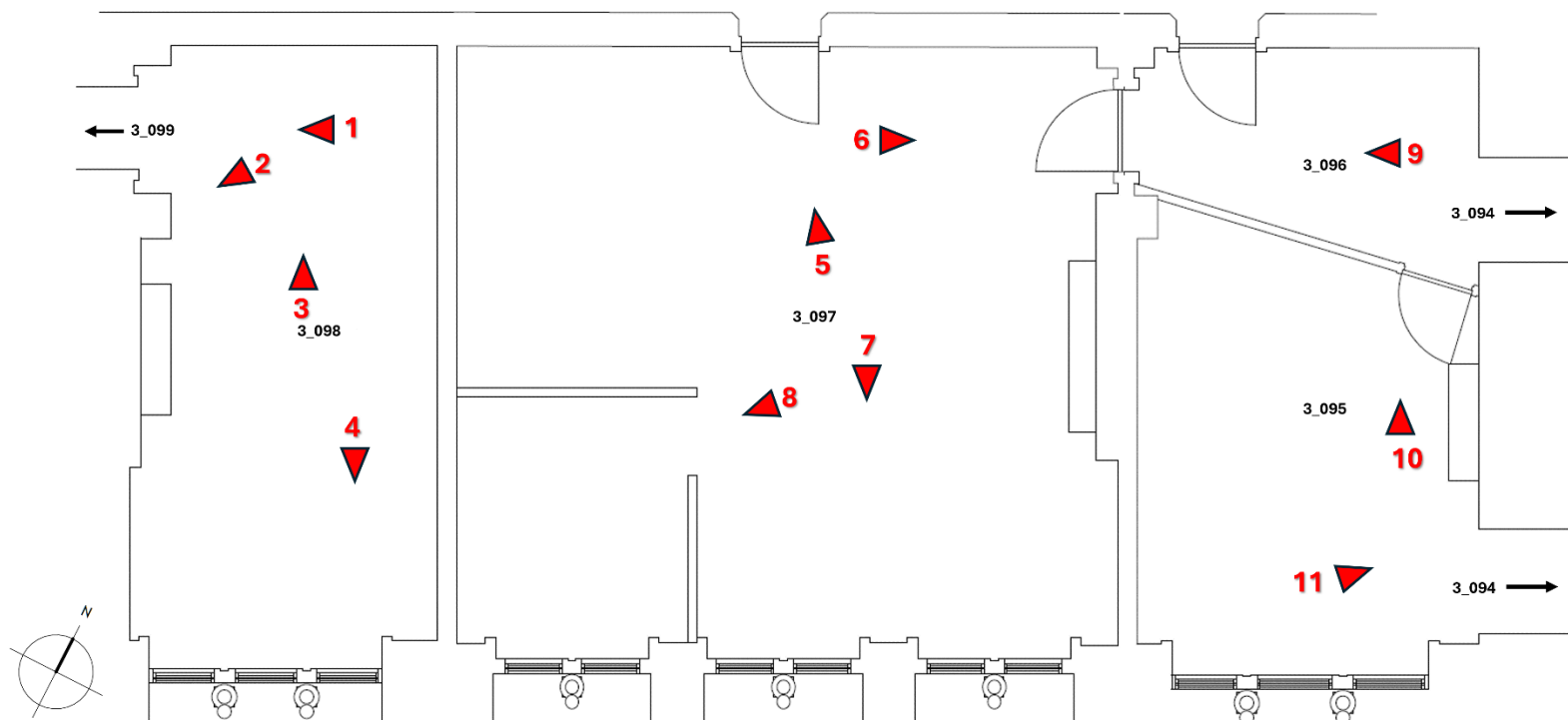
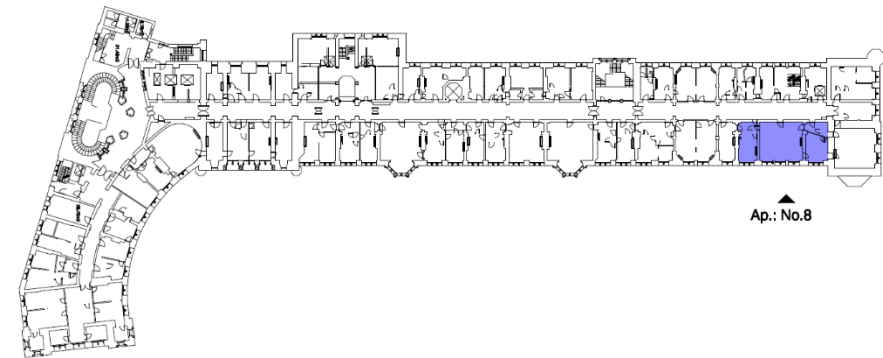
HISTORICAL NOTE: St Pancras was the terminus of the Midland Railway and when built was the largest station roof in the world without internal supports. In terms of both architecture and engineering, it has claim to be Britain's most impressive station. Dramatic roof line with gables and spires forms an important landmark. (Hunter M and Thorne R: Change at King's Cross: London: -1990: 65-74).



