

Granary Square – UAL

Heritage Statement

University of the Arts London

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1.0 Introduction

1.1 Introduction

This Statement has been prepared by Cundall ('the Agent') on behalf of the University of the Arts London (UAL) (the 'Applicant') in support of a Listed Building Consent (LBC) Application for the removal of 2 no. hydraulic scenic lifts and their replacement with 2 no. Machine Room less scenic lifts at the Granary Building, 1, Granary Square, London, N1C 4AA.

The statement will identify and address all matters relating to heritage, design & access, relevant to securing consent for the proposed works. Specifically, this includes:

- Identification and assessment of the cultural significance of 'the Granary' as a Grade II Listed Building.
- Provision of a full description of the proposed works.
- Assess the impact of the Proposed Development on the significance of the listed building, and if appropriate the contribution its setting makes to its overall significance, in accordance with Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and paragraph 200 of the Framework (2023).

Nevertheless, the Proposed Development should be considered as a minor application given the small-scale nature of works which will be contained within the existing steelwork of the existing lifts, which they themselves received consent for via 2004/2307/P and within the RSM 2007/5228/P.

This Planning Application includes the following supporting information:

- Completed Application Form
- Location Plan
- Existing and Proposed Site Plan
- Proposed Elevations
- Proposed Floor Plans
- Proposed Site Sections and Site Levels

The statement will therefore consider and assess the key issues associated with the proposed works within the site and demonstrate how any potential adverse impacts can be either avoided or mitigated effectively.

It will take all relevant legislative and policy requirements into account as well as have regard for the other material considerations identified in Section 3.

2.0 Site and Surroundings

2.1 Site Description and location

The site is located within the Granary Building 1 Granary Square, N1C 4AA. The Granary building is bounded to the rear and side by busy service access routes which will remain in use and shared by other construction sites, staff, students, visitors, and the public.

The existing lifts are in the main Granary Building off the internal pedestrian promenade. Access to the lifts is via an interior covered enclosed lobby manned by the College (see figure 1).

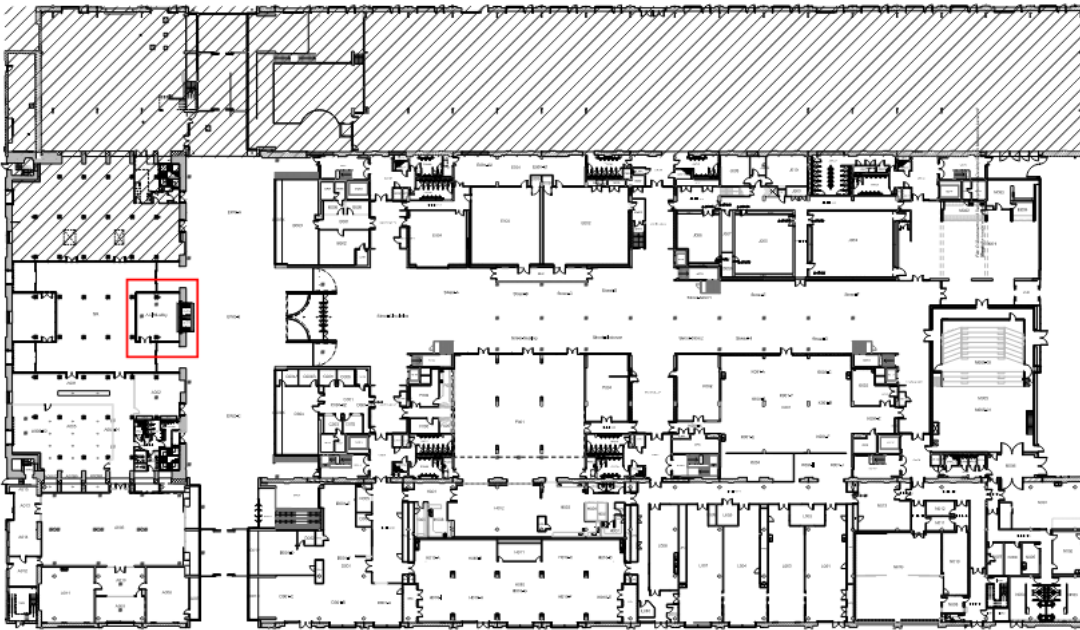


Figure 1 Proposed works internal area.

The proposed works include the decommissioning and removal of the lift carriages, all associated existing hydraulic and electrical equipment. The removal and replacement programme will consider the work being carried out on one lift at a time, leaving the other lift in use to provide access for building users during the work.

2.2 Planning History

The below table sets out the relative planning history for the site area.

Reference	Description	Decision	Date
2023/0460/P	Installation of temporary artwork on south elevation.	Granted	22/03/23
2023/0473/L	Installation of temporary artwork on south elevation.	Granted	22/03/23
2022/0275/L	Repairs to crack in brickwork on front elevation at ground floor level.	Granted	20/05/22

2021/4243/P	Installation of two kiosks in Canal Square and Granary Square for a three year period.	Granted	19/10/21
2019/1785/P	Installation of 2 x freestanding antennas, 1x 300mm dish, 1x equipment cabinet on freestanding grillage at roof level with associated works (retrospective).	Granted	21/06/19
2019/2173/L	Installation of 2 x freestanding antennas, 1x 300mm dish, 1x equipment cabinet on freestanding grillage at roof level with associated works (retrospective).	Granted	21/06/19
2018/1880/L	Balustrade alterations to third floor terrace	Granted	19/06/18
2016/3586/P	Variation of condition 4 (temporary permission) of planning permission 2015/2931/P dated 16/07/2016 (for the erection of pre-fabricated room ('Futuro House') at third floor terrace of Granary Building for a temporary period of 18months), to allow for temporary extension of time until 15th January 2018.	Granted	12/08/16
2015/2931/P	Erection of pre-fabricated room ('Futuro House') at third floor terrace of Granary Building for a temporary period of 18months.	Granted	16/07/15
2015/3199/L	Erection of pre-fabricated room ('Futuro House') at third floor terrace of Granary Building for a temporary period of 18months.	Granted	22/10/15

Table 2.1 Planning History

As shown above, the site has frequently received grants of permission for minor applications for both planning and LBC. The decommission and installation of new lift works will not adversely affect or threaten the heritage and cultural aspects of the building.

The Proposed Development is to ensure the long-term viability of the site and maintain the active usage of the building going forward.

2.3 Proposed Development

The proposed development is for the removal and replacement of 2 no. Hydraulic scenic lifts and their replacement with 2 no. Machine Room Less (MRL) scenic lifts. The works are considered minor and essential to ensure the long-term viability of the existing operating college at this location.

In addition to the replacement works required to install the new MRL lifts, the existing system will be decommissioned, dismantled, and removed from the site; including all the existing hydraulic lifts and all the associated hydraulic and electrical equipment.

The proposed works will comprise of a replacement of the existing lift carriages aesthetically like-for-like models, and minor works to the steelworks to support the new modern lift carriages (see figures 2-3).

