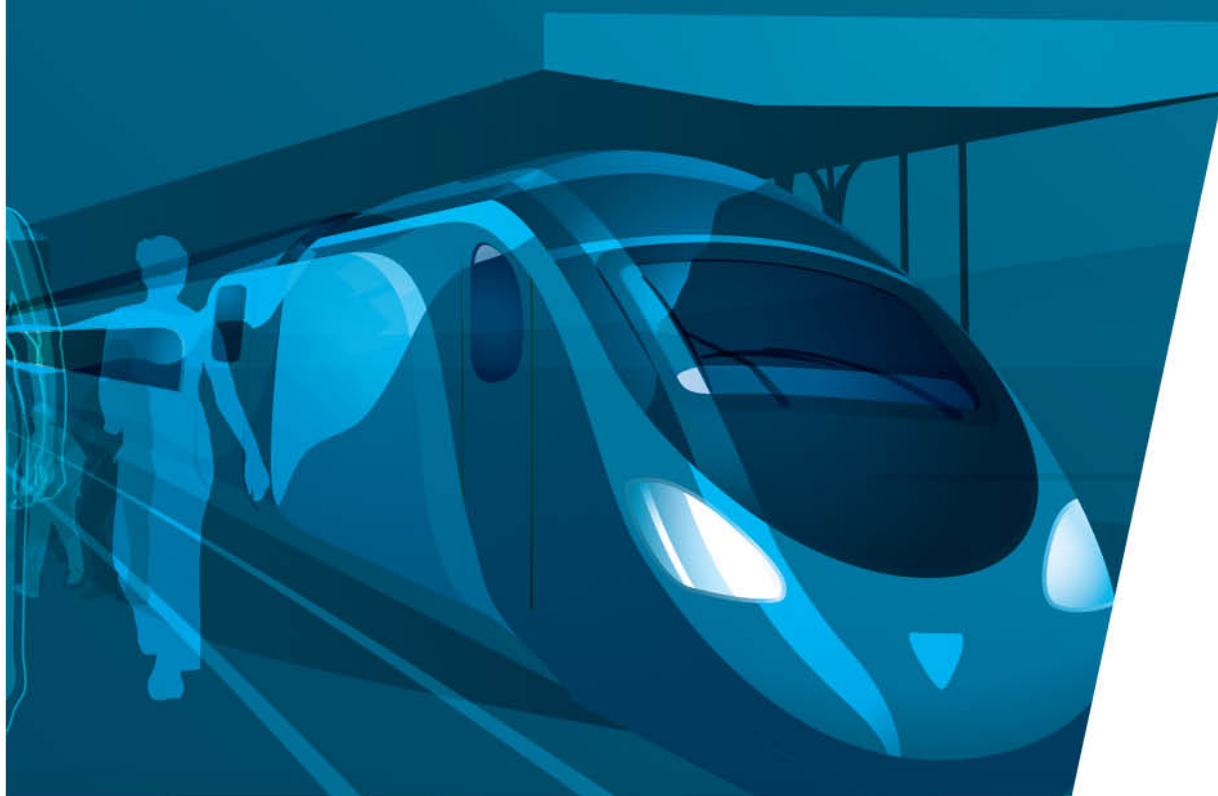


King's Cross Station

Design & Access and Heritage Statement

Document Reference:

Date: 21.11.2013



1 Design Statement

Background

- 1 This Planning Application is for the temporary siting of a piece of Public Art, a sculpture, in the newly constructed and landscaped King's Cross Square.
- 2 The King's Cross Square is a new area of public space that has been created as a result of the major redevelopment of King's Cross Station, and the removal of the temporary concourse structure that has been at the front of the station since the 1970's.
- 3 The Landscape specification and details of the Square were submitted under application 2009/5539/P and 2011/4782/P, which were approval of matters reserved by conditions associated with planning approval 2006/3387/P.
- 4 As part of the details of application 2011/4782/P the landscape details of the Square were specified and an area was identified that would be appropriate for hosting temporary Public Art installations.
- 5 This application now seeks approval for the siting of the first Public Art installation of the square for a temporary period of 2 years.

