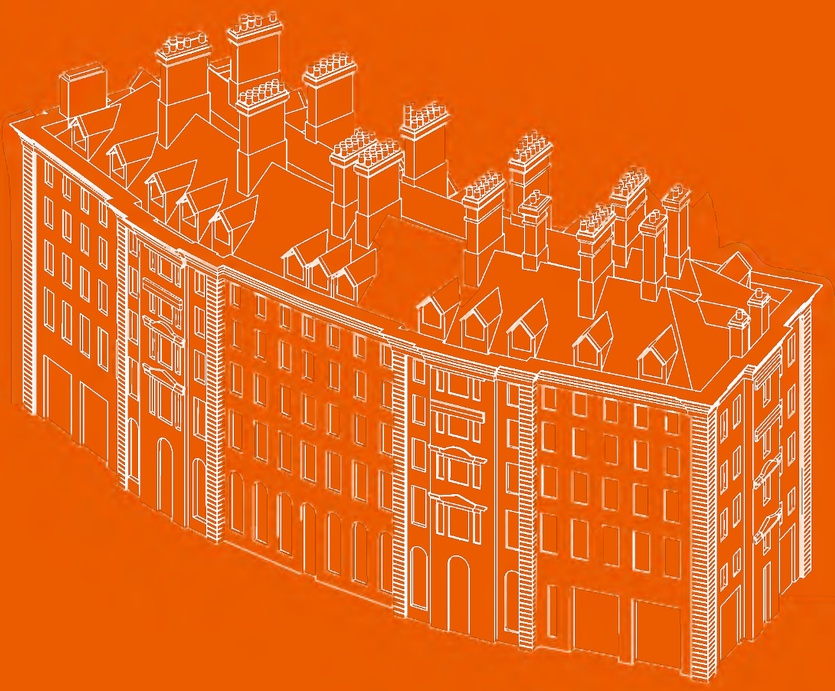
Great Northern Hotel Arcade

Planning and Listed Building Consent Applications
Supporting Statement



Argent (King's Cross),
London and Continental Railways
and **Exel**

July 2006

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Great Northern Hotel

Supporting Statement

Planning Application and Listed Building Consent Application

Alterations to create a pedestrian arcade at street level within the Great Northern Hotel, by removing and replacing the first and ground floors and other parts of the structure, with consequential changes to the ground floor level and the external appearance of the building, including necessary interventions and making good, associated works to safeguard a range of after-uses within the building, and works to integrate the building safely with the proposed Western Concourse for King's Cross Station.

July 2006

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Executive Summary

1 This Supporting Statement explains the justification for a planning application and a Listed Building consent application for:

Alterations to create a pedestrian arcade at street level within the Great Northern Hotel, by removing and replacing the first and ground floors and other parts of the structure, with consequential changes to the ground floor level and the external appearance of the building, including necessary interventions and making good, associated works to safeguard a range of after-uses within the building, and works to integrate the building safely with the proposed Western Concourse for King's Cross Station.

2 This Statement does not repeat the justification for demolishing two small extensions, removing the railings and covering the lightwells along the south-west and north elevations of the Great Northern Hotel, already included in the Listed Building consent application (Ref 2004/2314L) submitted as part of the King's Cross Central package of applications in May 2004. The London Borough of Camden has resolved to grant planning permission and Listed Building/Conservation Area consent for all the applications in the package subject to conditions and finalising the section 106 agreement. The Mayor of London has endorsed the plans, and the Secretary of State through Government Office for London has decided to leave the determination to LB Camden. The arcade applications, covered by this Supporting Statement, complement the earlier package.

3 The applications to create a pedestrian arcade within the Hotel are a consequence of, and are complementary to, Network Rail's proposals for a new Western Concourse for King's Cross Station.

4 The Hotel and the proposed Western Concourse are located between the two Grade I listed stations of King's Cross and St Pancras. This area is facing many changes which must be carefully designed and coordinated so that the end result is a dramatic and successful urban quarter, predicated on sustainable high density development and world class public realm.

5 This area must be:

- a high-quality transport interchange. It must accommodate successfully taxis, buses, other vehicles and cyclists, together with circulation space for pedestrians travelling to, from, or between domestic and international destinations;
- an inviting southern gateway to the major development at King's Cross Central;
- capable of accommodating very large numbers of people when the proposed new Western Concourse is closed at night or for security or operational reasons; and
- safe, legible and attractive, to blend essential transport and movement with high quality urban design, and optimise the scale and quality of the new public routes and spaces.

6 Creating a pedestrian arcade within the Great Northern Hotel is necessary to fulfil these aspirations. Moreover, the proposals would help to ensure that one of the key heritage buildings at the entrance to the regeneration of the former railway lands is retained and given a setting which enables London to be proud of the way heritage buildings can be adapted and brought back into use.

7 Figure 1, at the end of this chapter, shows the intended layout for this area between the two stations.

8 In formulating design proposals to integrate the Great Northern Hotel into an enhanced public transport interchange, a range of options has been considered in order to identify the one that interfered least with the historical importance and distinctive character of the Hotel. The Hotel was listed Grade II in 1984. Figure 2 provides a graphical summary of the building and the arcading proposal.

9 An extensive package of works would be necessary to create the pedestrian arcade (as itemised in paragraph 4.1 below). As a firm basis for developing the design, a programme of structural and material investigation has been carried out. A description of the proposed methods and sequence of interventions and safeguards to maintain the building's structural integrity is set out in the accompanying Structural Engineering Report.

10 The arcading proposal reflects the stated position of the transport authorities and operators who have worked together extensively to produce a coordinated vision for the King's Cross/St Pancras interchange.

11 The implications of the proposed works have been tested as a package against relevant policy guidance (see chapter 10). Against all PPG 15 criteria it is judged that the substantial community benefits of the scheme including the enhancement of the public realm that will be achieved, outweigh the loss of part of the ground floor facade of the building. The proposals retain the physical relationship of the Hotel between the two stations (as recognised in its listing) as an integral and functional part of an improved public transport interchange. Although the arcading makes some significant changes at the ground floor level, the careful architectural treatment proposed conserves much of the essential character and will enable the building to complement the modern lines of the proposed new Western Concourse.

12 Figure 3 is a diagrammatic section through the building to show how the floor levels are proposed to be changed. Two computer graphics, one showing an illustrative view towards the Hotel from within the proposed Western Extension to King's Cross Station and the other a view within the arcade itself, are given in Figure 4.

13 The proposal is consistent with the aims and policies of Chapter 13 of the Camden UDP, particularly Policies KC5, 6 and 9 as elaborated through the Camden and Islington Joint Planning and Development Brief. This seeks strong visual and pedestrian connections between Euston Road and the King's Cross Central site, and the highest quality of new public realm around the interchange, with provision for essential support facilities, such as buses, taxis and cycle parking (Joint Brief, paragraphs 3.3.5-6).

14 The arcading proposals are also consistent with the refurbishment parameters for the alteration works to the Great Northern Hotel set out in the King's Cross Central planning application (Development Specification, Annex E), and the refurbishment principles identified in the accompanying Initial Conservation Plan for the Hotel (see the end of chapter 3, and the beginning of chapter 10).

15 The arcading proposals allow for the future re-use of the building, as set out in the King's Cross Central Main Site planning application, namely business and employment uses or hotel/serviced apartments. In particular they ensure pedestrian access from two sides of the building, vehicular access for servicing from the north, and the establishment of new lift cores.

16 Following the grant of permission for the comprehensive development of King's Cross Central, and for demolition of the two hotel extensions, and consent for the works identified in this Supporting Statement, the applicants would look to prepare a detailed scheme for the Great Northern Hotel upper floors, their refurbishment and reuse. The submission of this detailed refurbishment scheme for the upper floors would be supported by a Full Conservation Plan, which would address the refurbishment, management and maintenance of the building as a whole.

17 In the meantime, and to give confidence that this arcading scheme retains the heritage importance of the building, an Intermediate Conservation Plan is submitted in parallel with the applications covered by this Statement.

18 The arcading scheme is likely to be carried out in advance of the refurbishment of the Hotel in order to dovetail with Network Rail's proposed Western Concourse works, which are due to commence in 2008 and be completed by 2012.

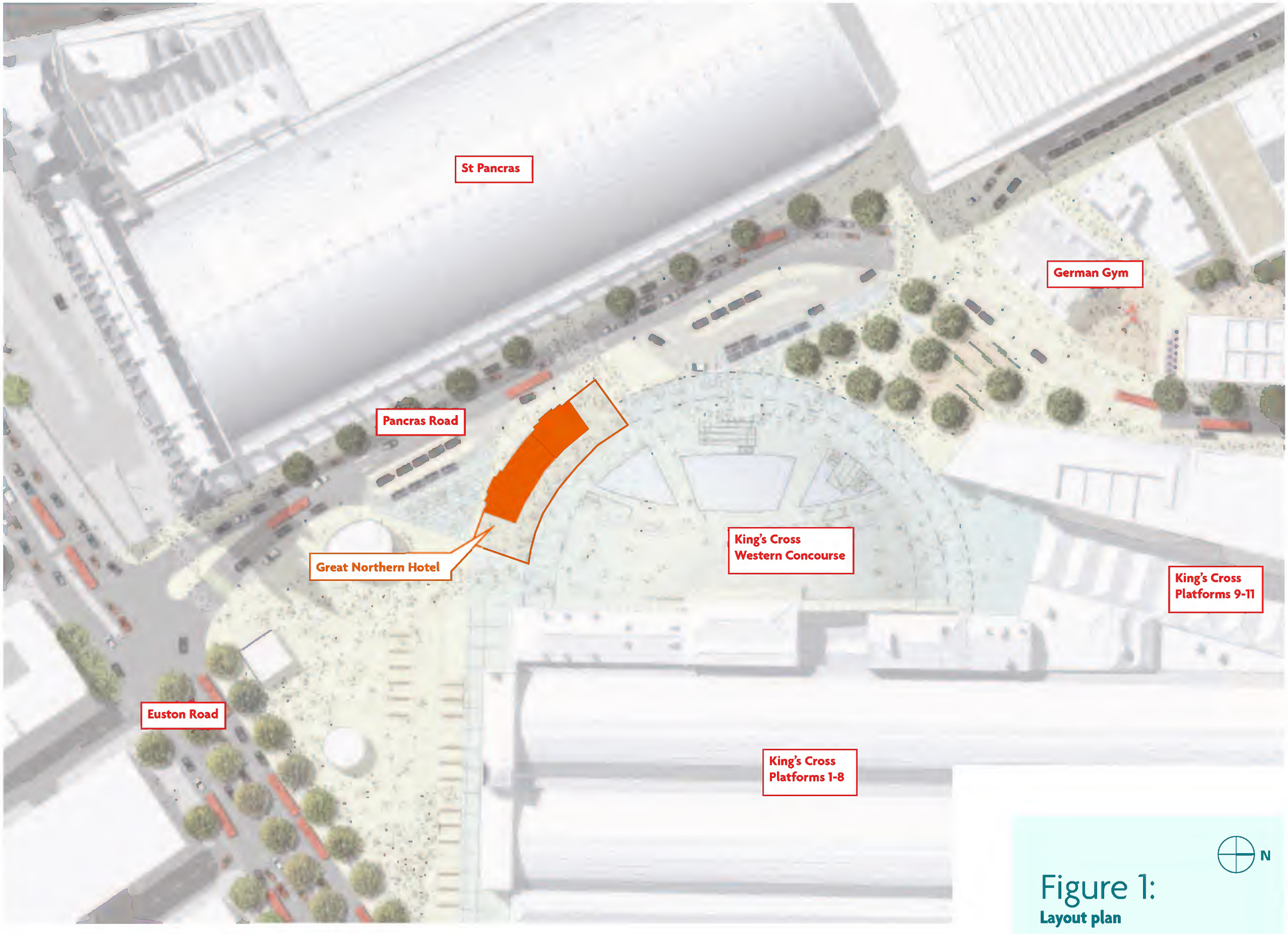
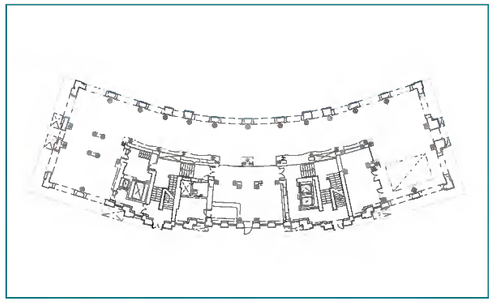


Figure 1:
Layout plan

View from south of Great Northern Hotel

Aerial photo



Proposed ground floor plan

Proposed north-east (concave) elevation

Proposed south-west (convex) elevation
with concourse

Proposed north-west elevation, with concourse

Proposed south-east elevation with concourse

Figure 2:

Graphical summary

Existing section AA

Proposed section AA after insertion of arcade and changes to floor levels

Figure 3:

Existing and proposed sections

View of Great Northern Hotel from within proposed Western Concourse

View of proposed arcade from within Great Northern Hotel

Figure 4:

Computer visualisations of the arcade

1. Introduction

The applicants

1.1 These two applications for planning permission and Listed Building consent are made by the development partners:

- Argent (King's Cross) Ltd;
- London and Continental Railways (LCR) Ltd; and
- Exel plc.

1.2 These are the development partners for King's Cross Central, a scheme which is the subject of a package of 11 planning, Listed Building and Conservation Area consent applications submitted to the London Borough of Camden and the adjoining LB Islington in May 2004. The three planning applications for the Main Site and the Triangle Site were revised and updated plans submitted in September 2005. LB Camden resolved on 9 March 2006 to grant planning permission and Listed Building/Conservation Area consent for all the applications in the package subject to conditions and finalising the section 106 agreement. The Mayor of London has endorsed the plans, and the Secretary of State through Government Office for London has decided to leave the determination to LB Camden.

1.3 Network Rail, the owner of the adjoining King's Cross Station, is the applicant for a contemporaneous proposal for a new Western Concourse to the Station, abutting the Great Northern Hotel. Network Rail fully supports the applications for the Great Northern Hotel arcade, which are a necessary complement to, and a consequence of, their own Western Concourse proposals.

The applications

1.4 This Supporting Statement explains the background justification for a planning application and a Listed Building consent application for:

- **alterations to create a pedestrian arcade at street level within the Great Northern Hotel, by removing and replacing the first and ground floors and other parts of the structure, with consequential changes to the ground floor level and the external appearance of the building, including necessary interventions and making good, associated works to safeguard a range of after-uses within the building, and works to integrate the building safely with the proposed Western Concourse for King's Cross Station.**

1.5 A full description of all the component parts of the scheme for the Hotel is given in chapter 4 of this Statement, together with a list of all the other supporting documents.

1.6 The May 2004 package of planning, Listed Building and Conservation Area consent applications, referred to above, includes a Listed Building consent application (Ref 2004/2314L) to demolish two small extensions, remove the railings and cover the lightwell along the south-west and north elevations of the Great Northern Hotel. This Statement does not repeat the justification for those proposals, which LB Camden has resolved to grant (see paragraph 1.2 above).

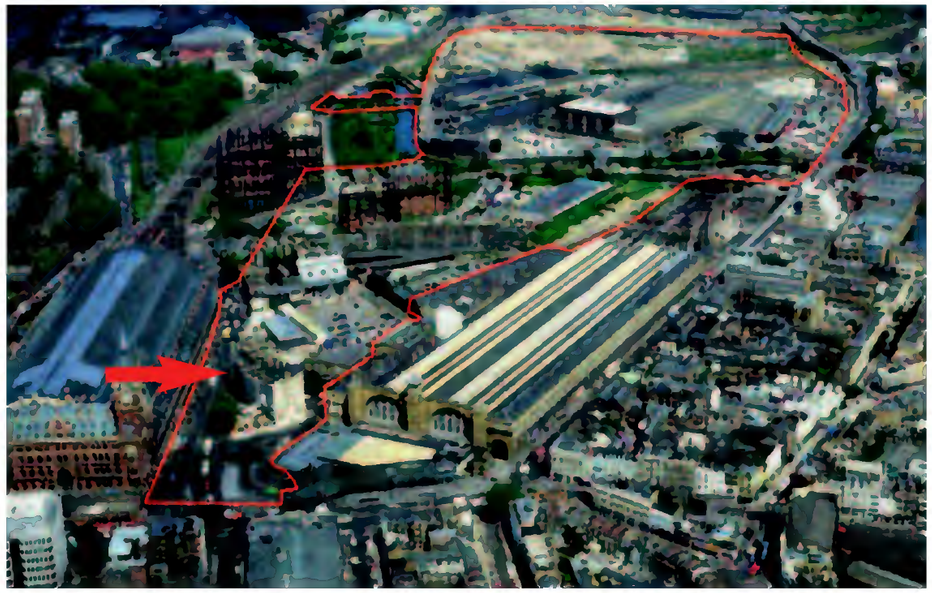
1.7 The 2004 Main Site planning application (revised in September 2005) includes refurbishment and re-use options for the Great Northern Hotel as part of the wider mixed use scheme. The application proposes that the Hotel is re-used for B1 business and employment uses or hotel/serviced apartments. Again this Statement does not deal with this other than to confirm that the arcading proposals allow for both land use options.

1.8 The possibility of shopping/food and drink uses on the ground floor of the Hotel was also allowed for in the Main Site planning application, and the arcade proposals make provision for such a unit at the south-east end of the building with access off the arcade.

1.9 The 2004 Main Site planning application was submitted in advance of firm proposals from Network Rail for the Western Concourse to King's Cross Station. However, the likelihood of that proposal coming forward was noted and annotated. The nature of the proposed concourse design has effectively been in the public domain for several years, sufficiently for it to be identified and provided for in the May 2004 applications and the September 2005 revisions. As far as the Great Northern Hotel is concerned, a possible illustration of the Western Concourse was shown in the diagrams included within the Listed Building consent application referred to above. The need for the arcading was also contemplated in Part 12.1 of the appendix to the Initial Conservation Plan, submitted as a supporting document.

1.10 This Statement, and the applications it supports, are solely for the creation of an arcade within the Great Northern Hotel and other associated works. Network Rail's application for the Western Concourse includes some canopies and other works that would abut the Great Northern Hotel (see paragraph 4.3 below). The justification for the Western Concourse and related works is addressed within Network Rail's application and is not part of this Statement.

1.11 Figure 5, at the end of this chapter, shows the Great Northern Hotel in a series of oblique aerial photographs. Figure 6 shows the Great Northern Hotel in the context of both King's Cross Central and Network Rail's Western Concourse proposals.



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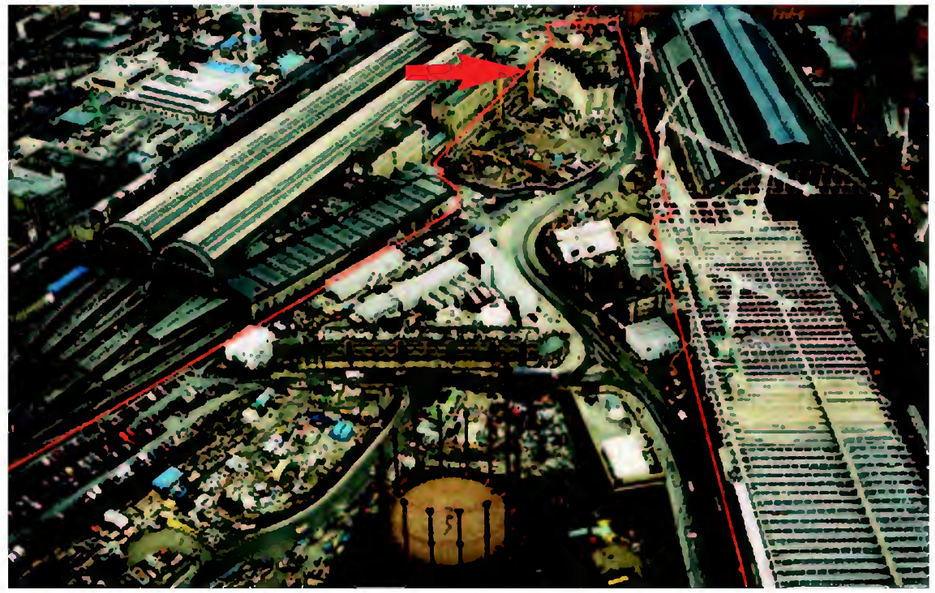


Date: 2003

Date: 2005

Date: 2005

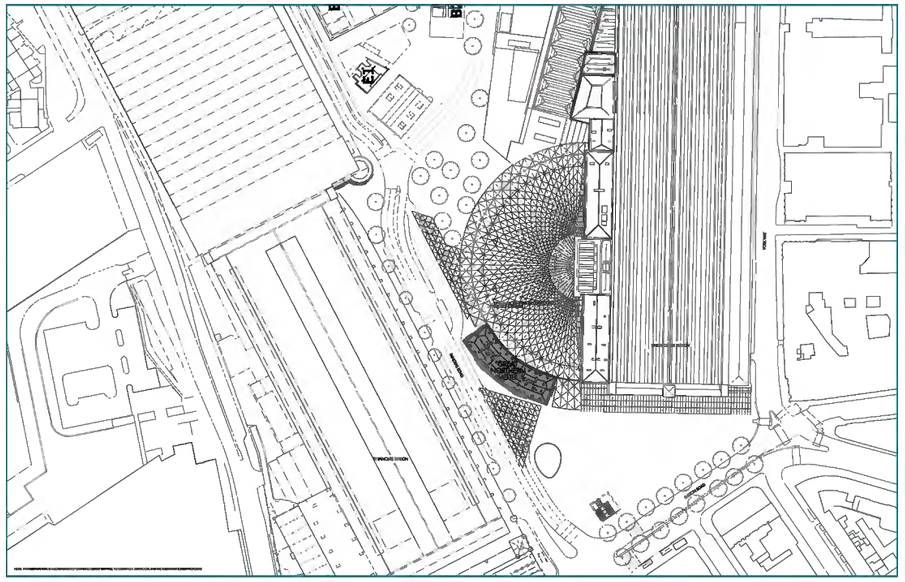
Key

Main Site: outline planning application boundary

Great Northern Hotel

Figure 5:

Aerial photographs, 1995, 2003 & 2005



Great Northern Hotel and the Western Concourse

King's Cross Central

Figure 6:

The Great Northern Hotel in context

2. The King's Cross/St Pancras Interchange

The Vision for the King's Cross/St Pancras Interchange

2.1 The King's Cross/St Pancras interchange is one of the most important in London, and it is vital therefore that it functions efficiently in transport planning terms. There are six current LUL lines, two terminating overland intercity rail routes (East Coast Main Line at King's Cross and Midland Main Line at St Pancras),suburban rail services, one through rail route (Thameslink) and numerous bus and taxi services. From 2007 there will also be a new terminus for international passengers using the Channel Tunnel Rail Link (CTRL), and subsequently new commuter services using the fast track (Kent Domestics). Subject to relevant permissions and consents, significant increased services will also arise from the Thameslink Upgrade (formerly Thameslink 2000).

2.2 There is significant investment being made to upgrade the King's Cross/St Pancras interchange. LCR is coordinating the transformation of St Pancras Station to serve both international and domestic services and with the capacity to accommodate new domestic services on CTRL. LUL has two phases of work to significantly increase the capacity of the underground station. Network Rail is proposing a major upgrade of King's Cross Station, including the development of a new Western Concourse and the removal of the temporary concourse attached to the southern elevation. Transport for London and LB Camden are seeking improved circulation arrangements around the stations, including bus routings.

2.3 Further details of the component public transport schemes are given in Appendix A.

2.4 In addition Argent (King's Cross), LCR and Exel are set to deliver additional improvements to the interchange as part of their King's Cross Central scheme, as described in the second part of this section. The shared aim of these development partners, and the public sector organisations above, is to produce a world-class public realm for the benefit of London and for those travelling into and out of London from the King's Cross/St Pancras hub.

2.5 The vision is for King's Cross/St Pancras to be a world class public transport interchange, fit for the 21st century, providing modern facilities for the travelling public, and a catalyst for the regeneration of the railway lands to the north. It is vitally important that surface access arrangements to/from the stations are organised efficiently in the surrounding area, and that they also facilitate the wider regeneration. This is even more essential now that the Olympic Games are to be staged in London and this area has the opportunity to become a show-piece of transport excellence.

2.6 It is therefore important for regeneration to be started and completed as soon as possible (as expressed in paragraph 1.1.3 of the Camden and Islington Joint Planning and Development Brief). This will avoid too many temporary interim solutions while the various components are being implemented, which would be confusing to the travelling public and counter-productive in terms of changing people's perception and experience of King's Cross for the better. Creating a pedestrian arcade within the Great Northern Hotel is one of the key 'building blocks' which needs to be put in place as early as possible, alongside any Western Concourse. In this context, and subject to permissions and consents for Network Rail's Western Concourse, the arcade would serve as a major pedestrian route during the construction of the station works.

2.7 The Greater London Authority Stage 1 report on the King's Cross Central Main Site planning application (dated 27 October 2004) said:

"…. the retention of the Grade II listed Great Northern Hotel limits visual and pedestrian linkage northwards, creating a pinch point between King's Cross Station and the hotel …." (paragraph 61)

"…..There is particular concern about pedestrian movement around the Great Northern Hotel and the southern hub." (paragraph 93)

2.8 Subsequently, the Stage 1 update report (dated 16 November 2005) expressed a strong view about this location in saying:

"TfL considers that if the Network Rail King's Cross Western Concourse scheme goes ahead, then it will be imperative that the Great Northern Hotel is colonnaded at ground floor level to provide a 5m walkway to provide sufficient pedestrian space to accommodate the high volumes of pedestrians in this area." (paragraph 35)

"…the Mayor views the southern hub (i.e. the space between the stations) as a crucial piece of urban space, acting, as it does, as a window into the rest of the development site and a future gateway into Europe. For these reasons, the Mayor seeks a high quality piece of urban space that balances functional transport (and interchange) requirements with the need to produce a 'world class' setting worthy of its gateway location between two Grade I listed buildings." (paragraph 82)

King's Cross Central plans in relation to the Interchange

2.9 An overview of the comprehensive redevelopment plans known as King's Cross Central is given in the next chapter. This section focuses on the transport and circulation proposals relevant to the area around the stations.

2.10 The proposals now approved by LB Camden, and endorsed by the Mayor of London, take full account of these various projects to enhance the King's Cross/St Pancras interchange. In particular the public realm proposals to the west of King's Cross Station provide for access arrangements that function both with and without a new Western Concourse. The current applications for the arcade and the rest of this Supporting Statement are however based on Network Rail's proposals for a new Western Concourse coming forward.

2.11 The co-ordinated concept is illustrated in Figure 7 which is an extract from the Illustrative Scheme Plan submitted with the amended Main Site planning application in September 2005. It indicates the outline of the proposed new Western Concourse abutting the Great Northern Hotel, itself arcaded. Escalators down into the new northern ticket hall for the tube system would also be located at the edge of this new concourse. The plan demonstrates a widely rehearsed arrangement for providing for taxis, buses and other surface modes in the tightly constrained area between the two stations, as well as adequate circulation space for pedestrians. This is the desired endpoint after the various public transport schemes, and the wider regeneration of the former railway lands, have taken place.

2.12 The key components in the vicinity of the Great Northern Hotel are:

- a taxi pickup area for King's Cross Station alongside and south of the south-western elevation of the Great Northern Hotel;
- a set down and taxi queuing area north of the Hotel on the eastern side of Pancras Road;
- provision for northbound buses, cars, taxis and bicycles and southbound buses, taxis and bicycles along Pancras Road;
- a taxi set down for international passengers using the CTRL in a dedicated northbound lane on the western side of Pancras Road in the vicinity of the Hotel (taxi set down for domestic passengers will be further north along Pancras Road, and taxi pickup for St Pancras will be in Midland Road southbound, to the west of the Station).

2.13 These proposed surface access arrangements reflect joint working by all transport bodies directly involved, namely LUL, Network Rail, Transport for London and LB Camden. The Greater London Authority Stage 2 referral report, dated 23 March 2006 notes that (paragraph 31):

"An outline layout for Pancras Road with the Western Concourse…..has been agreed by stakeholders as the basis for detailed design…..and dynamic simulation (Vissim) model that has been produced by TfL. This shows acceptable working of traffic and pedestrian flows in the area between King's Cross and St Pancras Stations."

2.14 Discussions continue over the detailed design. Network Rail is proposing a dedicated taxi lane on the east side of Pancras Road, linking the two taxi areas serving King's Cross Station. This was one of the options originally proposed within the King's Cross Central applications but it was not approved by LB Camden in March 2006.

2.15 The King's Cross Central development would further assist the delivery of the interchange in two ways.

2.16 First the revised Main Site scheme includes a public bicycle interchange/storage facility for 800 cycles in Development Zone B. Cyclists would share the carriageway of Pancras Road with other modes – local cycle routes would be signposted to the west.

2.17 Second, the revised Main Site scheme would accommodate the Cross River Tram - an objective of the Mayor of London.

2.18 In essence, all modes of transport have to be integrated for the King's Cross/St Pancras interchange to function successfully, for it to act as the southern gateway to the new development, and for it to be a dramatic and successful urban quarter predicated on sustainable, high density development and world class public realm. The King's Cross Central plan, as a comprehensive regeneration scheme, together with all the complementary transport proposals, will deliver that vision. A high quality landscape is planned, of which the arcading of the Great Northern Hotel provides an important element, alongside the Western Concourse.

2.19 The proposal to create an arcade at street level within the Great Northern Hotel arises from the need to maintain safe and inviting circulation space for pedestrians and a high quality public realm between the two stations. This possibility was anticipated in the appendix (Part 12.1) to the Initial Conservation Plan submitted with the Main Site planning application. This identified that the Western Concourse would trigger a series of additional interventions to the Hotel. In particular it illustrated the need to:

- cover the lightwells and remove the railings on the eastern and southern sides of the building to accommodate pedestrian flows;
- lower the ground floor to match external ground level to provide a pedestrian route adjacent to the proposed concourse; and
- alter the ground floor openings to enable pedestrian movement through the arcade, which could be achieved in a variety of ways with differing effects on the façade of the building and varying widths of opening.

2.20 The Greater London Authority Stage 2 referral report (paragraph 30) states that:

"Since the Stage 1 report all stakeholders have worked together to agree a solution for Pancras Road including pedestrian access. It has been accepted that the Great Northern Hotel must be colonnaded at ground floor level to create a 5 metres wide walkway to provide sufficient pedestrian space. It is understood that the DfT, Network Rail and the applicant (who owns the hotel) are in discussions to ensure that the walkway is secured."

Conclusions

2.21 The objectives of all the various transport and development interests in relation to the King's Cross Interchange are to:

- facilitate all of the projects described in this chapter;
- avoid unnecessary costs and achieve value for money for the taxpayer.
- deliver a high-quality, legible interchange, for people, in a planned and timely manner; and
- enable the fastest-possible delivery of substantial regeneration benefits, including the re-use and rehabilitation of several historic buildings and structures, by the redevelopment of the former railway lands (King's Cross Central).

2.22 There have been extensive discussions with LB Camden, Transport for London, Network Rail and others in formulating proposals for the area between the two stations. This has confirmed the justification for carrying out the proposed arcading works to the Great Northern Hotel alongside the Western Concourse, and the works covered by the earlier applications. Put at its simplest, <u>without</u> the Western Concourse to King's Cross Station, suitable taxi and pedestrian arrangements can be provided with only the removal of the two extensions to the Great Northern Hotel as shown in the previous application that Camden has now resolved to grant. But <u>with</u> the proposed Western Concourse to King's Cross Station, the arcading of the Great Northern Hotel becomes important so as to create a public realm of the highest quality and appropriate functionality, as befits these important civic spaces within the setting of two Grade I listed stations.

N

Figure 7:

Extract from Illustrative Scheme Plan

3. King's Cross Central

King's Cross Opportunity Area

3.1 The King's Cross interchange is closely related to the regeneration of the former railway lands (67 acres) to the north of the station. The railway lands have lain largely vacant for several decades, despite having been the subject of previous major redevelopment proposals. The London Boroughs of Camden and Islington state in paragraph 1.1.3 of their joint Planning and Development Brief (January 2004) that they want to see "*regeneration started and completed as soon as possible to overcome the problems and uncertainties that have blighted this site in the past*".

3.2 The King's Cross Central development (see below) responds to this objective. This is made abundantly clear in the officers' report to the Camden Planning Committee (March 2006) where, in paragraphs 18.4.3 to 18.4.5 it says:

"Current proposals, first submitted May 2004 and revised in September 2005, represent an important opportunity to achieve the Council's objectives. The Applicant's development team has co-operated well with the Councils, GLA, English Heritage and other stakeholders since May 2004 to address points of concern.