The current lifts were installed in 2010 and are approaching the end of the design life. The lifts have not been modified since being installed and are currently in poor condition for the age of the lift equipment. The lifts are currently experiencing regular maintenance works in a reactive manner. The proposed development would be a proactive approach to the issue to allow for continued safe, accessible, and sustainable access to the college.

Figures 2-3 illustrate the minimal works proposed to the existing framework and highlight the minor works proposed for the longevity of the existing framework. The figures are used to highlight the existing steel work in green and the new intended steel work in orange, to further illustrate the minor works proposed.

2.4 Schedule of Works

The below will outline all works which are proposed on the site (internal and external) to meet the validation requirements of London Borough of Camden.

- No part of the building is scheduled to be removed or significantly altered requiring removal (internal or external);
- No removal of ceilings, partitions, fixtures and fittings beyond landing call buttons between the lift shafts, landing indicators above the lift entrances and landing doors, will be replaced with like for like (see figure X); and
- No elevation changes or removals are scheduled to occur, the only items to be removed are the landing buttons, indicators and doors which will be replaced with like for like.

We trust the above schedule of works clearly outlines what is proposed on site and to meet the validation requirements of the application.

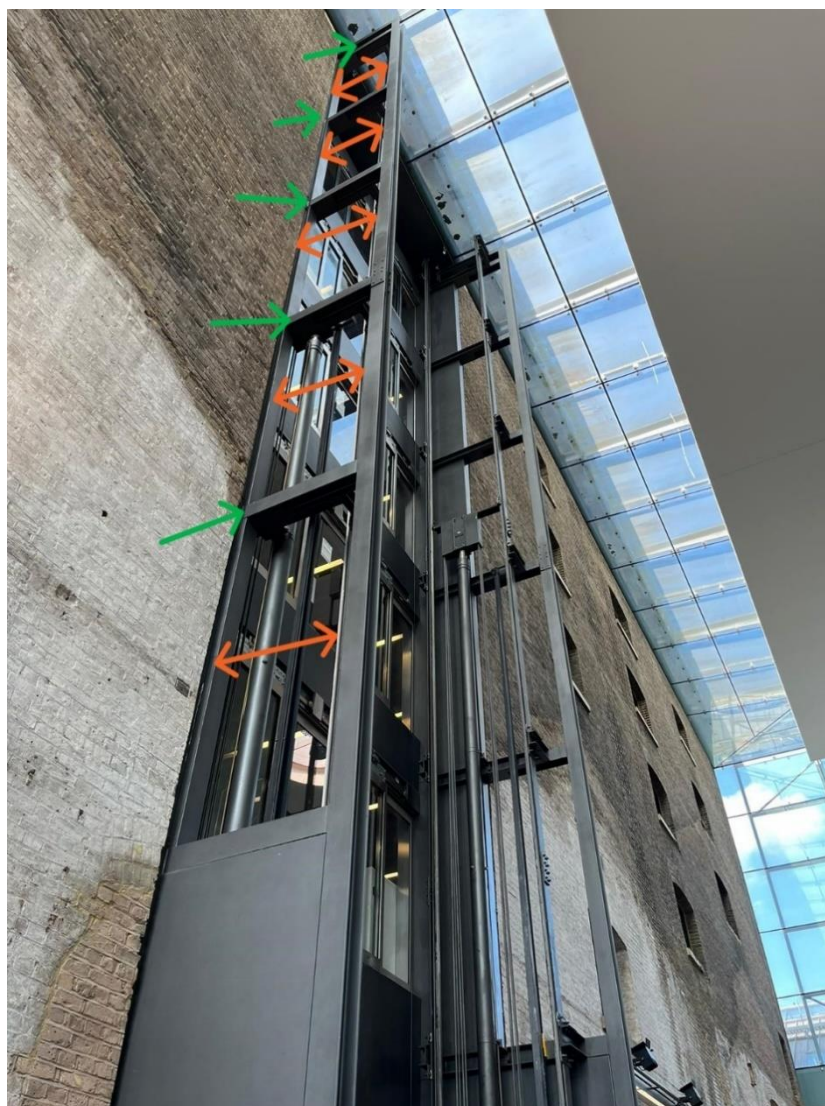
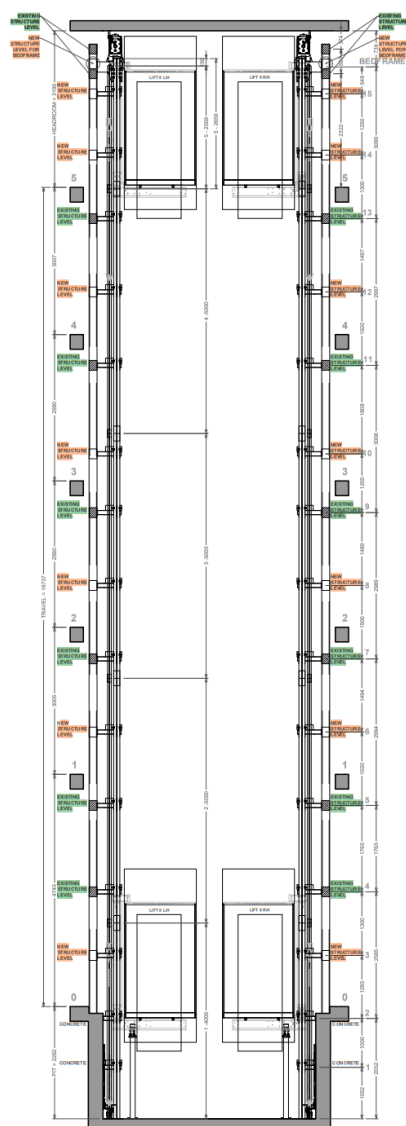


Figure 2 (left) Elevation Showing existing steelwork and proposed intended steelwork.

Figure 3 (right) Photograph Showing Existing steelwork and proposed intended steelwork.

The below internal images highlight the existing lift network and its setting within the Granary building (see figures 4-7).

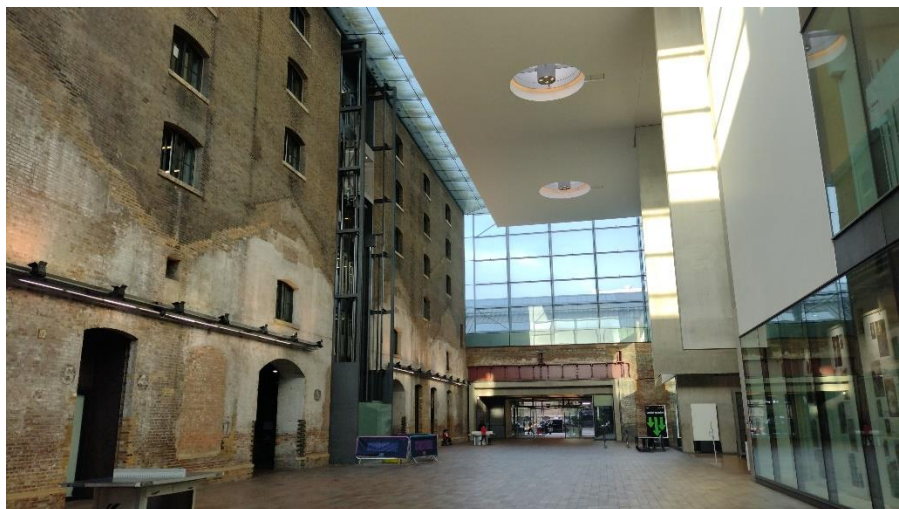


Figure 4 Public 'crossing' zone with lift situated on the left.



