

**Design and Access Statement including
Listed Building Statement
for the Display of Images
Celebrating the Contribution of Volunteers during the Olympic
Games at St Pancras International Station
February 2012**

HS1-CAM-H11

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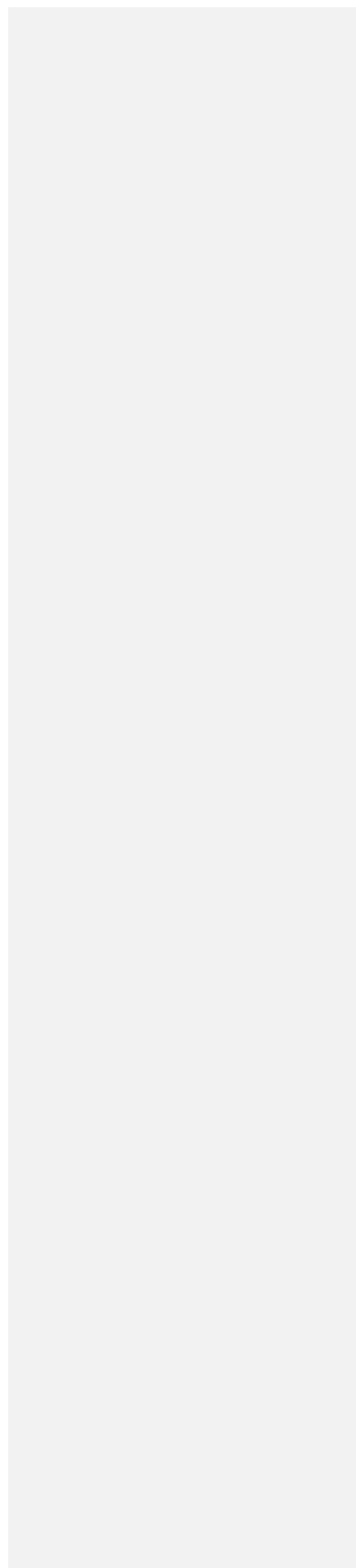
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1. INTRODUCTION

This statement has been prepared to support a Listed Building Consent (LBC) application for the erection and display of two non-illuminated 'celebratory images' behind the glazed façades at the keyhole station entrance of St Pancras International Station on Pancras Road.

The physical works proposed and the uses associated with the proposal are confined to the interior of the modern extension to the station building. The proposed works would not therefore constitute development requiring planning permission or would be permitted by virtue of the Town and Country Planning (General Permitted Development) Order 1995.

The sponsor for this project is McDonald restaurants, one of the main London 2012 Games sponsors and Presenting Partner. McDonald's sponsorship of the Olympic Games has been a continual relationship for over 35 years. The contribution is not only financial, the Company trains all the host nation volunteers needed to make the Olympic and Paralympic Games a success. This less glamorous side of the Olympic event is often overlooked but is the main focus of McDonald's 'Game Makers' campaign, the aim of which is to recognise and promote the efforts and achievements of the volunteers. Up to 70,000 people from across the Country and from all walks of life will give up their time, energy and expertise to make the Games happen. The volunteers will receive their training from McDonald's to provide the necessary customer service skills and the confidence to deliver an outstanding Olympic and Paralympic Games.

The proposed 'celebratory images' will be displayed for a temporary period, this will be the predetermined LOCOG Olympic Games period running from the 25th June to 16th September 2012. The signs will directly promote the Olympic Games and would constitute 'advertisements' as defined under s336 of the Town and Country Planning Act 1990. The signs are however exempted from the requirement for advertisement consent by virtue Regulation 3 and the provisions of Class A Schedule 1 of the Town and Country Planning (Control of Advertisements) Regulations 2007.

St Pancras Station is a Grade I Listed Building and the proposed works require an application for Listed Building Consent to determine whether the effect of the temporary displays is acceptable in the terms of the Station as a heritage asset.

1.2 Project Background

The 2012 Summer Olympic Games are due to take place from 27th July to 12 August 2012 with the Paralympic Games starting on the 29th August until the 9th September. The Games represent an unprecedented opportunity to showcase London to the World with millions of visitors to London expected in summer 2012. The experience of London for visitors from the rest of the United Kingdom and overseas should match the excitement and sense of occasion as the Games themselves. The Olympic Board's vision for London 2012 is "to host an inspirational, safe and inclusive Olympic and Paralympic Games and leave a sustainable legacy for London and the UK". The Mayor of London leads on a range of initiatives to ensure London in 2012 is as welcoming and exciting as it can be. The aim is to present London in the best possible light and ensure that visitors have access to the great attractions that London has to offer.