The proposals and the supported package of highways, economic and social infrastructure cross the borough boundary and together offer:

- *A comprehensive approach to the site offering genuinely mixed use development to the north and south of the Canal in each major phase;*
- *New development well integrated with surrounding areas, with densities, uses and facilities appropriate for this highly accessible location and its urban characteristics;*
- *The potential for a very high standard of design, townscape, layout, landscape and open spaces;*
- *Protection for views of St Paul's Cathedral and other, local landmarks;*
- *1,700 new homes, including 750 Affordable on the Main Site, with a further 246 (84 Affordable) on the Triangle site;*
- *Employment space for a wide range of businesses that together may employ 25,000 people, coupled with an imaginative package of support for local skills and training, construction training, community enterprise; and creative industries/SMEs;*
- *A real step change in the quality of the public realm at King's Cross with high quality and genuinely public new streets and open spaces, including new green spaces and substantial investment into the surrounding streetscape, and funding for streetscape enhancements of York Way as far as Agar Grove, Wharfdale Road, Copenhagen Street, Camley Street, Purchase Street Open Space, St Pancras Gardens, Bingfield Park;*
- *New bridges over the Canal to link, for example, Somers Town to the new development and major investment into upgrading the Canal towpath, its surface, lighting and general quality;*
- *Better facilities for pedestrians, cyclists and people with disabilities;*
- *Joint working with the Councils, Police and others to deliver better community safety;*
- *A new primary school, a new public indoor leisure facility and public sports centre, a primary health centre and health walk-in centre, a children's centre, Community Space and other cultural, retail, food and drink and community uses;*
- *Enhancements to the public transport interchange and its services including a new Underground entrance, a new bicycle interchange facility, improved taxi arrangements, substantial bus funding, agreed options for the CRT and a step change in the quality of the public realm and its legibility to members of the public.*

The Proposals are also designed to fit successfully with emerging proposals for King's Cross Station and indeed enable a new western concourse to come forward quickly, to replace the existing time-expired concourse on the front. The proposals form part of the context for a unique opportunity to establish a new, world class public realm in front of King's Cross Station and along the Euston Road. The proposals contribute to a safer and more accessible environment around the interchange and a more unified townscape of the highest urban quality."

3.3 The industrial heritage of King's Cross is of great importance and gives the Opportunity Area a distinct sense of place. Yet it is a complex site which has been underused for many decades. There is widespread support for the comprehensive regeneration scheme now approved by Camden and the Mayor to create a new urban quarter for London.

3.4 Indeed in welcoming the Committee's approval of the King's Cross Central applications, the Leader of Camden Council said:

"….. This decision means that our vision of bringing jobs, housing, leisure and community facilities for local people to King's Cross, will become a reality. The development will recognise and protect King's Cross' valuable architectural heritage whilst creating a sustainable and attractive future environment. King's Cross will become a new quarter for London that takes advantage of the best transport links in the city, which is of huge importance to the capital and the South East, as well as the 2012 Olympics." (Camden Press Release 06/079, 10 March 2006).

3.5 The most important clusters of industrial heritage in the Opportunity Area are the Grade I listed King's Cross and St Pancras Stations (which lie outside the King's Cross Central main application site), together with the adjacent Great Northern Hotel; and the Goods Yard complex north of the Regent's Canal. Between the two, there are a few remaining historical structures but the recent works in connection with CTRL have necessarily resulted in the loss of heritage features, fragmentation of the urban grain and radical change to the character and appearance of the area. As a result, the remaining buildings have lost much of their previous historical setting and they lack a meaningful and coherent context. Very little now remains of what English Heritage, in 1997, mapped and described as part of the 'Victorian city in microcosm' (EH Position Statement, 1997).

3.6 The Camden and Islington Planning and Development Brief seeks a new network of routes and spaces within the Opportunity Area that provide the connectivity, permeability, legibility and a template for the introduction of new buildings and land uses (paragraph 3.2.2 of the Brief).

3.7 Figure 8 at the end of this chapter shows the Opportunity Area.

King's Cross Central development

3.8 The King's Cross Central development (Application No. 2004/2307/P) would establish a new structural organisation ("a new framework") within the site. This framework:

- creates new routes and spaces that would help join up the city and integrate King's Cross Central with surrounding neighbourhoods and communities;
- provides a better, more legible, high quality public realm – successful new public spaces and streets that are safe, clean and easy to understand;
- 'embeds' retained heritage buildings within the fabric of the 'new city quarter';
- accommodates current and future transport activities in a safe, clear and efficient manner – the underground, cars, buses, taxis, cycles and the Cross River Tram; and
- facilitates the re-development of this highly accessible site in line with the vision set out in London wide and local planning policy, with high density commercial and other development that optimises the use of land.

3.9 The King's Cross Central scheme secures a long-term future for the most important heritage structures. In particular, major efforts have been focused on the four listed gas holder guide frames to be re-erected on a prominent site within the Goods Yard grouping, alongside and to the north of the canal.

3.10 The King's Cross Central scheme includes various defined works, to the retained historic structures, to facilitate their economic refurbishment and use. The applicants' Initial Conservation Plans indicate the principles on which future, detailed proposals can be brought forward for approval. These Initial Conservation Plans form part of the supporting material to the application package submitted in May 2004 with a replacement Initial Conservation Plan provided in September 2005 for the Southern Stanley Building.

3.11 In the southern part of King's Cross Central, where the Great Northern Hotel is located, the now approved framework seeks to:

- establish a fitting gateway to the wider development and regeneration area;
- provide for a new, strong, legible north-south route, and a subsidiary route through Pancras Square, to:
  - facilitate pedestrian and other movement between the Southern Hub and other parts of the development;
  - help draw people, life and activity up to the Granary and other Goods Yard buildings (some of which are 'at risk') such that there is a secure new economic future for them at the heart of the redevelopment;
  - connect the Goods Yard buildings with the heritage grouping around the Grade I stations – something specifically referred to in the Regent's Canal Conservation Area Statement;
- optimise the use of land close to the public transport interchange for high density development to extend London's world city role;
- provide the template for the introduction of high quality, modern buildings, to meet the needs of a range of office users, with good 'front doors'; and
- secure a highly attractive and legible public space as a setting for the Grade I listed stations.

3.12 Figure 9 at the end of this chapter shows the overall scheme for King's Cross Central as included in the September 2005 revisions, which forms the basis of Camden's resolution to grant planning permission. In particular it illustrates the public realm that flows from the Euston Road, past the Great Northern Hotel and through to and beyond the Goods Yard to the north of the site.

3.13 It has always been the applicants' intention to retain and reuse the Great Northern Hotel. In the joint work with the various transport bodies co-ordinated by the Department for Transport, arcading became the preferred solution for when Network Rail come forward with proposals for the Western Concourse to King's Cross Station

Great Northern Hotel Development Specification

3.14 The King's Cross Central scheme includes the refurbishment and re-use of the Great Northern Hotel for B1 business and employment uses or hotel (C1)/serviced apartments with scope for shopping/food and drink uses (A1, A2, A3, A4, A5) on the ground floor.

3.15 The Main Site Development Specification (Annex E) specifies a number of works of alteration to facilitate the above uses. The specified works are listed below (NB. The first four are also the subject of the Listed Building consent application referred to in paragraph 1.6 above and in paragraph 3.17 to 3.20 below):

(i) Demolish the basement (3 offices) and ground floor extension (kitchens, toilet and office) on the south-western façade and the fire escape which crosses the extension;

(ii) Demolish the basement (storage) and ground floor extension (ladies toilets) on the northern façade;

(iii) Remove the railings along the south-western and northern sides of the Hotel;

(iv) Cover the lightwell around the south-western and northern sides of the Hotel;

(v) Works to provide disabled access to the building;

(vi) Insertion of new lift cores to provide vertical circulation through the building;

(vii) Remove existing lifts and making good the north internal stair;

(viii) Local alterations to the elevations and internal fabric to facilitate vehicular servicing and means of escape;

(ix) Alterations to accommodate a central plant room within the fifth floor, with adequate ventilation via the central section of the roof; and

(x) Insertion of vertical risers and horizontal ducts to provide for mechanical, electrical and communications services.

3.16 Annex E set out the refurbishment parameters for these alteration works, namely:

- the existing building form and external fabric would be substantially retained, subject to the works described above;
- the south-west and north-west façades would be made good, in sympathetic form and materials to match as closely as possible the existing fabric of the Hotel and the new paving surfaces around it; and
- the two existing internal staircases would be retained.

3.17 These parameters have been endorsed by LB Camden in their decision on the Main Site application in that planning condition number 32 states that the approved works of alteration to all retained buildings and structures shall only be carried out in accordance with the Development Specification. The full wording of condition 32 is set out in Appendix B.

Great Northern Hotel Listed Building consent application 2004/2314L

3.18 LB Camden has resolved (March 2006) to grant Listed Building consent for the works listed at paragraph 3.15 (i) to (iv) above, subject to 10 conditions (set out in full in Appendix B).

3.19 These require that the demolition works could not start until a method statement has been approved and a contract placed for the demolition works and for the reconfiguration of the southern part of Pancras Road. Conditions also require building recording, salvage and details of the works of making good and works to ensure safety and stability of the fabric.

3.20 The officers' report to Committee concluded (paragraphs 9.7.28 to 9.7.29) that:

"Officers accept that the removal of the extensions and railings would be required to provide improved circulation and for safety reasons, as part of the Main Site Application.

There would be significant benefits to be achieved by the proposals to ensure adequate provision is made for vehicles and pedestrians, which is essential as part of the successful masterplan of the area. The justification has been made for the demolitions and this is supported by policies. The proposals would not adversely affect its character as a building of special architectural or special interest. Conditions would secure the reinstatement of the elevations."

3.21 The current arcading proposals apply the same rationale to the interface with the Western Concourse proposals i.e. *"to ensure adequate provision is made for vehicles and pedestrians, which is essential as part of the successful masterplan of the area."*

Great Northern Hotel Initial Conservation Plan

3.22 The Main Site planning application is accompanied by a set of Initial Conservation Plans including one for the Great Northern Hotel. This repeats the refurbishment parameters and commitments set out above.

3.23 The Appendix to the Initial Conservation Plan for the Great Northern Hotel identifies the following specific principles for its refurbishment:

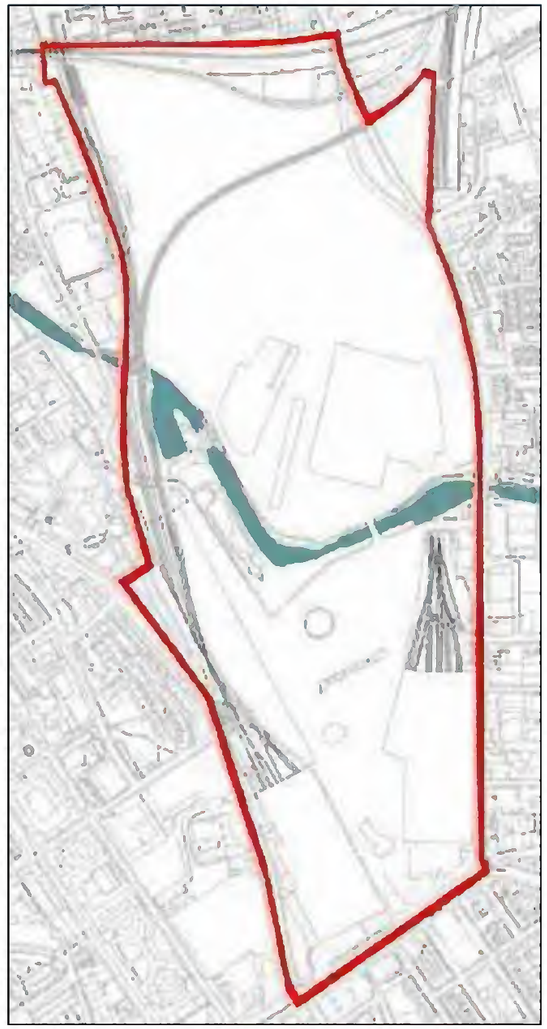
- enable a range of possible new uses through the insertion of new lift shafts and service cores;
- remove the extensions and repair façade in materials and a style sympathetic to the rest of the building;
- provide disabled access to ground floor level. It is likely that disabled access would be provided to the ground floor. This could be done in a number of ways, but is likely to require the construction of ramps along the façades of the buildings;
- consider the removal of some of the drainpipes currently attached to the façade of the hotel. Depending on use, these may not all be required or could be rationalised; and
- construct new service cores within the original building. Depending on use, the size and precise function of the cores will vary, but are likely to incorporate – passenger and goods lifts to meet vertical circulation requirements; fire fighting shaft; adequate means of escape in the event of fire; smoke ventilation; and service risers.

3.24 It then identifies that the King's Cross Station enhancement project (including the Western Concourse) would trigger a series of additional interventions, in which case the Great Northern Hotel would be refurbished and adapted following further principles:

- it may be appropriate to cover the lightwells and remove railings on the eastern and southern sides of the building to accommodate pedestrian flows, should proposals come forward for a new Western Concourse to King's Cross Station, as part of a station enhancement;
- lower the ground floor to match the external ground level to provide a pedestrian route adjacent to the proposed concourse;
- alter the ground floor openings to enable pedestrian movement through the arcade. This could be achieved in a variety of ways with differing effects on the façade of the building, and various widths of opening.

3.25 The planning application and Listed Building consent application for the Great Northern Hotel, which are the subject of this Supporting Statement, are consistent with these principles and they are supported by an up to date Intermediate Conservation Plan.

Source: Camden UDP, Chapter 13



Source: Planning and Development Brief

Figure 8:

King's Cross Opportunity Area

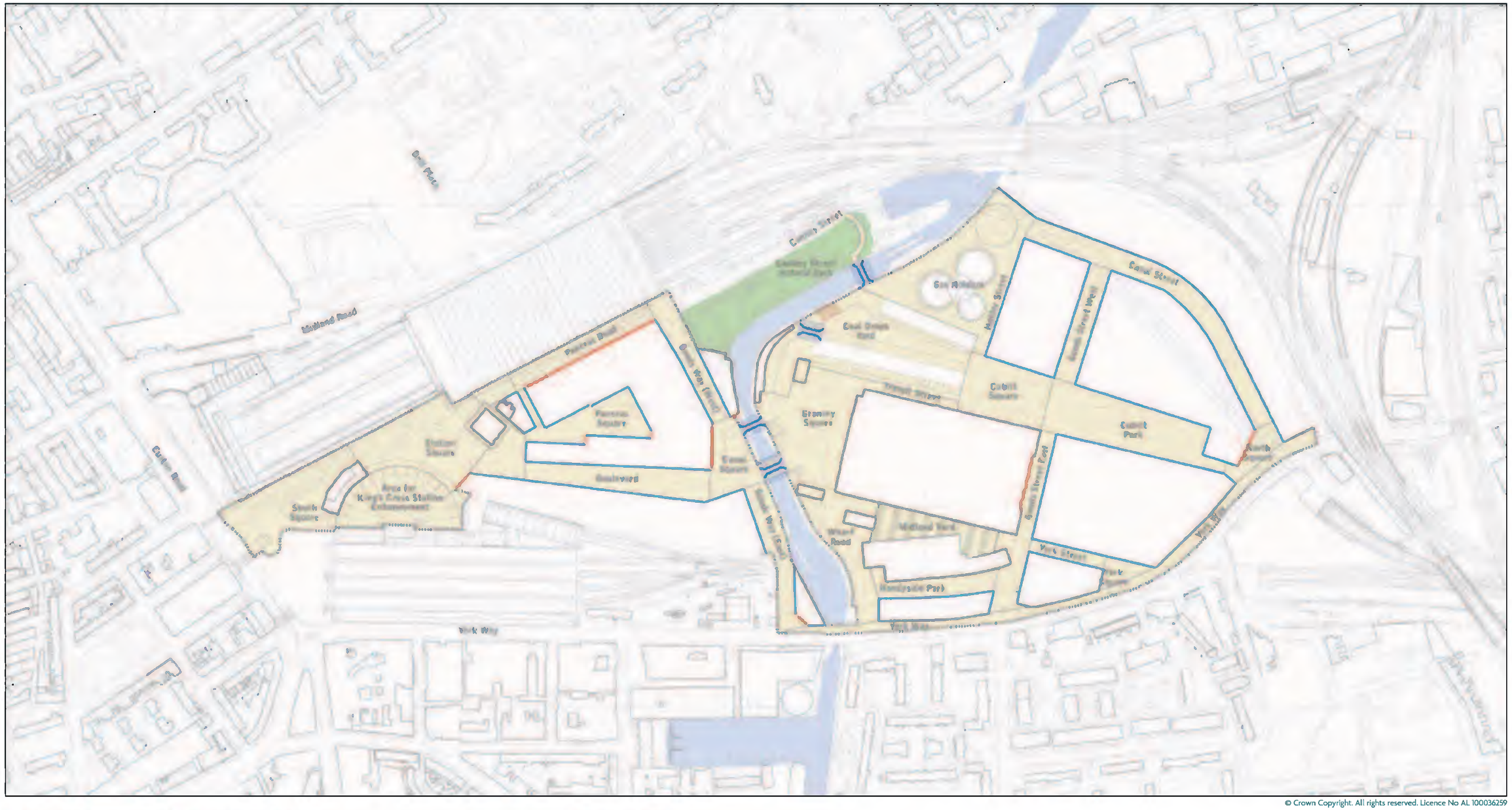


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Figure 9:

N

Public realm areas within the Main Site application boundary

scale: 1:4000 @ A3

4. Proposals for the Great Northern Hotel Arcade

Scope of the applications

4.1 The planning application and the Listed Building consent application covered by this Statement propose the following changes to the Great Northern Hotel so as to create a pedestrian arcade within the north-west, north-east, south-east and partially within the south-west façades of the Great Northern Hotel:

- removal of the existing **basement, ground and first floors** of the building;
- construction of a **new ground floor slab** (with breakout panel section) 1.1m lower than the existing floor;
- construction of a **new first floor slab** below the existing floor level with a raised floor at existing first floor level;
- replacement of the **basement floor level** and foundation strengthening;
- construction of a **basement concrete box** in the area of the (to be demolished) south-western extension;
- removal of multiple sections of **internal structural walls and fireplaces** between ground floor and first floor, the truncation of the **chimneys** at first floor level and the structural formation of new openings;
- removal of every second **external load bearing pier** (ground to first and in some cases basement to first) around 70% of the perimeter, the formation of **new openings** and making good of the **façades** of the building;
- replacement of the remaining **existing windows** at street level on the south-west elevation with new doors or timber framed windows with lower sills;
- removal of external **rainwater and drainage goods** on all façades and their replacement/rationalisation with new, external cast iron downpipes on all façades (to be diverted internally above the proposed concourse roof on the north-east elevation);
- removal of a **chimney breast and stack** concealed as quoining on the south-west elevation;
- provision of **new access arrangements** to the building, comprising an **entrance** from within the arcade, an **entrance** at the centre of the retained part of the south-west elevation, extension of the existing **staircases** to the new ground floor, servicing access point(s), and adequate means of emergency escape;
- provision of **service access** to the north-west of the building from Pancras Road;
- installation of **roller shutters** in those new openings in the north-east elevation that abut the proposed Western Concourse;
- removal of **railings** along the south-east and north-east elevations (the combined effect of this and the earlier application is to propose the removal of all railings along all the elevations);
- new **surfacing** in the arcade (complementary to the floor of the proposed Western Concourse) and over the existing lightwells, with ventilation panels, along the north-west, south-west and south-east sides of the Hotel;
- **rendering and finishing off** the arcade soffit and walls, including glazed openings to the retail units and the main building entrances;
- installation of **temporary rendered masonry walls** to the proposed retail units, foyer entrance and lowered windows at ground floor;
- removal of the **lift shaft and car** from first floor to basement and the removal of **stairs** from ground floor to basement, all centrally situated half way between the two main stair cores;
- removal of the **lift shaft, car and supports** from first floor to basement in the northern main staircase;
- removal of the **small lift and stairs** in the north-eastern lightwell;
- provision for **service risers and lift cores** through all floors; and
- provision for **new signage** at ground level entrance points and around the retail units.

4.2 These two formal applications for planning permission and Listed Building consent on the Great Northern Hotel include a set of application drawings comprising plans, sections, elevations and details of the Hotel in three categories (existing, demolitions and proposed) as set out in the table at Appendix C and are accompanied by:

- a Supporting Statement (this document);
- a Structural Engineering Report to confirm the integrity of the proposal along with an accompanying Structural and Materials Survey Report;
- an Access Statement to explain how the arcade works will facilitate inclusive design and accessibility for everyone; and
- an Intermediate Conservation Plan to show how the proposal provides the basis of bringing the building back into use and caring for its historical significance.

4.3 Figures 10, 11 and 12 at the end of this chapter show a small scale version of some of the drawings from the fuller set of application drawings identified at Appendix C.

4.4 The floor plans showing the proposed demolitions (Figure 10) identify the two later extensions which are to be demolished under application number 2004/2314L. They then show the whole of the ground and first floor to be removed and alterations to other floors. In order to achieve the arcading they show the way alternate brick piers are to be removed along the whole length of the concave north-east elevation and the south-east elevation and at each end of the convex south-west elevation of the Hotel. New openings through the chimney breast and walls of the ground floor of the north-west façade are also shown. In addition they show the internal walls that are proposed to be removed to allow a pedestrian flow both along the length of the building (in a north-south direction) and also across both ends of the building (in an east-west direction). This attractive urban arcading becomes more obvious in Figure 10a showing the proposed ground floor plan.

4.5 Figure 11 shows cross sections through the building, making it clear that the existing first floor level remains the same whilst the existing ground floor level is lowered. At the same time the basement level is also lowered to provide useable space for plant and back-of-house uses.

4.6 Figure 12 shows the existing and proposed elevations. It makes it clear that there are no changes proposed at present to the upper façades other than the removal of rainwater and drainage goods that have accreted over time, and the removal of the south-west chimney breast and stack situated within and above the south-west extension, which did not form part of the original building. However at ground floor level, whilst the central portion of the south-west elevation is retained with the existing windows replaced with new, lower windows, the arcading to accommodate east-west flows features at each end of the building as well as the arcading along the proposed new station concourse.

4.7 Figure 13 shows the main structural changes at basement and ground floor levels and also the installation stages for the cross and spine wall replacement box frames.

4.8 Detailed justification for the chosen design in terms of public realm objectives and the structural integrity of the building is set out in chapter 9 of this Statement.

4.9 In addition to the applications covered by this Statement, the following external changes immediately around the Hotel are proposed in Network Rail's applications for the Western Concourse:

on the north-east side

- permanent removal of the small glazed entrance canopy and enclosed porch of cast and wrought iron and timber on the north-east elevation of the Hotel (previously removed by LUL with a condition for its re-instatement);
- new roof guttering and flashing abutting the Hotel at first floor level;
- glazed wall abutments at each end of the north-east elevation of the Hotel;
- concourse ground beams and roof foundation piles and pilecaps, some of which could impact on the remaining basement vaults of the Hotel;
- a concourse slab to be surfaced and to be at same level as the proposed arcade floor, adjacent to the north-east elevation of the Hotel (over the lightwells);

on the north and south-west side

- various freestanding canopies to provide weather protection for passengers at pick-up and set down locations and associated support, foundations and paving over the Hotel basement.

on the north and south-east side

- cantilever, 'eyelash,' glazed canopy extensions projecting from the proposed concourse roof, over entrance/exit points, and associated structural support and foundations over the Hotel basement.

4.10 These external changes and their inter-relationship with the arcading proposals, are shown on a series of illustrative drawings listed at Appendix C.

Integration with the King's Cross Central framework

4.11 The principles on which the wider development framework has been based are set out in chapter 3 of this Statement and illustrated in Figure 7. It is essential to secure a high level of economic activity in the area close to and immediately to the north of the stations, around a legible sequence of new routes and spaces, as envisaged in policy guidance at all levels, including the Camden UDP. This then provides the context within which the complex of heritage buildings to the north of the canal can be refurbished and brought back into beneficial uses (and further new uses established beyond, to the north).

4.12 The Great Northern Hotel is situated in the narrow gap between the two mainline stations, where there are also several access points into and out of the underground system. Passenger circulation space around the stations and underground access points is essential, and a clear transport corridor is needed along the axis of Pancras Road.

4.13 The arcading of the Great Northern Hotel would provide for safe, legible and convenient pedestrian movement along the main (north-south) axis of the building adjacent to the proposed concourse but equally important is the arcading along the shorter façades so that east-west movement is accommodated. The spacious design of the arcading will allow pedestrians to see their route to places beyond the Hotel itself.

4.14 Following the grant of permission for the comprehensive development of King's Cross Central, and for demolition of the two hotel extensions, and consent for the works identified in this Supporting Statement, the applicants would look to prepare a detailed scheme for the Great Northern Hotel upper floors, their refurbishment and reuse. The submission of this detailed refurbishment scheme would be supported by a Full Conservation Plan, which would address the refurbishment, management and maintenance of the building as a whole.

4.15 In the meantime, and to give confidence that this arcading scheme retains the heritage importance of the building, an Intermediate Conservation Plan is submitted in parallel with the applications covered by this Statement.

4.16 In order to dovetail with the proposed Network Rail Western Concourse works, that are due to commence in 2008 and be completed in 2012, the arcading scheme is likely to be carried out in advance of the full refurbishment of the building. Realistically, the upper floors of the Hotel can only be brought back into use once the arcading and Western Concourse works have been completed. In the meantime, there is a need to secure a high quality public realm that functions efficiently, alongside the proposed Western Concourse. That is why the arcading scheme has been brought forward separately from the full refurbishment plans.

Future uses

4.17 The works proposed in the current applications safeguard the range of after uses provided for in the King's Cross Central scheme recently determined by LB Camden (see paragraph 3.14 above). In particular the proposals ensure:

- pedestrian access to the building is maintained both off the arcade and from Pancras Road;

- vehicular access to the building for servicing is provided from the north; and
- new lift cores are established.

4.18 No detailed changes are shown on the application drawings above the first floor level. A detailed scheme will come forward once the future use of the building has been determined. However, the provision for known elements of change, such as lift cores and service risers to upper levels, form part of these applications. Zones, rather than specific locations, are identified.

Site details

4.19 The Great Northern Hotel (Grade II) is located at the southern end of Pancras Road close to its junction with Euston Road. It was built in 1854 and listed in 1984. The concave curved front of the Hotel faces King's Cross Station. Two small extensions, on the south-western and northern elevations were later additions, thought to have been built in the early 1870's and are the subject of the previous application for demolition, which Camden has resolved to grant.

4.20 The ground floor of the Hotel is raised about 1 metre above street level. At the southern end of the Hotel is the former restaurant/coffee lounge which is a relatively large clear space across the full width of the building. The main service cores, including the lifts and staircases, occupy part of the ground floor of the south-west side of the Hotel, with the rest of the ground floor comprising cellular rooms which were used for a variety of purposes. The main entrance into the Hotel is on the façade facing King's Cross Station with additional entrances at each end of the building.

4.21 The other Listed Buildings in the vicinity of the Great Northern Hotel are: King's Cross Station (Grade I) which was listed in 1954; St Pancras Station (Grade I) and the German Gym (Grade II) which were listed in 1967; and the Stanley Buildings (Grade II) which were listed in 1994.

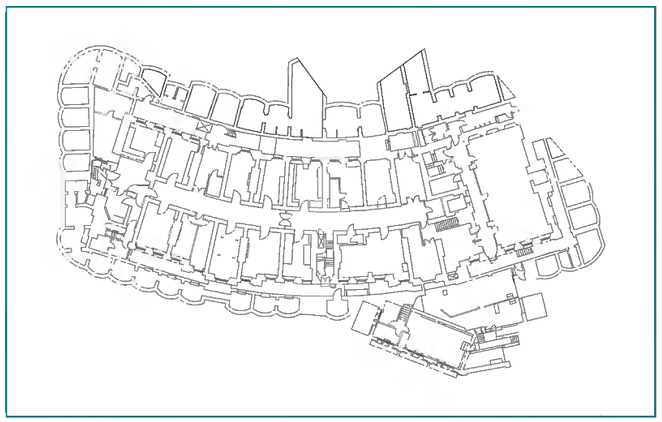
4.22 An extract from the Revised List of Buildings of Special Architectural or Historic Interest, giving details of the Great Northern Hotel, is at Appendix D.

Procedural issues

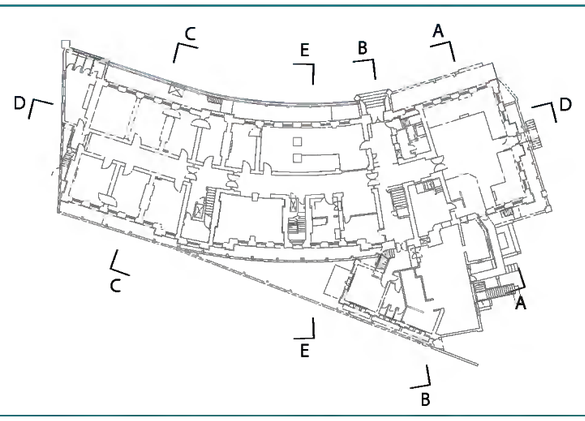
4.23 This Statement does not repeat the justification in the previous Great Northern Hotel Listed Building consent application (2004/2314L) for the removal of railings and the two small extensions, and the covering of light wells. It does, however, complement that application.

4.24 This statement demonstrates that, if a new Western Concourse is to be constructed for King's Cross Station, then the functional and visual linking of key spaces and essential pedestrian circulation in this area can only be achieved at a high quality level if the Great Northern Hotel is arcaded. It also shows that the proposals meet the relevant criteria in PPG 15, are compatible with the adopted Chapter 13 of the Camden UDP, and accord with other guidance for the King's Cross Opportunity Area.