Figure 5 Existing Internal lift.



Figure 6 Lift shown in public 'crossing' zone and against ceiling.

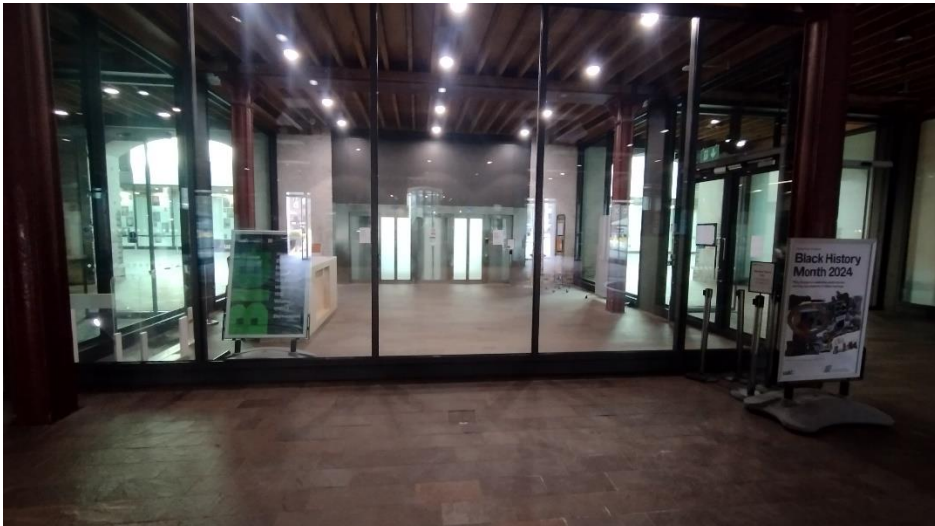


Figure 7 Private enclosed Ground Floor Lift lobby.

The above images illustrate the internal nature of the exposed framework for the lift. The framework is attached to the existing brickwork of the listed building. Section 4 will highlight mitigation measures for any possible affects to the special nature of the existing materials and installation method.

3.0 Planning policy

3.1 Introduction

This section of the Statement sets out the relevant planning policy context within which this LBC application should be considered. Planning policies are considered at National, Regional, and Local levels. In each case, the policies considered to be of most relevance are discussed below.

3.1 Planning (Listed Buildings and Conservation Areas) Act 1990

Section 66 of the 1990 Act mandates that Local Planning Authorities have a "general duty of care" regarding listed buildings. When evaluating applications affecting a listed building or its setting, LPAs must prioritise the preservation of the building and any features of architectural or historic interest. Additionally, Section 72 requires LPAs to pay special attention to preserving or enhancing the character and appearance of conservation areas.

3.2 National Planning Policy Framework (NPPF)

The NPPF was updated in December 2023 and is a material planning consideration in the determination of this LBC application.

The NPPF states that planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF must be considered in preparing the development plan and is a material consideration in planning decisions.

Chapter 16 of the Framework addresses the need to conserve and enhance the historic environment and looks specifically at proposals affecting heritage assets. Paragraph 194 states: 'In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.'

The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance' In considering changes to the historic environment, paragraph 197 states that account should be taken of 'the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation' as well as the wider social, economic and environmental benefits of constructive conservation in the historic environment.

In terms of considering potential impacts on designated heritage assets, the Framework states that 'great weight should be given to the assets' conservation (and the more important the asset, the greater the weight should be)' (paragraph 199) and any harm to that significance should require 'clear and convincing justification' (paragraph 200). Where a development results in harm to the significance of a designated heritage asset, which can be either 'substantial or less than substantial', the public benefits must be weighed against such identified harm (paragraph 201 and 202).

In addition to this, paragraph 203 states the impact of development either directly or indirectly on non-designated heritage assets should be considered when determining an application; with regard to any harm or loss needing to be balanced against the significance of the heritage asset.

3.3 Local Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan for the site is identified below:

The adopted statutory development plan consists of the following:

- Camden Local Plan 2017
- London Plan

- Euston Area Plan
- North London Waste Plan
- Site allocation
- Fitzrovia Area Action Plan
- Neighbourhood Plans

3.4 Camden Plan: 2016-2031

The following policies are considered to be of relevance to this statement:

- Policy G1 Delivery and location of growth
- Policy D1 Design
- Policy D2 Heritage
- Policy C6 Access for all

3.5 London Plan

The London Plan, published in March 2021 by the Greater London Authority, serves as the Spatial Development Strategy for Greater London. It represents a significant shift in the Mayor's approach and acts as a blueprint for sustainable, inclusive growth. The Plan focuses on enhancing coordination among the city's Boroughs to create a city that works for all Londoners. It emphasises a holistic approach, prioritising the needs and wellbeing of residents.

The following policies are considered to be of relevance to this statement:

- Policy HC1 (Heritage and Conservation) mandates that development affecting heritage assets must conserve their significance and manage any cumulative impacts. Early integration of heritage assets in the design process is encouraged to prevent harm and identify enhancement opportunities.
- Policy HC5 (Listed Buildings and Conservation Areas) requires the protection of listed buildings and conservation areas from inappropriate development. Proposals must demonstrate that they preserve or enhance the character and appearance of these assets. Alterations and extensions must maintain the significance of listed buildings.

3.6 Historic England Advice

3.6.1 Historic England Good Practice Advice in Planning: Note 2 – Managing Significance in Decision-Taking in the Historic Environment

This document offers best practice guidance for decision-making in the historic environment, providing a framework to assess the impact of proposed developments on both designated and non-designated heritage assets. It presents a systematic methodology for evaluating impacts on the attributes and significance of these assets, categorised as follows:

- Major (Substantial): Comprehensive changes to key elements, resulting in complete alteration.
- Moderate: Significant modifications to many key elements of the asset or its setting.
- Minor: Slight changes to key elements, resulting in minor differences.
- Negligible: Changes that do not affect the asset's significance.

Impacts can also be classified as neutral, beneficial, or adverse.