## 3.2 History of Apartment 3-08

3.2.1 The two bedroom Apartment 3-08, which is the subject of this application, was formed within these consents through the amalgamation of three separate historic hotel rooms as identified in the wider plan for the building to the right.

3.2.2 The below detailed floor plan shows the original layout of the three hotels rooms (labelled as 3.096/3.096, 3.097 and 3.098), with the numbers in red below indicating the location of photographs taken prior to restoration work that are shown overleaf.





2 - West wall of 3\_098 with fireplace & door into 3.099



3 - North elevation wall within 3.098



4 - South elevation of 3.098 with paint flaking



1 - Door from 3.098 towards 3.099



5 - North wall of 3.097 with main door into corridor



6 - East wall of 3.097 with fireplace and entrance into 3.095



7 - Partitions in southwest corner of 3.097



8 - South wall of 3.097 with deteriorating panelling under window



10 - Partition in between 3.095 and 3.096



11 - East wall of 3.095 with fireplace and mirror



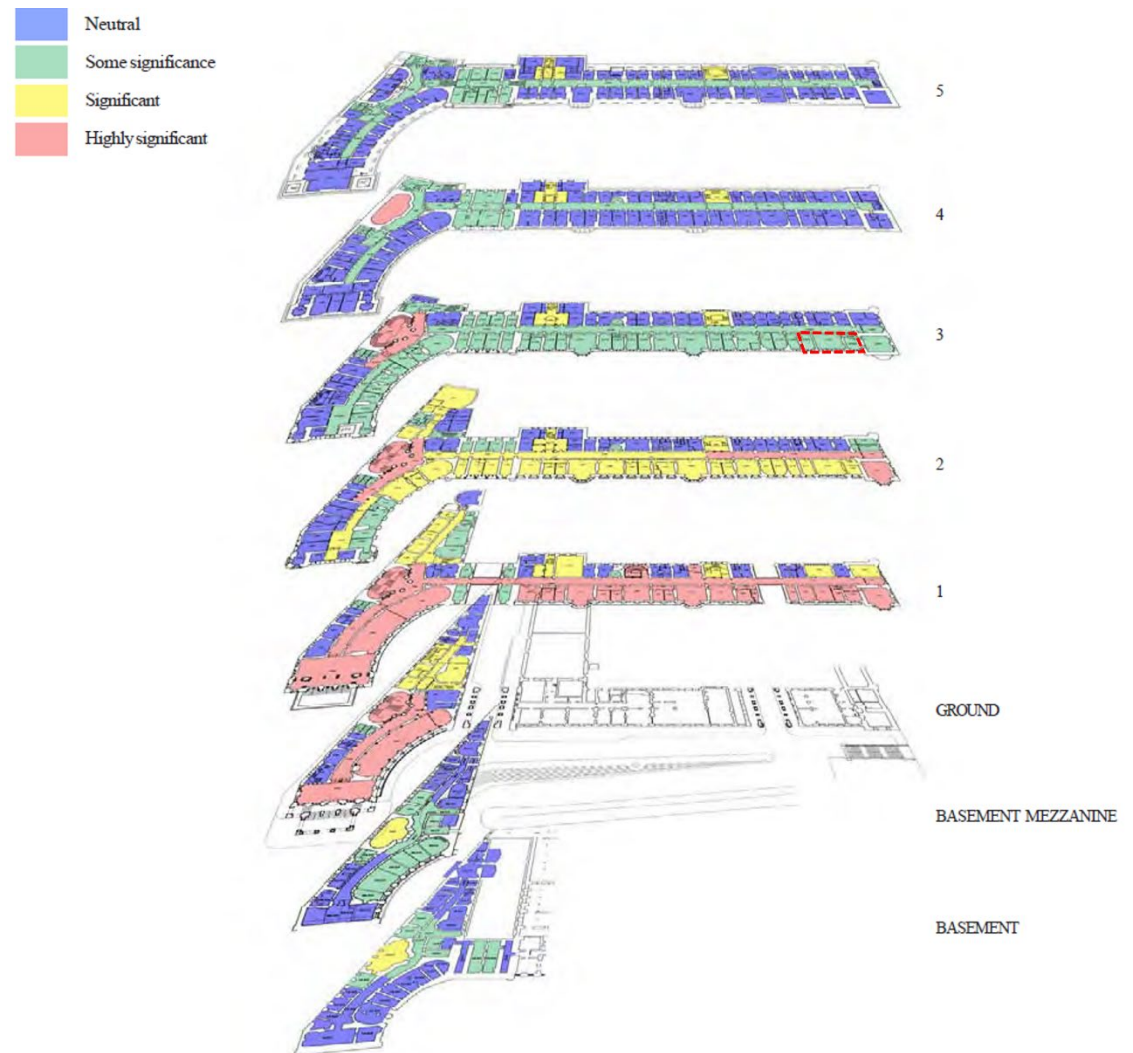
9 - West wall of 3.096 with door into 3.097 and unhinged door to main corridor