2 The Site

King's Cross Station

- 6 King's Cross Station was constructed in 1852 to the design of Lewis Cubbit. The main train shed roof comprises two vaults of clear arch construction.
- 7 King's Cross Station is a major interchange, providing access to rail service, the London Underground and buses. The station forms the central focus in a number of recent major developments in this part of the London Borough of Camden and has currently undergone a significant major redevelopment, which has resulted in the total refurbishment of the station and a new western concourse building.
- 8 King's Cross Station is a Grade I listed building and was constructed between 1850-52 by Lewis Cubbitt (architect) and Sir William and Joseph Cubitt (engineers).
- 9 The station was the original terminus of the Great Northern Railway and when opened, it was the largest station in England. Today it is the earliest great London terminus station still intact.
- 10 The Station is bounded on its East by York Way, to the South by Euston Road, by Pancras Road to the west, and by Goods Way at the Northern, Country End of the Station, running above the Gas Works Tunnels. The station boundary is marked red on the site location plan - included in this Application document.
- 11 The building is located at the junction of the former Fleet River and one of its tributaries, now diverted and running down to the Thames in the Fleet Sewer, which now runs diagonally under the Northern end of the station and the existing tracks, between the Main

Train Shed and Goods Way, The King's Cross St Pancras Underground Ticket Hall is located at the Southern end, below the modern concourse building,

- 12 King's Cross Station is primarily of traditional load-bearing brick construction, with slate-clad roofs and mainly sash windows. The main shed has wrought iron ribs supporting bands of glazing, GRP sheeting and timber boards. The Suburban Shed roof is a modern steel truss construction.
- 13 The station has just undergone a comprehensive redevelopment which has renovated and expanded the Victorian structure to create a transport hub that is ready to accommodate the unprecedented numbers of passengers using the railway
- 14 A bright and spacious new concourse has been created to the western side of the station and was opened in March 2012.
- 15 The final phase of the redevelopment was the creation of a 75,000 sq ft square at the front of the station paved in York stone, bringing the grandness of Europe's city railway stations to the heart of London.
- 16 The square has granite benches, new lighting, trees and an area dedicated to public art. The two Underground entrances in the square are also being upgraded and a glass canopy provides covered access from the station.

3 The Proposal

- 17 Permission is sought for the siting of a Public Art sculpture in the newly created King's Cross Square.
- 18 It is proposed to temporarily install a high profile piece of art to launch the space, and thereafter offer the space to Camden to curate on a long term basis in collaboration with Network Rail.
- 19 To designate the area as a space for displaying art The Henry Moore Foundation has kindly offered to loan Network Rail a high profile piece of art free of charge for the launch. The proposed piece is intended to be in place for approximately 2 years during which time Network Rail will work with Camden to develop an ongoing programme for subsequent installations.
- 20 Why Henry Moore?
 - Henry Moore has strong connections with...
 - o Camden – including a studio in Hampstead, and the funding of art projects, including Camden Arts Centre and the British Museum
 - o London – he taught, lived, funded projects and worked here, including works such as the sketches of bomb shelters in railway stations during World War Two
 - o The North East – whilst King's Cross Station is in Camden, it has great significance to the East Coast Mainline and the North East as the anchor of the East Coast railway, which has massive connections with Henry Moore, from his home town to his largest collection in the Yorkshire Sculpture Park

- London has a long history of involvement with Henry Moore, and Londoners have a huge appetite for his work – demonstrated recently by the extensive news coverage and editorial following Tower Hamlets decision to sell their piece

- 21 Careful consideration has been given to the selection of the chosen piece to achieve the balance between an installation which is in keeping with the Grade 1 listed Cubitt façade whilst making a statement to launch the area designated for public art within King's Cross Square.
- 22 The material, colour and orientation of the sculpture has been selected to minimise any distraction from the view of the façade with the bronze sculpture complementing the Yellow London Brick façade and the narrowest and least prominent face of the sculpture being displayed in the context of the elevation of the façade.
- 23 The full details of the proposal including the specification of the sculpture are detailed in the enclosed Public Art Submission document.

4 Planning Policy Context

National Planning Policy

- 24 The main policy considerations associated with this proposal are those relating to design and impact on the adjacent Grade I listed station.
- 25 Government has set out its planning policies for the historic environment and heritage assets in the National Planning Policy Framework (NPPF). It was published in March 2012 and replaced the previous guidance of PPS5. PPS5 was accompanied by the Historic Environment Planning Practice Guide, which was also published by Government. This remains a valid and Government endorsed guidance document for use alongside the NPPF.
- 26 Paragraphs 126 to 141 of the NPPF contain the heritage specific policies, but other policies expressly apply to the historic environment also.
- 27 Specific guidance contained within the NPPF states that when determining applications the authority should take into account the Government objectives as expressed in the overarching definition of sustainable development and particularly (paragraph 131):
 - the desirability of sustaining and enhancing the significance of all heritage assets (whether designated or not) and putting them to viable uses consistent with their conservation;
 - the positive contribution that 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.