EXISTING

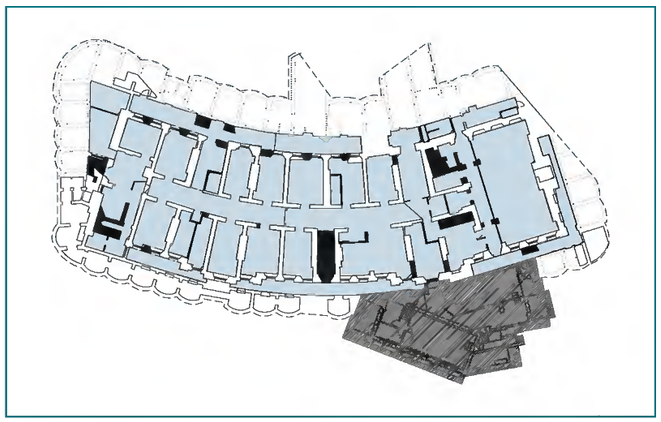


Basement floor level

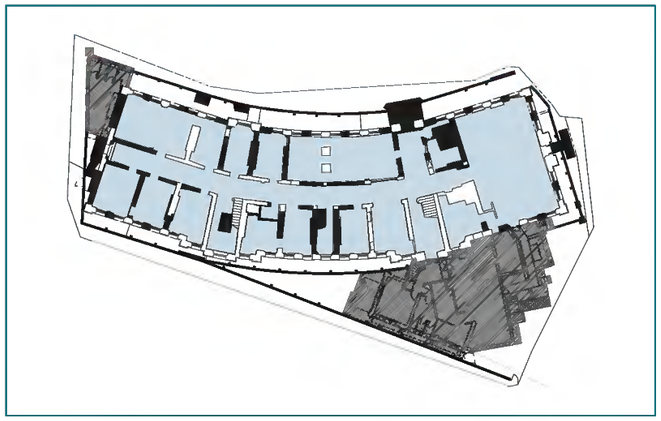


Ground floor level (also showing section lines)

DEMOLITIONS & PROVISIONS

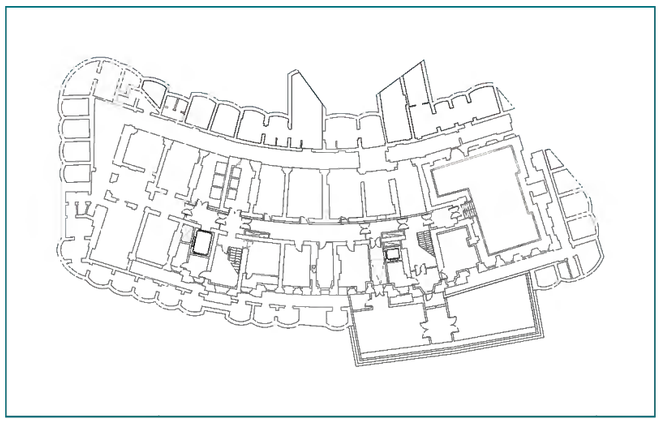


Basement floor level

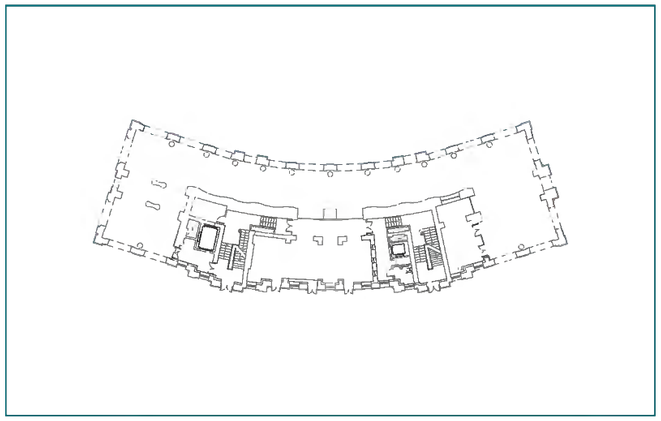


Ground floor level

PROPOSED



Basement floor level



Ground floor level

Key

Demolition applied for in previous application for removal of extensions, railings and covering light wells

Extent of provision for lifts and service risers applied for in GNH arcade applications

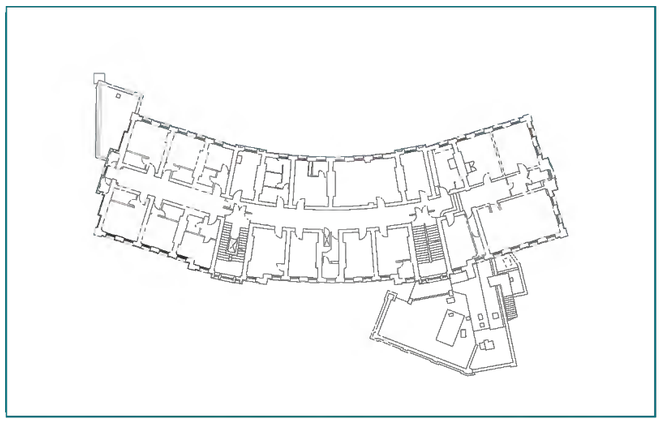
Demolition applied for in GNH arcade applications

Figure 10a:

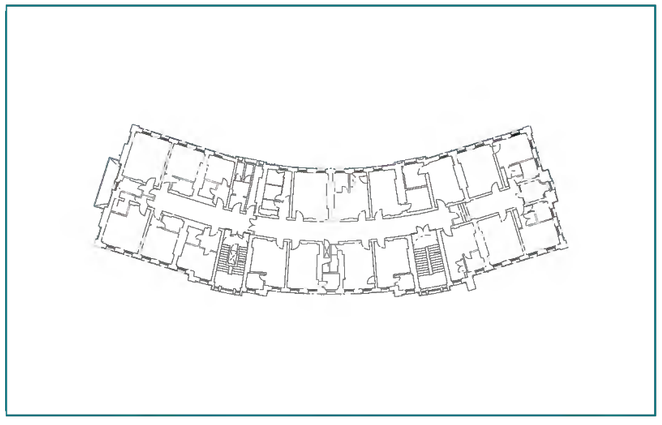
Plans – existing, demolitions and proposed

scale: 1:750 @ A3

EXISTING



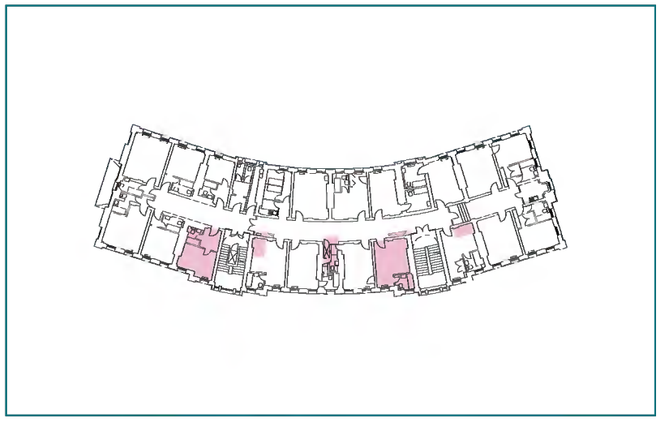
First floor level



Second floor level

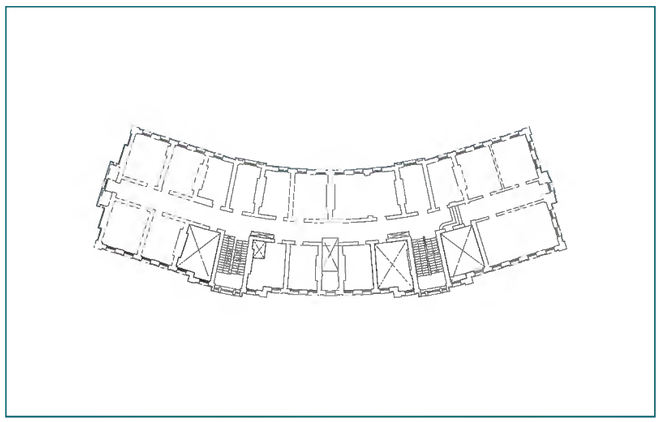
DEMOLITIONS & PROVISIONS

First floor level

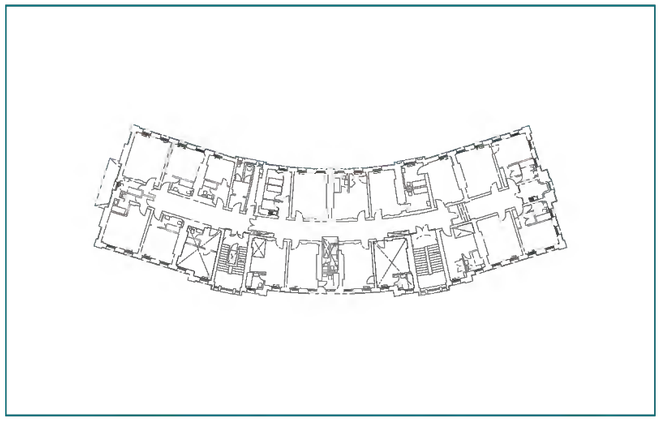


Second floor level

PROPOSED



First floor level



Second floor level

Key

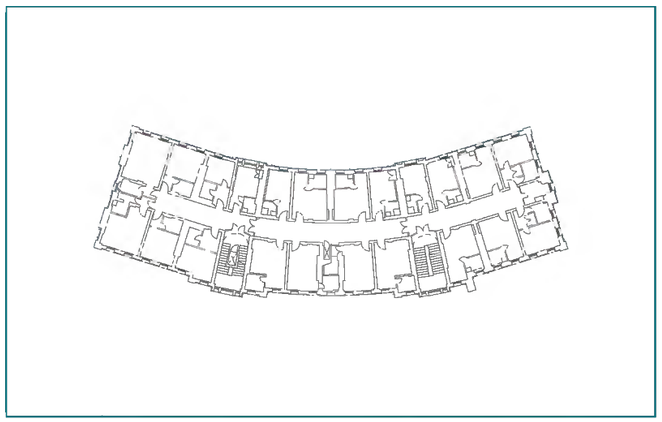
- **Demolition applied for in previous application for removal of extensions, railings and covering light wells**
- **Extent of provision for lifts and service risers applied for in GNH arcade applications**
- **Demolition applied for in GNH arcade applications**

Figure 10b:

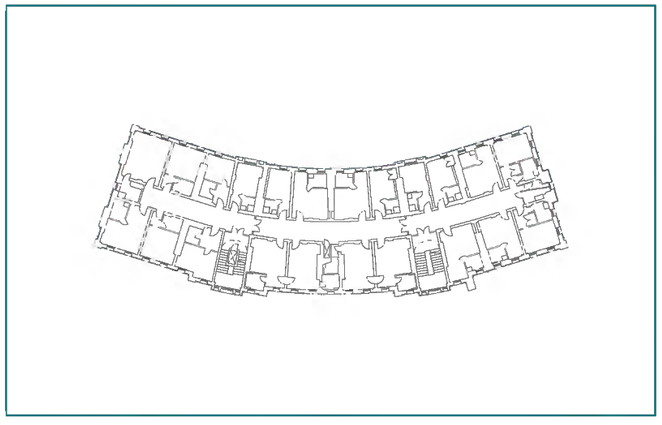
Plans – existing, demolitions and proposed

scale: 1:750 @ A3

EXISTING

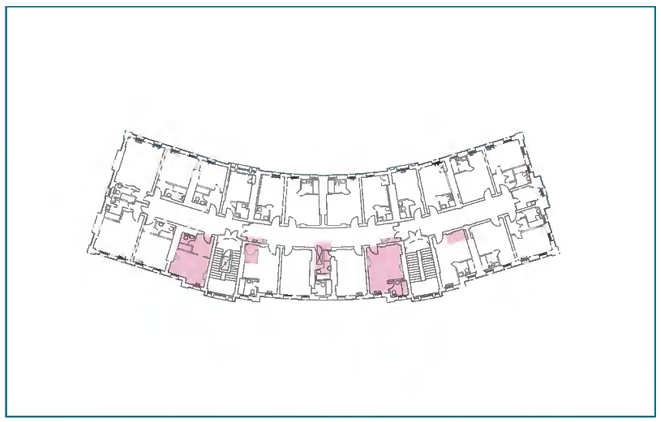


Third floor level

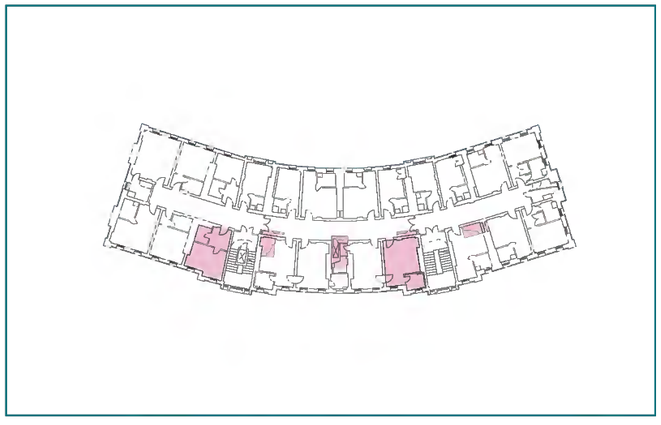


Fourth floor level

DEMOLITIONS & PROVISIONS

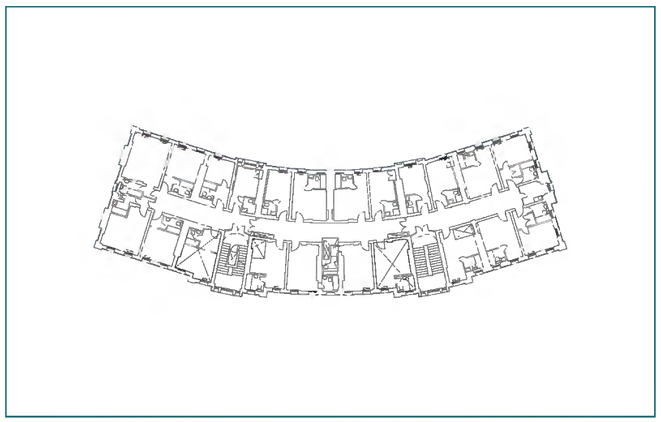


Third floor level

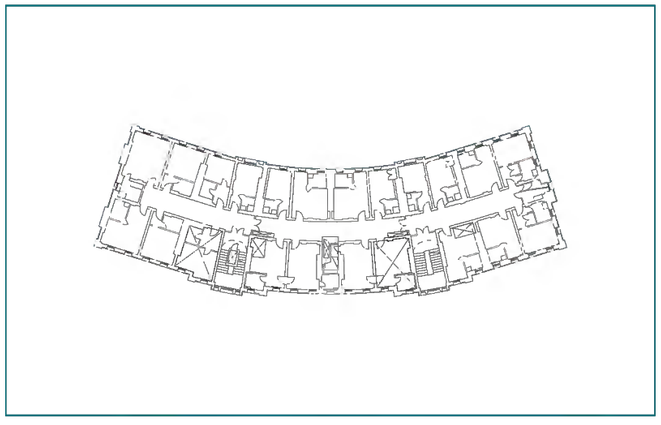


Fourth floor level

PROPOSED



Third floor level



Fourth floor level

Key

- **Demolition applied for in previous application for removal of extensions, railings and covering light wells**
- **Extent of provision for lifts and service risers applied for in GNH arcade applications**
- **Demolition applied for in GNH arcade applications**

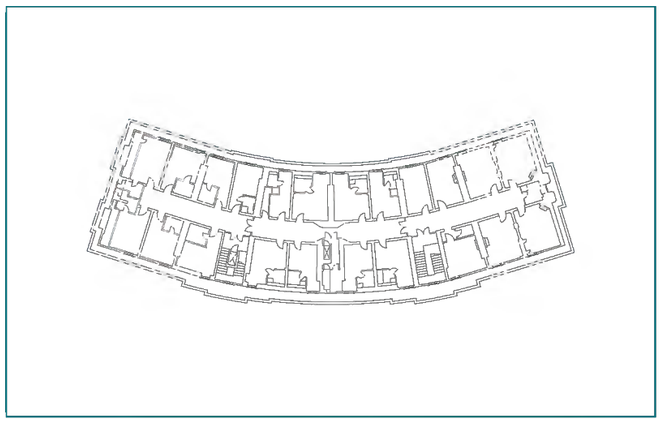
N

Figure 10c:

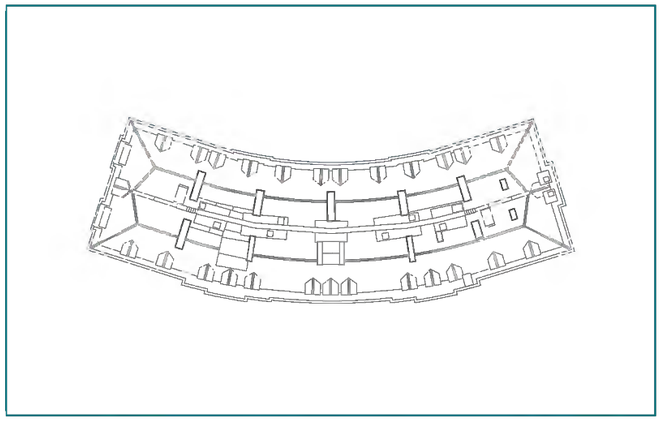
Plans – existing, demolitions and proposed

scale: 1:750 @ A3

EXISTING

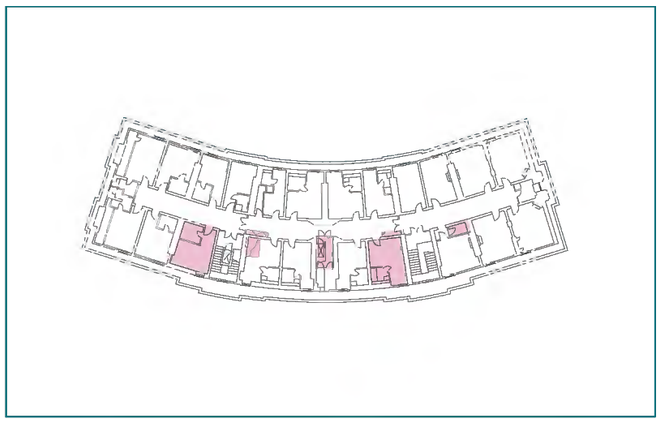


Fifth floor level

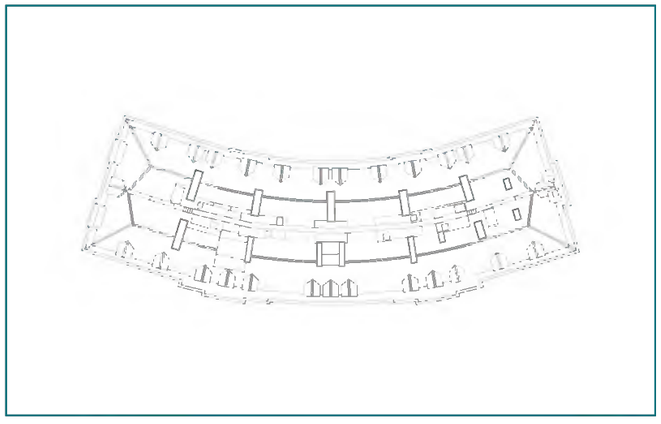


Roof level

DEMOLITIONS & PROVISIONS

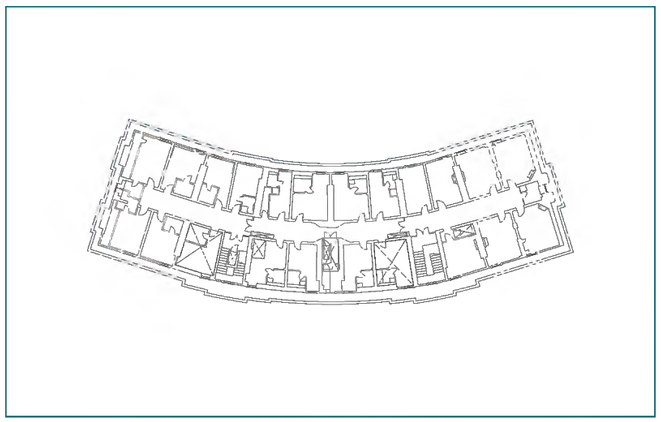


Fifth floor level

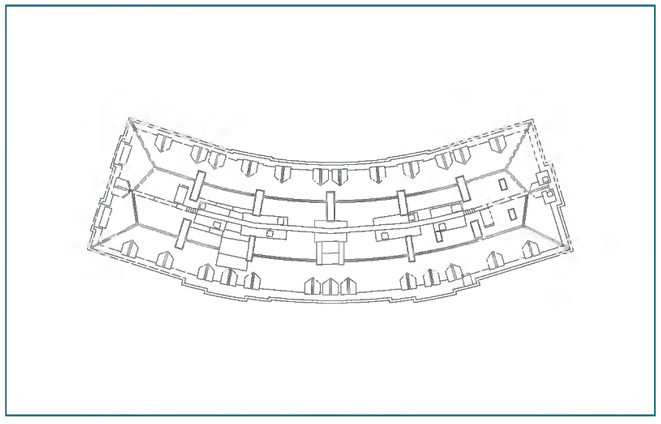


Roof level

PROPOSED



Fifth floor level



Roof level

Key

Demolition applied for in previous application for removal of extensions, railings and covering light wells

Extent of provision for lifts and service risers applied for in GNH arcade applications

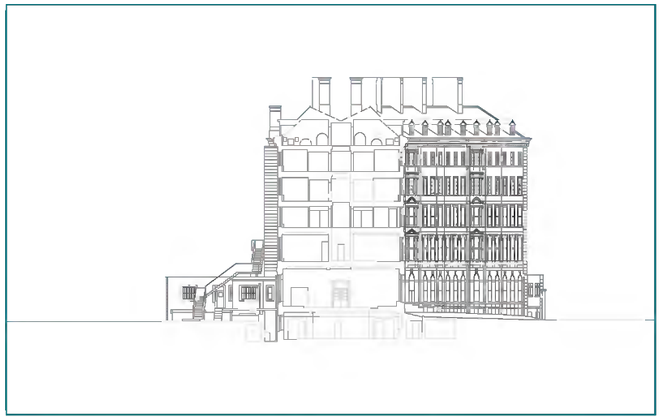
Demolition applied for in GNH arcade applications

Figure 10d:

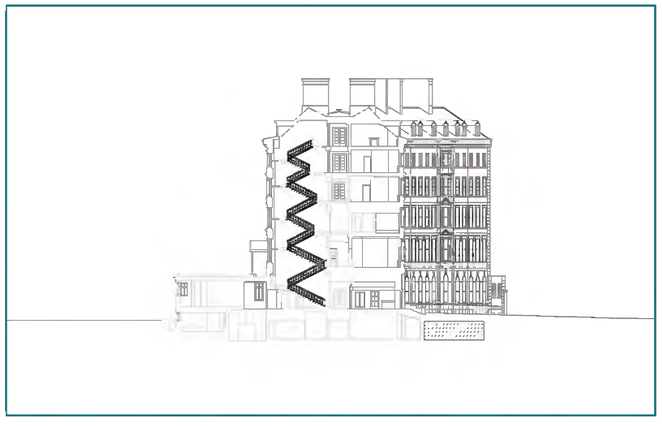
Plans – existing, demolitions and proposed

scale: 1:750 @ A3

EXISTING

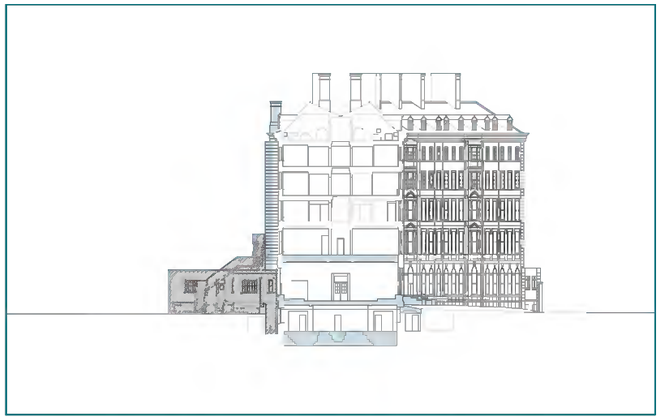


Section AA

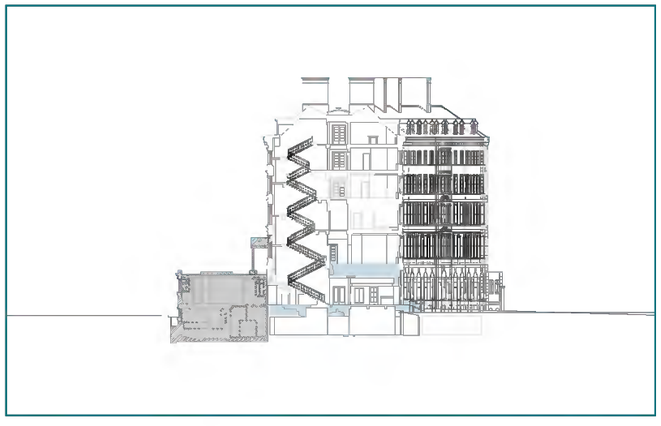


Section BB

DEMOLITIONS & PROVISIONS



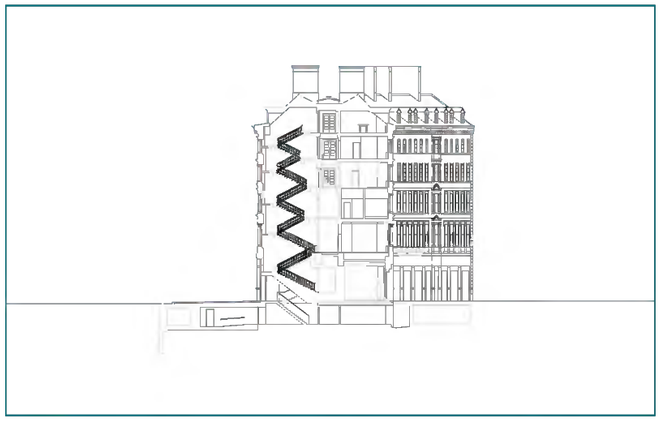
Section AA



Section BB

PROPOSED

Section AA



Section BB

Key

Demolition applied for in previous application for removal of extensions, railings and covering light wells

Extent of provision for lifts and service risers applied for in GNH arcade applications

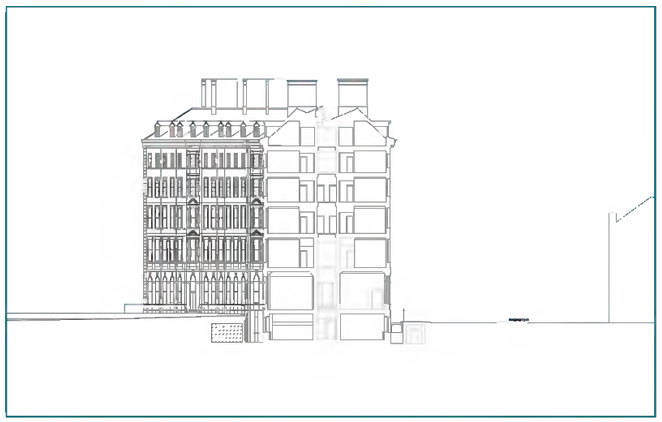
Demolition applied for in GNH arcade applications

Figure 11a:

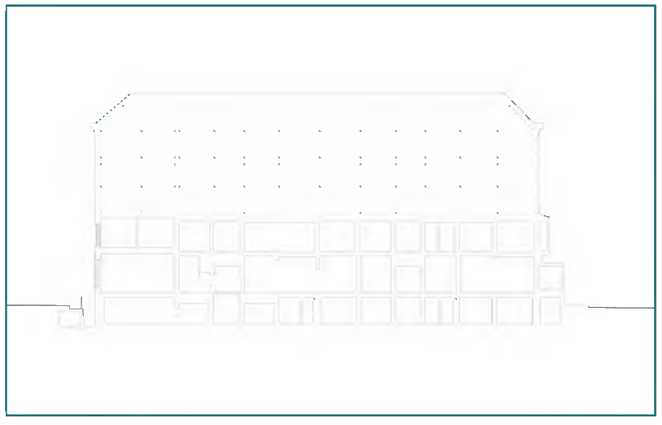
Sections – existing, demolitions and proposed

scale: 1:750 @ A3

EXISTING

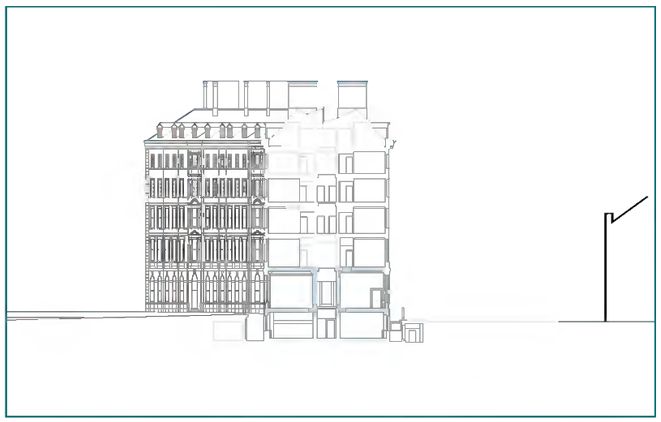


Section CC



Section DD

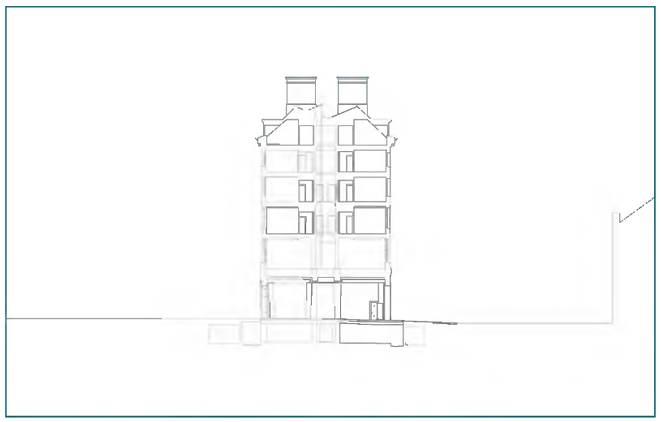
DEMOLITIONS & PROVISIONS



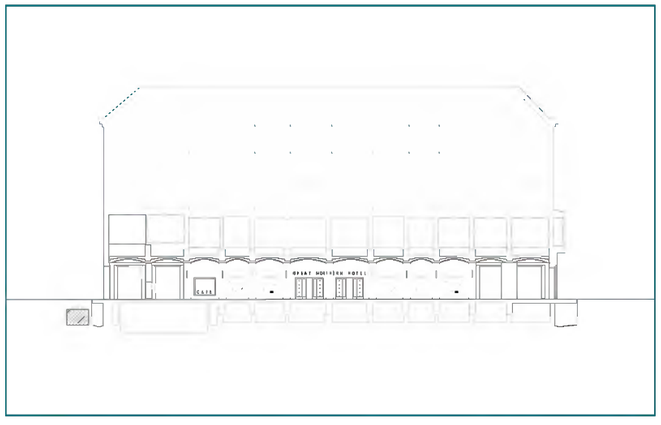
Section CC

Section DD

PROPOSED



Section CC



Section DD

Key

Demolition applied for in previous application for removal of extensions, railings and covering light wells

Extent of provision for lifts and service risers applied for in GNH arcade applications

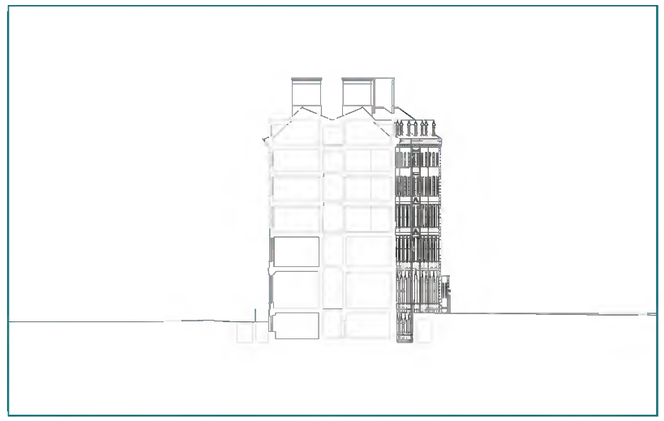
Demolition applied for in GNH arcade applications

Figure 11b:

Sections – existing, demolitions and proposed

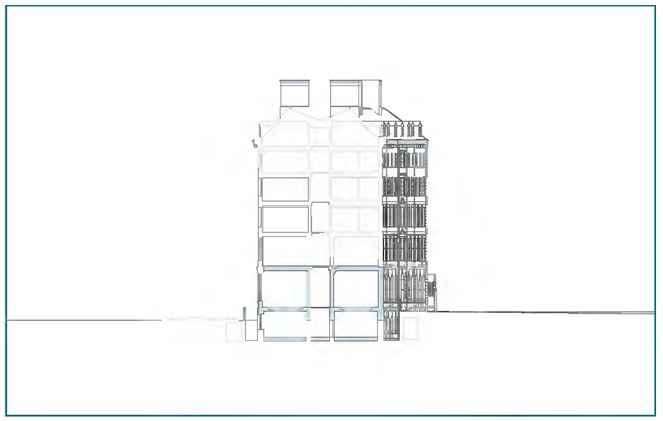
scale: 1:750 @ A3

EXISTING



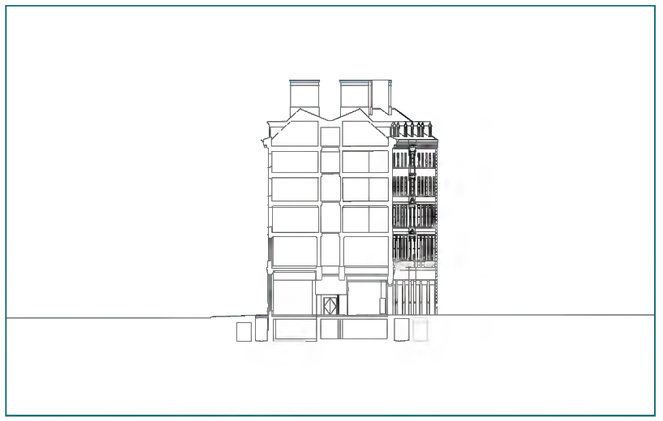
Section EE

DEMOLITIONS & PROVISIONS



Section EE

PROPOSED



Section EE

Key

- **Demolition applied for in previous application for removal of extensions, railings and covering light wells**
- **Extent of provision for lifts and service risers applied for in GNH arcade applications**
- **Demolition applied for in GNH arcade applications**

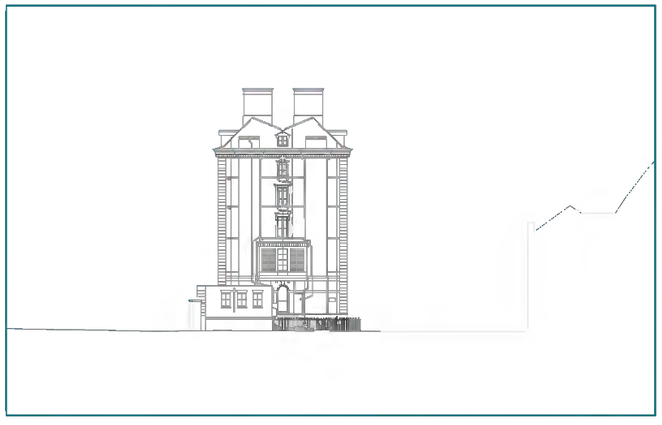
Figure 11c:

Sections – existing, demolitions and proposed

scale: 1:750 @ A3

EXISTING

North-east elevation



North-west elevation

DEMOLITIONS & PROVISIONS

North-east elevation

North-west elevation

PROPOSED

North-east elevation

North-west elevation

Key

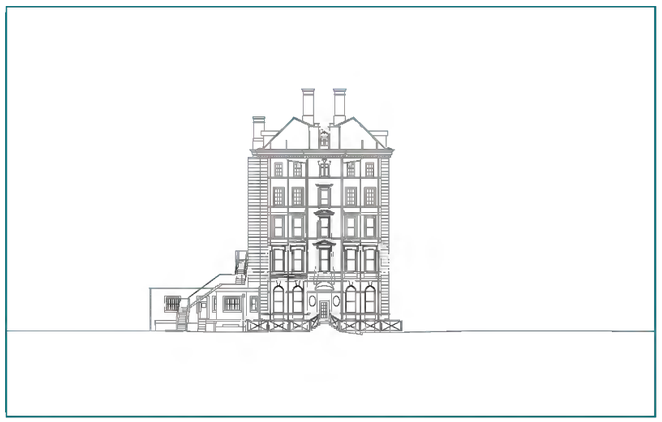
- **Demolition applied for in previous application for removal of extensions, railings and covering light wells**
- **Extent of provision for lifts and service risers applied for in GNH arcade applications**
- **Demolition applied for in GNH arcade applications**

Figure 12a:

Elevations – existing, demolitions and proposed

scale: 1:750 @ A3

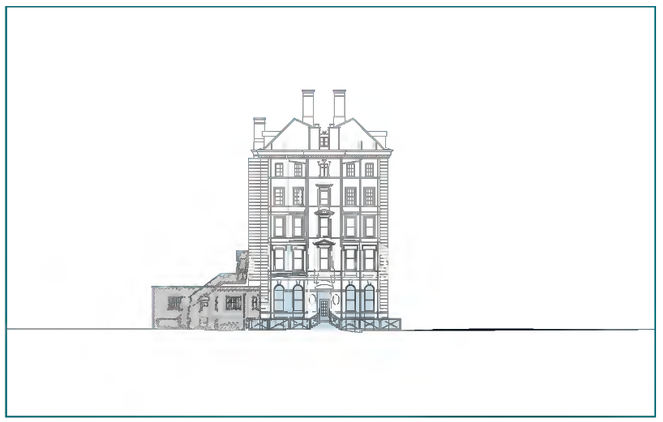
EXISTING



South-east elevation

South-west elevation

DEMOLITIONS & PROVISIONS



South-east elevation

South-west elevation

PROPOSED

South-east elevation

South-west elevation

Key

Demolition applied for in previous application for removal of extensions, railings and covering light wells

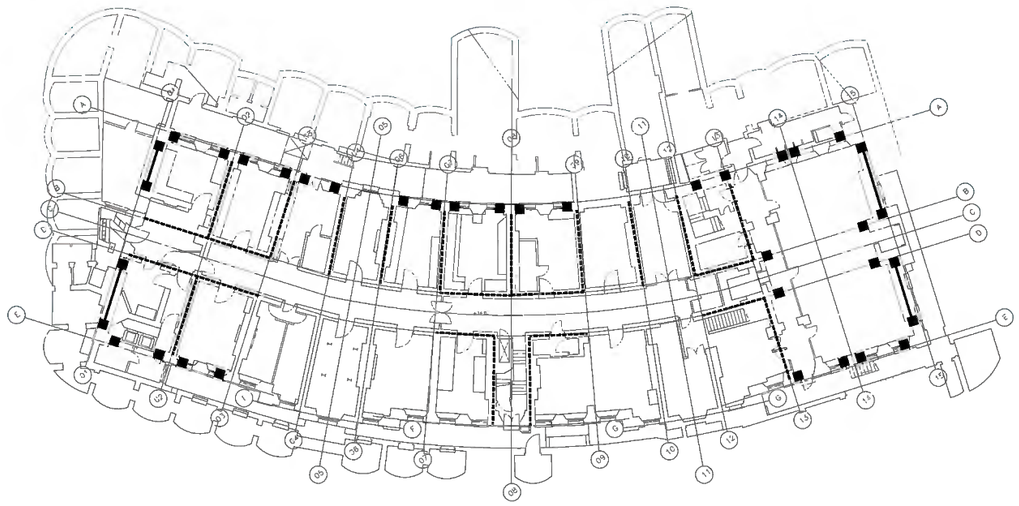
Extent of provision for lifts and service risers applied for in GNH arcade applications

Demolition applied for in GNH arcade applications

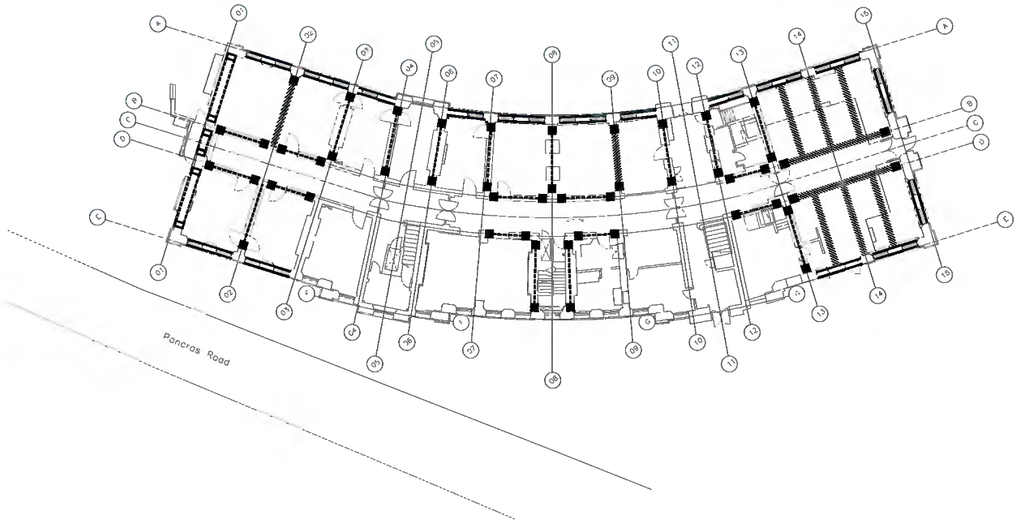
Figure 12b:

Elevations – existing, demolitions and proposed

scale: 1:750 @ A3

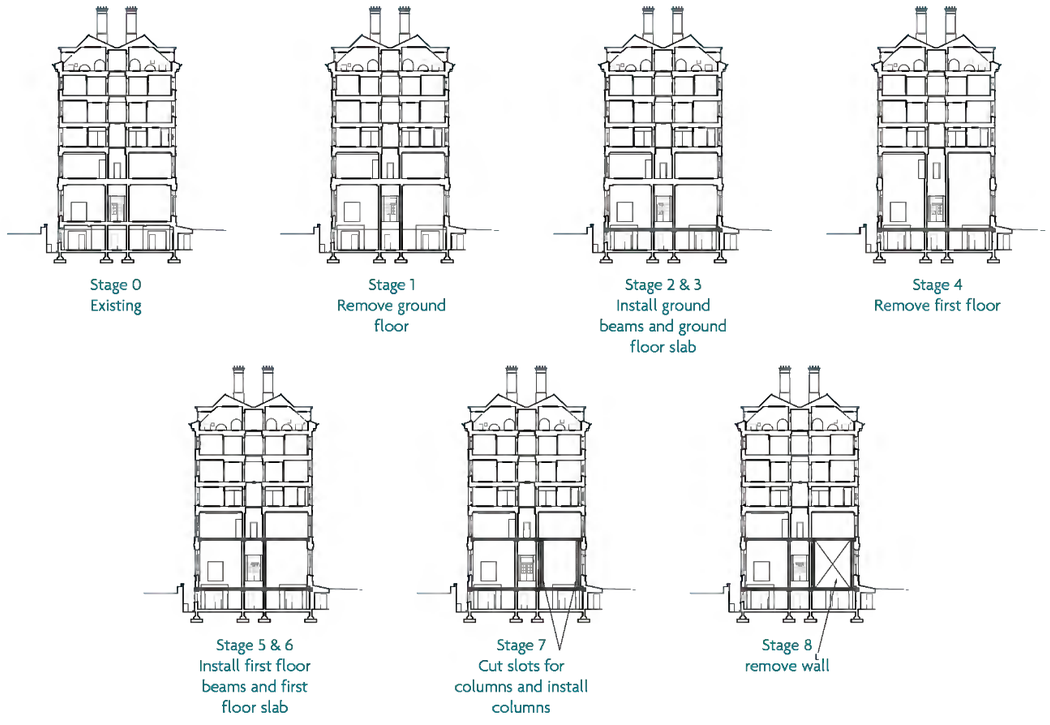


Existing basement floor plan showing new foundations & box frame ground beams



Existing ground floor plan showing new frames between ground and first floor

- New steel column
- New steel & concrete box frame
- Ground beam set in wall - basement to ground
- New twin steel beam & column frame
- Existing cast iron beam concrete cased at first floor
- New steel arch



Cross section through Great Northern Hotel showing installation stages for cross and spine wall replacement box frames

Figure 13:

Structural detail

5. Policy Context

Introduction

5.1 This chapter highlights extracts from a range of national, London-wide and LB Camden policy statements that are particularly relevant to the consideration of the arcading proposals. It does not seek to comment on the compatibility of the proposals with those policies. That is the function of chapter 10 of this Statement.

Planning and the Historic Environment: PPG 15

5.2 The Listed Building consent application for the arcading of the Great Northern Hotel must be considered in relation to PPG 15 and other heritage policies.

5.3 PPG 15 (paragraphs 1.4 and 1.5), in dealing with conservation and economic prosperity, says:

"…. economic prosperity can secure the continued vitality of conservation areas, and the continued use and maintenance of historic buildings, provided that there is a sufficiently realistic and imaginative approach to their alteration and change of use, to reflect the needs of a rapidly changing world.

Conservation can itself play a key part in promoting economic prosperity by ensuring that an area offers attractive living and working conditions which will encourage inward investment – environmental quality is increasingly a key factor in many commercial decisions."

5.4 PPG 15 (paragraph 2.14) explains the concept of embedding new buildings with old. It says:

"In general it is better that old buildings are not set apart, but are woven into the fabric of the living and working community. This can be done, provided that the new buildings are carefully designed to respect their setting, follow fundamental architectural principles of scale, height, massing and alignment, and use appropriate materials."

5.5 PPG 15 (paragraph 3.5) lists four issues that are generally relevant to the consideration of all listed building applications. These are:

- *the importance of the building, its intrinsic architectural and historic interest (explained in paragraph 6.11 of PPG 15) and rarity, in both national and local terms;*
- *the particular physical features of the building (which may include its design, plan, materials or location) which justify its inclusion in the list: list descriptions may draw attention to features of particular interest or value, but they are not exhaustive and other features of importance (e.g. interiors) may come to light after the building's inclusion in the list;*
- *the building's setting and its contribution to the local scene, which may be very important, e.g. where it forms an element in a group, park, garden or other townscape or landscape, or where it shares particular architectural forms or details with other buildings nearby;*
- *the extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment (including other listed buildings).*

5.6 Paragraph 3.8 of PPG 15 makes it clear that the best way of securing the upkeep of historic buildings and areas is to keep them in active use. It goes on to say:

"For the great majority this must mean economically viable uses if they are to survive, and new, and even continuing, uses will often necessitate some degree of adaptation. The range and acceptability of possible uses must therefore usually be a major consideration when the future of listed buildings or buildings in conservation areas is in question."

5.7 Paragraphs 3.13 and 3.15, in dealing with alterations and extensions say:

"Many listed buildings can sustain some degree of sensitive alteration or extension to accommodate continuing or new uses. Indeed, cumulative changes reflecting the history of use and ownership are themselves an aspect of the special interest of some buildings, and the merit of some new alterations or additions, especially where they are generated within a secure and committed long-term ownership, should not be discounted.

Achieving a proper balance between the special interest of a listed building and proposals for alterations or extensions is demanding and should always be based on specialist expertise; but it is rarely impossible, if reasonable flexibility and imagination are shown by all parties involved. Thus, a better solution may be possible if a local planning authority is prepared to apply normal development control policies flexibly; or if an applicant is willing to exploit unorthodox spaces rather than set a standardised requirement; or if an architect can respect the structural limitations of a building and abandon conventional design solutions in favour of a more imaginative approach."

5.8 PPG 15 recognises (paragraph 3.16) that very occasionally demolition is unavoidable and then (paragraph 3.17) explains that the redevelopment should produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition.

5.9 Paragraph 3.18 of PPG 15 seeks to differentiate between the total or substantial demolition of a Listed Building or any significant part of it, and an application in respect of alterations or extensions. In respect of the current proposals to arcade the ground floor of the Great Northern Hotel, it is accepted by the applicants that the amount of demolition could be treated as being substantial. On that basis, chapter 10 of this Statement tests the "worst case". In reality the removal of some of the structure of the Hotel is an essential part of adapting it to make it function properly in today's circumstances. The alternative, promoted by some, would be to demolish it in its entirety. Demolition is not supported by the applicants.

5.10 Where total or substantial demolition is proposed, three further but overlapping considerations (PPG15 paragraph 3.19) are set out. These are:

- *the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use. Any such assessment should be based on consistent and long-term assumptions. Less favourable levels of rents and yields cannot automatically be assumed for historic buildings. Also, they may offer proven technical performance, physical attractiveness and functional spaces that, in an age of rapid change, may outlast the short-lived and inflexible technical specifications that have sometimes shaped new*

developments. Any assessment should also take account of the possibility of tax allowances and exemptions and of grants from public or charitable sources. In the rare cases where it is clear that a building has been deliberately neglected in the hope of obtaining consent for demolition, less weight should be given to the costs of repair;

- *the adequacy of efforts made to retain the building in use. The Secretaries of State would not expect listed building consent to be granted for demolition unless the authority (or where appropriate the Secretary of State himself) is satisfied that real efforts have been made without success to continue the present use or to find compatible alternative uses for the building. This should include the offer of the unrestricted freehold of the building on the open market at a realistic price reflecting the building's condition (the offer of a lease only, or the imposition of restrictive covenants, would normally reduce the chances of finding a new use for the building);*
- *the merits of alternative proposals for the site. Whilst these are a material consideration, the Secretaries of State take the view that subjective claims for the architectural merits of proposed replacement buildings should not in themselves be held to justify the demolition of any listed building. There may very exceptionally be cases where the proposed works would bring substantial benefits for the community which have to be weighed against the arguments in favour of preservation. Even here, it will often be feasible to incorporate listed buildings within new development, and this option should be carefully considered: the challenge presented by retaining listed buildings can be a stimulus to imaginative new design to accommodate them.*

The London Plan

5.11 The London Plan was adopted in February 2004 after an Examination in Public in March/April 2003. It replaced the former Strategic Guidance for London Planning Authorities, RPG3 (1996), which had been the first policy document to seek a new London quarter at King's Cross enhancing features of historic and conservation importance.

5.12 The London Plan seeks to sustain the role of the Central Activities Zone, of which King's Cross is part, as "a national transport node" as well as "the core location for international business and finance" (paragraph 5.25). King's Cross is identified as one of 6 Opportunity Areas in Central London. Development within such Opportunity Areas will be expected to maximise residential and non-residential densities and to contain mixed uses (Policy 5B.4). Paragraph 5.37 comments specifically on the development opportunity here:

"King's Cross has the best public transport accessibility in London…. Its central location and unique public transport accessibility offer particular scope for high-density business development, as well as housing. … The development framework should draw upon the historic features of the site to create a truly sustainable business and residential community, reliant on minimal use of cars."

5.13 Policy 4B.12 states that the Mayor will, and boroughs should, support schemes that make use of historic assets and stimulate environmental, economic and community regeneration, including where they bring redundant or under-used buildings and spaces into appropriate use, and secure the repair and re-use of Buildings at Risk.

5.14 The London Plan Draft Alterations, published for consultation with the London Assembly on 30 May, do not alter the planning policy position at King's Cross. Public consultation is programmed from 25 September to 15 December 2006.

Camden UDP Policies

5.15 The King's Cross Opportunity Area (see Figure 8) is the subject of a separate chapter (No.13) in LB Camden's Unitary Development Plan, (adopted in March 2000). Chapter 13 was selectively reviewed to reflect its regeneration potential, following the normal processes, and was finally adopted by the Borough on 1 May 2003.

5.16 Paragraph 13.3 of the adopted Chapter 13 recognises the factors that make the Opportunity Area one of the few remaining major development opportunities in inner London and certainly the major one in Camden. It also restates the key objectives for King's Cross as set out in King's Cross: Camden's Vision (June 2002):

"….These aim to achieve a development that is firmly integrated with the local area in terms of:

- *Physical connections;*
- *Economic connections;*
- *Social links;*
- *Managing the impact; and*
- *Working with the community."*

5.17 Chapter 13 contains 4 Strategic Policies and 12 Local Policies. These are all identified in Appendix F. The proposals for the arcading of the Great Northern Hotel are tested against those individual policies in paragraph 10.21 of this Statement.

5.18 Chapter 13 was rolled forward largely unchanged as Section 9 in the Revised Deposit Draft of the replacement UDP, dated May 2004. The replacement UDP public inquiry closed in February 2005 and the Inspector's report was published in December 2005. LB Camden considered the Inspector's report and the suggested modifications, in the light of the Inspector's recommendations, were the subject of a consultation process which ended on 8 March 2006.

5.19 LB Camden proposed to modify Section 9 in response to two small recommendations by the Inspector to clarify retail issues. There is nothing in the Inspector's report to suggest a fundamental change to the policy context established in the adopted Chapter 13.

5.20 LB Camden, at a Council Meeting on 19 June 2006, adopted the Replacement UDP, which came in to effect on 26 June 2006. This Supporting Statement was drafted in advance of that formal adoption and considers the proposal against Chapter 13.

Camden and Islington Planning & Development Brief

5.21 LB Camden published its draft Brief for the King's Cross Opportunity Area for consultation in September 2003. LB Islington also published a separate draft Brief for the Triangle Site (well to the north of the Great Northern Hotel) in September 2003. Camden and Islington then adopted a joint brief for the whole of the Opportunity Area and Triangle in

December/January 2003/4 as Supplementary Planning Guidance. As with other policy documents, the Brief continues to stress the need for major development and regeneration.

5.22 There are a range of general statements in the adopted Brief (grouped below into topics) that are particularly relevant and lend support to these applications for the Great Northern Hotel such as:

The timescale of development
"Develop a clear strategy to address the phasing of major transport improvements, ensuring that appropriate temporary designs and treatments are put in place which meet the same high standards, particularly in relation to the setting of the listed buildings, and for public movement and the quality and safety of the public realm. (paragraph 3.3.6)

Sustainability and integration
Paragraph 1.4.3 says: "The councils' main objective will be to create firm links between the development and the local area so that it is a relevant and positive addition to, and well integrated with, this part of London."

The aspect of integration most relevant to the current applications is:

- *"Physical connections – The opportunities for better east-west movement across the site are key, breaking down the boundaries to the site. The development must be - and feel - fully connected with the rest of London, with full public access to attractive spaces and open and safe streets;*

Locational guidance
"The highest densities are likely to be in the southern part of the site, closest to the transport interchange. Throughout the site, optimising the use of land will require imaginative site planning and design solutions." (paragraph 2.2.4)

The area and the Triangle still retain a strong industrial character derived from its railway heritage. This character is an asset to any new development. The development presents an opportunity to create a new place where attractive spaces are framed by good architecture and high quality design weaving the historic elements into a new and distinctive part of central London." (paragraph 3.1.1)

Transport
"Facilitate the further improvement of King's Cross Station and St Pancras Station including the CTRL terminus; in particular to provide for:

- *The removal of the existing temporary concourse at King's Cross Station;*
- *The development of a replacement concourse on the western side of King's Cross Station;*
- *The enhancement of the street level pedestrian interchange between King's Cross and St Pancras/CTRL, minimising walking distances between the main stations and Underground and buses, and possibly Cross River Tram (CRT);*
- *The integration of the development with Euston Road, and proposals for its enhancement as a major London thoroughfare; and*
- *The provision of essential supporting facilities, for example taxi and servicing access, and cycle parking/hire facilities.* (paragraph 2.3.5)

"Improve the public transport interchange arrangements between buses, Underground, rail, taxis, pedestrians and cyclists at King's Cross and St Pancras, and integrating these with the new development to the north;" (paragraph 2.3.12)

Masterplanning
"A successful masterplan will:

- *Establish a structure and layout based on principles of connectivity, permeability and successful urban design and environmental sustainability, and incorporating an open space and public realm strategy for the whole site;*
- *Set the standards of design and quality for the whole development and its separate phases."* (paragraph 3.2.2)

"The masterplan should include (relevant bullet points only):

- *Streets and spaces that are accessible, safe and attractive, and connect successfully with surrounding areas;*
- *Removal of the existing King's Cross Station concourse to expose the main elevation of the Station and creation of a new concourse on the western side; integration of the new larger space in front of King's Cross with Euston Road, with the spaces around the new western concourse, and with the approaches to St Pancras;"*

Heritage
".....Government guidance provides that demolition may be acceptable if it brings forward other benefits, for example, where the proposed works would bring substantial benefits for the community, which have to be weighed against the arguments in favour of preservation (PPG15 section 3.17). ..... Camden has therefore to assess proposals involving the loss or substantial alteration of historic buildings against other wider regeneration aims." (paragraph 3.2.8)

"Appropriate uses should be sought for historic buildings, with sympathetic restoration and interventions. Changes such as creating new openings should not be to the detriment of the appearance and plan form of the building"; (paragraph 3.2.9)

5.23 The Brief then identifies 6 sub areas on which more detailed information is provided.

5.24 The relationship between the Great Northern Hotel, the public spaces to its north and south and the need for integration are illustrated in Figure 3.4 of the Brief (reproduced here).

5.25 The Great Northern Hotel is within sub area 1. There are several statements of particular relevance to these applications but the two that are most relevant are set out in the two boxes below.

> *"Creation of new public spaces associated with the interchange, located north and south of the Great Northern Hotel, and accommodating substantial street level pedestrian movements, including between the main stations but also to and from London Underground and bus stops north and south of Euston Road and on adjoining roads, and major movements from the wider interchange to destinations both north in the development area, east and west along Euston Road and southwards."* (paragraph 3.3.5)

> *"Development in this area should:*
>
> - *"Retain and restore with appropriate uses the Great Northern Hotel. The removal of later additions (kitchen and toilet blocks at lower levels) could improve the character of the main building, if undertaken sensitively; the restoration and reuse should address the need to optimise pedestrian movement at the interchange.*
> - *Create strong visual and pedestrian connections from the Euston Road northwards into the King's Cross Central site and correspondingly from this development southwards to Euston Road (figure 3.4);*
> - *Create the highest quality of new public realm around the interchange, forming a high quality setting for the listed stations, connecting the new spaces north and south of the Great Northern Hotel and relating successfully to Euston Road ; Pancras Road; and essential support facilities such as for buses, taxis and cycle parking. This space should allow for free pedestrian flows, be mainly hard landscaped, and use durable, attractive materials that can withstand heavy and continuous public use;"* (paragraph 3.3.6)

5.26 Paragraph 3.3.6 also contains very specific guidance about the new western concourse saying that it should (relevant bullet points only):

- *"Create a strong sense of arrival and departure, with a real presence between the Station and the Great Northern Hotel;*
- *Relate successfully to the Great Northern Hotel and the suburban trainshed;*
- *Provide north-south visibility and free movement, and visually draw people from the interchange north into the development beyond and from the development to Euston Road and southwards;*
- *Relate well to the public realm outside by being light and spacious, and probably overlapping the boundary;*
- *Help define the public realm to the west, and be clear of barriers to east-west movement between St Pancras and King's Cross entrances and facades."*

Camden Conservation Area Statement for King's Cross

5.27 LB Camden published the draft King's Cross Conservation Area Statement for consultation in September 2003 which was then modified and adopted in December 2003. It replaces the Statement published in 1998, and adjusts the Conservation Area boundaries.

5.28 The Statement acknowledges the Opportunity Area in paragraph 1.1.6 and says:

"……Regeneration will revitalise the Opportunity Area with a mix of refurbished buildings, new uses and new development."

5.29 Section 4 of the Statement describes the character and appearance of the Conservation Area. Paragraph 4.1.2 says:

"….the character and appearance of the area including and surrounding St Pancras and King's Cross Stations is undergoing substantial change."

5.30 The Statement then considers the various sub areas that *"…have been defined as having distinctive and definable characters."* Sub area 2 comprises King's Cross and St Pancras Stations, the area between them, extending northwards to Goods Way and Camley Street.

5.31 Paragraphs 4.2.56 to 4.2.58 provide a factual description of the Great Northern Hotel commenting that "*the hotel is an important component in a group with the stations."* Mention is also made that *"a single storey extension and a white painted fire escape on the west elevation detract from the overall quality."*

5.32 The Statement concludes the analysis of sub area 2 by saying (paragraph 4.2.94):

"This part of the King's Cross Conservation Area has experienced significant change. This has resulted in the loss of elements of heritage merit, fragmentation of the urban grain and radical change to the character and appearance of the area. The changes resulting from the CTRL and London Underground works have resulted in the widening of the settings of most of the principal buildings, mostly those to the south of, and including, the German Gymnasium……."

5.33 The Statement comments on issues in the various sub areas and acknowledges the level of change likely in the King's Cross Opportunity Area. Paragraphs 6.1.1 and 6.1.2 say:

"The King's Cross Opportunity Area, of which sub-area 2 forms an important part, is the largest remaining strategic brownfield development site in inner London. Whilst the area is subject to a wide range of physical and planning policy constraints, there is an opportunity to regenerate a previously blighted part of London and take advantage of the strategic location. The potential therefore exists for development of a very high standard of urban and architectural design that capitalises upon, and takes into account, the character and appearance of the Conservation Area.

The forthcoming plans for a dense, mixed-use development in the Opportunity Area propose a major development and will result in significant changes to the character and appearance of the central part of the King's Cross Conservation Area."

Overview of policy

5.34 The principal policies all have a similar theme – a driving ambition to secure the implementation of a comprehensive regeneration scheme for this part of London that embeds the best Victorian heritage into an exciting new composition of buildings and uses so as to generate a range of significant physical, economic, social and other community benefits. Moreover, there are frequent references to the need to start the development as soon as possible.

5.35 At a more detailed level, the policies at national and local level, and the guidance in Camden and Islington's Planning & Development Brief support the proposals submitted in May 2004 by Argent (King's Cross), LCR and Exel, revised in September 2005 and determined by Camden in March 2006. The two applications, which this Statement supports, would help to secure the beneficial implementation of those more comprehensive proposals, alongside the Western Concourse proposals now being put forward by Network Rail.

5.36 Many of the individual quotes set out above lend weight to the arcading of the Great Northern Hotel. The arcading, when considered with the Western Concourse, is important to fulfil policy and stakeholder aspirations for a world-class interchange, with excellent transport functionality for all modes and high quality public realm.

5.37 The need for the arcading is driven by Network Rail's proposal for the Western Concourse, itself being anticipated and supported by the Joint Development Brief.

5.38 The detailed examination of the arcading proposals against the above policies is set out in chapter 10 of this Statement.

6. Planning Appraisal

Introduction

6.1 This chapter outlines some of the key information about the Great Northern Hotel. Figure 14 at the end of the chapter contains photographs of the building as it was around 1900 and as it was in more recent times.

Form and function of the Great Northern Hotel

6.2 The Great Northern Hotel was opened in 1854. It has five and a half storeys with attic storey and basement. It is approximately 55 metres long on its curved axis and some 15 metres wide. The curved plan followed the curved alignment of Old St Pancras Road immediately to the west. This road was realigned to the west after the hotel was built. The eastern side of the building was designed to directly address the western elevation to King's Cross Station, where the projecting booking office forms the focus of the western range. The central doorway of the booking office appears to be the geometric focus of the hotel's curved elevation.

6.3 The hotel is Italianate in style, with classical details, being more elaborate than its station. It has a hipped slate roof with tall chimneys. It is built of yellow stock brick with stucco details. The eastern elevation has a six-window central bay and five-window outer bays, separated by staircase bays with tripartite windows, slightly projecting. The ground floor windows are plain and semi circular headed and the windows to the first, second and third floors are square headed, with moulded stucco architraves. The fourth floor windows are plain and the dormer windows have pediments. The treatment of windows to the main elevation therefore is progressively simpler from the first floor up. Stucco string courses are between the ground, first and second floors and there is a deeply moulded main cornice with dentil course above the top floor. The west elevation is longer than the east elevation and is similar. It has seven bays of windows in the central section with five bays to the sides. The rear staircase bays are set forward from the hotel's building line and have rusticated pilasters. The corners have deeply moulded quoins. A single storey extension and a white painted fire escape on the west elevation detract from the overall quality. The end elevations have rectangular windows with mouldings.

6.4 The altered road alignment west of the hotel in the early 1870s allowed the construction of a two-storey extension of the basement and ground floors over part of the south-west elevation. This was a polygonal block, superimposed on the area and vaults, containing baths, dressing rooms, and boilers in the basement with toilets and a barber's shop on the ground floor. A smaller extension, at the north-west corner of the hotel, provided a store in the basement and additional ladies' toilets at ground floor level.

6.5 A more detailed historical and character description of the Great Northern Hotel is given in the Intermediate Conservation Plan that accompanies the two applications covered by this Statement. Photographs of the Great Northern Hotel are at Figure 14 at the end of this chapter.

6.6 The Hotel and extensions were in use until closed in February 2001. At that time it had 82 en suite letting bedrooms, ancillary public areas including a restaurant (known as the Coffee Shop), lounge, bar and 9 individual conference rooms. It had the usual storage, kitchen and administrative areas together with 13 staff bedrooms. It also housed the Head Office of Compass Hotels Ltd on the second floor, in an area that was formerly 4 letting bedrooms. It is now vacant while LUL works proceed around it.

6.7 In November 2003 Ove Arup and Partners Ltd were asked to advise the applicants on the condition of the Great Northern Hotel. In December 2003 they inspected both basement and ground floor extensions, except part of the kitchen extension under the pavement vaults. The roof areas were only inspected from the upper levels of the hotel building. The report states:

"The two-storey toilet extension to the north and the kitchen extension to the south west of the main hotel block, constructed early in the early 20th Century, provide additional space at basement and ground floor levels. The kitchen extension, where it is partly built over the perimeter light well and external pavement vaults, is supported on steel beams. It was not possible to gauge the extent of any corrosion to these beams. The walls are constructed in masonry, with stucco render featuring, and both extensions have flat roofs over.

The basic structure of both structures appears sound, although there are signs both of damp in the basement, (possibly rising damp), and past water ingress through the flat roof in the kitchen extension.

To bring the building extensions back into long-term use, the floor and roof slabs would need to be exposed to check their condition, and the damp and water ingress through the roof remedied. The steel beams supporting the kitchen would need further inspection (and possible testing) for any corrosion."

6.8 In autumn 2005 a detailed measurement survey of the hotel was undertaken for the applicants and that is the basis of the detailed design and structural work that accompanies the applications supported by this Statement. In addition a range of structural surveys have also been undertaken over recent months.

Recent planning history of the Great Northern Hotel

6.9 The applicants submitted a series of planning applications, Listed Building applications and Conservation Area consent applications in May 2004, with revisions following in September 2005. The Main Site planning application includes the Great Northern Hotel and identifies a range of future uses, as explained in earlier chapters. There is a specific Listed Building application seeking the demolition of the two extensions on the Great Northern Hotel together with the removal of the railings and the covering of the lightwell. A decision on those applications has now been taken and LB Camden has resolved to grant planning permission and Listed Building consent.

6.10 Over the last decade there have been no other significant or relevant planning applications on the Great Northern Hotel other than some minor applications some years ago for changes to windows.

Recent planning history of the area

6.11 There has been a planning policy impetus for large-scale redevelopment on a strategic basis at King's Cross 'railway lands' for over 30 years. Despite this, major redevelopment and regeneration has failed to happen in part for economic reasons but also because of uncertainty over the alignment and delivery of transport projects.

6.12 British Rail submitted the first scheme in the 1960's but this was not progressed. In 1987 four developers were invited to submit plans to comply with requirements identified by British Rail. These requirements included provision for a low-level London Terminus for the CTRL at King's Cross. In 1988, the list of potential developers for the railway lands was reduced to two and final, revised submissions were invited.

6.13 In June 1988, the London Regeneration Consortium (LRC) was selected as the approved developer for the railway lands and Foster Associates was commissioned by LRC to prepare a masterplan.

6.14 In July 1988, British Rail lodged its Parliamentary Bill, to authorise the construction of a Channel Tunnel terminus at King's Cross. Select Committee hearings continued through 1989 and 1990, against a background of some uncertainty about the funding and viability of British Rail's plans.

6.15 Meanwhile, LRC had submitted an outline planning application for redevelopment of the railway lands in April 1989. However, this planning application faced substantial opposition and was soon withdrawn. A second application was made in October 1989, providing further/revised proposals.