3.2.3 In their application for listed building consent (2004/3322/L - see paragraph 3.1.3 of this Statement), the Applicant's categorised the significance of the interiors of the Grade I listed building as shown in the extract to the right from the 'Conservation Plan', where the location of Apartment 3-08 is highlighted in red outline.

3.2.4 The Conservation Plan made the following conclusions of relevance to the location of Apartment 3-08:

*"On the 2nd and 3rd floors, the south facing rooms are, respectively, of significance and some significance, with their mixture of bedrooms and sitting rooms."*

*"That in areas designated as neutral or of some significance a further degree of intervention is acceptable, on the assumption that the overall character of the internal spaces will be maintained. In these areas, as much as in the significant and highly significant areas, every effort should be made to work within the existing fabric."*

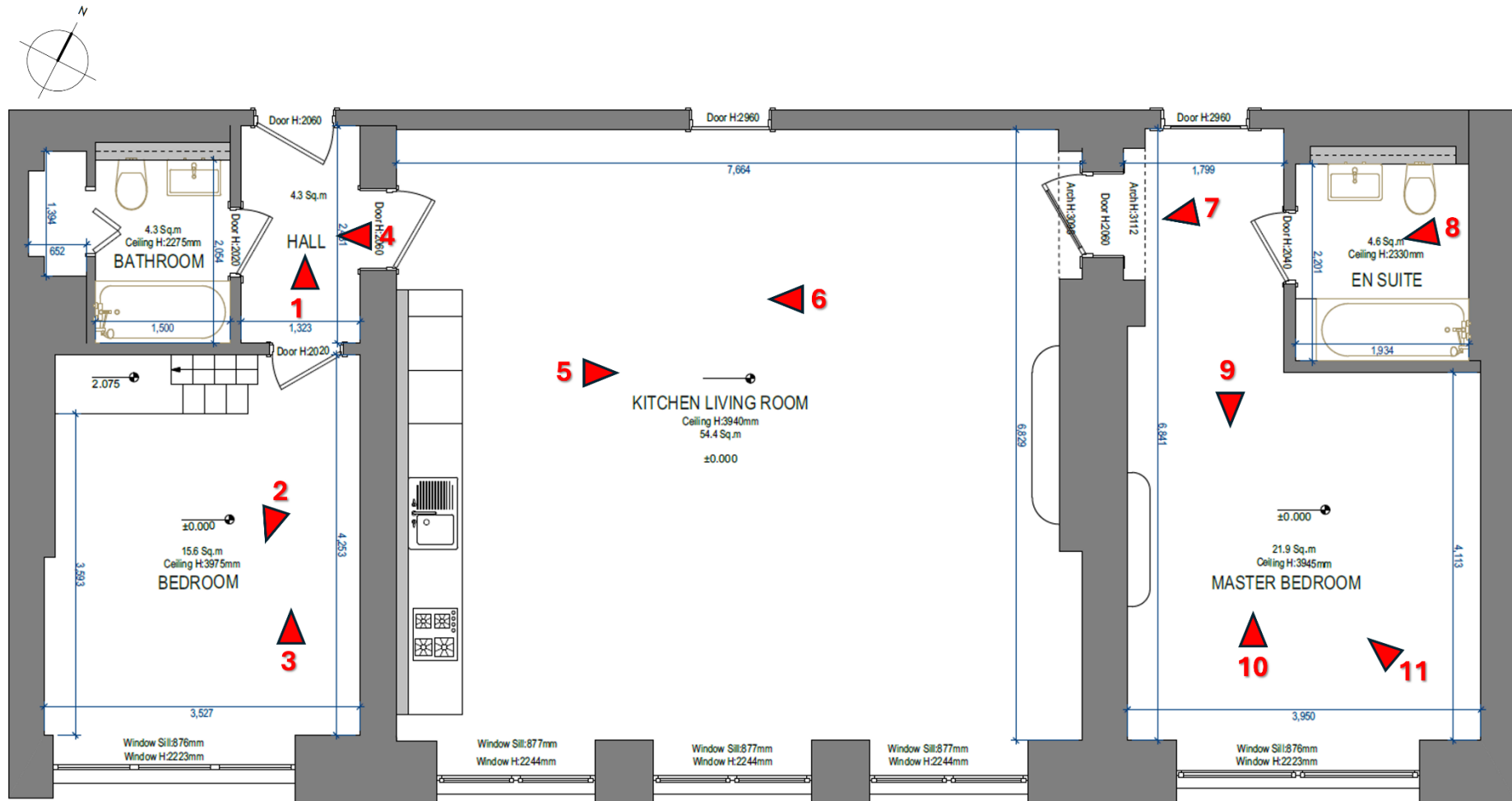


- 3.2.5 The listed building consent included details of the following notable renovation works to convert the three hotel rooms into one self-contained apartment, which were completed in 2009:

<b>Schedule of Works completed in 2009 to renovate and convert hotel rooms 3.095/3.096/3.097/3.098 to Apartment 3.08</b>