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A key part of London 2012 is concerned with the presentation of the City to the World. There are a number of initiatives across the city and particularly in areas close to the Games venues and transport routes to the Games which includes measures to light and dress the city in a manner befitting the host of the greatest show on earth and creating as many opportunities as possible for people to experience the Games, even if they don't have a ticket to an Olympic or Paralympic event. Making London accessible and easy to move around through the investment in transport and signposting is also an important element of the overall success of the Games.

As one of the main transit routes used for the efficient movement of large numbers of spectators to and from the Games, St Pancras station will be a key transport hub where spectators will congregate and is also a key international arrival point for visitors and athletes. The imagery within and around the station will form part of the overall visitor experience. It is therefore important that any messages and images seen by users of the station receive that sense of welcome and that the images enhance and support the visual spectacle of the Games. It is also recognised that visitors to London should be able to appreciate the historic elements and heritage of the city.

1.3 Location

The application relates to the area behind the glazed façade at the keyhole entrance to the station at Pancras Road. This station entrance lies in the transitional zone between the original brick train shed and the modern extension. The station extension is a modern addition and is constructed in materials that create a distinct and separate character to that of the original station. The original station remains as the dominant element of the overall station complex and is a visible reminder of the stations heritage when viewed from within and outside the station. The proposed temporary banner images will be confined to the modern part of the building and all fixing brackets will be clamped to the modern steel frame rather than the historic brick structure. The proposed images will from all internal views be seen with the context of the modern element of the building rather than the historic fabric.

The station façade here presents two full, floor to ceiling, glazed elevations facing south and east as shown on the site location plan. The elevations comprise a series of glazed panels that allow views from within St Pancras Station to Kings Cross Station and the surrounding townscape. The views from within the station concourse, where Games spectators and visitors will congregate awaiting transit, are principally along axes towards the clock tower and the new western range to Kings Cross station.

The facades can be separated into three areas;

- **Area 1** the ground floor street level section that is 6m high and contains the main entrances that are permanently open
- **Area 2** is a series of glazed panels comprising six columns and four rows, and
- **Area 3**, the glazed upper part containing the 'St Pancras' name

The proposed images will be contained entirely within the interior of the keyhole atrium and confined to Area 2 of the glazed facades.

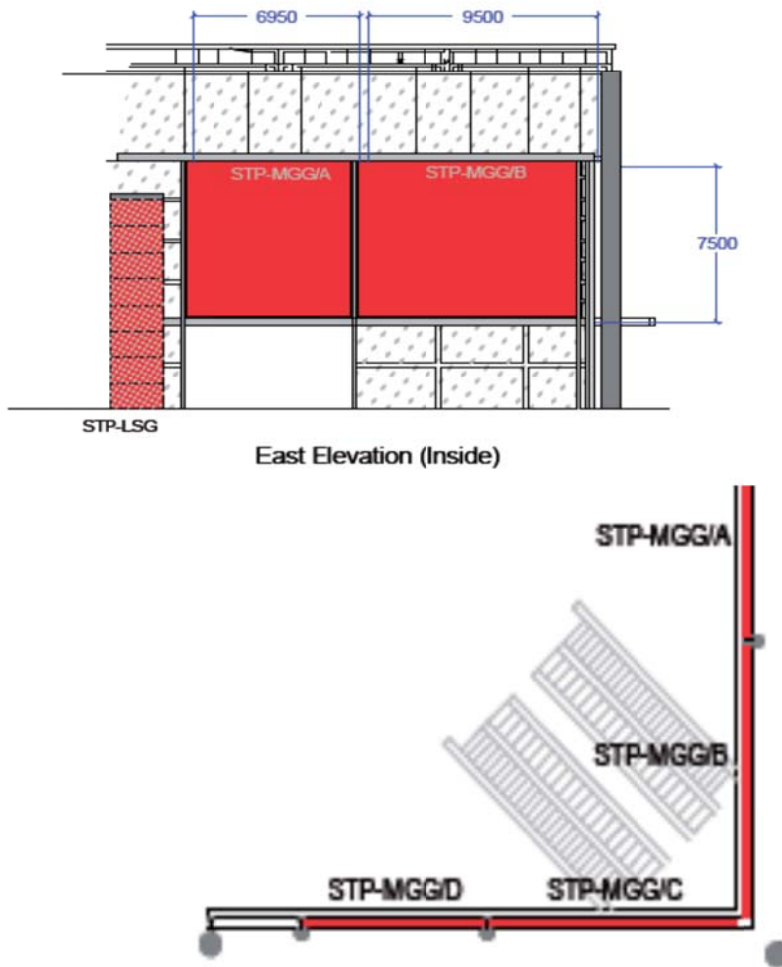
*from old to new in the station
at St Pancras Station*