6.16 Protracted negotiations over the content of the scheme for the railway lands continued. In 1992 Camden Council resolved that it was "minded to grant" planning permission for revised LRC proposals, on certain conditions. The heritage applications were not subject to a formal committee resolution. However, by that time the recession was beginning to bite and later that year Rosehaugh, one of the LRC developers, ceased trading. LRC's outline planning application for the railway lands was eventually withdrawn, in 1994, in the face of the poor economic conditions and a Government decision to promote an alternative scheme for the CTRL, with the terminus at a high level at St Pancras Station. It is this scheme (in essence) that LCR are now constructing.

6.17 On this revised arrangement, with a terminus provided at St Pancras, the Channel Tunnel Rail Link Bill entered Parliament in 1994 and LCR won the right to build and operate the new high-speed line. The Channel Tunnel Rail Link Act was passed in 1996.

6.18 The general proposals outlined above included a specific proposal to demolish the Great Northern Hotel. British Rail argued their operational case through a Parliamentary Bill and submitted a Listed Building consent application for the demolition. However this was never determined, given the fate of the wider proposals and, in particular, the Government's decision to promote a different terminus solution.

6.19 Subsequently the landowners (LCR and Exel) organised a competition to select a development partner and Argent was selected in that role in 2000.

6.20 Following almost six years work, Argent, LCR and Exel have now secured positive decisions by Camden Council to grant permission and consents for the King's Cross Central development, subject to conditions and completing Section 106 Agreements in accordance with the agreed Heads of Terms (see paragraph 1.2 above). LB Camden's Committee report recognised that the Argent proposals

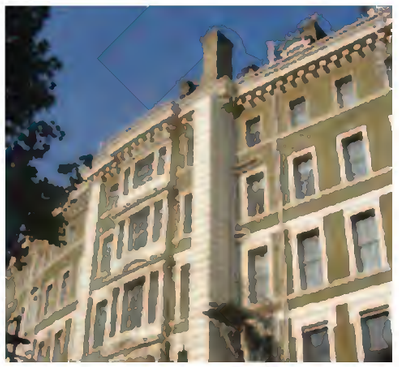
"*achieved the site's full potential for successful physical, economic and social integration with surrounding neighbourhoods and communities; meeting housing, social and health care needs; creating employment and training opportunities; promoting public transport and minimising dependence on the private car and traffic generation; and successful links with wider regeneration initiatives.*" (paragraph 18.4.9).

6.21 The officers' report makes it clear that:

"The overriding objective for Camden in approaching this development opportunity has been to achieve a new quarter within Central London that realises the commercial opportunities commensurate with this extraordinary location against the creation of a sustainable community with a mix and range of housing, leisure, community and cultural facilities in an exemplary public realm. It has always been important that the development is not self-contained, nor a precinct. It should be appreciated as an inclusive part of London with public streets and spaces that relate as seamlessly as possible with the surrounding areas and communities. The site has inherent problems with the railways creating major barriers to the north and west and the geometry of the two stations making integration to the south very problematic. Physical, social and economic integration between the new development and its surrounding communities has been the overriding objective of the Council in considering this development." (paragraph 1.1.6).

Great Northern Hotel c1900

North-east elevation


Part of south-west elevation

North-west elevation

North-east elevation

South-east elevation

Drainpipes detail

Stucco detail

Entrance on north-east elevation

South-west elevation

Central corridor

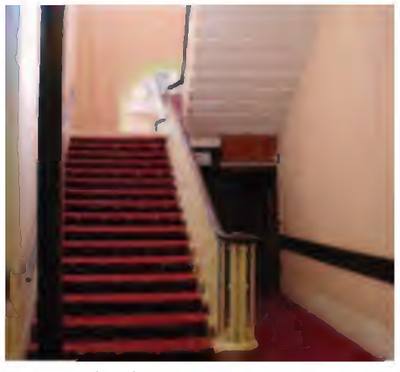

Staircase detail

Figure 14:

Photographs of the Great Northern Hotel

7. Townscape Appraisal

Introduction

7.1 LB Camden's King's Cross Conservation Area Statement 2003, referred to in chapter 5, explains that the area between the two stations forms the heart of the Conservation Area. It mentions the juxtaposition of monumental Victorian engineering and architecture; buildings and structures associated with the railways; Victorian workers' housing, now vacant; and the current construction works site. It then goes on to say that despite the changes, the area retains a robust industrial character, mostly Victorian (paragraph 4.2.34 and 4.2.35). Three further paragraphs (4.2.36, 4.2.37 and 4.2.38) are particularly descriptive of the character:

"The two stations, both grade I listed, form a part of our architectural and historical heritage and are of national importance; they form a national set piece. They are the most dominant elements of this area in terms of scale and use. With their wide train shed roof spans, they are also examples of technological virtuosity. Together with the Great Northern Hotel, this group reflects the power of the Railway age and is of notable historic value. It is the most important group of railway buildings in Britain. The extension of St Pancras train shed using new technology is in keeping with the tradition of that of the railway stations.

Together with the Goods Yard complex in Regent's Canal Conservation Area, the industrial landscape is a major heritage resource both nationally and internationally. They are a very important area of nineteenth century canal, railway industrial, commercial and (former) residential buildings and structures. They have a rarity value, with the national loss of 19th century industrial buildings. 'Nowhere else in London provides such a coherent illustration of what happened when the railways arrived and the full range of development they engendered' (GLC Designation Report, GLC HB 744, 12 December 1985) (this observation predates the CTRL works which changed the area).

The uses are commercial, industrial, transport, and temporary work sites. There are a number of temporary portacabins and kiosks associated with the work sites."

7.2 The rest of this chapter draws from the Cultural Heritage and Townscape Specialist Report prepared for Argent (King' Cross) Ltd, LCR and Exel as part of the Environmental Statement submitted with the King's Cross Central proposals in May 2004. It is still relevant to the applications supported by this Statement.

7.3 The Specialist Report recorded the conditions at 2002/3 and then described the intervention and restoration works likely to take place as part of the ongoing CTRL project by 2006/7, which is the base line year for the assessment. The judgements set out below record the predicted value, in heritage terms, at that date.

7.4 In the Cultural Heritage and Townscape Specialist Report, the buildings themselves within King's Cross Central, both listed and unlisted, are judged in section 9.4 (paragraph 9.4.23) to fall into four groups.

- Group 1 – Two mainline stations and their hotels, St Pancras Chambers and the Great Northern Hotel (shown in Figure 15 at the end of this chapter);
- Group 2 – Other buildings/structures between the canal and the stations comprising the German Gymnasium; Stanley Buildings; and Culross Buildings;
- Group 3 – The Gasholder Triplet and Gasholder No.8;
- Group 4 – Goods Yard Complex north of the canal.

Townscape appraisal of the Great Northern Hotel

7.5 The Specialist Report provides a description of the main buildings included in each Group. For the Great Northern Hotel it says:

"…..an early and grand example of a railway hotel in a modernist Italianate style. The now Listed hotel was built in 1854, as an appendage to King's Cross Station, in stock brick with stucco window details. The hotel comprises a seven-storey structure on a curved plan facing inwards to the former cab-stand and booking office entrance of King's Cross Station. This created a formal semi-enclosed space between the hotel and the station's western flank. The location and footprint were related to the old line of Pancras Road and the line of the original Fleet river/sewer. The road now occupies a funnel-shaped space between the hotel and St Pancras Station." (paragraph 9.4.30)

7.6 Under a heading of Open Spaces, it draws attention (paragraph 9.4.47) to the fact that CTRL site clearance has created a number of new open spaces, including areas around the German Gymnasium and Stanley Buildings to the north of the Great Northern Hotel.

7.7 In assessing "character" the Specialist Report identifies 3 main areas – southern, central and northern – divided into 8 sub areas. The Great Northern Hotel is within Sub Area 1 – Station Forecourt (see Figure 15).

7.8 The Specialist Report covers the built heritage value of buildings in Table 9.6.1. The Great Northern Hotel is judged to have "very high" predicted value at 2006/7, assuming CTRL has been completed.

7.9 The Specialist Report then goes on to look at open space value in Table 9.6.2. The landscape immediately in front (north) of the Great Northern Hotel (after CTRL work) is judged to be of "high" predicted value at 2006/7 whilst the landscape to the rear (south) of the Great Northern Hotel including up to King's Cross Station and St Pancras Station is judged to be of "very high" predicted value at 2006/7.

7.10 The Specialist Report then judges the predicted group value at 2006/7 of the two main line stations and the associated hotels to be "very high". In more detail it covers the architectural or historic group value and the townscape group value separately.

7.11 For the architectural or historic group value it says (Table 9.6.3):

"Two adjacent Grade I Listed stations each of magnificent architectural treatment. Premier examples of 19th century passenger termini complete with associated hotels. Antithesis of their styles reflected both elapse of time (1852 to 1876) and spirit of commercial rivalry. Location facing Euston Road marks boundary of central London impenetrable to railways (determined by Parliamentary Committee in 1846).

Of fundamental joint importance to the historic evolution of railways and inter-city travel and social and economic development/prosperity. Key terminal components in the reinvention of international rail links."

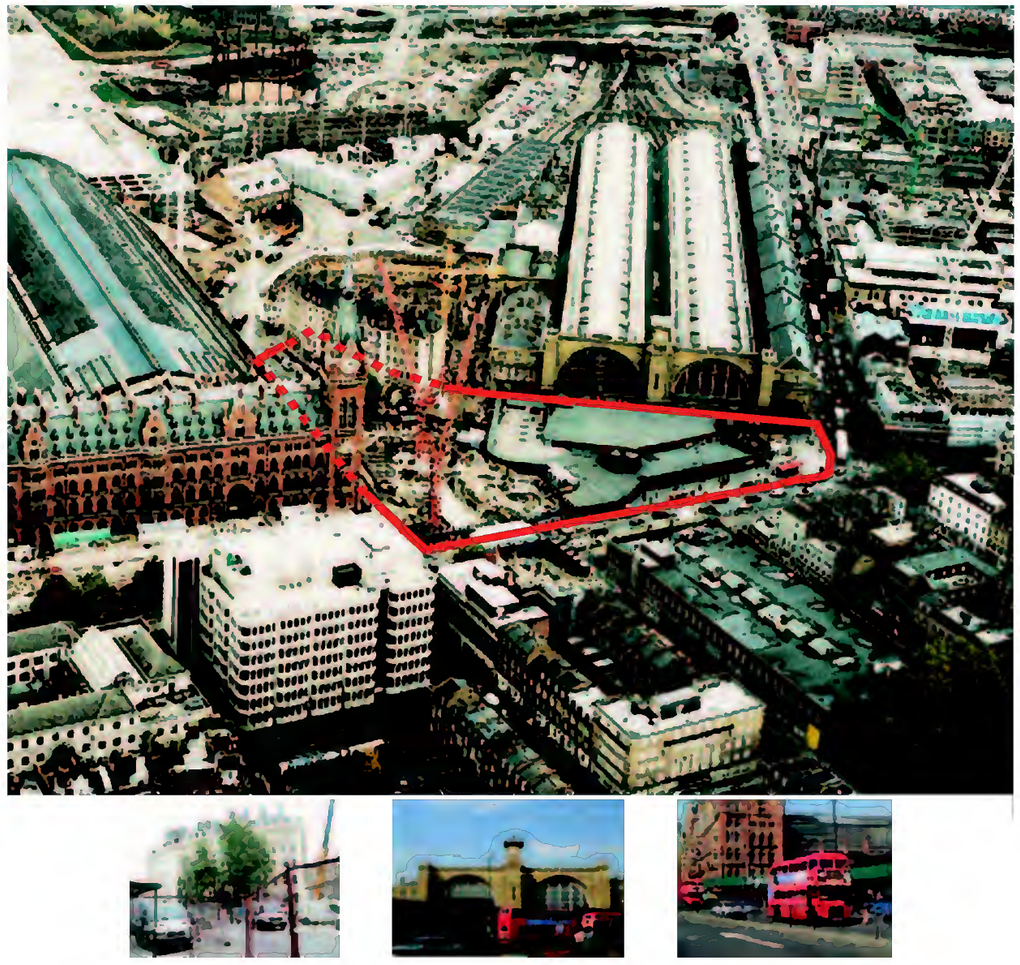
7.12 For the townscape group value it says (Table 9.6.3):

"Group of Listed Buildings of mixed semi public uses at the south end of King's Cross Central. The two major stations while flanking each other, have divergent alignments and differing levels, emphasising their former independence and separate destinations. The Great Northern Hotel was an essential component of the terminal facilities at Kings Cross, but unusual in its flanking rather than axial location.

Its relationship to the station is instead demonstrated geometrically by its focus upon the former booking office entrance. Together the buildings define the space between the Euston Road and the Culross Buildings."

Conclusion

7.13 In summary, the Great Northern Hotel is an important building with very high heritage value, but sitting in a setting that has changed dramatically over the years. This change has been accelerated by the recent CTRL and LUL ticket hall construction.



Source: Cultural Heritage and Townscape Specialist Report by RPS

Key

Sub Character Area containing Great Northern Hotel

Figure 15:

Townscape Appraisal Sub Character Area 1

8. Historical assessment of the Great Northern Hotel

Introduction

8.1 This chapter draws from a Historic Buildings Report produced by independent advisers (IHCM) to Argent (King's Cross), LCR and Exel as part of the baseline studies for the Environmental Statement referred to in chapter 7.

8.2 IHCM have updated their report (December 2005) in the light of more recent survey data and knowledge of the building. There are no material changes that affect the significance of the building, and the assessment of its quality and value remain unchanged. A full copy of the updated report on the Great Northern Hotel is included at Appendix E, with the alterations being to paragraphs 3.26 to 3.30 to record the recent survey information. The summary section is reproduced below; the only change from the baseline report has been to add paragraph 8.9.

8.3 It should be noted that the baseline evaluation took into account all the heritage buildings as found at the date of survey (2001-2004). It reviewed their historical context, related to the functioning of the buildings and their related surroundings. The evaluation then considered the predictive baseline condition in 2006/7. The assumption was made that CTRL works would be completed as presently known and that there would be no further effects on the heritage buildings.

8.4 Plans, sections and elevations of the Hotel are at Figures 10, 11 and 12 with photographs at Figure 14. The historical evolution of the site is shown in Figure 16 at the end of this chapter. The Great Northern Hotel is first shown on the 1862 map.

Architecture and fabric

8.5 The Great Northern Hotel is an early surviving example of a purpose-built railway hotel. Italianate in its design in yellow stock brick and stucco, and only slightly altered, it resonates with other designs by its architect, Lewis Cubitt - the nearby King's Cross terminus, and his large-scale residential elevations in Belgravia.

8.6 The building was on a new scale for a hotel in both length and height, but Cubitt successfully articulated what could otherwise have been repetitive and bland façades, through the restrained but considered use of stucco for string courses, pilaster strips, and as mouldings around door and window openings.

8.7 The result, although more ornate than his adjacent station, has none of the fussiness of much subsequent Victorian work. As such, it is a well-balanced and original composition.

8.8 The pronounced asymmetry of the building, with its off-centre main entrance, is a response to the asymmetry of the Western Range Buildings, both weighted towards the Euston Road and the passenger facilities at the southern end of the station. It also provides a direct line of sight between the hotel entrance and the Booking Office entrance, which would have been obscured by the gardens had the hotel entrance been sited centrally.

8.9 Recent investigations of the floor construction have revealed both cast iron I-beams (to be expected in a large building of the early 1850s), and what appear to be quite early examples of riveted wrought iron plate girders.

8.10 Pressure on toilet and washing facilities in the station resulted in the hotel's footprint being expanded rather uncomfortably at the beginning of the 20th century by the construction of two-storey extensions on both the south-west and north-west elevations. The prominent steel fire escape staircase on the south-west elevation is a further uncomfortable addition.

Setting

8.11 The curved plan form and the orientation of the building offer the sole remaining evidence of the street pattern at the time of construction, before Pancras Road was realigned as a straight thoroughfare down the east side of St Pancras Station.

8.12 The north-east elevation of the hotel focuses onto the entrance of the former Station Booking Office - possibly a unique feature.

8.13 The enclosure of the triangular space to the west of the station, including the hotel together with gardens to the north (now lost), was originally a clearly integrated whole. It offered an efficient layout for road vehicles, and also a sense of privacy.

8.14 The setting of Cubitt's relatively plain Italianate terminus and hotel, immediately alongside the exuberant neo-Gothic St Pancras Station and its hotel by Scott and Barlow, is a juxtaposition possibly without comparison in early railway architecture.

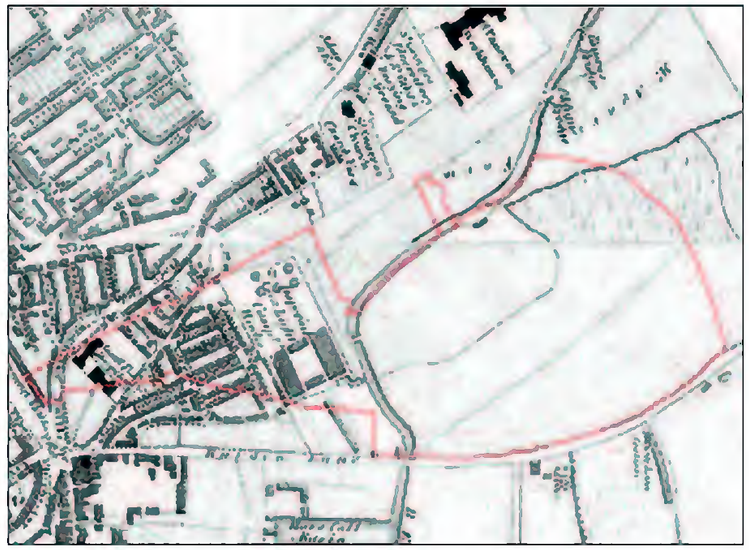
8.15 The hotel makes an important contribution to the King's Cross Conservation Area, particularly in its association with the main line station, both evoking 19th century railway development.

Significance related to type

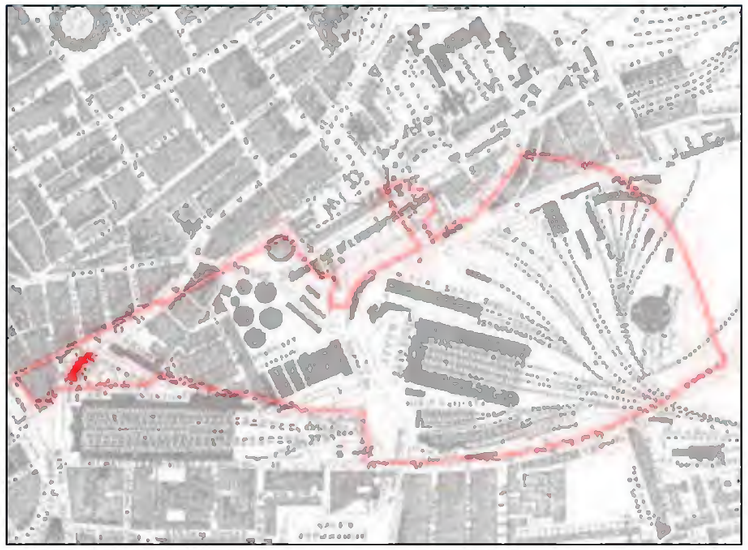
8.16 The Great Northern Hotel is among the earliest surviving purpose-built railway hotels, contemporary with the Great Western Royal Hotel at Paddington but retaining more of its original character both externally and internally.

Significance related to intangibles

8.17 The hotel retains a close relationship with King's Cross terminus, particularly the former Station Booking Office, and effectively enfolds the space between this and the hotel.



1801 Tomson



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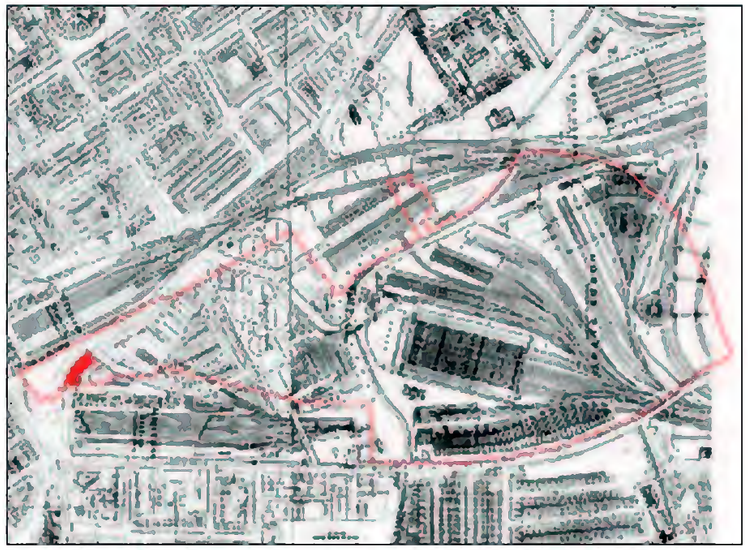
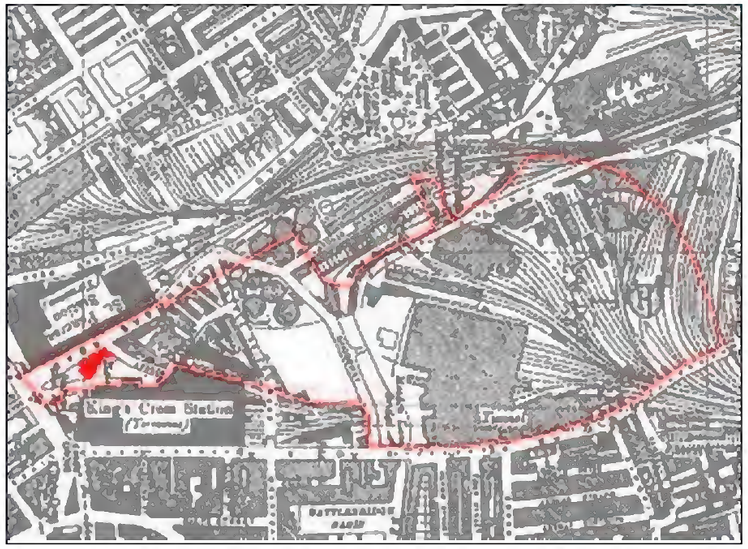
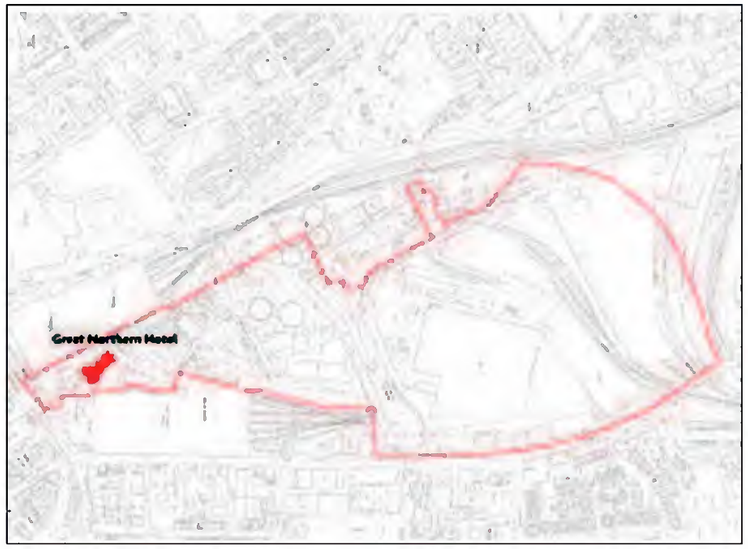


1871 Ordnance Survey

1894 Ordnance Survey



1938 Ordnance Survey



2001 Ordnance Survey
(before major CTRL works commenced)

Main Site: Outline Planning Application Boundary

N

Figure 16:

Historical maps of King's Cross Central

9. Justification for the proposed arcading of the Great Northern Hotel

Public realm around the Great Northern Hotel and King's Cross Station

9.1 The proposed new Western Concourse to King's Cross Station triggers the need for the arcading of the Great Northern Hotel.

9.2 The southern part of King's Cross Central has been designed around three parameters. First, it is the hub of the whole scheme and it has to integrate all transport modes for people using the area. Second, it has to be a stunning piece of urban design that integrates the Great Northern Hotel and the two Grade 1 listed stations within the public realm. Third, by the creation of a network of public spaces it has to successfully link Euston Road and the stations complex through to the Goods Yard complex north of the canal.

9.3 The arcading of the Great Northern Hotel reflects all these three parameters. First, the proposed arcade will provide a main pedestrian link between Euston Road, Station Square and northwards into King's Cross Central, as well as east-west links between King's Cross Station, the taxi areas and St Pancras Station. Second, the arcading will provide an alternative and welcoming route to those within the proposed Western Concourse, which itself would be closed at night and at other times for security or operational reasons. Third, the arcading would be generous enough to allow a free flow of pedestrians at all times, bearing in mind that many pedestrians will have luggage and may be unfamiliar with the area, thereby lacking certainty about their route.

9.4 The Mayor of London, in commenting on the King's Cross Central planning applications (see paragraph 2.3 above) has called this area *"a crucial piece of urban space, acting, as it does, as a window into the rest of the development site and a future gateway into Europe."* The arcading of the Great Northern Hotel is designed to satisfy that requirement.

The design concept

9.5 The design process considered a range of options to find the one that would interfere least with the historical importance and distinctive character of the Hotel, whilst at the same time helping to create a world class public space between the two listed stations. This is already a highly constrained area. Every piece of public space will need to work efficiently and fulfil multiple functions.

9.6 A complex interaction of pedestrian flows needs to be provided for in the vicinity of the Hotel. The flexibility to accommodate a range of pedestrian movements will be dramatically improved if the ground floor of the Hotel is partially or totally arcaded.

9.7 19 options were considered as illustrated in the sketches in Figure 17 at the end of this chapter. These options are shown in 5 categories:

- Minimum intervention (3 options) - these provide almost no additional pedestrian circulation;
- Route NE (4 options) – these open up the concave side of the Hotel, but varying over the extent to which the ends are also opened. All these options have a distinct advantage of retaining the existing service core location (including the two stone staircases) on the convex elevation;
- Route SW (4 options) – these open up the convex, outer, elevation. As well as removing the existing service core of the building, this group of options integrates less well with the proposed Western Concourse and has a major effect on the south-west elevation which will be the main one to be seen after the construction of the concourse. Such a route would also be more remote from the primary desire line;
- Full width (4 options) and Clear Span (4 options) – these remove even more of the existing structure than is necessary to create good circulation and well-designed public realm.

9.8 On balance, Route NE, which puts the arcade adjacent to the proposed Western Concourse, is judged to perform far better than the other options. The basic choice is then between a simple route which just opens out the concave elevation, or a solution which also opens both ends of the Hotel. The latter is favoured in order to provide a more attractive public realm, and to avoid any sense of a tunnel-like atmosphere.

9.9 This solution, illustrated here, shows what would provide three main north to south pedestrian routes, together with space for flows across the ends of the Hotel, all linking with pedestrian movements into and out of the Western Concourse. In this way, the proposed public realm would flow seamlessly around the Hotel from north to south. The proposed dimensions of the arcade would make it feel spacious because the maximum width along its curved length would visually include the space up to the Western Concourse of some 5.8m, although there would be pinch-points at column locations of around 3.9m. At each end there would be four exit/entrance routes, all around 2.5 to 3.0m.

9.10 In comparison, the proposed route around the circumference of the concourse would be 5m. The width of the footway between the Hotel and Pancras Road on the eastern side of the Hotel is 3.7m at its narrowest. Given that pedestrians do not walk on the very edge of a pavement nor close to a wall all these dimensions need to be reduced by 0.6 m which gives an effective width for the three main north-south routes of only 4.4m (in the concourse), 3.3m (in the arcade) and 3.1m (on the footway adjacent to the Hotel). If a dedicated taxi lane were also provided, as proposed by Network Rail (see paragraph 2.14), it would reduce the

pavement width to 2.5 metres at its narrowest point (with the effective width proportionately less, at 1.9m, as above).

The need for connectivity and visibility

9.11 The justification for the arcade is based on the need to create the necessary connectivity and visibility for pedestrians as part of the King's Cross/St Pancras interchange. Workers, visitors and residents need to be able to move through this space efficiently as part of an interconnected city. A high-quality public realm is an aspiration of all those planning and transport authorities and transport operators with an interest in the area. This is particularly important given the need to create a good first impression to international visitors using CTRL.

9.12 There is a narrow gap between King's Cross and St Pancras Stations at the southern end of Pancras Road. The Hotel sits at the point where this gap is at its narrowest, constraining both the road and pavement width. Within this area there are several access points to the railway stations, the tube system and bus stops as well as taxi areas (as illustrated in Figure 18). Pedestrians will need clear lines of sight between these different modes of public transport in order for the interchange to be legible.

9.13 Clear routes will also be needed for those going to and from the new offices, homes, community facilities and visitor attractions in the King's Cross Central development. In particular there need to be clear routes between the new public space created by Network Rail on the south side of King's Cross Station and the new Station Square to the north of the Hotel.

Scale of pedestrian flows

9.14 As a consequence of the complexity of transport functions accommodated within this small area, there will be conflicting pedestrian flows around the base of the Hotel. The main pedestrian desire lines are illustrated on Figure 19A. The estimated flow in the 3 hour evening peak (likely worst-case) is about 8,000 pedestrians from a new King's Cross Central development to the underground and rail station entrances and to the bus stops along Euston Road. This represents the combined flows from all transport sources anticipated in the year 2020, as estimated through a joint process facilitated by the Department for Transport using the Pedroute model prepared by Network Rail for the proposed Western Concourse. The figures assume that the King's Cross Central development is fully occupied, the St Pancras and King's Cross Station enhancement proposals have been completed, and that the maximum foreseeable pattern of train services is provided at King's Cross (7 InterCity and 12 Suburban trains in the peak hour).

9.15 For the purpose of this Supporting Statement only those pedestrians likely to be using the concourse perimeter, the arcade and the west of the Hotel routes are illustrated as it is likely to be those pedestrians that choose to vary their route when the concourse is closed.

9.16 The results of the Pedroute modelling for normal operations shows a distribution over the 3 hour evening peak period of just over 40% (around 3,300) using the concourse route, just under 40% (around 2,900) using the arcade, and the remaining 20% (around 1,500) on the Pancras Road pavement (see Figure 19A).

9.17 The flows around the Hotel would be significantly greater while the Thameslink Station remains on Pentonville Road.

9.18 In addition to the predominant north-south flows, there are also smaller east-west flows which would require space. At the southern end of the Great Northern Hotel there is a strong east-west flow between the station concourse and the taxi pick-up facility. The scale of this would be around 500 in the morning peak period and around 200 in the evening peak period. These cross-flows to the taxi facility are more likely to have luggage and will require space to cross the predominant north-south flow. The arcade proposal also improves the visibility between the concourse and the taxi pick up area, so pedestrians are able to easily see their destination.

9.19 The east-west flow between King's Cross Station/LUL northern ticket hall and St Pancras International to the north of the Hotel, seeking to use the pedestrian crossing of Pancras Road, would meet with the north-south flows just at the location where the footway is at its narrowest. The crossing is located to link the stations and cannot be moved further north because the taxi and private car set down facility for King's Cross Station is located to the north. The proposed arcade would prevent unnecessary conflict between passengers waiting at the crossing and those passing north-south. The northern part of the arcade would also provide increased space for passengers accessing King's Cross Station from the taxi set down.

9.20 All in all there will be multiple and conflicting flows in this area. A significant proportion of pedestrians will be carrying luggage. For some it will be their first visit to this area and possibly to London. Routes need to be clearly visible and legible.

Situation without the arcade

9.21 If there was no arcade within the ground floor of the Hotel, pedestrians would have more limited possible routes, namely walking around the semi-circular edge of the new Western Concourse and/or walking round the west side of the Hotel along either side of Pancras Road. Although this space would be technically sufficient to accommodate the projected flows, the quality of the physical and visual connection would be relatively poor; the concourse route in particular would not be immediately apparent to those unfamiliar with the area – it could be perceived as private space. Hence the available routes would be less legible (see Figure 19B).

9.22 The situation when there are operational problems on the public transport system also needs to be considered. This would include disruptions in access to the tube system and to the rail system. Such situations are regrettably a frequent occurrence, although varying in terms of degree of severity and time taken to clear. Such disruptions would cause confusion and congestion immediately around the station entrances, and would in turn disrupt the main north-south pedestrian flows seeking to use the pavement on the west side of the Hotel. Congestion on the new station concourse would also make it more difficult for pedestrians to use the route across the concourse as part of a north-south movement, thus displacing more pedestrians onto the pavement on the east side of Pancras Road.