3.6.2 Historic England Good Practice Advice in Planning: Note 3 (Second Edition) – The Setting of Heritage Assets (2017)

This document offers best practice guidance on assessing the setting of heritage assets and understanding the potential impacts of proposed developments. It presents a 5-step approach to decision-making regarding setting, which includes:

1. Identify the affected heritage assets and their settings.
2. Assess how these settings and views contribute to the significance of the assets.
3. Evaluate the effects of proposed development on significance and appreciation.
4. Explore ways to enhance the setting and minimise harm.
5. Document the decision and monitor outcomes.

The guidance emphasises that views are integral to a heritage asset's setting, influencing its significance through relationships, historical context, and designed viewpoints. It also provides an indicative list of attributes to consider when evaluating contributions to significance, such as land use, green space, historical context, and the overall experience of the asset.

3.6.3 Historic England Advice Note 12: Statements of Heritage Significance (2019)

This advice document covers the Framework requirement for applicants for heritage and other consents to describe the significance to help local planning authorities to make decisions on the impact of development proposals for change to heritage assets.

Understanding the significance of heritage assets, in advance of developing proposals for their buildings and sites, enables owners and applicants to receive effective, consistent, and timely decisions. Sections 3 and 4 of this Statement expands upon this key guidance document in terms of the assessment of heritage significance, key planning issues, and demonstrates how it is applicable to the Proposed Development.

4.0 Assessment of Significance

4.1 Introduction

This section considers the key planning issues relevant to the Proposed Development as set out in Section 3 of this statement and assesses compliance with national, regional, and local planning policy to demonstrate why listed building consent should be granted.

4.2 Principle of Development

The Proposed Development enables the continued use of the lift as a fit-for-purpose within the listed building. The lifts were installed in 2010 and are approaching the end of the design life. The lifts have not been modified since being installed and are currently in poor condition for the age of the lift equipment.

The proposed works to the lift within the listed building are minor in nature, as they are entirely confined to the interior of the building as identified in planning ref: 2004/23007/P as they are specified as ‘internal stairs and lifts.’.

The proposed development will not impact on the external brickwork or façade. The modifications involve adding support beams and strengthening the existing steelwork to accommodate a new lift cart design, which requires reinforced structural elements. Importantly, the new steelwork will seamlessly integrate with the current steel structure, making it indistinguishable from the original. As the steel structure is physically connected to the building, LBC is considered to be required, as the steel structure is considered to form part of the Listing. The proposed amendments to the structure are minimal internal alterations that will not affect the historical or special character of the listed building.

The proposed development will not expand or alter the existing lift shaft and therefore not involve the removal of any remaining historic fabric. The extent of loss of original internal fabric has also been noted in this Statement, and as such, there will be a negligible impact on the historic or architectural interest of the property as a result of the proposed development. No external changes are proposed as part of this application for Listed Building Consent, and therefore, the proposed development will have no impact on the architectural or historic significance of Granary Square Building 1.

4.3 Built Heritage

4.3.1 Understanding Significance

From the outset it is critical to understand what is meant by the term ‘significance’ in relation to impacts of a proposal on the historic environment. Annex 2 of the Framework (2023) defines significance as:

“The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting”. [emphasis added]

Historic England’s Advice Note 12 ‘Statements of Heritage Significance’ (HEAN12) supports this definition and states that an understanding of a heritage asset’s archaeological, architectural, artistic, or historic significance (or a combination of these) must:

- Describe significance following appropriate analysis, no matter what the level of significance or the scope of the Development Proposal;
- Be sufficient, though no more, for an understanding of the impact of the proposal on the significance, both positive and negative; and
- Be sufficient for the Local Planning Authority to determine the level of impact on that significance and on the merits of the Proposed Development.

Acknowledging that significance derives from the physical fabric of a historic structure, but also from its setting is fundamental if a comprehensive understanding of a heritage asset’s significance and how to interpret it when considering development impacts upon it is to be achieved.

Historic England's Guidance on 'The Setting of Heritage Assets' (2017) includes a method for establishing the extent of setting and assessing the contribution setting makes to the significance of a heritage asset. In undertaking such assessments Historic England focuses on 'the physical surroundings' of an asset and 'how an asset is experienced'.

This document also notes that all assets have a setting, yet it emphasises that setting can make a positive, negative, or neutral contribution to heritage significance; and importantly in urban landscapes can change over time. Specifically, it establishes the following key messages:

"Setting is not itself a heritage asset, nor a heritage designation, although land comprising a setting may itself be designated. Its importance lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance", page 4.

"Setting of heritage assets change over time...Settings of heritage assets which closely resemble the setting in which the asset was constructed are likely to contribute to significance but settings which have changed may also themselves enhance significance, for instance where townscape character has been shaped by cycles of change and creation over the long term. Settings may also have suffered negative impact from inappropriate past developments and may be enhanced by the removal of the inappropriate structure(s)", page 4.

"The numbers and proximity of heritage assets in urban areas mean that the protection and enhancement of setting is intimately linked to townscape and urban design considerations. These include the degree of conscious design or fortuitous beauty and the consequent visual harmony or congruity of development, and often relates to townscape attributes such as enclosure, definition of streets and spaces and spatial qualities", page 6.

"All heritage assets have significance, some of which have particular significance and are designated. The contribution made by their setting to their significance also varies. Although many settings may be enhanced by development, not all settings have the same capacity to accommodate change without harm to the significance of the heritage asset or the ability to appreciate. This capacity may vary between designated assets of the same grade or of the same type or according to the nature of the change. It can also depend on the location of the asset: an elevated or overlooked location; a riverbank, coastal or island location; or a location the sensitivity of the setting (i.e. the capacity of the setting to accommodate change without harm to the heritage assets significance) or of views of the asset.", page 8.

Once significance is understood, the next stage is to understand the impact of the proposal on that significance. Where the proposal may sustain or enhance that significance or where there may be harm to that significance, options to avoid, minimise and mitigate the impact in a way that meets the objectives of the Framework (2023) should be considered.

Nevertheless, Historic England notes in HEAN12 that significance and impact on that significance identified are matters of qualitative and expert judgement, which cannot provide a systematic answer.

4.3.2 Approach to Assessment

To assess the impact on significance there are a series of legislative and policy considerations to take into account. Firstly, there is a legal requirement for Councils and Applicants to have 'special regard to...preserving the building...[and] its setting...[and] any features of special architectural or historic interest'. Secondly, the Applicant must demonstrate that the following steps have been taken in accordance with the Framework (2021):

1. Describe the asset's significance (paragraph 194)
2. Assess the likely impacts on this significance and whether there is (substantial or less than substantial) harm or enhancement (paragraph 199)
3. Attach great weight to harm and enhancement in the planning balance (paragraph 199)
4. Any harm to, or loss of, significance, should have clear and convincing justification (paragraph 200)
5. Balance less than substantial harm against public benefits where appropriate (paragraph 202).

HEAN12 gives advice on the analysis and assessment of heritage significance in accordance with the Framework to assist all interested parties in implementing the legislation. This advice advocates a stages approach to decision-making. These stages are:

- Understand the form, material, and history of the heritage asset;
- Understand the significance;

- Understand the impact of that significance;
- Avoid, minimise, and mitigate negative impact; and
- Look for opportunities to better reveal or enhance significance.