St Pancras Station: Celebrating Volunteers

Figure 1 below shows the hatched blue areas on the grid where images can be printed.

The red sections represent Area 2 of the glazed facades

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St Pancras Station: Celebrating Volunteers

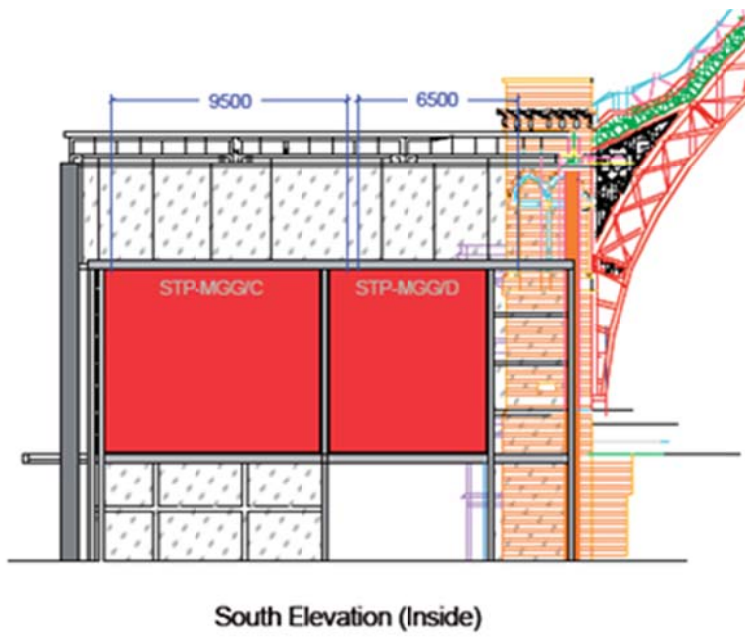
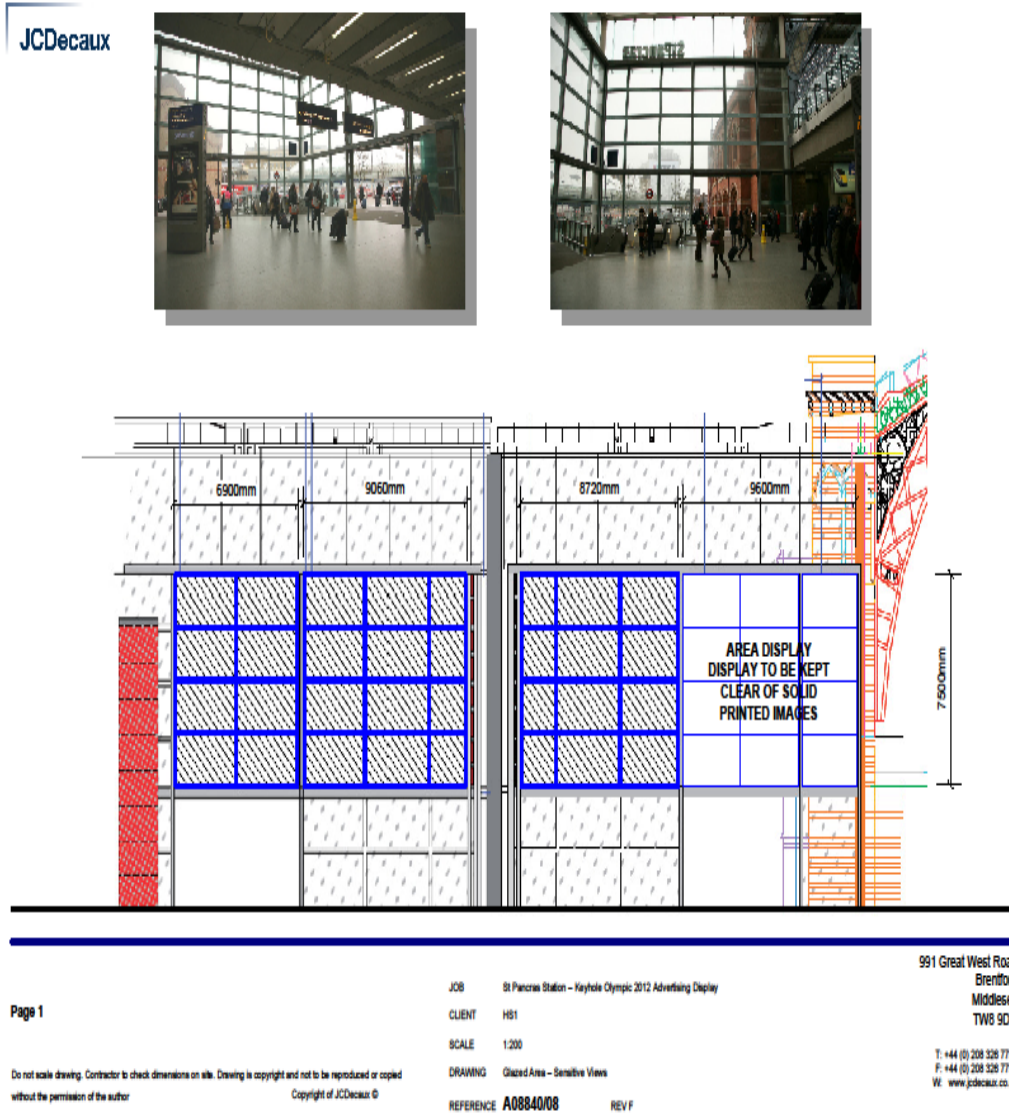