9.23 More serious disruption would be caused by a station closure during the morning or evening peak. Without the arcade proposals, all pedestrian activity following a north-south route would be pushed to the west of the

Hotel. Although the pavement could technically accommodate the scale of such flows, it would be more difficult for pedestrians walking in the reverse direction to the main flow. There would also be congested conditions immediately north of the Hotel and around its south-western corner where pedestrians moving in an east-west direction sought to cross the main north-south flows.

9.24 Further and greater problems would occur if a dedicated taxi lane were introduced along the east side of Pancras Road linking the taxi drop off area north of the Hotel and the taxi pick up area south-east of the Hotel. Network Rail propose to introduce such a taxi lane. If this were to be constructed it would reduce the pavement width to the west of the Hotel to 2.5m (effectively 1.9m) at its narrowest (see paragraph 9.10). This would lead to a significant reduction in the space standards experienced by pedestrians moving in a north-south direction. In the event of a station closure, it would lead to severe congestion on this pavement and result in unacceptable standards for pedestrians.

9.25 If at the same time there was any maintenance work to the pavement between the Hotel and Pancras Road, without the provision of the arcade, and with the Station closed, there would be no alternative route for pedestrians and they would be likely to spill into Pancras Road.

The case for the arcade

9.26 In summary, the arcade proposals are required to ensure that pedestrians can move easily and freely through a safe, legible and attractive public realm that should encircle the Great Northern Hotel. The arcade would increase the efficiency of pedestrian movement and provide clear sightlines and good connectivity. The arcade will accommodate the expected pedestrian flows in a well designed, high quality environment, providing good levels of service even in the event of station closure or other unexpected events.

9.27 Without the arcade proposals the interchange would be let down by the quality of the public realm. The legibility of the new routes and spaces and their physical and visual connections would be significantly poorer, representing a missed opportunity. There would also be less resilience in the pedestrian network to allow for unexpected conditions and to cope with conflicts between north-south and east-west flows. The potential for conflicts would be exacerbated because many of those using the east-west routes would be rail passengers either accessing taxis or changing between stations, a fair proportion of whom would be carrying or wheeling luggage, and may be walking more slowly in unfamiliar surroundings.

9.28 If the arcade is not provided there is a risk of severe congestion in the event of station disruption or closure in periods of high demand. If this happened at the same time as maintenance work on the pavement, and if Network Rail's proposal for a taxi lane went ahead, then there is a risk that pedestrians would spill over into Pancras Road.

The design solution

9.29 The aim has been to ensure that the design of the Great Northern Hotel arcade, in juxtaposition to the proposed Western Concourse, creates a dramatic and successful experience of the setting of the two Grade I listed stations and the new public realm.

9.30 The architectural design has to respect the listed status of the Great Northern Hotel. The solution also has to be driven by the need to maintain the structural integrity of the Hotel and ensure it will be available for a range of future uses. However, structurally opening up only the existing window openings on the concave elevation adjoining the proposed concourse and on the adjoining part of the two end elevations would generate too great a sense of enclosure, considered inappropriate for this important pedestrian route.

9.31 The proposal is therefore to create a high quality urban arcade which is welcoming, spacious and open in the base of the Great Northern Hotel. In order to accommodate pedestrian movements for interchange passengers and other pedestrians it is proposed to remove the existing ground floor and construct a new one, so as to align with the existing, surrounding levels. It is also proposed to remove every other brick pier from a significant proportion of all the elevations. This design maintains the rhythm of the building and can provide for the necessary structural support as detailed in the next section of this chapter.

9.32 The arcade will form an urban gateway between the Euston Road and the new King's Cross Central development. It will offer both longitudinal and lateral connections as well as making an orientation and arrival space, protected from the weather. Provision for a retail or café unit is made on the proposed ground floor plan.

9.33 The proposed arcade will be a significant intervention within the Great Northern Hotel and will require extensive structural works to both the internal cross walls and external facades. Architecturally, the aim is to enhance the existing building, and the role it plays within its setting and the wider group of listed buildings, with a sympathetic balance between the existing fabric and new interventions.

9.34 The proposal is to open up a generous space at the base of the building and to insert a new white shell, using the language of stucco – that of the existing building's decorative trims – to ensure a harmony between new and old. Similarly the scalloped concrete soffit and spine wall of the proposed arcade express the character and rhythm of the building as well as being an integral part of the structural solution.

9.35 The design respects the linear, central circulation pattern of the floors above and the two existing stone staircases are retained. The new openings are typically expressed on the elevations through new GRC (glass reinforced concrete) portal frames which provide subtle contrast with the stucco and brick façade.

9.36 On the north-western elevation, the challenge of supporting the two substantial chimney breasts has been resolved through the introduction of new brick arches. This elevation has traditionally been the least public – notable for its solidity – and therefore calls for a different design solution.

9.37 A particular design challenge is the treatment of the interface between the proposed Western Concourse to the station and the proposed arcading of the Hotel, noting the operational need for separability. It is proposed to install shutters at this interface which can be lowered when the station is closed at night or during emergencies. These shutters may be in the form of either perforated stainless steel lathing or a lattice grillage, such that it should allow pedestrians a series of views into the station rather than creating closed niches.

9.38 It is proposed that the arcade will be open and well lit at night so that it maintains its role as high quality public realm. This reinforces the proposal to widen the arcade at its ends so that it does not have a tunnel-like feeling, particularly at night.

9.39 Taking account of the design considerations and pedestrian flow arguments, Figure 20, at the end of this chapter, illustrates the high quality of public realm intended for this area between the two stations, as shown in the landscaping scheme for Station Square included in the King's Cross Central plans.

The structural solution

9.40 The existing structure comprises load bearing masonry walls supporting brick arch floors in rooms and stone slab floors in corridors under a timber roof with dormer windows.

9.41 At basement, ground and first floor levels, some cross walls are supported on cast iron transfer beams to create large rooms below.

9.42 The brick arches, of the room floors from second floor and above, span between the cross walls and intermediate cast iron beams. The brick arches of the first floor rooms span between the external walls and the spine walls, with intermediate cast iron beams.

9.43 Many of the cross walls contain chimney breasts and there are substantial chimney stacks at roof level.

9.44 A programme of intrusive structural investigation has been carried out to confirm the general construction detail and condition.

9.45 Foundations are typically stepped brick strip footings on concrete strips bearing onto the London Clay. The founding level is nominally 1 to 1.5m below the basement slab. The basement slab is ground bearing.

9.46 The arcade proposals require:

- The removal and reconstruction of the ground floor; set to a new lower level to align the ground floor with the surrounding pavement levels; and
- Replacement of approximately 70% of the masonry walls between the ground and first floors with reinforced concrete and steel frames. Approximately 22% of those replacement frames arise to safeguard the future re-use of the building.

9.47 In order to ensure the structural stability of the altered building and to provide a higher degree of robustness it is proposed to replace the first floor with a reinforced concrete slab that will act as both a floor deck and a horizontal diaphragm to connect the walls truncated at first floor with the modified stability system between first floor and the foundations.

9.48 Stability of the altered building will be an interaction between the proposed frames and the remaining walls, although the stiffness of each is quite different. Initial analysis shows that the remaining, existing, walls are comfortable with the associated increased horizontal force applied to them at first floor. With the new distribution of horizontal forces the estimated deflection of the walls and frames is compatible. The walls have been modelled as strut and tie arrangements (diagonal struts only) with no net tension in the vertical elements because of the dead weight of the walls above first floor. Compressive and shear stresses are within acceptable limits.

9.49 The concept and proposed arrangement of the replacement frames is to alter the gravity load stresses in the basement walls the least. In other words the aim is that the walls above and below the frames experiences no intolerable changes in the established load paths.

9.50 As with all systems in which the nature of a structure is to be substantially altered the design proposals are informed as much by the means of installation. For the replacement frames an underpinning technique is proposed for the installation of the beams at ground and first floor level. The existing walls will only be substantially removed when sufficient frames and ground and first floor slabs have been constructed. This is to ensure that at all times the integrity of the building structure is maintained with the minimum reliance on temporary works.

9.51 A structural report, giving fuller explanation and detail, is submitted in support of the planning application and the Listed Building consent application.

Conclusion

9.52 There are important pedestrian flows in a north to south direction (and vice-versa) from the Euston Road area to King's Cross Central. Most of these people will be travelling on the underground, buses or trains. The direction of flow will reverse between the morning and evening peak times. For those people seeking to pass by the Great Northern Hotel there will be inadequate quality of space and legibility when the Western Concourse is built if the Hotel is not arcaded, particularly at those times when King's Cross Station is closed at night or in the event of train delays or emergencies.

9.53 The arcading of the Hotel will provide a high quality public realm that accommodates and absorbs the pedestrian flows. The arcading has been designed to be complementary to the heritage importance of the Hotel and to allow the building to be seen in an appropriate setting. The design has the necessary structural integrity.

9.54 With the proposed construction of the Western Concourse to King's Cross Station there is a need to ensure that the important spaces between the two Grade I listed stations, and leading into the new development at King's Cross Central, look superb and work well as pedestrian spaces. The arcading of the Great Northern Hotel ensures that this vision, shared by many, is satisfied.

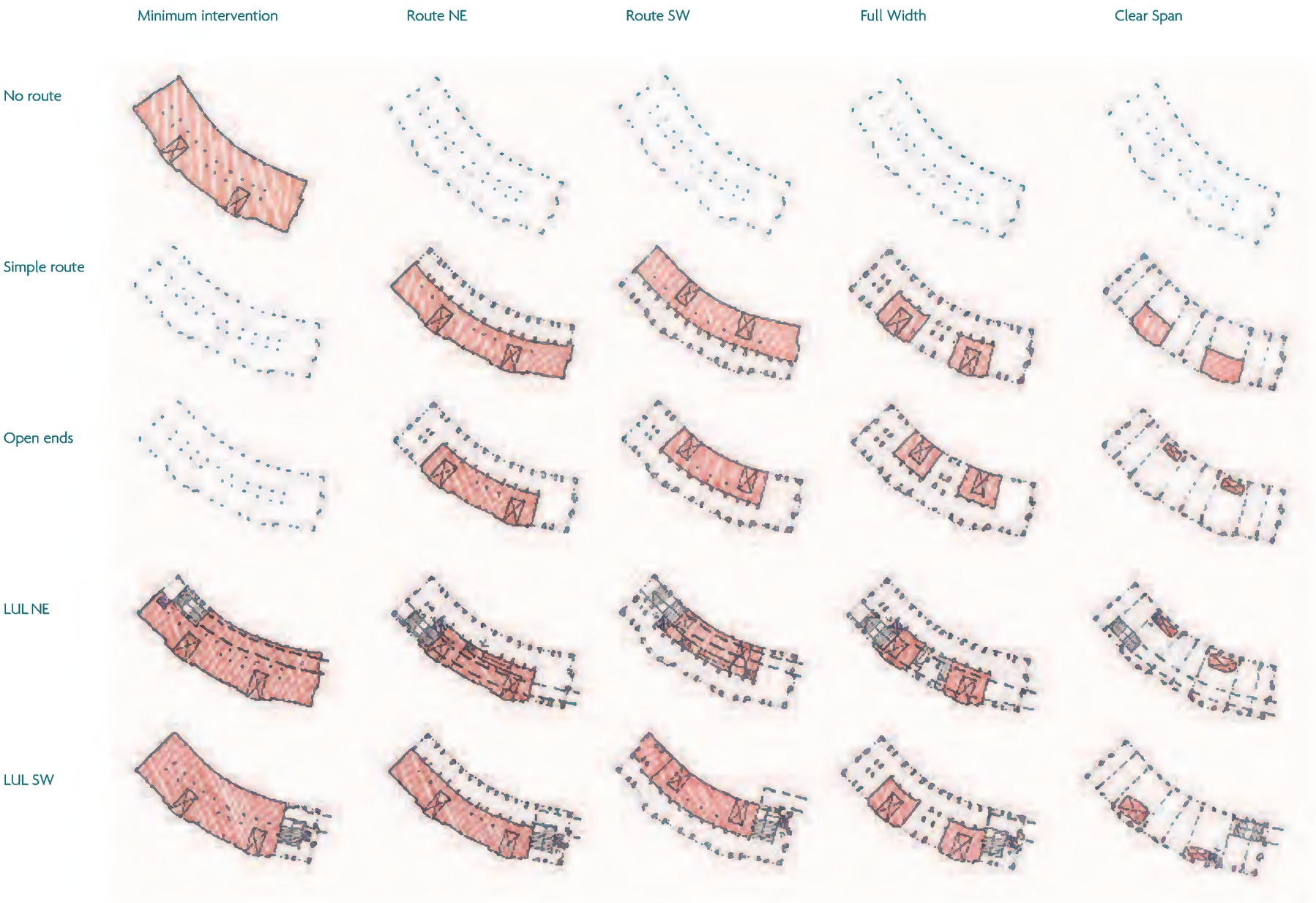


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Figure 17:

Diagram of 5 Groups of options (19 variants)

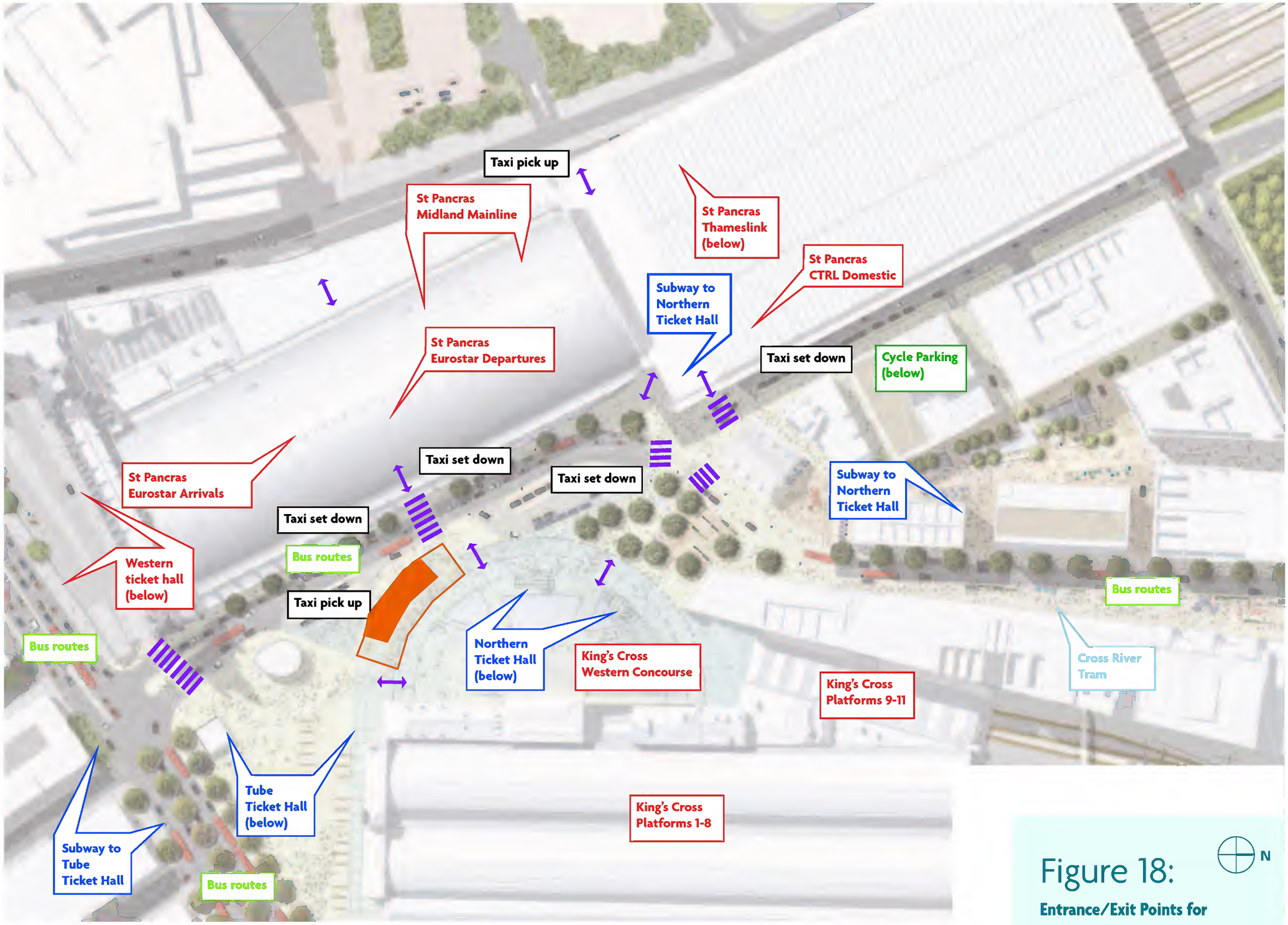

Figure 18:

Entrance/Exit Points for Stations and LUL

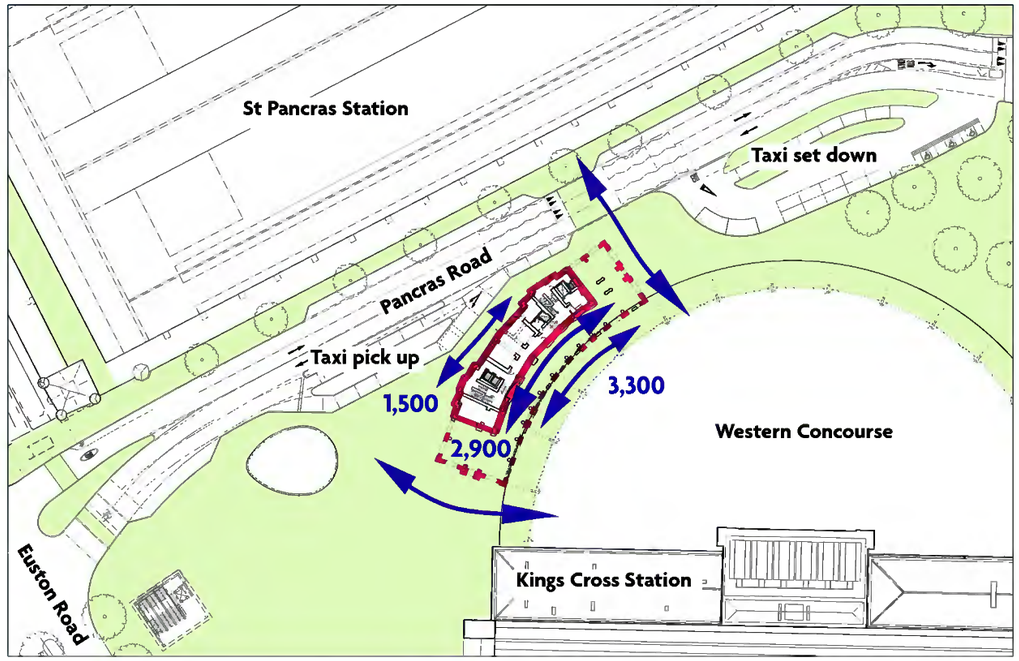

Fig 19A - Peak pm period indicative flows

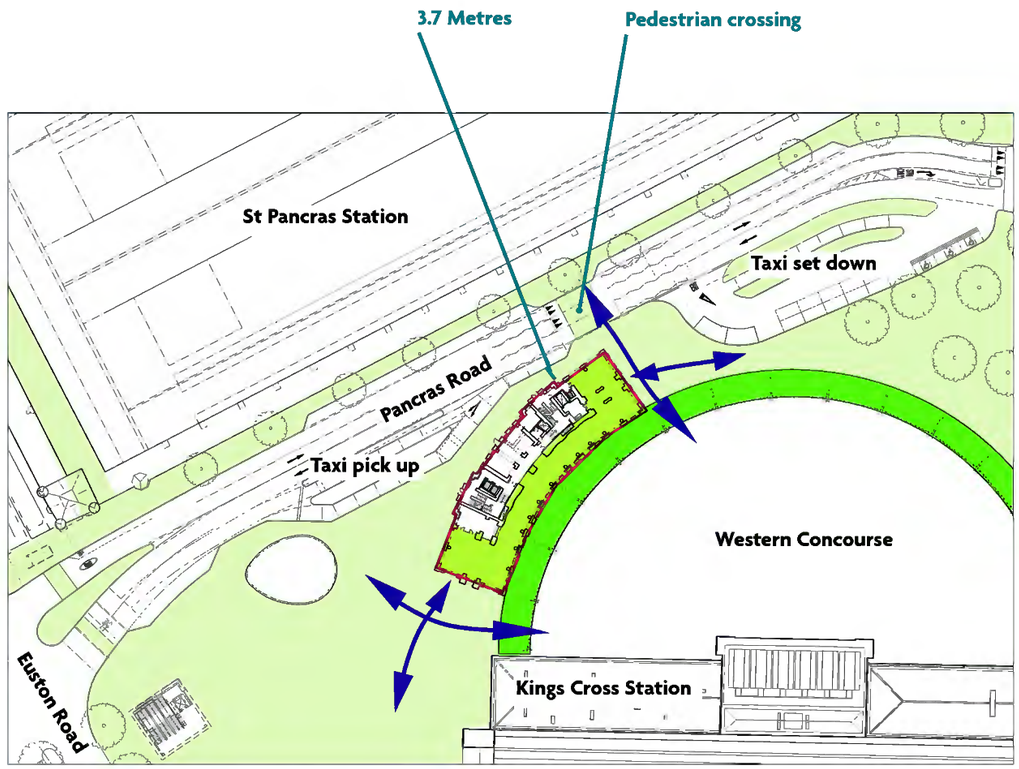

Fig 19B - Availability of public routes and spaces

Pedestrian route available when King's Cross station is open

Pedestrian route available only if Great Northern Hotel is arcaded

Always available for pedestrians

Desire lines for pedestrians

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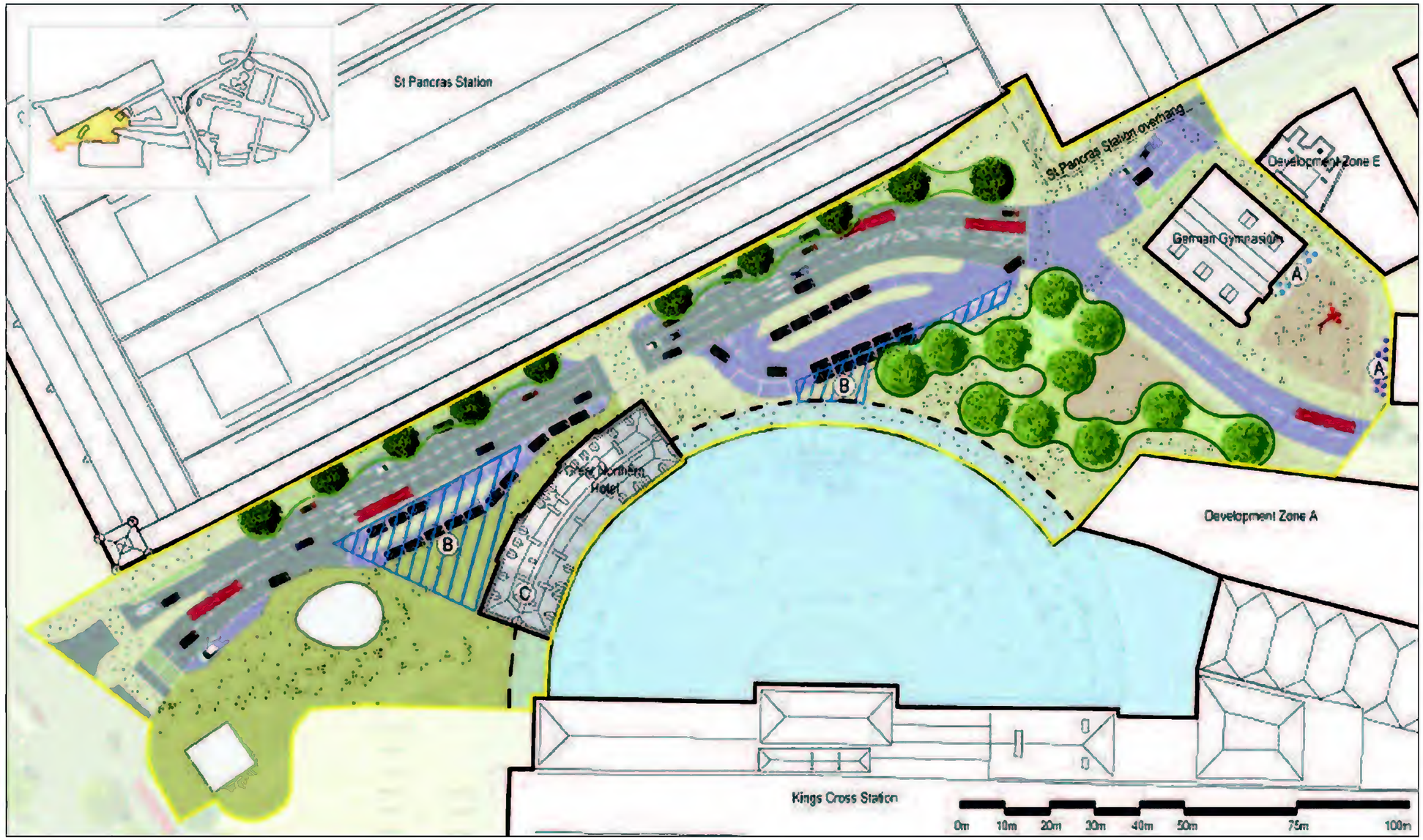
Figure 19:

Pedestrian flow diagrams



LANDSCAPE SCHEME COMPONENTS

High quality paving across pedestrian areas to aid comfortable pedestrian flow with benches and bus stops at appropriate intervals

Areas with paving variations demarcating sub-spaces within public realm

High quality paving to integrate with landscaping around King's Cross Underground Station and King's Cross Station

Carriageways and taxi lay-bys with stone surface to match high quality paving and granite kerbs to clearly demarcate the edges

Carriageways with asphalt surface and granite kerbs

Area of large trees to be planted no closer than 2m from the kerb and 5m from the buildings. Organic arrangement to allow comfortable unobstructed pedestrian flows and provide coherence to the busy space

Tree planting along the façade of St Pancras Station

A — Opportunity for seating associated with ground floor building uses

Area for King's Cross Station Enhancement. See Parameter Plan KXC004

B — Zones for canopy structures to provide shelter for pedestrians at taxi drop-off and pick up points

C — Pedestrian arcade route through the Great Northern Hotel to come forward separately alongside/ as part of Network Rail proposals for Kings Cross Station Enhancement

Area covered by Landscape Proposals Plan

Figure 20:

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Station Square landscape scheme

scale: 1:1000 @ A3

10. Testing the proposals against policies

Introduction

10.1 The previous chapters in this Statement have explained the overall concept of arcading the Great Northern Hotel. Relevant national and local policies have also been identified and it is now appropriate to test the proposed arcading against those policies, starting with PPG15, then against the policies set out Chapter 13 of the UDP and then against other guidance.

10.2 But first it is useful to look at the comments already made on the earlier (May 2004) applications.

Views of Heritage and Design Consultees

10.3 The responses of English Heritage, the Victorian Society and the Commission for Architecture and the Built Environment (CABE) on the King's Cross Central proposals have all been very positive.

10.4 English Heritage, (letter dated the 27 October 2004) in summarising their initial views have said:

"English Heritage welcomes the proposals for King's Cross Central, and the potentially substantial regenerative benefits of the scheme……. we believe that, on balance, sufficient justification for the proposed demolitions has been made to meet the test set out in PPG15. "

10.5 In commenting on the form and content of the applications English Heritage said:

"We are also satisfied that the applications for listed building consent and conservation area consent together with supporting information provide sufficient information to fully address the considerations contained in paragraph 3.19 of PPG15, and that the demolition of listed and unlisted buildings on the site is, on balance, justified. In particular it is clear that the community benefits to be derived from this scheme in terms of regeneration of a particularly deprived area of North London would be substantial when weighed against the loss of grade II buildings and buildings in conservation areas."

10.6 In commenting in more detail on the application for Listed Building consent for the partial demolition of the Great Northern Hotel, English Heritage accepted that the proposed alterations would not damage the special architectural and historic interest of the Listed Building and that they would be content for Listed Building Consent to be granted, subject to conditions.

10.7 The Victorian Society (letter dated the 27 August 2004) commented on the Great Northern Hotel saying:

"The Society wishes to reiterate its opposition to the demolition of the Great Northern Hotel but we recognise the case for the demolition of the additions to the Hotel if the King's Cross Western Concourse proceeds. We feel this demolition should be conditional on work for the Western Concourse commencing."

10.8 The comments from CABE (letter dated 7 October 2004) address the urban design aspects of the outline planning application, rather than commenting on individual buildings. They say (selected extract only):

"We offer our congratulations to the design team and client on the impressive development of this master plan. The constraints on the site are immense, and it is to the credit of the design team that the master plan now on offer positively addresses these constraints in terms of the opportunities they hold, rather than the problems they create.

"We support the approach to the outline application for this site. We think that the scope and depth of supporting material provided including the Public Realm Strategy and Urban Design Guidelines for each of the development areas should help to ensure that the detailed proposals when they come forward will be consistent with the master plan principles and will meet the high quality standards required for this significant area of regeneration in Central London.

This is an important and exciting project which promises what we would hope to see in a proposal for this site – a new area with a strong character of its own, informed by the history and nature of the site, which at the same time links well with its surroundings – and we reiterate our strong overall support for the proposals."

10.9 English Heritage were then consulted by LB Camden on the revised application and by letter dated 28 November 2005, continued to support the proposals and provided further advice. In respect of the partial demolition (extensions, railings and covering the lightwell) of the Great Northern Hotel they advised Camden that:

"…we would be willing to authorise listed building consent, subject to the imposition of suitable safeguarding conditions."

Testing against the applicants' specific refurbishment parameters and principles for the Hotel

10.10 As explained in paragraph 3.16 above, the King's Cross Central proposals recently determined include refurbishment parameters (in italics below) for the proposed alteration works to the Hotel. The extent to which the present application accords with those parameters is addressed in the comments below.

- *the existing building form and external fabric would be substantially retained, subject to the works described above;*

  Comment. The works described related to the minor demolition proposals in the previous application; disabled access; removal of existing lifts and new lift cores; local alterations to facilitate vehicular servicing and means of escape; plant room and ventilation; and provisions for mechanical, electrical and communications services. In the current applications the existing building form continues to be substantially retained although clearly some of the external fabric is to be removed to allow the provision of the arcade. These changes were however foreshadowed in the Initial Conservation Plan.

- *the south-west and north façades would be made good, in sympathetic form and materials to match as closely as possible the existing fabric of the Hotel and the new paving surfaces around it;*

  Comment. The present applications would allow the making good of these two façades following the demolition of the two smaller extensions to be part of a bigger project. The principle of making good, as part and parcel of putting in the arcade, remains, and is shown in further detail than was previously possible. There would for example be a significant improvement to the coherence of the northern façade (see proposed elevation at Figure 12).

- *the two existing internal staircases would be retained.*

  Comment. This is still proposed, although with the lowering of the ground floor the existing staircases will need to be extended downwards.

10.11 The Appendix to the Initial Conservation Plan for the Great Northern Hotel identified the following specific refurbishment principles (in italics below). The extent to which the present application accords with those principles is addressed in the comments below.

- *enable a range of possible new uses through the insertion of new lift shafts and service cores;*

  Comment. The current applications enable a range of possible new uses in due course. Indeed these opportunities are positively enhanced, for example by the provision of step-free access arrangements, and a strengthened first floor with provision for hidden cabling and service runs.

- *remove the extensions and repair façade in materials and a style sympathetic to the rest of the building;*

  Comment. As in 10.10, second bullet above.

- *provide disabled access to ground floor level. It is likely that disabled access would be provided to the ground floor. This could be done in a number of ways, but is likely to require the construction of ramps along the façades of the buildings;*

  Comment. This will be achieved by the lowering of the ground floor, as proposed in the current applications, hence avoiding the need for unsightly ramps.

- *consider the removal of some of the drainpipes currently attached to the façade of the hotel. Depending on use, these may not all be required or could be rationalised;*

  Comment. The current applications propose the removal of the external rainwater and drainage goods on all façades, with alternative collection and distribution systems within the building fabric.

- *construct new service cores within the original building. Depending on use, the size and precise function of the cores will vary, but are likely to incorporate – passenger and goods lifts to meet vertical circulation requirements; fire fighting shaft; adequate means of escape in the event of fire; smoke ventilation; and service risers*;

  Comment. This principle still applies, with some aspects included in the current applications. For example the design concept for the lift shafts, risers and means of escape.

10.12 The Initial Conservation Plan then identified that the King's Cross Station enhancement project would trigger a series of additional interventions, in which case the Great Northern Hotel would be refurbished and adapted following further principles:

- *it may be appropriate to cover the lightwells and remove railings on the eastern and southern sides of the building to accommodate pedestrian flows, should proposals come forward for a new western concourse to King's Cross Station, as part of a station enhancement;*

  Comment. This is now proposed and is included in the current applications. Several design options have been considered. The proposal is judged to achieve the necessary permeability in a way that is sympathetic to the building.