Making good damaged timber floors and applying new strip timber floors,
Tiling or carpeting over;
Re-plastering and repainting to match traditional colours;
Repairing / making good fireplaces;
Upgrading existing doors; replacing missing skirting and cornicing to match original;
Removal of wall mouldings, conduits and light fittings;
Re-location of fireplace from west to east wall within room 3.098;
Use of lining to close openings between 3.095/3.096 and 3.094 and between 3.098 and 3.099;
Introduction of new openings between room 3.097 and 3.098 and between room 3.098 and main corridor
Removal of partition separating room 3.095 and 3.096 and insertion of pod structure to create new ensuite bathroom;
Removal of partition walls in room 3.097 and introduction of kitchen units into room 3.097;
Introduction of partition walls and staircase to create new bathroom and mezzanine space above in room 3.098.

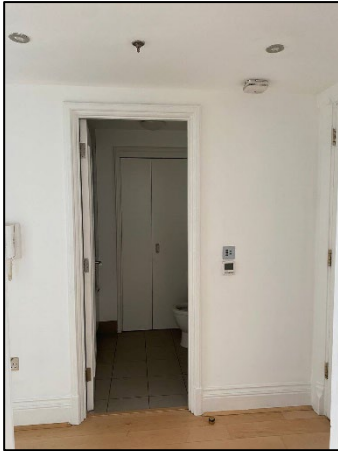
- 3.2.6 The existing apartment is now comprised of three large, double height rooms comprising of a kitchen/living/dining room (54 q. m), master bedroom with ensuite (26.5 sq. m) and a third room split into a second bedroom (16 sq. m), mezzanine, hall and main bathroom. The property benefits from three separate entrance doors, although the western-most entrance to the hallway is the only one that is used.