Figure 1 below shows the hatched blue areas on the grid where images can be printed.

St Pancras Station: Celebrating Volunteers

Figure 1 below shows the hatched blue areas on the grid where images can be printed.



1.4 Pre-Application Discussion

The proposal was first presented to LB Camden and England Heritage in February 2011. Extracts from the minutes of this and subsequent meetings which record the discussion and agreements reached are attached to this submission. In summary the following points were agreed:

- Principle of installing an image to the glazed elevation provided images were not visible externally;
- Commercial logos were to be form a subservient part of the overall design and were not to be visible externally;
- Methods of fixing the material onto which the images were to be printed which did not require any intervention to the fabric of the building were agreed;
- Key views were identified and the area to be printed was defined to ensure these views were protected;
- Draft designs showing volunteers in a variety of roles were welcomed and represented positive values which would justify the installation in a listed building.

At the meeting on 24 February immediately prior to this submission, the proposal which forms the basis of this submission was warmly welcomed.

2. PLANNING CONTEXT

Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the statutory development plan unless material considerations indicate otherwise. This section therefore sets out the national, and local policies in both administrations that are considered to be relevant to this proposal.

2.1 NATIONAL PLANNING POLICY

Planning Policy Statement 5: Planning for the Historic Environment (2010).

Planning Policy Statement 5 (PPS5) provides policy guidance on heritage assets and sets out the Government's overarching aim to conserve the historic environment and its heritage assets for the quality of life they bring to current and future generations. The PPS highlights the importance of integrating the conservation of heritage assets into the wider planning context and to understand the potential that such assets have to contribute to place shaping. Policy HE7 states that in the determination of applications Local Planning Authorities should take into account:

The particular nature of the significance of the heritage asset and the value that it holds with this and future generations. This understanding should be used by the local planning authority to avoid or minimise conflicts between the heritage asset's conservation and any aspect of the proposals.

Policy HE9 is important in the context of this application. HE9.5 states that:

Where a proposal has a harmful impact on the significance of a designated heritage asset which is less than substantial harm, in all cases the local planning authorities should:

- i. Weigh the public benefit of the proposal against the harm*
- ii. Recognise that the greater the harm to the significance of the heritage asset the greater the justification will be needed for any loss.*

Given the unique circumstances of the London 2012 Games it is submitted that the proposed alterations to the Grade I listed building be considered within the context of Policy HE9.