- *lower the ground floor to match the external ground level to provide a pedestrian route adjacent to proposed concourse;*

  Comment. This is the basis of the current applications and follows through on the principles set out in May 2004.

- *Alter the ground floor openings to enable pedestrian movement through arcade. This could be achieved in a variety of ways with differing effects on the façade of the building, and various widths of opening.*

  Comment. This is proposed in the current applications.

Testing against PPG 15 – Great Northern Hotel arcade

10.13 Paragraphs 5.2-5.10 above explain the relevance of PPG15. The proposal to arcade the Great Northern Hotel needs first to be considered against those parts of PPG15 that identify the development control policy considerations.

10.14 Paragraphs 1.4 and 1.5 of PPG 15 (quoted in paragraph 5.3 above) explain that *"economic prosperity can secure…. maintenance of historic buildings, provided that…. realistic and imaginative approach to their alteration and change of use…."* and *"environmental quality is increasingly a key factor in many commercial decisions."* The current proposals to arcade the Great Northern Hotel are both realistic and imaginative and also seek to create environmental quality that will help to ensure the success of King's Cross Central.

10.15 Paragraph 2.14 of PPG 15 indicates that the design of new buildings intended to stand alongside Listed Buildings needs very careful consideration. In this case it is the effect of the proposed Western Concourse that needs to be considered in relation to its impact on the Hotel.

10.16 It has been a fundamental principle of the developers to embed the historic structures within the new development since they began formulating their proposals (Principles for a Human City, July 2001). The fifth of ten guiding principles was to harness the value of heritage. This established a desire to *"ensure that the benefits of both old and new are fully respected and integrated into the spatial master plan"*. It also committed the developers in respect of historic buildings, structures, surfaces and wider conservation areas *"to evaluate and understand their character, value and significance, together with the potential for their integration within the development proposals".*

10.17 The care with which the arcading enables the retention and re-use of the Hotel reflects the attention to detail that has been, and is being, followed in all stages of King's Cross Central development.

10.18 The general guidance applicable to Listed Building applications (PPG 15, paragraph 3.5) is used first:

- *The importance of the building, its intrinsic architectural and historic interest and rarity.*

  Comment. The built heritage value of the Great Northern Hotel has been judged to be very high in the Cultural Heritage and Townscape Specialist Report (see paragraph 7.8 above). There seems to be

general acceptance that the building will be improved by the removal of the later extensions in that their removal would restore the building to its original design. The arcading is required to facilitate a world-class public realm in the area around the two stations, as a result of the provision of the proposed Western Concourse to King's Cross Station. Without the concourse the arcading would not be necessary. The arcading will enable the Hotel to be seen and enjoyed largely in the form in which it was built, particularly from the areas of public realm that would be created in this area.

- *Particular physical features which justify listing.*

  Comment. The listing statement mentions the crescent shape of the building and its yellows stock brick with stucco dressings. It also mentions, amongst other aspects, the height of the building, the round-arched ground floor openings and the other square-headed windows. Although the arcading makes some dramatic changes at the ground floor level the careful architectural treatment proposed conserves much of the essential character and will enable the building to sit happily against the very modern lines of the proposed new concourse to King's Cross Station.

- *The building's setting and contribution to local scene.*

  Comment. The group value of the Great Northern Hotel, when considered with the two Grade I mainline stations, has been judged to be very high in the Cultural Heritage and Townscape Specialist Report (see paragraph 7.10 above). The proposed changes would not detract from that assessment, indeed the contribution to the street scene would be even higher once the overall regeneration scheme has been implemented and the Hotel sits within an enhanced area of public realm through which the public have the space to enjoy the building.

- *The extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment.*

  Comment. The proposed arcading of the Great Northern Hotel is part of the process to improve the transport network, public realm and physical environment generally. It will help to deliver regeneration in line with national, regional and local planning policy aspirations. There are substantial benefits to the community; to the economic regeneration of the area and its integration; and to the enhancement of the public realm if the Hotel is retained (rather than demolished as some have suggested). The arcading proposal would retain the physical relationship of the Hotel between the two stations within the context of the King's Cross Conservation Area, but as an integral and functional part of the improved public transport interchange. The proposed works would also increase the level of resilience to accommodate pedestrian flows in the event of the proposed Western Concourse being closed and/or needing to be evacuated.

10.19 The general guidance on demolition given in PPG15 paragraphs 3.16 and 3.17 establishes the basis for three further and overlapping considerations that paragraph 3.19 suggests should be addressed. The demolitions necessary to create the arcading enable the rest of the building to be retained and to be incorporated into a major regeneration scheme, with the Hotel building itself brought back into beneficial use. As such the further considerations set out in paragraph 3.19 of the PPG, specifically dealing with demolitions, may not be considered to be relevant. However, for the avoidance of doubt they have been considered:

- *The condition of the building, the cost of repairing and maintaining it in the relation to its importance and to the value derived from its continued use.*

  Comment. The condition of the Great Northern Hotel, particularly the extensions, is set out in paragraph 6.7, earlier in this Statement. The Hotel is an important Listed Building and the current arcading proposals enable it to be kept so that more detailed proposals can be brought forward later for its re-use.

- *The adequacy of efforts made to retain the building in its current or a compatible alternative use.*

  Comment. The Great Northern Hotel is currently unused. The arcading proposal is an example of the efforts that are being made to retain the building. Its integration into the comprehensive regeneration of the area, with the Western Concourse, would enable it to be both restored and brought into a suitable use.

- *The merits of alternative proposals for the site, in which case there may very exceptionally be cases where the proposed works would bring substantial benefits for the community which have to be weighed against the arguments in favour of preservation.*

  Comment. The arcading proposals are a practical way of ensuring the building can be brought back into use in due course. There are no alternative proposals for the site although alternative ways of arcading the Hotel have been illustrated and evaluated in chapter 9 of this Statement. It has therefore been judged not necessary to test alternative proposals for the site.

10.20 The case for arcading the Great Northern Hotel rests on the substantial community benefits of the scheme and the enhancement of the public realm that will be achieved, both outweighing the loss of part of the ground floor façade of the building. PPG15 does not specify the nature of those community benefits, leaving it instead to local definition. The following paragraphs look to Camden UDP Chapter 13 for an elaboration of those community benefits. Policy KC5, 6 and 9 are particularly relevant in that they address the design, appearance and location of transport services and features, requiring a high quality townscape solution. Equally KC11 is importance in that it seeks to preserve and enhance Listed Buildings and their setting.

Testing against Camden's UDP policies – Great Northern Hotel arcade

10.21 The proposal for **planning permission and Listed Building consent to arcade the Great Northern Hotel** can be considered against the five main objectives of LB Camden for the Opportunity Area, as specified in the Camden UDP (see paragraph 5.17 above).

- Physical connections. The proposal is an essential component in improving the public realm, delivering an integrated high quality solution to multi-modal transport provision and, in particular, allowing better circulation of pedestrians around the proposed Western Concourse, around and indeed through the Hotel and into the proposed Station Square, leading onto the Boulevard and to other important heritage areas north of the Canal.

- Economic connections. Substantial new jobs that make full use of the site are only going to be created in the whole area if the various components of a successful scheme are all achieved and are all in balance. Arcading the Great Northern Hotel is an essential component of securing a high quality public realm that brings people and life into the area.
- Social links. The arcading of the Hotel is essential to securing a public realm and circulation that will provide accessibility for all alongside the extension of King's Cross Station.
- Managing the impact. The timing of the arcading of the Hotel is driven by the Network Rail's programme for the proposed Western Concourse. Arcading would allow the building to be brought back into use once the new Western Concourse works are completed.
- Working with the community. There has been widespread support for the retention of the Great Northern Hotel.

10.22 The arcading of the Great Northern Hotel thereby meets the objectives of the Camden UDP, particularly in relation to connectivity and regeneration.

10.23 In more detail, the proposal performs well against Camden's adopted Chapter 13 policies. In terms of each policy (set out in full in Appendix F) the following conclusions have been drawn:

Strategic Policies*	
Policy SKC1 Sustainable Development	The proposed scheme contributes well to achieving the full potential of the Opportunity Area, particularly in terms of maximising opportunities for the use of the transport interchange and the physical integration with surrounding communities.
Policy SKC2 Mixed-use Development	The proposal helps to achieve a genuinely mixed use development which is well integrated with surrounding areas along the Euston Road, helps to achieve appropriate densities and secures high accessibility.
Policy SKC3 Comprehensive, Integrated and Phased Development	The arcading of the Great Northern Hotel is part of a comprehensive view being taken of the two Grade 1 listed stations, the area of public realm between them and the addition to the street scene of the proposed Western Concourse to King's Cross Station. Overall it is intended to achieve a public realm and a transport interchange area of the highest quality.
Policy SKC4 Design	The high standards required are embodied in the meticulous design for the arcading of the Hotel, within the proposed high quality public realm, transport and townscape scheme.
Local Policies	
Policy KC1 Mixed use development	The arcading of the Hotel would ensure an appropriate level of circulation and accessibility alongside the transport proposals and contribute to mixed use development.
Policy KC2 Prioritisation	The proposals are part of the proposed phased regeneration of the area, in line with SKC3, but the timing is driven by the proposed Western Concourse for King's Cross Station.
Policy KC3 Economic Activities	The proposed arcading would not result in any loss of employment floorspace, indeed it ensures that the Hotel building is retained and can be brought back into a beneficial use.
Policy KC4 Housing	The proposal would not result in any loss of housing floorspace.
Policy KC5 Transport	The proposed Western Concourse and the arcading of the Hotel are co-ordinated parts of the overall project to improve the interchange and set it within a high quality public realm providing a safe and accessible environment, in line with this policy. The proposals ensure that the transport interchange components, in particular the taxi set down and pick-up facilities, are sensibly arranged to serve King's Cross Station Western Concourse in a high quality manner.
Policy KC6 Transport	The proposed scheme would enhance safety and accessibility and provide better facilities for all users. It will provide adequate circulation space thorough and around the Hotel so as to enable a safe and legible environment for pedestrians. This will be particularly important in the event of the station needing to be closed.
Policy KC7 Transport	No particular issues on car parking.
Policy KC8 Design	The submitted scheme would help achieve the very high standards of design sought under this policy and achieve an attractive, safe and legible environment around the stations. Great care is being taken with the detailed design to ensure that the interplay between the Grade 1 King's Cross Station, the proposed Western Concourse and the arcading of the Hotel present a unified solution.
Policy KC9 Design of transport services	This policy and the supporting text (UDP Chapter 13 paragraphs 13.62 and 13.63) underpin the proposals. The proposals promote the unified approach and high quality townscape sought under KC9 and help meet the Council's aim for a highly attractive public space, a fit setting for the Grade I listed stations and legible access to efficiently managed underground, bus and taxi services.
Policy KC10 Open Space	The proposed scheme would make an important contribution to the public realm around the two Grade I listed stations and improve the setting and visibility of the Grade II listed Great Northern Hotel.
Policy KC11 Heritage	The proposed scheme provides for the retention of a significant listed building in the Conservation Area with historical associations and complementary design to King's Cross Station. The retention of the Hotel would enable it to continue to play an important role within the Opportunity Area, well integrated within the new townscape, land uses and buildings. The proposed changes would not damage the character of the building and would give those people travelling through the area the opportunity to admire it.
Policy KC12 Integration, Regeneration and Community Development	The proposal takes due account of community aspirations for the Great Northern Hotel's retention.

** The strategic policies are not named in the Camden UDP – suitable titles have been inferred for ease of reference.*

Testing against other guidance

10.24 The proposals fit well with the aspirations of Camden and Islington as set out in the Planning and Development Brief (see paragraphs 5.19 to 5.24 above). In particular the proposals enable new public spaces to be created around the Hotel (paragraph 3.3.5 of the Brief). In addition the Brief seeks the retention and restoration of the Great Northern Hotel and the creation of the highest quality public realm around the interchange (paragraph 3.3.6 of the Brief). It particularly calls for this area to achieve free pedestrian flows.

10.25 The relationship between the Hotel, the two Stations and the proposed public realm is important. The Hotel is in a key location on what would be a direct pedestrian route between the two stations, the London Underground access points and the main route into King's Cross Central. Pedestrians need to be able to move easily around this area but that would be seriously inhibited if the arcade were not provided alongside the Western Concourse.

10.26 The proposals are of the highest quality in terms transport, public realm and heritage. They are part of an effective and imaginative solution for the public realm at this key transport hub that is also the main gateway to Kings Cross Central. The arcading of the Great Northern Hotel is necessary to achieve that high standard as a consequence of the King's Cross Station proposed Western Concourse.

10.27 The Great Northern Hotel is a heritage building and thus its adaptation and re-use has intrinsic environmental value, both socially and in terms of embodied energy and waste minimisation.

Conclusions

10.28 The arcading proposals for the Great Northern Hotel accord with, and help implement, a raft of national and local policies, in particular PPG 15 and Chapter 13 of the Camden UDP as elaborated through the Joint Planning and Development Brief.

11. Overall community benefits

11.1 The Camden and Islington Planning and Development Brief makes it very clear that if the Western Concourse is to take place then north-south visibility and free movement will be essential. The current proposals to arcade the Hotel are necessary to allow for the creation of a world-class public realm alongside the Western Concourse, to successfully accommodate pedestrian circulation between the various stations, LUL access points and other transport modes. There is an exceptional case for the arcading which has the support of the transport authorities and operators who have worked together extensively to produce a co-ordinated vision for the King's Cross – St Pancras interchange.

11.2 The arcading of the Great Northern Hotel is integral to making the interchange at King's Cross and St Pancras, with a Western Concourse, safe, legible and attractive. It will blend essential transport and movement provision with high quality urban design and optimise the scale and quality of the new public routes and spaces.

11.3 Moreover the proposals for arcading the Great Northern Hotel will help to ensure that one of the key heritage buildings at the entrance to the regeneration of the former railway lands is both retained and re-used, and also given a setting which enables London to be proud of the way heritage buildings can be retained, adapted and brought back into use.

12. Principles for quality rehabilitation and later adaptation

Refurbishment objectives to apply to the retained Great Northern Hotel

12.1 The planning and Listed Building consent applications covered in this Supporting Statement are accompanied by an Intermediate Conservation Plan which sets out the objectives for the re-use and restoration of the Hotel. Those objectives are under various headings and are included below.

Setting

- Designs of new public realm and buildings, that contribute to the setting and views of the building, should take the opportunity to enhance them (where designs are within the control of the 'Applicants');
- Design of the proposed Western Concourse should be integrated with the Great Northern Hotel to ensure that its setting is enhanced and views are retained where possible.

Form, layout and composition

- Twentieth-century extensions should be removed to restore clarity of the building's form and symmetry. The elevations should be made good in materials that match the existing;
- Interventions should be designed to be complementary to the scale, character and proportions of the building and the detailing of its façades.

Access and circulation

- Designs should aim to achieve inclusive design and accessibility for all, including disabled people;
- Designs, where applicable, should provide for the creation of an appropriate fire fighting shaft, should the building's future use be anything other than as a hotel.

Fabric and features

- The two main staircases, notable features of the building, should be retained;
- Where it is proposed that window frames, bricks, mouldings, fireplaces, railings, stone slabs and cast and wrought iron beams are removed, they should be salvaged where practicable, either for reuse in the building or elsewhere;
- No works should take place until an appropriate programme of building recording and analysis has been implemented;
- The palette of materials used in any new construction should be complementary to that of the existing building.

Structure

- Further structural and material surveys should be undertaken to inform the detail design prior to commencement of works on site, where applicable;
- A full risk assessment should be undertaken and method statements for working prepared prior to the commencement of works on site;
- The building fabric should be protected where appropriate from damage during construction works;
- The structure should be monitored for movement during and after the works required for the creation of the proposed arcade, are undertaken;
- The insertion of mechanical and electrical services should be designed to minimise the impact on original structure and fabric;
- New construction materials and finishes should be of high quality and selected to be sympathetic to original and existing materials;
- There should be no transfer of loads between the proposed Western Concourse (roof and ground slab) and the building.

Phasing

- Periodic inspections should be made of the building, upon completion of the proposed arcade works and pending refurbishment for its future reuse, to detect any water ingress or other deterioration. Reasonable measures should be applied to remedy these;
- Suitable works should be undertaken where necessary to ensure that the building is left in a secure and safe condition after each stage of work.

Maintenance

- Scaffolding access should be provided to all elevations of the building to allow for refurbishment and maintenance of its external fabric;
- Junctions between the proposed Western Concourse and the building should be designed to efficiently disperse any build up of water and to be weather/water proof.

Building services and environmental control

- Services, energy efficiency and environmental control should be improved where practicable to meet modern-day standards as part of proposed works to facilitate future use: whilst not detracting from the historic interest of the building;
- Future proposals should address the maintenance risk and poor aesthetics of the external rainwater and drainage goods on the building.

Building use

- Designs should be future-proofed to ensure a range of possible new uses could exist on the upper floors of the building;
- The proposed arcade should be welcoming to pedestrians, forming an attractive and natural urban route in both daylight and darkness.

12.2 The Intermediate Conservation Plan also identifies a possible future refurbishment objective under a heading of “Building Services” as:

- Any interventions at roof level to accommodate plant should be designed to minimise impact on views of the building. This would be addressed in the context of future, specific proposals for the reuse of the upper floors.

Proposed conditions to apply to the arcading of the Great Northern Hotel

12.3 It is anticipated that planning permission and Listed Building consent for the arcading works would be subject to similar conditions to those attached to the earlier Listed Building consent application on the Hotel (2004/2314L). In particular, no works would be undertaken until:

(i) Written approval has been issued by the local planning authority for a method statement and programme of works;

(ii) A contract has been placed for the works and evidence of such works has been submitted to the Council;

(iii) The Government has confirmed the funding and timing for the provision of King's Cross Station Western Concourse, and planning permission and Listed Building consent has been granted.

13. Subsequent planning and Listed Building consent applications

Re-use of the Great Northern Hotel

13.1 Following the grant of permission for the comprehensive development of King's Cross Central, and for demolition of the two hotel extensions, and consent for the works identified in this Supporting Statement, the applicants would look to prepare a detailed scheme for the Great Northern Hotel upper floors, their refurbishment and reuse. The submission of this detailed refurbishment scheme for the upper floors would be supported by a Full Conservation Plan, which would address the refurbishment, management and maintenance of the building as a whole.

13.2 The arcading scheme is likely to be carried out in advance of the refurbishment of the Hotel's upper floors in order to dovetail with Network Rail's proposed Western Concourse works, which are due to commence in 2008 and be completed by 2012.

APPENDIX A

Summary of related transport projects

Introduction

This Appendix describes five key transport facilities in the area around the Great Northern Hotel. The future plans for them are being integrated with the development of King's Cross Central, including the arcading of the Hotel.

The Channel Tunnel Rail Link (CTRL)

1 Works are already well advanced for St Pancras to become the new international terminus for Eurostar trains. The eastern half of the new Fosters designed trainshed is already constructed and in use, and the western half should be completed by mid-2006. Midland Main Line (MML) trains now terminate in the new trainshed to allow St Pancras itself to be converted for international arrivals and departures. The fit out of the new St Pancras Thameslink Station will hopefully be complete by 2007.

2 Taxi facilities will be created alongside the eastern frontage of the St Pancras trainshed. New tube ticket hall facilities are being built under the forecourt to St Pancras (LUL western ticket hall Phase 1 works under the CTRL Act).

3 By 2007 this area will be an international gateway to London. It is therefore crucial that international visitors exit into a clean safe environment, so that first impressions are favourable. Some of these international passengers will transfer to King's Cross for onwards journeys to northern England. They will need clearly marked pedestrian routes across the area between the stations. It is clearly preferable that ongoing construction work and heavy vehicular activity for the LUL northern ticket hall and preparatory works for the new King's Cross Western Concourse are hidden behind hoardings.

London Underground Limited (LUL) improvements to King's Cross/St Pancras Station

4 There are several different components to the current improvements taking place at the King's Cross/St Pancras underground station. Within the Phase 1 works there are:

(i) elements to implement recommendations of the Fennel Report into the 1987 King's Cross fire, including a new escalator to the Victoria Line, and an enlargement of the existing Central ticket hall; and

(ii) elements to accommodate forecast passenger demands from CTRL. These works include a new western ticket hall under the forecourt to St Pancras Station, and new and improved entry/exit points and passageways to/from the underground station

5 The Phase 1 works are well advanced and will be complete by 2006. There are no deep works involved.

6 The Phase 2 works include a new northern ticket hall, located to the west of the existing King's Cross Station. This will connect, via new escalators, to a low level 'hub' from which pedestrian tunnels will branch off to serve the deep tube lines. New passageways will connect the northern ticket hall to the central ticket hall and to St Pancras Station.

7 The Phase 2 works were approximately 30% complete when construction activity was suspended in early 2004, pending a Department for Transport review of the works and their costs. Completed works include piling for the perimeter wall and foundations of the new northern ticket hall and the vertical shaft to provide construction access to the low level 'hub'.

Permission to restart the works was given by the DfT in February 2005. The Phase 2 works will significantly enhance escalator capacity to the deep lines and improved platform access, thereby delivering a step change in overall station capacity. This, together with improvements in line capacity being achieved through the Public Private Partnership, provides the capacity to enable development of the King's Cross railway lands to proceed.

King's Cross Main Line Station

8 **Station Enhancements:** The existing southern concourse to King's Cross Station is covered by a temporary planning permission granted in 1971 (PT/TD/DC/02/19568) which expired in September 2003. In July 2003 Network Rail applied to extend that consent to 2010 (Ref. 2003/1151) but the application has not been determined. The temporary concourse is in any case significantly undersized, even for current usage and falls short of modern space standards.

9 Network Rail is therefore making applications for planning permission and Listed Building consent to replace it with a new Western Concourse as the central component of a plan to enhance the station to increase its capacity and to allow for future growth and provide better passenger facilities.

10 The proposed Western Concourse would sit directly on top of the new LUL northern ticket hall, and would provide direct access into it. The most efficient solution would be for the Western Concourse to be constructed at the same time as the northern ticket hall. Piling for its supports could therefore take place from the exposed basement level, and the concourse itself could be constructed to provide the upper surface of the northern ticket hall.

11 There is also the possibility of laying a new platform on the eastern side of the station in the former carriage road – a project previously turned Platform Y. This project would increase platform resilience when trains break down, and would increase the ability to handle long rolling stock. To enable this project to proceed the taxis currently using the carriage road would need to be transferred to the western side of the station. This is yet another demand on the limited amount of space between King's Cross and St Pancras Stations. This yet again reinforces the need to secure better station forecourt arrangements.

12 **Station Renewals:** Network Rail is also planning a programme of works to maintain and repair the fabric of the main King's Cross shed. This would involve re-roofing, repairing arches, refurbishing station accommodation in the western and eastern ranges. This work would probably precede the enhancement works described above. Access would be required from both the Pancras Road and York Way sides.

Cross River Tram

13 The Cross River Tram (CRT) is a proposal for a 16.5km street running tram operating through the centre of London. A core route is proposed between Euston and Waterloo with branches to Camden and King's Cross in the north and Brixton and Peckham in the south.

14 In October 2004, the Mayor of London announced funding for the development of the Cross River Tram scheme through to the application for Transport and Works Act (TWA) Orders. As at September 2005, a number of CRT route options remained under consideration; for example, the Mayor has asked TfL to look at an extension of the tramway into Islington.

15 The King's Cross Central scheme retains the flexibility to accommodate the CRT, as set out in the Greater London Authority stage 2 referral report, paragraphs 28 and 29 and Annex 1.

Thameslink

16 The existing King's Cross Thameslink station is located along Pentonville Road, some distance east of King's Cross Station. The Thameslink 2000 (now simply known as Thameslink) proposals would divert cross London services through the northern part of the King's Cross Central site and under St Pancras station.

17 A new station is proposed alongside Midland Road and under St Pancras Station, which would integrate these services into the King's Cross interchange. As part of the works to convert St Pancras into an international terminus for CTRL, a concrete box has been constructed to accommodate this future Thameslink station. Alistair Darling, the Secretary of State for Transport, announced on 8 February 2006 that the station would now be fitted out so as to take its first passengers at the end of 2007 and provide better access to passengers who will use the Olympic Javelin service from St Pancras to Stratford during the Olympic Games in 2012.

18 For a short time in late 2004/early 2005 Thameslink services were terminated in the new St Pancras extension. Cross London services have since resumed using the Pentonville Road station.

19 A public inquiry into the Thameslink proposals restarted in September 2005 and the Inspectors report is now with the Secretary of State awaiting a decision.

APPENDIX B

Extract of conditions: Main Site application (2004/2307P) and Great Northern Hotel Listed Building consent application (2004/2314L)

CONDITION 32 ATTACHED TO MAIN SITE APPLICATION NO. 2004/2307/P

Retained Buildings and Structures
The following works of alteration to existing buildings and structures, to facilitate their refurbishment and reuse, shall only be carried out in accordance with the detailed descriptions contained in the identified sections of the Development Specification and as follows:

(a) the "works to facilitate future uses" and "refurbishment parameters" set out in Parts 1-8 inclusive, Part 10 and Part 11 of the Development Specification Annex E (Specification of Works to Retained Historic Buildings and Structures) dated April 2004;

(b) the "works to facilitate future uses" and "refurbishment parameters" set out in Part 9 of the Revised Development Specification Annex E (Specification of Works to Retained Historic Buildings and Structures, Southern Stanley Building) dated September 2005.

(c) Unless otherwise approved in writing by the local planning authority no works other than the Permitted Demolition shall take place until:

i. details and full particulars including proposals for the refurbishment, design and external appearance of the building(s) and their proposed uses, and supported by a Conservation Plan have been submitted to and approved in writing by the local planning authority, and

ii. any relevant Listed Building or Conservation Area Consents have been granted.

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to protect the setting of listed buildings, to preserve or enhance the character or appearance of Conservation Areas, and to ensure that the details accord with the assessment in the Environmental Impact Assessment, in accordance with policies EN1, EN31, EN33 and EN36, EN38, KC1 and KC2 of the London Borough of Camden Unitary Development Plan (UDP) 2000 and policies S7, SKC1, SKC4, B1, B7, B6, and KC11 of the Revised Deposit Draft UDP as amended by the Proposed Modifications agreed by the Council's Executive on the 11 January 2006.

CONDITIONS ATTACHED TO LISTED BUILDING CONSENT APPLICATION FOR THE ALTERATION BY WAY OF PARTIAL DEMOLITION OF THE GREAT NORTHERN HOTEL (REF. 2004/2314L)

1 The works hereby permitted shall be begun before the expiration of seven years from the date of this consent.

Reason: In order to comply with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2 The demolition works hereby approved shall not take place until:

(a) Written Approval has been issued by the local planning authority for a method statement and programme for the demolition works. The demolition works shall be carried out in accordance with such method statement and programme;

(b) A contract has been placed for the demolition works and evidence of such contract has been submitted to the Council;

(c) A contract has been placed for the reconfiguration of the southern part of Pancras Road, to provide revised pedestrian and taxi facilities in accordance with drawings LPP101A and LPP101C and any subsequent details given Written Approval; and evidence of such contract has been submitted to the Council.

Reason: To ensure a comprehensive and sustainable development, to ensure good design, to protect the special character and setting of listed buildings, to preserve or enhance the character or appearance of conservation areas, and to ensure that the details accord with the assessment in the Environmental Impact Assessment, and in particular to ensure the appropriate heritage and other benefits taken into account in the assessment are secured prior to the partial demolition of the building, in accordance with policies EN1, EN31, EN33 and EN36, EN38, KC1 and KC2 of the London Borough of Camden Unitary Development Plan (UDP) 2000 and policies S7, SKC1, SKC4, B1, B7, B6, and KC11 of the Revised Deposit Draft UDP as amended by the Proposed Modifications agreed by the Council's Executive on the 11 January 2006

3 No works authorised by this consent shall take place until the applicant has implemented a programme of building recording and analysis by a person or body approved by the local planning authority. This programme shall be in accordance with a written scheme which has been submitted by the applicant and approved in writing by the local planning authority.

Reason: In order to mitigate the loss of parts of the listed building in accordance with policy EN38 of the London Borough of Camden Unitary Development Plan 2000, and policies B6 and KC11 of the Revised Deposit Draft as amended by the Proposed Modifications agreed by the Council's Executive on 11th January 2006.

4 No works authorised by this consent shall take place until the applicant has submitted a schedule of items to be salvaged from the parts of the building to be demolished and such schedule has been approved in writing by the local planning authority.

Reason: In order to mitigate the loss of parts of the listed building in accordance with policy EN38 of the London Borough of Camden Unitary Development Plan 2000, and policies B6 and KC11 of the Revised Deposit Draft as amended by the Proposed Modifications agreed by the Council's Executive on 11th January 2006.

5 The salvage works to the parts of the Great Northern Hotel to be demolished shall be carried out in accordance with a method statement submitted by the applicant and approved in writing by the local planning authority.

Reason: in order to prevent damage to the salvaged items of the listed building in accordance with policies EN1 and EN38 of the London Borough of Camden Unitary Development Plan 2000, and policies B1 and B6 of the Revised Deposit Draft as amended by the Proposed Modifications agreed by the Council's Executive on 11th January 2006.

6 Before any work is undertaken in pursuance of this consent to demolish or to alter by way of partial demolition any part of the building, structural engineers' drawings and/or a method statement, indicating the proposed method of ensuring the safety and stability of the building fabric to be retained throughout the period of demolition and reconstruction, shall be submitted to and approved by the local planning authority. The relevant work shall be carried out in accordance with such structural engineers' drawings and/or method statement thus approved.

Reason: In order to safeguard the special architectural and historic interest of the building; in order to prevent damage to the fabric of the listed building which may be detrimental to the appearance and/or structural well-being of the listed building and to the visual amenity of the area; and to comply with policies EN1 and EN38 of the London Borough of Camden Unitary Development Plan 2000, and policies B1 & B6 of the Revised Deposit Draft as amended by the Proposed Modifications agreed by the Council's Executive on 11th January 2006.

7 All new external and internal works and finishes and works of making good to the retained fabric, shall match the existing adjacent work with regard to the methods used and to material, colour, texture and profile, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy EN38 of the London Borough of Camden Unitary Development Plan (2000) and policies B6 and KC11 of the Revised Deposit Draft as amended by the Proposed Modifications agreed by the Council's Executive on 11th January 2006.

8 The new facing brickwork shall match the existing brickwork adjacent in respect of colour, texture, face bond, mortar mix and pointing, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy EN38 of the London Borough of Camden Unitary Development Plan (2000) and policies B6 and KC11of the Revised Deposit Draft as amended by the Proposed Modifications agreed by the Council's Executive on 11th January 2006.

9 The new joinery work shall match the existing joinery work adjacent in respect of materials, dimensions and profiles, unless shown otherwise on the drawings or other documentation hereby approved or required by any condition(s) attached to this consent.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy EN38 of the London Borough of Camden Unitary Development Plan (2000) and policies B6 and KC11of the Revised Deposit Draft as amended by the Proposed Modifications agreed by the Council's Executive on 11th January 2006.

10 Details in respect of the following shall be submitted to and approved in writing by the local planning authority before the relevant work is begun. The relevant work shall be carried out in accordance with such approved details:

(b) details of the method of enclosure of the existing lightwells;

(c) a method statement indicating how adjoining areas of the building would be protected from damage during the works of demolition and making good; and

(d) specification and schedule of works for the works of making good to the principal elevation of the building.

Reason: In order to safeguard the special architectural and historic interest of the building in accordance with the requirements of policy EN38 of the London Borough of Camden Unitary Development Plan (2000) and policies B6 and KC11of the Revised Deposit Draft as amended by the Proposed Modifications agreed by the Council's Executive on 11th January 2006.

Informatives:

1 You are reminded that any unauthorised works carried out or caused to be carried out to a listed building without prior consent from the Council can be considered a criminal offence, which upon conviction at a Magistrate's Court carries a fine of up to £20,000 and/or six months in prison.