Ultimately, the objective is to understand the interest or value of a place or building. This is achieved by using the stages as a methodology through which to explore and understand significance. In summary, the significance of a heritage asset is equal to the sum of its special interest. The interest themes are:

- **Historic or Communal 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. This is measured by the historical people or events associated to a building.
- **Architectural or Artistic Interest:** These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the ways 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 skills, like sculpture. This is measured by the general character, appearance, and aesthetics of the buildings as well as the spaces between.
- **Evidential or Archaeological Interest:** There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worth of expert investigation at some point. This is measured by the evidence yielded from the fabric of the structure or evidence of human influence on change to the environment. These interest themes are used as a methodology by which to assess and draw conclusions about the significance of a place or building. A value or level of interest is then attributed in the conclusion based on the research and evidence set out. The levels of significance are as follows:

Significance Level	Definition	Capacity for Change
Exceptional	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; the setting of the heritage asset is an intrinsic part of the overall significance and is largely intact and or well preserved; unquestionable group value.	None or very limited
Highly Significant	Important historic or architectural features; high-quality of workmanship; potential for nationally important archaeology; largely intact and/ or rare examples of a building type or technique; the setting of the heritage asset makes an important contribution to the significance, values, legibility of the heritage asset – change and alteration to the setting may be present, but evidential, historic, aesthetic and/ or communal values remain; important group value.	Limited
Significant	Formal or aesthetic significance; architectural character or notable features, including areas with potential for significant enhancement; setting contributes to the heritage asset's legibility, form and/ or scale, but includes extant alterations which have altered or diminished the special interest; some positive group value.	Change possible without harm
Low significance	Little or no architectural or heritage significance or area of lost significance; the setting of the heritage asset has been extensively altered to the point where it has a very low value and further change to the setting.	Change could be beneficial

Not significant	Of no heritage interest	N/A
Detrimental	Features or areas that detract from a building's special significance or may accelerate decay or threaten the heritage asset.	Change could be beneficial

Table 4.1 Significance Criteria for Heritage Assets

In gathering evidence to assess the significance, a site visit was undertaken (22 August 2024) to survey and analyse the key areas which compromise the site relevant to this application seeking LBC for works to a lift within the property.

In addition, research into the historic development was undertaken via desktop research, using the Historic England database of listed buildings and various online local history sources.

The significance of the Conservation Area has not been considered in this proposal, as the planned development is confined within the building's interior and, consequently, will have no impact on the external features of the Regent's Canal Conservation Area.

4.3.3 Historic Development of the site

This section of the statement sets-out the historic development of the site. The map regression will outline the development of the site and desktop research will present a narrative as to the development of the building (see figures 8-10).

The primary buildings in the Eastern Goods Yard were initially constructed in the early 1850s. Built mostly of stock brick, they exemplify large-scale railway industrial architecture. In front of the Granary lies an open area, once the Granary Basin, where goods transferred between canal, rail, and road.

The Goods Yard Complex, a dominant structure within King's Cross Central, was Britain's largest of its type at its inception and retains much of its original layout and construction.

The buildings are arranged slightly fanned to accommodate rail tracks, which either entered or paralleled the structures and diverged from the mainline approach in the site's northeastern corner. The Granary and Transit Sheds are symmetrically arranged along this approach line, with the axis extending through the central portal of the Copenhagen Tunnel to the north.

In 2007, the Eastern Goods Yard featured a mix of uses but remained largely under-utilised and in poor condition, reflecting the transitional state of the King's Cross Central site during redevelopment.

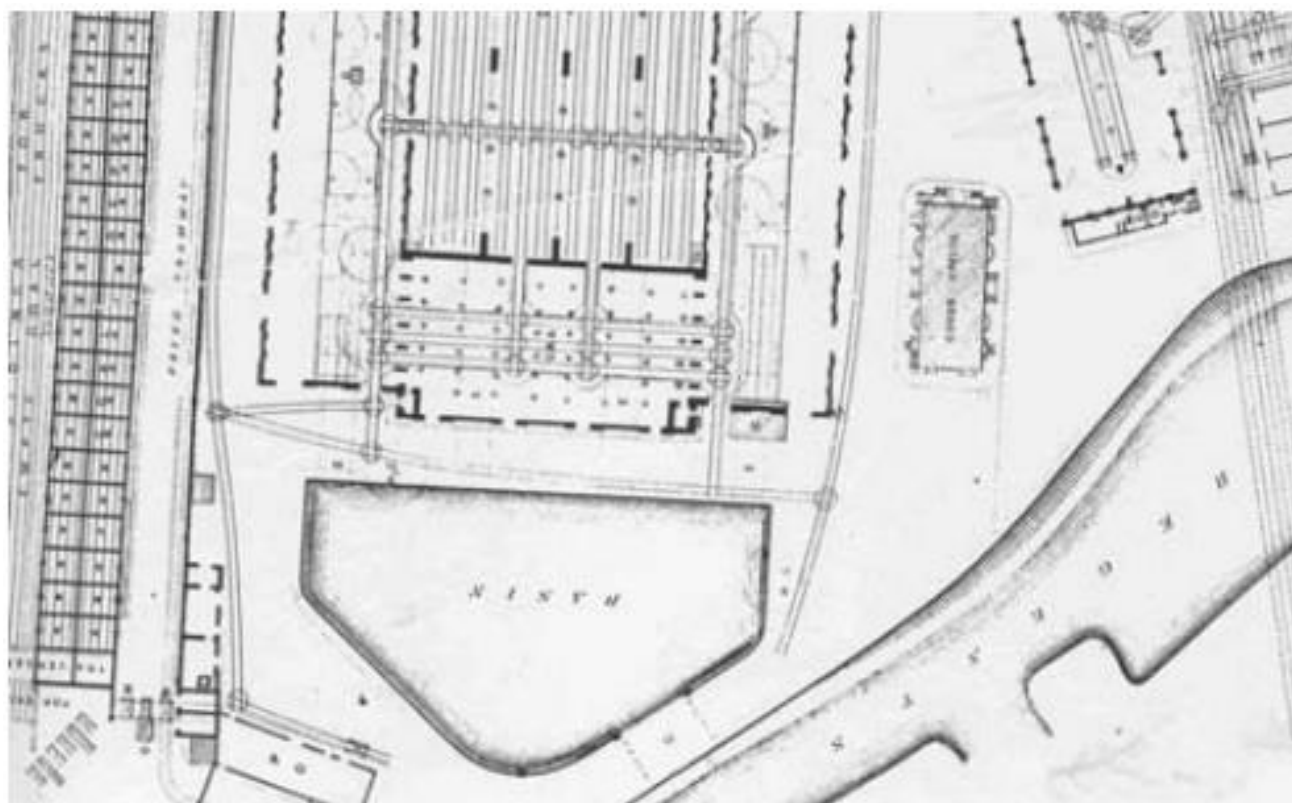


Figure 8 Historic Plan (1865)



Figure 9 Ordnance survey map (1871)



Figure 10 Granary Square (2007)

4.3.4 Cultural Significance of The Granary



Figure 11 Painting depicting original use (<https://www.kingscross.co.uk/granary>)



Figure 12 Current use of the building.