Advertisement Consent Guidelines

Advertisement Consent Guidelines

The advertisement control system and associated guidelines concern the control of the display of *outdoor* advertisements. This regime enables local planning authorities to control advertisements in the interests of amenity and public safety. Some types of advertisements are exempted from deemed or express control. This is relevant in this instance as Class A of Schedule 1 (Town and Country Planning (Control of Advertisements) (England) Regulations 2007) relates to advertisements displayed on enclosed land which is defined as any railway station (and its yards) and not readily visible from the outside. This proposal relates to the display of an advertisement within an enclosed space and thus the advertisement is exempt from planning controls. It is acknowledged that the current proposal is an alteration to a listed building and thus this application for consent is being made.

2.2 LONDON PLAN ADOPTED 2011

The London Plan provides the strategic context for the London Borough of Camden Development Framework. A key element in the overall vision for London is to ensure that London is a city that is internationally competitive. (Policy 1.1.b) and is a city that delights the senses (1.1.d). London should retain and extend its global role as a sustainable centre for... creativity...culture and the arts.... and as a place to live visit and enjoy. (Policy 2.1.a

Policy 7.5 requires that the treatment of the public realm should be informed by heritage values of the place where appropriate. London's public places should be secure accessible inclusive, connected easy to understand and maintain, relate to local context and support the highest quality designs, landscaping planting street furniture and surfaces. The quality of the public realm has a significant influence on the quality of life

Policy 7.8 recognises that London's heritage assets and historic environment make a significant contribution to city's culture by providing easy access to the history of the city and its places. Every opportunity to bring the story of London to people to ensure accessibility and good maintenance of London's Heritage should be exploited. It is desirable to sustain and enhance the significance of the heritage assets and utilise their role in place making. The public realm and quality and character of London s heritage are to be protected and enhanced.

2.3 LONDON BOROUGH OF CAMDEN

LOCAL DEVELOPMENT FRAMEWORK 2010-2025 ADOPTED NOVEMBER 2010

Camden's Core Strategy sets out the key elements of the council's vision and strategy for the borough.

CS 9 Camden will support and promote a successful central London as a successful and vibrant part of the capital to live in work in and visit

- i) preserve and enhance the historic environment

CS14 Promoting high quality places and conserving our heritage

The council will ensure that Camden's places and buildings are attractive, safe and easy to use by:

- a) Preserving and enhancing Camden's rich and diverse heritage assets and their settings, including conservation areas listed buildings, archaeology, Scheduled Ancient Monuments and Historic Parks and Gardens.

In support of this it should be recognised that the design of the places and buildings that make up our local environment affects us all and our quality of life. High quality design is visually interesting and attractive but it is not just about what things look like. Good design makes places that put people first, are welcoming, feel safe and are enjoyable and easy to use for everyone whether they are living in, working in or just passing through the borough. The quality of the streets and public spaces affects the quality of all our lives. We enjoy passing through attractive clean and well maintained places but are discouraged by poor environments. An enhanced public realm respects and reinforces local identity and character and attracts people to the area.

Development policies

DP24 Securing High Quality Design

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

- b) the character and proportion of the existing building when alteration or extension is proposed.

The council is committed to development excellence and a key strategic objective of the borough is to promote high quality sustainable design. This is not just about the aesthetic appearance of the environment but also about enabling an improved quality of life equality of opportunity and economic growth. It is important to understand the factors which create local character.

DP 25 Conserving Camden's Heritage

To preserve or enhance the boroughs listed buildings, the council will:

- d) 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

3. THE SIGNIFICANCE OF ST PANCRAS INTERNATIONAL STATION

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3.1 Introduction

St Pancras International Station is statutorily listed Grade I and is considered as having exceptional architectural and historic special interest. Grade I listed buildings constitute only 2.5% of the 375,000 listed building entries and it is recognised that protection of these heritage assets is of primary consideration in assessing proposals for change.

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

3.2 History and Development of St Pancras Station

St Pancras Station (trainshed and undercroft) was constructed between 1866 – 1868 to the design of William Barlow, chief engineer to the Midland Railway Company, with assistance from Rowland Ordish, a specialist structural ironwork engineer. The Midland Railway Company had been using tracks belonging to the Great Northern Railway into Kings Cross from 1853, when the station opened, until 1862 when the two companies had a disagreement over the use and priority of services.