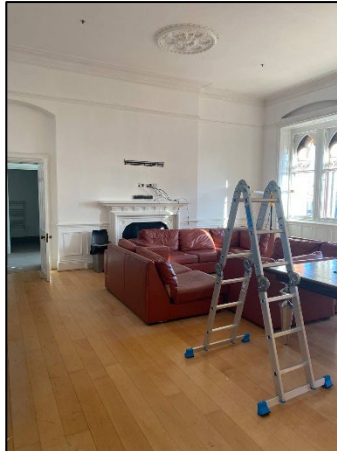




1 – Entrance hall to apartment



4 – Door into main bathroom



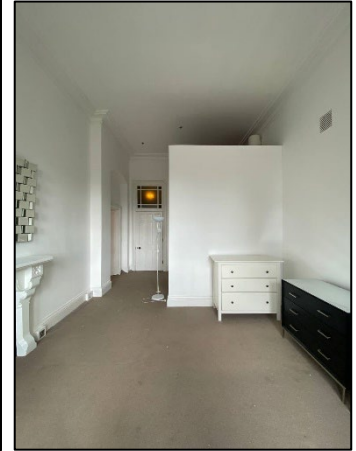
5 – Living/Kitchen/Dining room



7 – Door from bedroom to dining room



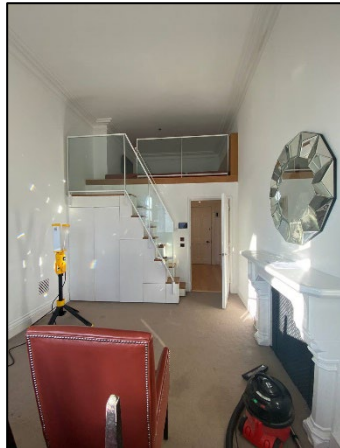
8 – Ensuite bathroom



10 – Bathroom pod and door



3 – South facing windows to bedroom



2 – Stairs to mezzanine and door to hall



6 – Open plan kitchen



9 – South facing windows to bedroom



11 – West wall and fireplace to master bedroom

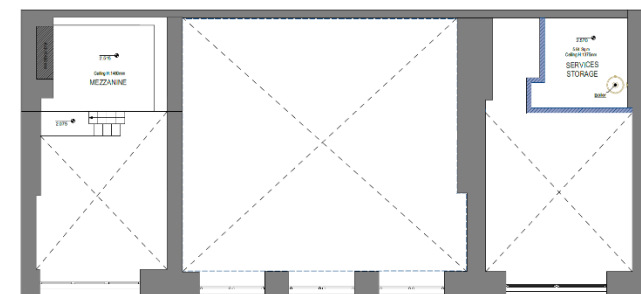
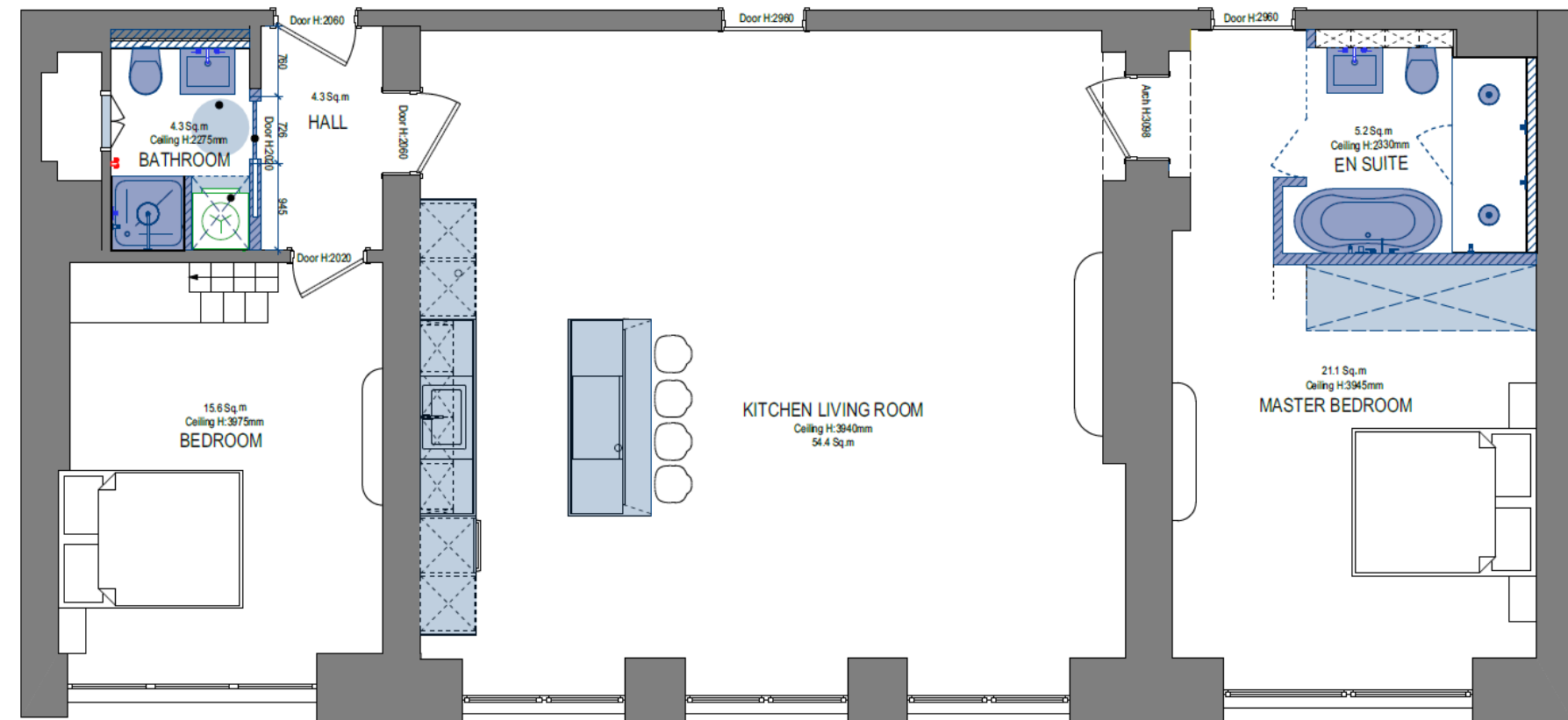
## 4.0 Development Proposals