The London Plan

- 28 London Plan was adopted in 2011 and is the overall strategic plan for London, and it sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. It forms part of the development plan for Greater London.
- 29 Policy 7.8 – Heritage assets and Archaeology details the regional policy in respect to development at listed buildings.

Policy 7.8 Heritage assets and Archaeology

B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site's archaeology.

D Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

Local Policy

- 30 The Local Development Framework (LDF), which replaced the Unitary Development Plan (UDP) in November 2010, is a collection of planning documents that (in conjunction with national planning policy and the Mayor's London Plan) sets out our strategy for managing growth and development in the borough, including where new homes, jobs and infrastructure will be located.
- 31 The Core Strategy sets out the key elements of our vision for the borough and is a central part of our Local Development Framework (LDF).
- 32 The Core Strategy helps Camden to define and plan for the future of the borough by:
- *contributing to achieving the vision and objectives of our community strategy*
 - *helping our partners and other organisations deliver relevant parts of their programmes*
 - *covering the physical aspects of location and land use*
 - *addressing factors that make places attractive, sustainable and successful (such as social and economic matters)*
 - *balancing the needs of residents, businesses and future generations*
- 33 Policy CS11 – Promoting sustainable and efficient travel states the support given to proposals that support the growth and improvements at King's Cross Station.
- CS11 – Promoting sustainable and efficient travel**
- The Council will promote key transport infrastructure proposals to support Camden's growth, in particular:*
- a) *King's Cross station improvements;*
- 34 The development policies set out detailed planning criteria that are used to determine applications for planning permission in the borough.

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- 35 The development policies document set out detailed planning criteria that we use to determine applications for planning permission in the borough, and policy DC24 – Securing High Quality Design and policy DC25 – Conserving Camden’s heritage details the policy requirements of development proposals in respect of design quality and for developments located within Conservation Areas and/or to Listed Buildings.

DP24 – Securing high quality design

The Council will require all developments, including alterations and extensions to existing buildings, to be of the highest standard of design and will expect developments to consider:

- a) character, setting, context and the form and scale of neighbouring buildings;*
- b) the character and proportions of the existing building, where alterations and extensions are proposed;*
- c) the quality of materials to be used;*
- d) the provision of visually interesting frontages at street level;*
- e) the appropriate location for building services equipment;*
- f) existing natural features, such as topography and trees;*
- g) the provision of appropriate hard and soft landscaping including boundary treatments;*
- h) the provision of appropriate amenity space; and*
- i) accessibility.*

DP25 – Conserving Camden’s heritage

Conservation areas

In order to maintain the character of Camden’s conservation areas, the Council will:

- a) take account of conservation area statements, appraisals and management plans when assessing applications within conservation areas;*
- b) only permit development within conservation areas that preserves and enhances the character and appearance of the area;*

Listed buildings

To preserve or enhance the borough’s listed buildings, the Council will:

- e) prevent the total or substantial demolition of a listed building unless exceptional circumstances are shown that outweigh the case for retention;*
- f) only grant consent for a change of use or alterations and extensions to a listed building where it considers this would not cause harm to the special interest of the building; and*
- g) not permit development that it considers would cause harm to the setting of a listed building.*

5 Design Consideration and Heritage Impact

- 36 The principle of an area identified for public art was agreed through the discussions which took place on the design and landscaping of the King's Cross Square (2011/4782/P). The area is a prominent location in the Square, whilst being of a size and in a position that does not impact on the safe and efficient pedestrian flows across the square.
- 37 The location is also a sufficient distance away from the Grade I listed station so that it can be appreciated against its backdrop, but does not impact on its setting.
- 38 It is considered appropriate to use a high profile piece of art to launch the space and to mark the opening of the Square for the first time since the 1970s. The site will then, after the 2 year period, be marketed and managed by Network Rail and LB Camden in developing a strategy and installation for future pieces of art.
- 39 The proposal will improve upon the existing high quality design and appearance of the Square and compliment the recent redevelopment and refurbishment of the station building.

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