The Midland Railway (Extension to London) Act 1863 provided the authority to construct a new terminus in London and land adjacent to Kings Cross had been identified for that purpose. The site for the terminus was constrained by various geographical and topographical features as well as existing infrastructure and Midland Railway Company expectations. Collectively these had a significant influence on the final design and layout of the station and hotel.

A key aspect of the plan was to connect into the Metropolitan Railway (opened in 1863 and running below Euston Road to the south) and provide access to markets within and south of London. To achieve this required construction of a tunnel below the site (now Thameslink) and the redirection and enclosure of the Fleet River within a brick sewer.

To the north of the site lies the Regents Canal, constructed in 1820 and an important infrastructure element. Tracks into Kings Cross had come under the Canal resulting in a steep gradient from a standing start in the station. In order to avoid this Barlow took the tracks into the station over the canal. This resulted in the platform level being some 5m above ground level.

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The original plan had been to fill the resultant void with spoil from the tunnel excavations, however it was soon recognised that the area provided valuable commercial space, which was integrated into the design.

The street plan around the station, particularly Euston Road, Pancras Road and Brewer and Skinner Street (which later became Midland Road) was fixed and thus the area available for the terminus was limited to the space within these roads.

The Midland Railway Company had also learned from the experience of earlier railway companies and determined that the terminus should have maximum operational flexibility within the train shed and integrated hotel, station and passenger facilities.

3.2.1 Station Design

By bringing the railway line over the canal the platforms were elevated above street level. The space at ground level beneath the proposed platform and track area was too valuable to fill with spoil and instead formed an undercroft to the station. Given the value of the space there was a requirement to maximise the available area. Thus the form of the supports for the deck and ultimately the roof would have a direct influence on this area.

The tracks and platforms were supported by wrought iron girders supported in turn by 688 cast iron columns. The main girders run west to east and narrower secondary cross girders run north to south between the main girders. The grid formed by the columns and the girders were filled with square wrought iron plates, each slightly buckled upwards (convex in section). The ballast and track were laid directly on top of the buckle plates.

The greater part of the undercroft area was to be used for the storage of beer from Burton on Trent, Staffordshire, which it was intended to supply and distribute to the London markets.

The beer was transported in barrels and the combined length of three beer barrels acted as module for planning the undercroft, and therefore the layout of the girders and ultimately the roof trusses of the train shed. On this module the cast iron columns, 1ft (0.305m) in diameter, were set out at intervals of 14ft 6ins (4.42m) centre to centre.

Although their primary function was to support the tracks and platforms, the 'floor girders across the station also formed a ready-made tie sufficient for an arched roof crossing the station in one span'¹ A single span, unprecedented in stations of the width of St Pancras, was desirable, since with a double span there would have to be intermediate columns, necessitating variations in the girders, plates and columns and thus the cost of the construction.

The result of this is a magnificent single span roof, 689ft (240m) long, 245 ft 6ins (75m) wide and 98ft (30m) high. While these dimensions were not exceptional for bridges, for an interior it was extraordinary, especially extended in depth to form the widest and largest undivided space ever [until that time] enclosed.²

¹ W. Barlow. 1869. Description of the St Pancras Station and Roof, Midland Railway. *Minutes of Proceedings, Institution of Civil Engineers Vol 30 (1869-1870): 78-105.*

² Trachtenburg, M & I Hyman. 1986. *Architecture from prehistory to post-Modernism.* Englewood Cliffs, New Jersey

The roof is made up of a series of twenty five principal arched trusses, set at regular intervals, linked by longitudinal purlins and rising to a slight point at the crown, where there is a pinned joint. This latter feature was innovative, previous iron train sheds having unbroken, rounded arches. Covering the central span of the roof is ridge and furrow glazing with slate tiles to the flanks.

The trainshed walls are structurally independent of roof and train deck and were designed by George Gilbert Scott as part of the hotel design. Gilbert Scott won a limited entry competition to design the hotel in 1866, the same year that the station construction commenced. Barlow had determined, as part of the station design, how the space and circulation would function and this was integral to Scott's final design.

3.2.2 Materials

It was intended by the Midland Railway Company that the station and hotel would be a showcase for the products of the Midlands region and thus the materials used in the construction originated from this area. The distinctive red bricks of the hotel and trainshed walls were supplied by Grippers Brickworks in Nottingham, although due to high levels of demand other suppliers from the same area also provided bricks. Stone for external and internal elevations was specified to be Ancaster and Ketton, both oolitic limestones from the Midlands, and Mansfield Red, a Dolomitic limestone. The ironwork for the station was supplied by the Butterley Company of Derby.