- 4.1 No change is proposed to the use or number of bedrooms within the property. The existing level access to the apartment from the main corridor will also be retained through the main hallway at the western end of the plan, with the other doors to the corridor being retained but sealed as existing.
- 4.2 Listed building consent is instead being sought for minor alternations to the existing layout of the third floor Apartment 3-08 in line with similar amendments approved by LB Camden for other apartments in the St Pancras Chambers development. The purpose of this proposal is simply to enhance the quality of accommodation by allowing for better circulation and use of space. The proposals consist of the following schedule of works, which are explained in more detailed within the demolition plan and proposed floor plan and storage/mezzanine plan submitted with this application:

Proposed Schedule of Works to Apartment 3-08
Painting and decorating to walls and ceilings to match traditional colours of apartment
Existing wooden floor finish in living/kitchen/dining room and carpeting in both bedrooms to be removed and floors to be made good to accommodate new wooden floor finish on top of an acoustic underlay throughout
Tiled flooring in bathrooms to be removed and floors to be made good with new tiled floor finish
Existing kitchen worktops / cupboards to be stripped out and replaced with new stand-alone worktops and appliances, including a new kitchen island with hobs
Install a new traditional picture rail around the perimeter of the master bedroom to match the existing picture rail within the kitchen / living room
Bathroom pod walls and internal fixtures and fittings to ensuite bathroom in master bedroom to be replaced up to a height that aligned with the upper architrave of the front door to the communal corridor within that room. This will allow for contained storage above the new ensuite bathroom.

Existing door/frame/architrave to main bathroom to be re-positioned slightly southwards on the modern partition wall and altered from a hinged to a pocket/sliding door
Main bathroom fixtures and fittings to be stripped out and replaced