Historic Interest

The Granary building was originally constructed in 1851 to manage the storage and distribution of grain. The Granary Building is Grade II Listed (list entry 1379215) and is also within the Regents Canal Conservation Area which was designated in 1984. (see figure 8)

The Granary building primarily stored Lincolnshire wheat for London's bakers, while the sheds facilitated the transfer of freight to and from rail carts. Cranes and turntables, initially powered by horses and later by hydraulic systems from the 1840s, made off-loading from the rail carriages more efficient.

The building was part of wider regeneration which following an extensive refurbishment and extension project. The conversion and extension to The Granary Building forms part of a wider 67-acre regeneration of Kings Cross. The glazing of the internal corridor further encloses the space in which the proposed development is located. The internal glazing feature of the ceiling allows for the interior enclosed space to still enjoy the historic element of an open 'street' like space.

The Granary Square has significant historical and cultural importance but the surrounding buildings, particularly the repurposed Coal Drops Yard and former grain warehouses, are widely considered reflect a high degree of architectural and aesthetic significance. The Granary and the adjacent buildings and spaces incorporate materials, styles, and a level of quality of construction also used in Cubitt's other buildings for the Great Northern Railway, including King's Cross Station and the Great Northern Hotel. This unity of style and fabric maintains a thematic linkage between, and forms a major component of, both the King's Cross Conservation Area and this part of the Regent's Canal Conservation Area (see figure 10).



Figure 13 Granary Square area (<https://www.kingscross.co.uk/granary-square>)

These structures are considered to be not only well-preserved but also to maintain a harmonious relationship within Granary Square. Together, they contribute to the area's historical group value, enhancing its visual appeal and cultural importance. The area is a significant area of continued growth, industry, and community engagement.

On this basis, it is considered that the Granary building is **highly significant** in terms of its **historic interest**.

Architectural and Artistic Interest

The key historic architectural features of the Granary building have been summarised below and are taken from the official listing description.

'Granary (1851-2) by Lewis Cubitt is a 6-storey building of multi-coloured stock brick with a double-hipped Welsh slate roof. The rectangular south facade has 9 symmetrical bays, with 4 projecting hoist bays, recessed windows, and hoist doors in segmental-arched recesses. Some original crane mechanisms remain. The interior features wooden floors supported by cast-iron columns and beams, with progressively smaller columns from ground to the 4th floor. The 5th floor has taller columns supporting the roof and water tanks. The roof has a wooden queen post truss system. Staircases are in the south-east and south-west, with original cast-iron fire doors. Historically, it served as a grain warehouse with hydraulic-powered hoists and canal access to Regent's Canal. Rail access was through transit sheds on the north side.'

Granary Square, located in the heart of London's King's Cross, is a vibrant public space. This site serves as a valuable educational resource, offering insight into how Victorian society lived and worked, while reminding visitors of the period's transformative impact on trade and industry.

The site has since undergone a significant regeneration under planning permission 2004/23007/P, and subsequent related applications. The Granary building holds the Central Saint Martins, a public art university, established in 1989 from the merger of the Central School of Arts and Crafts (founded in 1896) and St Martin's School of Art (founded in 1854), is a globally recognised institution for arts and design education and research. It is part of the University of the

Arts London, a collegiate university that also includes Camberwell College of Arts, Chelsea College of Art and Design, London College of Communication, London College of Fashion, and Wimbledon College of Art.

The site has undergone internal and external works, but the architectural and artistic significance has been maintained and elevated over the lifetime of the structure and its setting in the area.

On consideration, the site is considered to have **highly significant Architectural and Artistic interest**.

Communal Value

In addition to the commentary above, it is recognised that the communal significance of Granary Square extends beyond its historical value, as it now serves as a cherished gathering space for locals, businesses, and visitors. This sense of shared ownership is considered to underscore the square's role as a focal point of both historical appreciation and contemporary community engagement, creating a unique sense of place that bridges London's past with its evolving present.

Overall, it is therefore considered that the Granary building is also **highly significant** in terms of its **communal value** in terms of its historic and current role within the wider site and how it functions.

Evidential and Archaeological Interest

The site is located within an Archaeological Priority Area (APA), the APA is allocated to Tier 2, as it contains the canal itself along with a range of post-medieval buildings, structures and remains of industrial works and warehouses associated with the historic use of the canal and railways (see figure 11)