3.3 Restoration of St Pancras

The significance of the station has been respected and integrated into the conservation and restoration of the building to provide a terminus for International train services from mainland Europe, as well as key domestic services from the Midlands, Kent and the south coast.

The original roof structure was repaired and the ridge and furrow glazing and slate flanks reinstated. All masonry repairs used either materials salvaged from site or new materials to match the existing. New interventions into the original historic structure have been kept to a minimum.

The volume and space of the trainshed has been retained and the layout of the station organised such that all arriving international passengers are required to walk through the shed and experience the magnificent station realm that excites the senses.

A substantial number of the cast iron columns in the undercroft have been retained. Those that were removed were done so to permit natural light to enter the space. The girders and buckle plates have been retained and although they no longer perform their original function this is readily understood through visual reference. The cast iron columns still carry the load of the train deck.

Where interventions were necessary they have been kept apart from the original fabric. Functional services, such as lifts, escalators, information points and seating are located in a central core of the arcade, or within the departures and arrivals areas, away from the masonry. New elements in the trainshed are predominantly of glass and stainless steel in order to retain the lines of sight and transparency of the space. The colour palette is neutral to allow the rich colours of the original building to be appreciated.

4. DESIGN AND INSTALLATION OF THE CELEBRATORY IMAGES

4.1 Location and scale

The images will be suspended behind the glazed façade of the keyhole entrance to Pancras Road and will comprise printed images on a linen fabric. The material will be digitally printed following the agreed grid which defines the areas where no images are to appear (refer to Figure 1).

4.2 Appearance

The printed material will contain the chosen image of the sponsor, which will be people rather than athlete focused with particular emphasis on the reaction of spectators and the work of the volunteers. The campaign will seek to celebrate the contribution made by the 'unsung heroes' of the Games without whose efforts the events could not be staged. The role of the volunteers will be the focus of the campaign at the station and across all media throughout the Country, rather than an overt promotion of the sponsor's products. Clearly the campaign will also recognise the contribution of McDonald's but to a far lesser extent.

The printed image will include a representation of the sponsor's corporate logo and the 2012 emblem subordinate to the main image. In light of the local context the extent of the printed images and textual content will be designed to allow for areas of the sign to remain devoid of images that could otherwise obscure views through to the important buildings outside. In particular, views looking south toward the main station and clock tower will remain unencumbered by any image. The main concentration of the creative will be in the central position at the corner of the building above the escalators.

4.3 Materials and fixings

The banner signs will be manufactured from a linen textile material that will be digitally printed. The material has undergone fire testing and is rated with the European fire safety standard to B1, DIN4102. The faces will be fitted into and hung from a slotted aluminium top supporting bar.. The top bar will be fitted to steel mounting brackets that will be clamped to the building's steelwork structure. At the bottom of each display will be fitted another slotted bar and this bar will again be fitted to clamp brackets to the steelwork.

The weight of the material is 200gsm and will have a translucent quality to allow light to travel through it and continue to light the keyhole atrium. The likely overall weight of each complete panel (excluding the clamp brackets) is likely to be approximately 70Kg.

Detail of Fixing Clamp



5. IMPACT OF THE PROPOSAL

There are two main issues arising from the installation of the celebratory panel behind the glazed elevation. The first relates to the visual impact of the proposal on the architectural and historic interest of the building from both an internal and external view. The second relates to the physical impact of the building structure.

5.1 Visual impact

While the location for the celebratory images is in the transitional zone between the original structure and the new extension it is set beyond the original building line, i.e. the key hold entrance projects onto Pancras Road (see location plan ref XXX). The images will not be visible from within the original trainshed.

From within the new deck extension and for customers arriving at Platforms 11-13 the images will be visible. However the clear glass panel in front of the east trainshed tower and the translucent quality of the material above the entrance permits a full reading of the exterior of the original structure with views along the trainshed towards the Former Midland Grand Hotel and the clock tower at the south end. In the context of the purpose of most passengers using the station to attend the Olympics, the juxtaposition of the heritage views and the Olympic images will reinforce the continued relevance and utility of the heritage structures and enhance their popular value and appreciation. The separation of the images

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from the original structure and their concentration in the centre of the keyhole increases their impact and controls the visual experiences.

