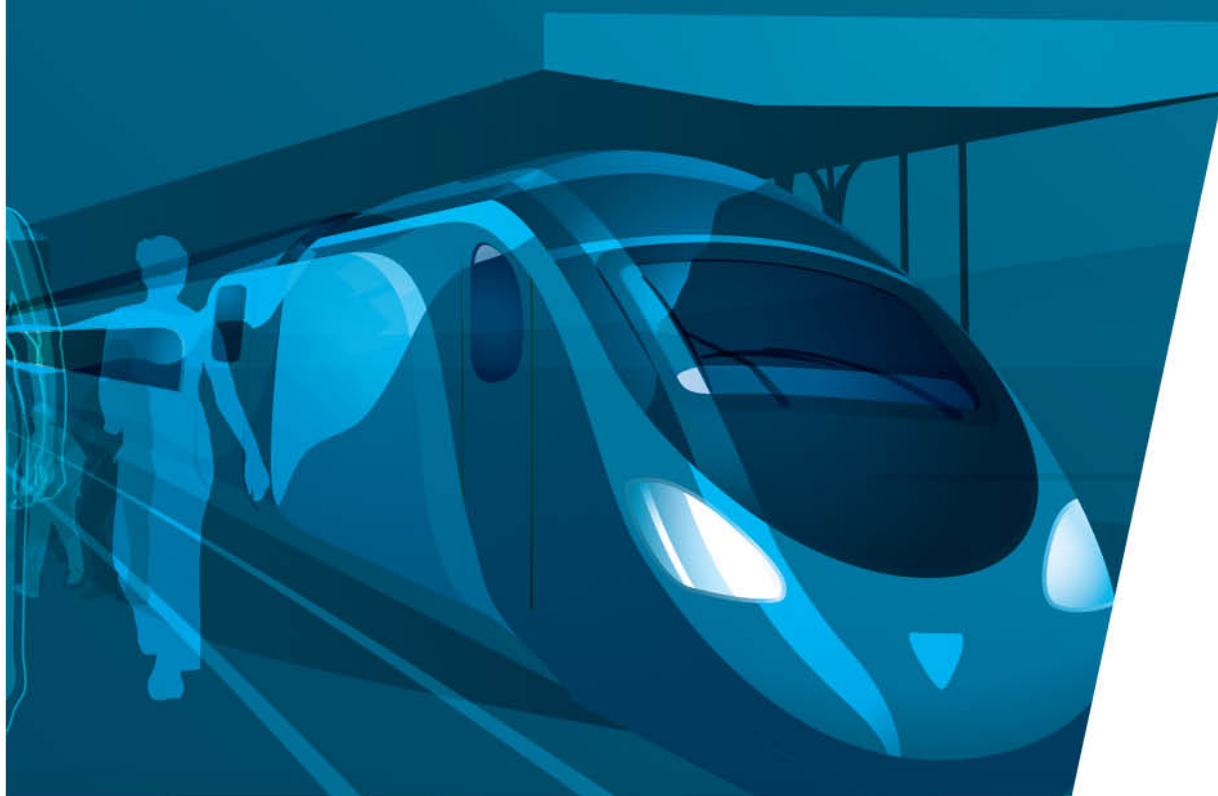


# *King's Cross Station*

*Design & Access and Heritage Statement*

Document Reference:

Date: 24.09.2013



# 1 Design Statement

## *Background*

- 1 This Listed Building Consent Application is for works to unit G/01 in the western range (adjacent to the western range gateline) in order to create a new smaller reception area, and a new retail unit to face onto the concourse
- 2 The works will include the reconfiguration of the existing reception area and the installation of a new door in the northern elevation of the western range gateline.
- 3 In addition to these works, a new assisted passenger waiting lounge is to be created in the unit which is currently used as a contractors reception. This unit will now accommodate seating and a waiting area for passengers awaiting assistance to get on their trains.

# 2 The Site

## *King's Cross Station*

- 4 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.
- 5 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.
- 6 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).
- 7 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.
- 8 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.
- 9 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,
- 10 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.

### 3 The Proposal

- 11 Operationally the Reception is no longer required and as such has been taken out of use. The proposal seeks to use space within the existing station that otherwise will be not utilized, and which has potential to become less appealing than at present.
- 12 The proposal requires the alteration of the unit fascia to change it from a reception to a retail fascia. The unit is to mirror the existing adjacent unit's design (currently occupied by Leon) to create uniformity and consistency. The existing slate flooring previously salvaged from other parts of the station will be carefully removed and reinstated within the lobby area to the rear, and likewise, cupboard doors will be re-used within the new print room area.
- 13 The new retail unit will enhance the station for passengers offering a greater tenant mix and offer to improve the customer experience of using Kings Cross.
- 14 No significant alterations are required to the contractor's reception area in order to turn it into an assisted passenger waiting area. It will require internal non-intrusive alterations only.

### 4 Planning Policy Context

#### *National Planning Policy*

- 15 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.
- 16 Paragraphs 126 to 141 of the NPPF contain the heritage specific policies, but other policies expressly apply to the historic environment also.
- 17 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*

- 18 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.
- 19 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*

- 20 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.
- 21 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).
- 22 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*
- 23 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;*
- 24 The development policies set out detailed planning criteria that are used to determine applications for planning permission in the borough.

- 25 The development policies document set out detailed planning criteria that we use to determine applications for planning permission in the borough, and policy DC25 – Conserving Camden’s heritage details the policy requirements of development proposals in Conservation Areas and/or to Listed Buildings.

***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 Heritage Impact

- 26 The proposal represents a relatively minor operation in respect of its impact on the architectural and historic quality of the listed station.
- 27 The new retail fascia is to match that of the Leon unit directly adjacent to the existing reception, and is to be constructed in materials and finishes to match. The installation of a door within the western range gateline area will have a visual impact on the specific area, but given that it represents the reinstatement of a historic doorway and is in an area that is finished in modern material, it is considered that there would be no significant negative visual impact.
- 28 The alterations to the existing contractors reception required to alter the reception to an assisted passenger waiting room are non-intrusive and do not affect the architecture or historic qualities of the room or of the station as a whole.
- 29 The new facility represents a necessary passenger facility which has been specifically requested by passengers, as there is currently no waiting room available for those passengers that are awaiting assistance in accessing their trains.
- 30 The proposal a whole only requires a small element of intrusive work, and this work will be kept to an absolute minimum. No historic material will be removed from the building, and

the reclaimed slate flooring currently located in the reception, will be re-laid in the new reception lobby area. It is therefore considered that given the limited visual impact the proposal has on the wider station building and the limited nature of the intrusive work, the proposal does not affect the special historic character or architectural importance of the listed buildings.

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