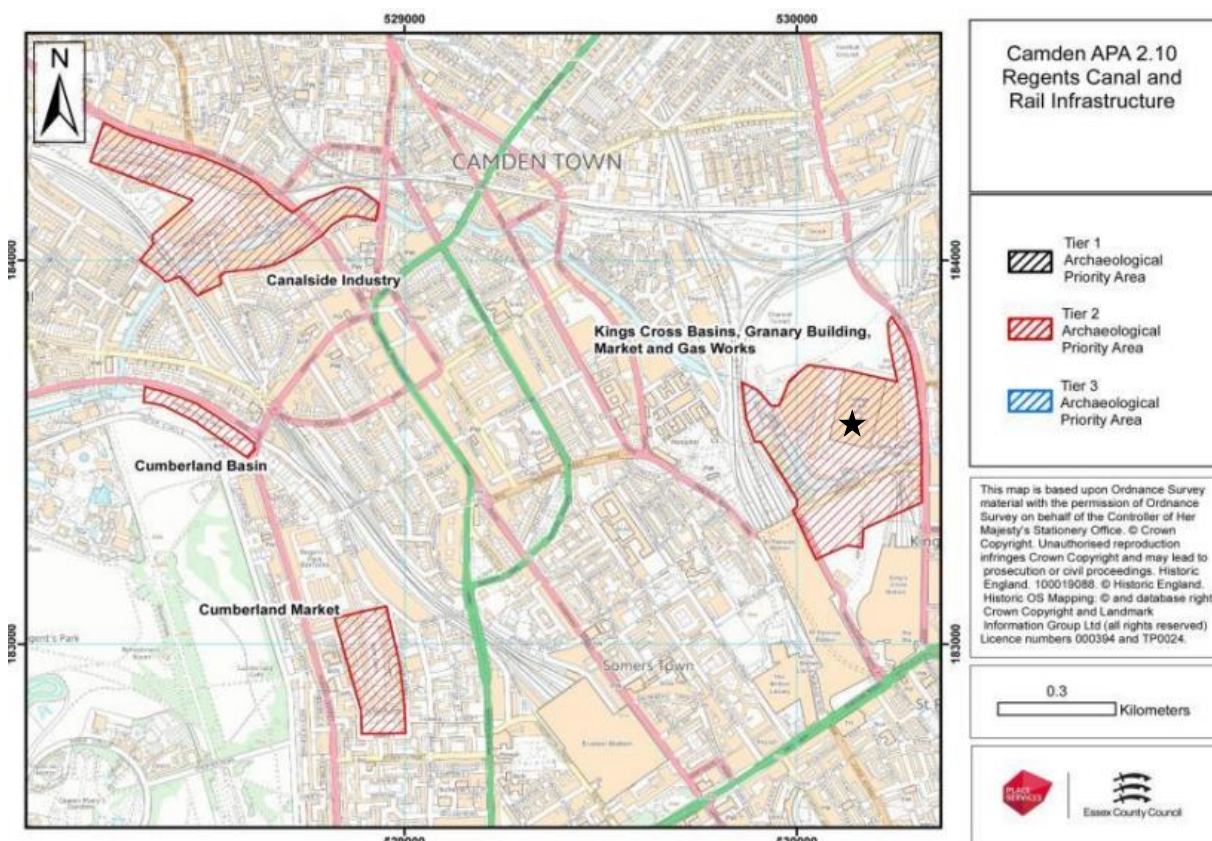


Figure 14 Camden APA map (site marked by star)

The APA is considered significant as it showcases London's industrialisation, with Camden Lock's preserved railway and canal structures exemplifying 19th-century transport infrastructure. The area's historic ice industry also stands out. Many structures remain, and archaeological findings reveal that early industrial buildings along the canal still exist, enriching knowledge of 19th and early 20th-century industry. Studying these sites requires historical, structural, and archaeological research, as well as expertise in period technology. Kings Cross Central exemplifies successful conservation, where

historic sites have been repurposed for creative industries and housing, demonstrating their place-making potential and suitability for adaptive reuse. (Historic England et al 2018)

The site is considered to be **highly significant in terms of its evidential and archaeological interest**.

4.4 Impact Significance

In accordance with paragraph 200 of the Framework (2023) and HEAN 12 (Historic England 2019), Section 4 of this Statement will assess the likely impacts of the Proposed Development on the heritage significance identified and attach great weight to any harm and enhancement identified.

Key areas of potential impact are historic and architectural interest and value, primarily the existing brickwork and instances of the original internal walls. Any impacts on, or potential loss of historic building fabric is considered to be minor/negligible as the works will be contained to the steel framework of the lift shafts, with no works being required to interact with the existing brickwork. As such any impact is considered negligible.

The significance of impact from the proposed works should be considered as **minor/negligible**. The works will not impact the existing brickwork and the works are contained entirely to the interior of the building, with the exterior of the building retaining the significance of the listed building.

No external changes are proposed as part of this application for Listed Building Consent, and therefore, the proposed development will have no impact on this section of the building or affect the setting of the conservation area or the significance of any other surrounding listed buildings, as identified in Section 4. This includes the contribution made by the setting of this heritage asset.

The level of works and potential impacts on the fundamental aspect that most contributes to the overall significance of this heritage asset has been considered minor/negligible. However, should any impacts occur, particularly around installation and material use, mitigation measures can be employed to minimise any potential harm.

It is considered that the Proposed Development will have a **no impact** on the character and appearance, and therefore significance, of the Conservation Area given the scale and location of proposed works.

5.0 Key Issues

5.1 Design and Access

The purpose of this statement is to explain the design principles and concepts that have been applied to the proposed development and why, in our view, the proposals should be supported. This document should be read in conjunction with the accompanying drawings reference and photographs.

The attached photos highlight the existing lift and the new proposed works (see figures 12-17).



Figure 15 Existing lifts in use.



Figure 16 Lift steelwork adjacent the brickwork.



Figure 17 brickwork adjacent to lift.

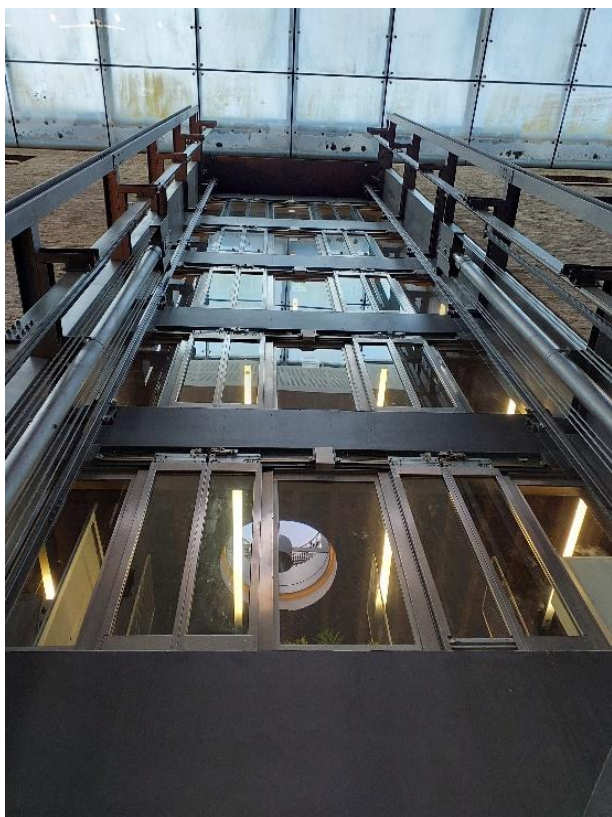


Figure 18 Existing steelworks which support the lift cars.



Figure 19 Lift panelling interacting with brickwork (private access space)



Figure 20 Private access space to lift.

The proposed works to the lift within the listed building are minor and limited exclusively to the interior, ensuring no alterations to the external brickwork or façade.

These modifications involve the addition of support beams and reinforcement of the existing steelwork to accommodate a new lift cart design, which requires enhanced structural elements (see figures 2-3).

Importantly, the new steelwork will be integrated seamlessly with the current structure.

5.2 Need

The new proposed works will allow the building to continue to be accessible with more reliance. As previously noted, the lifts are at the end-of-life cycle. The lifts are regularly undergoing maintenance works in a reactive manner, which is not sustainable to allow the lifts to be operational. The lifts are essential as they allow for the continued use and accessible nature of the building.

The new lifts will provide improved facilities for accessing the 24-hr library and multiple floors in the building. The lifts are accessible from the ground floor and travel up to the fifth floor.

5.3 Material

The new steel works will maintain the existing look of the lift and will be indistinguishable from the existing lift. The below drawings illustrate the existing and the proposed works to the framework of the lifts. (see appendices).

The below table identifies the lift car materials for the proposed development.

Lift Car	Materials
Floor finish	Non-slip vinyl
Wall finish	Rear Wall – Safety glass Side walls – steel and white back painted glass Car doors and Fronts – Glass and stainless steel
Skirting finish	Satin stainless steel

Ceiling Finish	Satin stainless steel
Front return finish	Satin stainless steel
Mirror type and finish	Mirror to the side wall, at least 300mm above floor level
Handrail type and finish	Satin stainless finish to COP wall
Bump rails type and finish	N/A
Landing call station finish	Satin stainless finish
Door sill material	Reinforced aluminium
Door panel finish	Safety glass
Door frame finish	Satin stainless finish

Table 5.1 Proposed Materials

The proposed materials are similar to the existing as per figures 12-17.