The area outside the keyhole entrance is part of a new set piece of urban design building on and emphasising the historic fabric of the locale. The axis between the two Grade I listed stations is a key physical and visual link. The use of extensive areas of glazing in the keyhole entrance not only provides a sensitive transition between the old and the new at St Pancras it also provides a visual envelope and reference to the external historic environment.

The use of the framed banner, set off the glazed elevation ensures that the imagery will not be readily visible from the exterior and the overall external visual effect of the banner will be akin to an ethereal skin behind the glass.

The choice of the linen material for the banner provides a medium on which to display high quality images in without damage to the fabric of the building. Its translucent characteristics means that the parts of the material which have no graphics or imagery the key visual links to the external historic environment can be maintained. This preserves the sense of historic enclosure provided by the Pancras Road elevation of the station and Kings Cross. It is acknowledged that this proposal affects the visual relationship between St Pancras and the adjoining area, however the impact of this has been minimised through the measures proposed above.

It is recognised that the London 2012 Olympic Games is a unique event. The temporary display of signs and images within the context of the historic building is only acceptable for that short window during the Games. The temporary loss of amenity or societal value during the period when the signs will be displayed should be weighed against the overall celebratory nature of the event and the recognition of the contribution of ordinary people who have made a difference. Many people will also have the experience of how the heritage buildings can inspire, uplift and bring an historical perspective to every day life.

5.2 Physical Impact

The proposed method of fixing the banner by means of aluminium frames suspended by clamps to the modern station structure is entirely reversible and has no physical impact. The proposal has thus minimal visual and physical impact from within the listed building.

At St Pancras the proposed images celebrate the spirit of the event and the willing contribution of 70,000 people to make the Games happen. The commercial interests of the sponsor and should be seen in that context.

6. CONCLUSION

The London 2012 Olympic Games is a unique event in the life of the city and one that is unlikely to reoccur for many years. It is important that the city embraces the spirit of the games and promote the positive community and societal benefits. The proposed dressing of the city for the Games is part of the overall aim of promoting London as a World City. The proposal to display two non-illuminated banner signs within St Pancras is part of the celebration of the Games and consistent with policy objectives to preserve and enhance the City's heritage assets.

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The proposed signs will be confined to the inside of the modern element of the station extension and will therefore not be seen juxtaposed with the more historic and valued facades. The signs will be displayed for a temporary period of three months and will thereafter be removed and the site reinstated to its current look and condition. The method of displaying the signs and fixing brackets are non intrusive and wholly reversible. There will be no lasting negative effect on the historic fabric or value of St Pancras Station. The creative displays will be designed to respect the local historic urban form to retain views and enable visitors to fully appreciate the majesty and history of St Pancras station.

The overriding message conveyed through the signs is in the work and contribution of ordinary people in making the Games happen. The images celebrate that community involvement rather than promoting a commercial product in the traditional means of advertising. The proposal should be seen as a positive proposal that recognises the public involvement and promotes the public participation and celebration of the greatest show on Earth.

Appendix 1

List Description

Name: ST PANCRAS STATION AND FORMER MIDLAND GRAND HOTEL

List Entry Number: 1342037

Location

ST PANCRAS STATION AND FORMER MIDLAND GRAND HOTEL, EUSTON ROAD

The building may lie within the boundary of more than one authority.

County: Greater London Authority

District: Camden

District Type: London Borough

Parish:

National Park: Not applicable to this List entry.

Grade: I

Date first listed: 07-Nov-1967

Date of most recent amendment: 11-Jan-1999

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: LBS

UID: 477257

Asset Groupings

This List entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List Entry Description

Summary of Building

Legacy Record - This information may be included in the List Entry Details.

Reasons for Designation

St Pancras Station: Celebrating Volunteers

Legacy Record - This information may be included in the List Entry Details.

History

Legacy Record - This information may be included in the List Entry Details.

Details

CAMDEN

TQ3082NW EUSTON ROAD
798-1/90/421 (North side)
07/11/67 St Pancras Station and former
Midland Grand Hotel
(Formerly Listed as:
EUSTON ROAD
St Pancras Station (incl. train
shed, Chambers & ancillary buildings)
GV I

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 rackets. 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).
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