## 5.0 Planning Policy Context

- 5.1 In addition to the National Planning Policy Framework (NPPF) 2023, the Development Plan for Camden comprises the London Plan (LP) 2021 and the Camden Local Plan 2017. It is also relevant to take into account Camden's Planning Guidance on 'Design' (January 2021) as well as the emerging Draft New Camden Local Plan (Reg 18 Consultation Version – January 2024), which was recently subject to public consultation.
- 5.2 Paragraph 205 of the NPPF (2023) notes that in considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 5.3 Part C of London Plan Policy HC 1 states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed.
- 5.4 Policy D2 of the Camden Local Plan seeks to preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including listed buildings and Conservation Areas. It notes that the Council will resist the proposals for a change of use or alterations and extensions to a listed building where this could harm the special architectural and historic interest of the building. Policy D5 of the emerging Draft New Camden Local Plan (Reg 18 Consultation Version – January 2024) includes similar objectives but adds that the Council will resist any cumulative or incremental changes to a designated heritage asset, where there is concern that the changes may impact on the significance of the asset or may cause harm to the character or appearance of the conservation area. It also notes that any works to a listed building should be carried out in an appropriate manner informed by relevant specialists.
- 5.5 Camden Planning Guidance on Design (January 2021) notes that most works to alter a listed building are likely to require listed building consent and this is assessed on a case by case basis, taking into account the individual features of a building, its historic significance and the cumulative impact of small alterations. In assessing applications for listed building consent, it notes that the Council should consider the impact of proposals on the historic significance of the building, including its features, such as original and historic materials and architectural features; original layout of rooms; structural integrity; and character and appearance.

## 6.0 Heritage Impact Assessment

- 6.1 A detailed review of the original fabric and layout of this part of the third floor within the Grade I listed building has been undertaken in Section 3.0 of this Statement. Section 3.0 also details the extent of renovation works and alterations that were undertaken in 2009 as part of the wholesale renovation and extension works to the Grade I listed building, with a particular focus on how three original hotel rooms were converted into a single self-contained apartment at third floor level (Apartment 3-08). The Applicant has therefore gained a strong understanding of what contributes to the historic significance of the property.
  
- 6.2 The proposal will have no impact on the street scene, being an apartment located on the third floor with no external changes proposed. The proposals instead aim to create a better use of internal space with minimal impact to the building.
  
- 6.3 The most notable change is the replacement of the existing modern bathroom pod and internal fixtures and fittings associated with the ensuite bathroom in the master bedroom. The replacement bathroom bod, which will include an area of storage above, will be restricted to a height that aligns with the upper architrave of the front door to the communal corridor within the room and will retain the hallway space to allow for access between the master bedroom and living room via the existing door connection. This will ensure the historic features are not obscured (door and fanlight) and the original spatial character, proportions and dimensions of the room can be fully appreciated and left intact and legible.
  
- 6.4 In addition to sensitive re-painting of walls and ceilings to match existing, the majority of other changes within the apartment relate to alterations to modern elements that were only introduced during the 2009 renovation works and therefore do not alter any of the original fabric of these rooms. These include the removal of the existing wooden floor finish in the living/kitchen/dining room and the carpeting in both bedrooms and the making good of floors to accommodate a new wooden floor finish throughout on top of a new acoustic underlay. The bathroom tiling is also to be removed, the floors made good and new tiling installed.
  
- 6.8 The contemporary kitchen worktops / cupboards will also be stripped out and replaced with a new kitchen that includes worktops, appliances and a kitchen island carefully fixed to the replacement wooden flooring. The existing picture rail around the perimeter of the kitchen / living room will be replaced with a new traditional picture rail. Finally, the existing door to the main bathroom, and its frame and architrave, are

proposed to be re-positioned slightly southwards on the modern partition wall and altered from a hinged to a pocket/sliding door to make better use of the bathroom area. The main bathroom fixtures and fittings will also stripped out and replaced.

- 6.9 Overall, the proposed internal alterations will enhance the quality of the internal living space of this apartment, whilst having a minimal impact on the original heritage aspects of the building. The proposal are therefore considered to enhance rather than cause any harm to the important Grade I listed heritage asset that is St Pancras Chambers in line with the NPPF, London Plan Policy HC 1, Local Plan Policy D2, emerging draft Local Plan Policy D5 and Camden Planning Guidance.

## 7.0 Conclusion

- 7.1 The internal alterations to Apartment 3-08 proposed in this application for listed building consent have been carefully developed following a detailed analysis of the building's history. The alterations are to modern additions and there is no harmful loss to historic fabric. The proposals are considered to strike an appropriately sensitive balance between fulfilling the owners desire to make the best use of the layout of the apartment whilst preserving and having minimal impact and change to the original Grade 1 listed fabric.
- 7.2 It is therefore submitted that the proposed internal alterations will enhance the use, aesthetics and historic features of the apartment. It is therefore kindly requested that listed building consent be granted for this application.