6.0 Conclusion

6.1 Conclusion

This Statement has been prepared by Cundall on behalf of UAL and accompanies an application for Listed Building Consent (LBC) at Granary Building, 1, Granary Square, London, N1C 4AA. It has been undertaken in accordance with the legislation and guidance presented in Section 3 and fulfils the relevant statutory and policy requirements.

It is considered that the Proposed Development will sustain the significance of the identified Designated Heritage Asset included in this assessment in accordance with paragraph 201 of the Framework, which states that when determining applications local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that the conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

This conclusion has been made on the basis that the Proposed Development will have a negligible impact on the significance of the listed building given the scope of works and the extent of the loss of original historic/ architectural features.

The submitted proposal is consequently in accordance with legislative requirements as well as National Planning Policy (2021) and Local Planning Policies, comprising of the London Plan (2021) and London Borough of Camden's Local Development Framework. It is therefore respectfully requested that the application for Listed Building Consent is approved.

7.0 Appendix 1 – Schedule

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18.3 Schedule of Equipment

			Lift No 8	Lift 9
Technical Criteria	Capacity	kg	1000	
	Speed	m/s	1.0	
	Use code		Passenger	
	Counterweight safety gear	Y/N	N	
	Through car	Y/N	N	
	Total floors served	#	6	
	Total landing entrances	#	6	
	Levels served designations	Front	G, 1, 2, 3, 4, & 5	
	Approximate travel distance	m	15	
	Drive System location		Top of shaft	
	Control system location		Top landing	
	Control type		Duplex Full Collective	
	Regenerative drive	Y/N	Not required	
	Environment	Internal /External	Internal	
	Vandal Resistance	Category 1/2	1	
	Design Life	Years	20-25	
	Compensation ropes or chains	Y/N	No	
Shaft	Width (existing)	mm	2100	
	Depth (existing)	mm	1850	
	Headroom height (existing)	Note 2	3200	
	Pit depth (existing)	mm	2300	
Car Internal	Width	mm	1400	
	Depth	mm	1600	
	Height	mm	2200	
Doors	Width	mm	900	
	Height	mm	2000	
	Configuration		2 Panel Centre Opening	
	Sill Material		Reinforced Aluminium	
	Fire Rating	60/120 mins	N/A	
	Door cycles per year		800,000	
	Door cycles per hour (peak)		360	
Ride Quality	State CIBSE or BCO Compliance		CIBSE	

Table 18-3: Schedule of Equipment

1. This schedule is to be read in conjunction with the detailed specification.
2. The headroom quoted is to the underside of the lift shaft slab (or capping) not to the lifting beam or hooks.

19.0 Finishes and Accessories (Drawing to be provided)

		Lift 8	Lift 9
Lift Car	Floor finish	Non-slip vinyl (TBC)	
	Wall finish	Rear wall - Safety Glass Side walls – Steel and white back painted glass Car doors and Fronts – Glass and stainless steel All are similar to the existing as per Figures 3 & 4 below	
	Skirting finish	Satin stainless steel	
	Ceiling finish	Powder coated white	
	Front return finish	Satin stainless steel	
	Mirror type and finish	Mirror to the side wall, at least 300mm above floor level.	
	Handrail type and finish	Satin stainless steel to COP wall	
	Bump Rails type and finish	N/A	
	Ventilation requirements	Provide both natural and forced	
	Quantity of car operating panels	One	
	Car operating panel finish	Satin stainless steel with a surround that contrasts to surrounding wall	
	Drapes required	No	
	Fan required	Yes	
Shaft Equipment	Car guide shoe type	Sliding	
	Counterweight guide shoe type	Sliding	
Lighting	Lift car type	Anti-vandal LED spots	
	Emergency	Include non-maintained with 3 hours	
	Emergency light test switch	Include in the lift control panel	
Controls	Control system type	Group FCL	
	Door open button	Include	
	Door close button	Include	
	Push buttons type	Micro-movement US91-EN dual illumination	
	Car preference key switch	Include	
	Swipe card reader	New reader behind COP	
	Coded keypad	Not required	
	Visual and audible button confirmation	Include	
	Car indicator type	Dewhurst display	
	Firefighters control	N/A	
	Security system integration	Include, replicating the existing system	
	Security interface location	Within COP and on the ground floor station	
	Autodialler	Safeline SL6, including GSM	
	Inductive loop	Include	
	Car top and pit communications	Include	
Landing Fixtures	Quantity of call stations for group	One per landing	
	Landing call station finish	Satin stainless steel	
	Call station position	Between shafts to EN81-70	
	Quantity of landing indicators for group	One per entrance	
	Swipe card reader	Reuse system in the lift car and at the ground floor entrance	

		Lift 8	Lift 9
Doors	Coded keypad	N/A	
	Landing indicator finish	Satin stainless steel	
	Landing Indicator position	Above lift entrances	
	Door detector type	Panachrome +	
	Door sill material	Reinforced aluminium	
	Door panel finish	Safety glass	
	Door frame finish	Satin stainless steel	
	Architraves required	Yes	
	Architrave type	Stonehenge	
	Architrave finish	Sliding	
	Architrave backfilled with concrete	As required by fire assessment	
	Minimum fire integrity	N/A	
Other Facilities	Callout cover	24/7	
	BMS integration	Include for connection to the existing system	

Table 19-1: Schedule of Finishes and Accessories

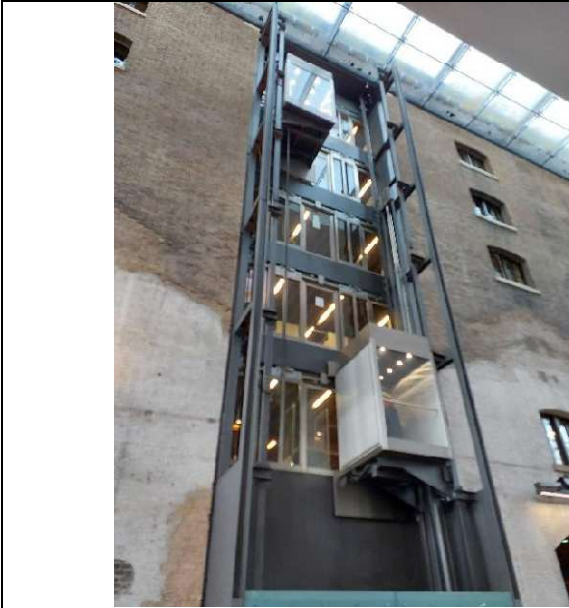


Figure 3 - Existing Lifts



Figure 4 - Existing Lifts