Source: Camden Council Committee determination, 9 March 2006

APPENDIX C

Schedule of application drawings by Allies and Morrison to illustrate the arcade proposals

EXISTING		DEMOLITIONS		PROPOSED	
Ref. No	**Title**	**Ref. No**	**Title**	**Ref. No**	**Title**
Plans					
05_001	Location plan				
05_002	Site plan				
05_100	Ground floor plan	07_100	Ground floor plan	06_100	Ground floor plan
05_101	First floor plan	07_101	First floor plan	06_101	First floor plan
05_102	Second floor plan			06_102	Second floor plan
05_103	Third floor plan			06_103	Third floor plan
05_104	Fourth floor plan			06_104	Fourth floor plan
05_105	Fifth floor plan			06_105	Fifth floor plan
05_106	Roof plan			06_106	Roof plan
05_110	Basement plan	07_110	Basement plan	06_110	Basement plan
				06_400	Ground floor Reflected ceiling plan
Sections					
05_200	Section AA	07_200	Section AA	06_200	Section AA
05_201	Section BB	07_201	Section BB	06_201	Section BB
05_202	Section CC	07_202	Section CC	06_202	Section CC
05_203	Section DD	07_203	Section DD	06_203	Section DD
05_204	Section EE	07_204	Section EE	06_204	Section EE
Elevations					
05_300	North east elevation	07_300	North east elevation	06_300	North east elevation
05_301	North west elevation	07_301	North west elevation	06_301	North west elevation
05_302	South east elevation	07_302	South east elevation	06_302	South east elevation
05_303	South west elevation	07_303	South west elevation	06_303	South west elevation
Details					
		07_700	Bay detail NE Elev 1	06_700	Bay detail NE Elev 1
		07_701	Bay detail NE Elev 2	06_701	Bay detail NE Elev 2
		07_702	Bay detail SE Elev	06_702	Bay detail SE Elev
		07_703	Bay detail SW Elev 1	06_703	Bay detail SW Elev 1
		07_704	Bay detail SW Elev 2	06_704	Bay detail SW Elev 2
		07_705	Bay detail NW Elev	06_705	Bay detail NW Elev
				ILLUSTRATIVE	
				Ref. No	**Title**
Plans					
				08_002	Site / context plan
				08_100	Ground floor plan
				08_110	Basement plan
Sections					
				08_200	Section AA
				08_201	Section BB
				08_202	Section CC
				08_203	Section DD
				08_204	Section EE
Elevations					
				08_300	North east elevation
				08_301	North west elevation
				08_302	South east elevation
				08_303	South west elevation

APPENDIX D

Extract from Revised List of Buildings of Special Architectural or Historic Interest: The Great Northern Hotel

Location: Great Northern Hotel and attached railings, Pancras Road (East side)

Grade II

Description: Hotel. 1854, by Lewis Cubitt. Yellow stock brick with stucco dressings. Slate roof with pedimented dormers. Crescent shaped building. Concave main façade towards King's Cross Station, Euston Road (qv). EXTERIOR: 5 storeys, attic and basement. 18 windows wide; southern return 5 windows with slightly advanced central bay. Sixth and thirteenth bays slightly advanced with tripartite windows and stucco dressings; 1st and 2nd floors, triangular pediments and segmental pediments respectively. Below that to left hand side, the main entrance with cast-iron and wood portico; round-arched glazing. Round-arched ground floor openings with stucco keystones and impost bands. Plain stucco bands at 1st, 2nd, and 3rd floor levels. Other windows square-headed, 1st to 3rd floor with stucco architraves. Modillion cornice. Prominent slab chimney-stacks. Road façade similar. INTERIOR: not inspected. SUBSIDIARY FEATURES: attached cast-iron railings of geometric design to areas. HISTORICAL NOTE: curved plan reflects the original alignment of Pancras Place, now Pancras Road. The hotel was one of the first to include rooms on the "continental system" with bedrooms en suite with sitting rooms. The company prided itself on the fireproof construction of the hotel, with thick walls dividing every room and with the corridors constructed of brick arches supported by iron girders. (Hunter M and Thorne R (eds.): Change at King's Cross: London: -1990: 77-79).

Reference number: I798-1-1266 85 1
Date of listing: 06/07/1984

Source of text and photograph: LB Camden web site

APPENDIX E

Historic Buildings Baseline Report on the Great Northern Hotel (IHCM)

BUILDING NAME
GREAT NORTHERN HOTEL

LOCATION
Between King's Cross Station and Pancras Road, south of Cheney Road

CLIENT REF.	EH INVENTORY REF.	IHCM REF.	LINKED EH REFS.
9	Z	Z	-

NATIONAL GRID REF.	REPORT BY	DATE
TQ 3018 8301	MNB, MTT	April 2004, updated December 2005

Listed Grade II
Within King's Cross Conservation Area

1 DESCRIPTIVE SUMMARY

1.1 Early purpose-built large railway hotel constructed in 1853-4 to serve the adjacent Great Northern Railway terminus, both designed by the company's architect Lewis Cubitt in Italianate neo-Classical styles. A relatively tall and slender building of five storeys plus attic and basement, the latter surrounded by a perimeter lightwell with subterranean vaults beyond. Yellow stock brick with much decorative use of stucco. Double-pile hipped slated roof. (See Figures BD3-BD5 in Part 2.)

1.2 Built on a curved plan, responding to the former alignment of Old St Pancras Road on its long, convex south-west elevation. The concave north-east elevation, incorporating the main hotel entrance, faces towards the original station booking office in the Western Range buildings. Approximately 55 m by 15 m on plan. Later two-storey additions on the south-west elevation and at the north-west corner.

1.3 Closed in 2001 in advance of work on new Northern Ticket Hall as part of King's Cross Underground Station Redevelopment. Currently disused.

2 HISTORICAL AND FUNCTIONAL SUMMARY

2.1 The construction of the major London rail termini in the mid-19th century was accompanied by the development of hotels for use by the railway companies' patrons. These were built on a larger scale than existing hotels, and indeed were the forerunners of the many large and often luxurious hotels built in London later in the century. The first two purpose-built railway hotels were at Euston (1839). They were designed by the company's architect Philip Hardwick, and stood either side of his Doric Propylaeum, commonly known as the Euston Arch. One, the Euston, catered for the first-class trade, while the Victoria was rather more of a superior lodging-house. These hotel buildings, the Arch, and the original Euston Station were all demolished in the 1960s.

2.2 Two railway hotels were opened in 1854, heralding the second generation of railway termini in London: the Great Northern Hotel at King's Cross, and the Great Western Royal at Paddington. The latter was designed by P C Hardwick, a son of Philip, in an extravagant French chateau style, and stood in front of the train shed (as did Scott's later Midland Grand Hotel at St Pancras). In contrast, the Great Northern Hotel was sited separately from its terminus as a consequence of existing road alignments. The concave north-east hotel elevation focussed on the station's Booking Office, which was clearly visible from the hotel's main entrance. This arguably emphasised the importance of the station more dramatically to the traveller, while better preserving the hotel's distinct function. The hotel and station entrance were originally enclosed from the surrounding streets within a gated precinct that incorporated ornamental gardens.

2.3 The Great Northern Hotel offered superior facilities for guests. Its 160 rooms included about 100 bedrooms and attached sitting rooms, and 20 public rooms including a large coffee room. A hydraulic lift was introduced in the 1880s. Pressure on toilet and washing facilities, as a result of growing sleeping-car traffic at the station, resulted in the hotel's footprint being expanded rather uncomfortably at the beginning of the 20th century. The road alignment west of the hotel had been altered with the completion of St Pancras Station in the early 1870s, and this allowed the construction of a two-storey extension of the basement and ground floors over part of the south-west elevation. This was a polygonal block, superimposed on the area and vaults here, containing baths, toilets, dressing rooms, and a barber's shop (but all since converted to use as toilets, kitchens, and offices). A smaller two-storey extension, at the north-west corner of the hotel, provided additional ladies' toilets at ground floor level and storage space in the basement below.

2.4 Of these two earliest surviving London railway hotels, the Great Western Royal at Paddington has been altered, both externally and internally, more drastically than has the Great Northern Hotel.

3 DESCRIPTION

3.1 The hotel is curved on plan, and is approximately 55 m long on its central curved axis by some 15 m wide. The longer, convex, south-west elevation reflects the original curving alignment of Old St Pancras Road immediately to the west. A range of houses across the road, called Weston Place, was demolished when Pancras Road was realigned in the early 1870s. As a result, the Great Northern Hotel could appear, mistakenly, to have been designed arbitrarily in both siting and plan form, as if to shield the station's Booking Office from the adjacent Pancras Road and the competing Midland Railway.

3.2 In fact, the building footprint responded to the existing street plan - now lost - but was clearly related to its role as an adjunct to the station itself. The shorter, concave, north-east elevation faces directly towards the original station Booking Office in the Western Range Buildings. Indeed, the now-blocked central doorway of the Booking Office would appear from plans to be the very geometric focus of the curved hotel elevation, although this has not been verified by survey.

3.3 The hotel and station entrance were originally enclosed from the surrounding streets within a gated precinct that incorporated ornamental gardens.

3.4 The hotel has seven floors, including a basement and an attic floor within the double-pile hipped slated roof of moderate pitch.

3.5 The internal plan form is reflected in the external elevations. Public rooms at ground floor level and bedrooms on upper floors are naturally lit by windows on the long elevations. These rooms open off a central longitudinal corridor at each floor level, lit at its ends by windows on the north-west and south-east elevations.

3.6 Elevations are of yellow stock brick, decorated with stucco in the form of string courses, pilasters, window mouldings, and a large cornice at eaves level with dentils. The elevational treatment echoes the tall residential terrace style adopted by Cubitt in his design for the south side of Lowndes Square in Knightsbridge. His use of Italianate style in both the hotel and the station also drew on his previous experience in designing the passenger station at Bricklayers' Arms in south-east London, opened in 1844.

3.7 The concave north-east elevation is virtually symmetrical, with six bays of windows centrally. These are flanked by wider stuccoed bays, marking the location of the two staircases on the opposite elevation, beyond which are six further bays of windows. Only in the central section of

this elevation between the stuccoed bays is the brickwork actually curved on plan. The main entrance to the hotel is within the southern 'staircase' bay, on the left as seen from the station. This has a short flight of encaustic-tiled steps up to the reception area, sheltered by a small glazed canopy and enclosed porch of cast and wrought iron and timber. (The canopy and porch have been partially dismantled to enable work on the Underground Station Redevelopment; the dismantled components are in store pending reinstatement.) The doorway here is spanned by a round-headed stuccoed arch, as is the window in the other staircase bay symmetrical with it. The other ground floor windows have rounded arches in plain brickwork, with stucco keystones. All upper floor windows are framed by rectangular openings.

3.8 The staircase bays project slightly forward of the general line of the elevation. Their first and second floor windows have three lights framed with pilasters and pedimented heads, while the third and fourth floor windows are similar but with plainer heads. Other windows have stuccoed surrounds on first, second, and third floor levels, and the elevation corners are formed in stucco as pilaster strips decorated with rustication. The stucco treatment around windows and of the string courses at intermediate floors has been simplified since the hotel was built.

3.9 The hotel's name is displayed prominently on this elevation between the third floor window head and the fourth floor window sills, in crisp sans-serif lettering (which already appears in an early 20th century photograph).

3.10 The convex south-west elevation is longer than the concave north-east elevation, but resembles it. There are seven bays of windows in the central section. These are flanked by the staircase bays, which project beyond the general line of the elevation with their corners formed in stucco as pilaster strips decorated with rustication. The projections incorporate the three-light stair windows similar to those on the north-east elevation, but include also a single bay of windows from adjacent rooms on either side. Five further bays of windows extend to the ends of the elevation, whose corners are again formed with stucco pilaster strips.

3.11 The later supplementary toilet facilities have been added to this elevation at basement and ground floor levels, centred on the southern staircase bay. Their external walls are of brick with plain rectangular window openings and stucco mouldings, topped by a flat roof. An external steel fire escape stair is located in this bay.

3.12 The north-west end elevation is pierced by only the single line of central corridor windows which, at first floor level, enlarges into a small glazed and louvred 'conservatory'. A small two-storey block along its eastern half was added to provide supplementary ladies' facilities. Like the larger extension on the south-west elevation, this block is walled in brick with plain rectangular window openings and stucco mouldings, topped by a flat roof. A later short steel staircase leads out of the ground floor central corridor here, and currently forms the only means of access into the building, as the main entrance is temporarily closed off by the hoardings of a work site for the Underground Station Redevelopment.

3.13 The south-east end elevation has two bays of windows either side of the central corridor windows, which are themselves contained within a projecting bay formed and flanked by large pilasters containing chimney flues. These windows are treated at ground, first, and second floor levels similarly to the windows of the staircase bays on the north-east elevation, as described above. Here again, a later steel fire escape stair leads out of the ground floor, which at this end of the hotel comprises the full-width dining room (originally the coffee room).

3.14 Some vertical cracking is visible in the pilasters of the projecting bay of this elevation. This is surmised to be a result of cyclic thermal movements across changes in thickness of the brickwork, which here encloses chimney flues. The cracking is made more conspicuous by mortar pointing that follows the lines of the cracks.

3.15 Within the roof space, the attic (fifth) floor has fewer windows than the lower floors, in the form of dormers with plain rectangular openings beneath shallow gables.

3.16 The hipped slated roof resembles a double-pile construction in that it has twin ridges, with a central valley section now covered by duckboards. A substantial number of large brick chimney stacks remain, reflecting the many fireplaces burning coal that were originally provided to heat every bedroom, sitting room, and public room, as well as the kitchens. Some stacks have been modified, impairing the symmetry of the roofline which has been further marred by the addition of items of plant.

3.17 Numerous rainwater, soil, and vent pipes are present on the external elevations. They detract from the appearance of the building.

3.18 Door and window joinery is generally of timber, in need of some local repair or replacement. Windows are generally vertical sliding sashes.

3.19 The internal layout of the hotel essentially comprises a single long, curved, corridor at each floor level, serving rooms on either side. The upper floors, comprising mainly bedrooms, sitting rooms, and toilets, have crosswalls at fairly close and regular spacings. The cellular pattern of this structural layout is largely continued down through ground floor and basement level except where larger rooms here have required the use of beams to pick up walls from the upper floors.

3.20 The main entrance into the hotel is up a short flight of steps in the southern staircase bay. This leads into a small lobby from where the hotel reception desk and the southern staircase can be reached. Public rooms on this ground floor level originally included a smoking room and reading room, as well as lounges and the coffee room (later known as the dining room). This latter room was the largest in the hotel, occupying four bays and the full width of the southern end of the building - a space of some 9 m by 14 m. It reportedly "rivalled that of the Great Western Royal Hotel as the finest in London" (quoted in Hunter and Thorne). It has a higher ceiling than other ground floor rooms, which resulted in the first floor rooms above having reduced ceiling heights and being approached up a short flight of steps in the central corridor.

3.21 Two staircases were originally provided within the building. A hydraulic lift was inserted in the well of the northern staircase in the 1880s.

3.22 Bedrooms on upper floors were originally not provided with integral private toilets but, as this became expected of superior hotel accommodation, en suite facilities were introduced in some bedrooms by adding private facilities inside an enclosing partition. This has inevitably impaired the original simple room proportions.

3.23 The north-west, convex, elevation of the hotel is longer than the south-west elevation, and advantage was taken of this in the original design to provide toilets in the additional space available.

3.24 Services for the hotel were concentrated in the basement. The main kitchen was sited under the coffee (dining) room with a dumb waiter linking the two. The basement rooms to the north of this included a servants' hall, staff rooms, storage for groceries, wine, linen, and plate, and a large linen drying room. Further storage was provided in cellars entered off the basement level area around the hotel.

3.25 The internal construction was noted at the time by the Great Northern Railway as being 'fireproof', with stair landings and treads of stone (rather than timber), and masonry walls between rooms, rather than timber studding. These masonry walls also offered superior sound insulation and privacy.

3.26 Recent investigations by STATS Limited have confirmed that floors (other than in corridors) are generally timber boards and joists over brick arching, supported on loadbearing brick walls and on iron beams and girders, with timber joists supporting plaster ceilings. The use of structural iron is to be expected in a building of this period, particularly for the longer span beams over the public rooms at ground floor level and elsewhere, which were obliged to support the weight of walls and floors above.

3.27 The beams are oriented on plan so that the brick arches are limited to a modest span, typically 1.8-2.5 m. In lower floors their layout also takes account of the need to support upper floor construction over public rooms of larger size than the rooms above. In a typical upper floor bedroom, some 4.5-5 m wide, a central cast iron I-beam spans from the corridor spine wall to the front or rear elevation, with the brick arches spanning between the beam and the walls between adjacent rooms. On lower floors over larger rooms the brick arches generally span the other way, onto cast iron I-beams at about 1.8-2 m spacing and spanning parallel to the corridor, which in turn are carried on deeper cast iron beams or on twin riveted plate girders. (These girders appear to be original wrought iron, which makes them quite early examples of such riveted construction.) The girders are supported on cast iron columns built into the brick walls.

3.28 The arrangement of beams is different over the largest room in the hotel, the coffee room (later the dining room), which occupies the full width of the building and the southernmost four bays of the front and rear elevations on the ground floor. Here the brick arches of the first floor are carried on cast iron I-beams spanning from the front and back elevations onto deeper cast iron beams on the lines of the corridor spine walls.

3.29 The corridors are floored with sandstone slabs, typically about 0.12 m deep, spanning some 2.2-2.4 m between the corridor spine walls. Stair landings and flights are also of stone.

3.30 No original information on foundation construction is to hand, but it is probable that the building was founded on spread brick strip footings, similar to those adopted for the main line station. This has been confirmed locally by limited trial pitting.

3.31 Internal finishes today are typically of plaster and wallpaper with painted joinery. It seems evident that original finishes have been removed or affected in the course of later works, such as the installation of private bathrooms within bedrooms. Accounts suggest that the original decoration of the public rooms was more ostentatious than can be seen today.

3.32 The later extensions at basement and ground floor levels on the south-west and north-west elevations provided additional baths, dressing rooms, toilets, a barber's saloon, and storage. As noted, these extensions were provided for the benefit of passengers arriving at King's Cross on sleeping-car services.

3.33 The hotel is enclosed by a basement area, with external brick vaults serving as cellars. These were extensively used for storage of coal, beer, foodstuffs, and other essential supplies. Some of these vaults have recently been removed or infilled with concrete as part of the Underground works for the construction of the new Northern Ticket Hall.

3.34 An underground ice-house to the north of the hotel, known from plans of the hotel, was linked by a short alley into the hotel cellars. The ice-house and part of the alley, and the incomplete remains of a previously-unknown second ice-house (described below), have now been removed during excavations for the new Underground Station Northern Ticket Hall. Previously, there was speculation that the known ice-house had been originally associated with the Smallpox Hospital or Fever Hospital that had previously occupied the site. However, observations and recording by the Museum of London Archaeology Service (MoLAS) during its removal indicate that the ice-house was built with, or shortly after, the hotel. At this time, before refrigeration was developed, ice would be brought in bulk during the winter from Scandinavia, Canada, or elsewhere, and stored for use in the kitchens over the next months in underground structures such as this ice-house.

3.35 The ice-house comprised a circular, roughly cylindrical, brick structure about 8 m deep and 4 m in diameter, with a hemispherical roof. The crown of this roof was just below ground level, and had a covered opening (later sealed) through which ice could be delivered.

3.36 At a later period in its life, presumably when the availability of refrigeration eliminated the need to store ice, the ice-house was filled with rubble up to the floor level of the alley that linked to the hotel cellars, and apparently used for storage. Subsequently, the ice-house was abandoned completely, and the hotel end of the alley was sealed off by a concrete blockwork wall.

3.37 The incomplete remains of a second ice-house, not previously known to exist, were discovered during excavations for the Northern Ticket Hall. It also was built of brick with a circular plan. It lay closer to the hotel, and immediately above the Hotel Curve Tunnel. It is dated at about the time of the hotel's construction or shortly after, but almost certainly pre-dates the ice-house described above, as the alley leading to the latter was curved on plan to pass around the second ice-house. It is unclear whether this incomplete ice-house was built before the tunnel (which opened in 1863, nine years after the hotel was opened), or was abandoned to allow construction of the tunnel.

3.38 A MoLAS report on the two ice-houses was issued in September 2003.

3.39 The edge of the area around the hotel is protected by cast iron railings of simple pattern. On the north-east elevation the railings are in the form of rectangular open panels similar to those at the southern end of the Western Range of the station buildings. Some of these have recently been temporarily dismantled, together with part of the hotel entrance porch, and taken into storage to protect them during the execution of the Underground works. On the west side of the hotel, along Pancras Road, the railings are of the 'spear' type, with heraldic emblems (three lions passant and a larger lion rampant) moulded onto the bosses of the principal uprights.

3.40 A distinctive adjunct to the hotel that has been totally lost is the gardens that were laid out to the north of the hotel. These were grubbed out in the late 1930s and replaced by the parcels (later Red Star) depot, itself recently demolished for the construction of the Underground Northern Ticket Hall. The eastern edge of the gardens flanked the porte-cochère sheltering those arriving in front of the original Booking Office. The gardens formed an integral part of the design of the space to the west of the Booking Office. This was a triangular area defined on its south side by the line of Old St Pancras Road and the curved hotel, on its east side by the station, and on its west side by Upper Edmund Street (later Cheney Road). This space was enclosed by walls and railings - it all being railway property, and therefore private land - as is shown on the 1871 Ordnance Survey 1:1056 plan. Gates provided vehicle access immediately to the north and immediately to the south-east of the hotel, with a third access further north beyond the gardens. One brick gate pier remains beside the footpath at the northern end of the north-east elevation.

3.41 A further railway-related feature here in the early days of the station and hotel was the Great Northern Railway stables building shown on the north side of Upper Edmund Street, opposite the hotel gardens, in Stanford's plan of 1862. The stables had gone by 1871, when the OS plan shows a "cartridge and percussion cap manufactory" occupying the site.

3.42 The destruction of the gardens, and the removal of the railway precinct boundaries north and east of the hotel, has unfortunately removed evidence of what was originally a carefully-integrated urban design on a very tightly-defined site.

4 ARCHITECTURAL ANALYSIS

4.1 23 bays long on its outer, north-west, elevation (18 bays on its inner elevation), with five-and-a-half storey high façades rising above street level, this building was on a new scale for a hotel, and larger than the first purpose-built office blocks of the period. The architect Lewis Cubitt deployed his skills, developed among the imposing residential terraces designed for his developer brother Thomas in Belgravia, so as to articulate what could otherwise have been repetitive and bland façades. The result is more ornate than his adjacent passenger station, as befitted the more personal function of a hotel, but far from the fussiness of much subsequent Victorian work.

4.2 The main façades are broken into three by expressing the two bays of wider, three-light windows that mark the internal staircase locations, picked out in stucco. These, and stucco pilaster strips at the corners - plus additional pilaster strips in the longer convex north-west elevation - support a bold classical cornice beneath the roof line. Across the heads of the ground floor windows, a stucco string course marks a classical division into plinth and piano nobile, the former in sober brickwork, the latter with the newly fashionable stucco architraves to the necessarily closely-packed window openings, graduated through several storeys. The cornice crowns these tiers of windows. With its bold dentils, the cornice simulates an eaves line for the roof. This roof, terminated laterally by hips, has a relatively shallow pitch in sympathy with the neighbouring station building, but tall chimney stacks provide a vertical termination proportionate to the building's height. In keeping with the functional Italianate styling of King's Cross Station, the architecture shuns the classical "orders", except in the pilasters of the three-light windows (where, incidentally, the usual progression from Doric upwards to Corinthian is deliberately inverted to avoid pomposity).

4.3 Some details of the stucco architraves and the gradated depths of successive string courses have been emasculated in twentieth-century renovation works, and soil and rainwater stacks have proliferated unattractively, but the general principles of this composition have remained unscathed.

4.4 The asymmetry of the north-east elevation, with the main hotel entrance placed 'off-centre' in the southern of the two staircase bays, can be seen, in part at least, as a response to the asymmetry of the Western Range of the station. This in turn is weighted towards the Euston Road - the principal road serving the station - and reflects the concentration of passenger facilities towards the southern end of the range, while the more mundane facilities such as the Parcel Office were sited further north in the range.

4.5 More practically, the siting of the hotel entrance made it immediately visible from the Booking Office entrance (and vice versa), whereas this clear line of sight would have been obscured by the trees and shrubbery in the hotel gardens had the entrance been sited in the centre of the hotel elevation.

4.6 A further practical aspect of the hotel entrance location was that it lay at the intersection of the roads within the enclosed railway property, allowing carriages to manoeuvre easily when setting down and picking up.

4.7 Not least, the gardens, sited as they were, helped to screen the less salubrious terraced streets to the north from the hotel. Together with the siting of the hotel - enfolding this gated and secure area - this helped to create an impression of privacy that would have been familiar to, and welcomed by, the more wealthy patrons of the railway and the hotel.

5 PHASING ANALYSIS

5.1 Until its closure in 2001, in advance of work on the new Northern Ticket Hall as part of King's Cross Underground Station Redevelopment, the hotel had been in continuous operation for its original purpose for nearly 150 years - itself a matter of note.

5.2 During this period, several evident changes have taken place. These include the installation of a hydraulic lift in the 1880s, itself replaced subsequently. The provision of additional toilet facilities to cater for sleeping-car customers has necessitated the two two-storey extensions described above.

5.3 More recent changes have seen private bathrooms squeezed into bedrooms, with some inevitable loss of original finishes as well as the unfortunate effect on the original simple room proportions.

5.4 External repairs have removed or simplified some of the decorative stucco work.

5.5 Overall, however, the hotel appears to be essentially the original building of 1854, affected by remarkably few alterations or developments.

6 FUNCTIONAL AND RELATIONAL ANALYSIS

6.1 The Great Northern Hotel was built to provide accommodation and refreshments for the passengers and their companions arriving at and departing from King's Cross Station. In this respect it might be said to be exploiting a captive market, although doubtless many inexperienced visitors to London would have felt reassured to be offered accommodation by a reputable railway company, rather than seeking it in a large and unknown city. Similarly, those catching an early morning train from the station could be assured of a service geared to their needs.

6.2 Its location, standing separately from the main line terminus, was relatively unusual, being dictated by the existing street layout. Cubitt exploited this to produce a building that focussed directly onto the Booking Office. Together with his design of the gardens to the north (now lost), the result was a composition that related very closely to King's Cross Station.

6.3 Later two-storey extensions of the hotel, on the south-west elevation and the north-west corner, provided extra toilet facilities in response to demand from the growing overnight sleeping-car traffic, which was bringing travel-weary travellers into London early in the morning. The hotel was thereby able to offer all the required facilities as well as breakfast, although at the expense of compromising its original clear and simple footprint.

6.4 Although no longer owned by a railway operator, the hotel remained in use until closed recently to facilitate construction of the Underground works.

7 LISTING CITATION

7.1 "Hotel. 1854, by Lewis Cubitt. Yellow stock brick with stucco dressings. Slate roof with pedimented dormers. Crescent shaped building. Concave main façade towards King's Cross Station, Euston Road (qv).

7.2 "EXTERIOR: 5 storeys, attic and basement. 18 windows wide; southern return 5 windows with slightly advanced central bay. Sixth and thirteenth bays slightly advanced with tripartite windows and stucco dressings; 1st and 2nd floors, triangular pediments and segmental pediments respectively. Below that to left hand side, the main entrance with cast-iron and wood portico; round-arched glazing. Round-arched ground floor openings with stucco keystones and impost bands. Plain stucco bands at 1st, 2nd, and 3rd floor levels. Other windows square-headed, 1st to 3rd floor with stucco architraves. Modillion cornice. Prominent slab chimney-stacks. Road façade similar.

7.3 "INTERIOR: not inspected.

7.4 "SUBSIDIARY FEATURES: attached cast-iron railings of geometric design to areas.

7.5 "HISTORICAL NOTE: curved plan reflects the original alignment of Pancras Place, now Pancras Road. The hotel was one of the first to include rooms on the "continental system" with bedrooms en suite with sitting rooms. The company prided itself on the fireproof construction of the hotel, with thick walls dividing every room and with the corridors constructed of brick arches supported by iron girders.

7.6 "(Hunter M and Thorne R (eds.) : Change at King's Cross: London: -1990: 77-79)."

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SUMMARY: THE HERITAGE IMPORTANCE OF THE GREAT NORTHERN HOTEL

ARCHITECTURE AND FABRIC	The Great Northern Hotel is an early surviving example of a purpose-built railway hotel. Italianate in its design in yellow stock brick and stucco, and only slightly altered, it resonates with other designs by its architect, Lewis Cubitt - the nearby King's Cross terminus, and his large-scale residential elevations in Belgravia. The building was on a new scale for a hotel in both length and height, but Cubitt successfully articulated what could otherwise have been repetitive and bland façades, through the restrained but considered use of stucco for string courses, pilaster strips, and as mouldings around door and window openings. The result, although more ornate than his adjacent station, has none of the fussiness of much subsequent Victorian work. As such, it is a well-balanced and original composition. The pronounced asymmetry of the building, with its off-centre main entrance, is a response to the asymmetry of the Western Range Buildings, both weighted towards the Euston Road and the passenger facilities at the southern end of the station. It also provides a direct line of sight between the hotel entrance and the Booking Office entrance, which would have been obscured by the gardens had the hotel entrance been sited centrally. Recent investigations of the floor construction have revealed both cast iron I-beams (to be expected in a large building of the early 1850s), and what appear to be quite early examples of riveted wrought iron plate girders. Pressure on toilet and washing facilities in the station resulted in the hotel's footprint being expanded rather uncomfortably at the beginning of the 20th century by the construction of two-storey extensions on both the south-west and north-west elevations. The prominent steel fire escape staircase on the south-west elevation is a further uncomfortable addition.
SETTING	The curved plan form and the orientation of the building offer the sole remaining evidence of the street pattern at the time of construction, before Pancras Road was realigned as a straight thoroughfare down the east side of St Pancras Station. The north-east elevation of the hotel focuses onto the entrance of the former Station Booking Office - possibly a unique feature. The enclosure of the triangular space to the west of the station, including the hotel together with gardens to the north (now lost), was originally a clearly integrated whole. It offered an efficient layout for road vehicles, and also a sense of privacy. The setting of Cubitt's relatively plain Italianate terminus and hotel, immediately alongside the exuberant neo-Gothic St Pancras Station and its hotel by Scott and Barlow, is a juxtaposition possibly without comparison in early railway architecture. The hotel makes an important contribution to the King's Cross Conservation Area, particularly in its association with the main line station, both evoking 19th century railway development.
SIGNIFICANCE RELATED TO TYPE	The Great Northern Hotel is among the earliest surviving purpose-built railway hotels, contemporary with the Great Western Royal Hotel at Paddington but retaining more of its original character both externally and internally.
SIGNIFICANCE RELATED TO INTANGIBLES	The hotel retains a close relationship with King's Cross terminus, particularly the former Station Booking Office, and effectively enfolds the space between this and the hotel.

APPENDIX F

List of policies in the Camden UDP Chapter 13

*Strategic Policies**
SKC1 – Sustainable Development The Council seeks the sustainable development of the King's Cross Opportunity Area, which achieves its full potential: • to support and develop London's role as a world business, commercial and cultural centre; • to achieve economic, social, and physical integration with surrounding communities; • to contribute positively to meeting the full range of housing, social and healthcare needs in Camden and so contribute to meeting London's needs; • to create employment and training opportunities both generally and for local people; • to maximise opportunities for walking and cycling and the use of existing and proposed public transport facilities, thereby minimising dependence on private car use and traffic generation; • to minimise any adverse impacts on the environment arising from the development and to secure positive environmental gains; • to enhance opportunities for biodiversity; and • for community regeneration through innovative processes of community involvement in the planning, design and management of the new development and services.
SKC2 – Mixed-use Development The Council seeks the development of the King's Cross Opportunity Area as a genuinely mixed-use development that is well integrated with surrounding areas, with development densities and supporting facilities and uses appropriate to the high accessibility and urban characteristics of the Area and its environs.
SKC3 – Comprehensive, Integrated and Phased Development The Council seeks a comprehensive, integrated and phased development of the King's Cross Opportunity Area.
SKC4 – Design The Council will require a very high standard of design, architecture, townscape, layout, landscape and open spaces throughout the King's Cross Opportunity Area.

Local Policies
KC1 – Mixed use development The Council will grant planning permission for development proposals for the mixed-use development of the King's Cross Opportunity Area that: • include a range of economic activities that create a wide variety of employment opportunities; • provide an appropriate quantity, variety and mix of different housing types; • include appropriate levels of supporting community, cultural, social, educational, healthcare, leisure and retail activities and varied open spaces, with benefits to adjoining areas; • include other appropriate economic activities, such as tourism, leisure or education facilities; • avoid large areas of single use development, which will generally be resisted; and which accord with the policies set out below.
KC2 – Prioritisation The Council will grant planning permission for development proposals for the King's Cross Opportunity Area that afford priority to the provision of a range of employment floor space and new housing accommodation, including affordable housing.
KC3 – Economic activities The Council will grant planning permission for development proposals for the King's Cross Opportunity Area that include a range of business uses (within Use Classes B1 and also B2). Proposals should include: • a range of different sized units, including smaller and 'start up' units and workshops; and • units that have flexible physical design and layout.
KC4 – Housing The Council will grant planning permission for development proposals for the King's Cross Opportunity Area that meet the following criteria: • a net increase of at least 1000 housing units. 50% of the first 1,000 housing units should be for affordable housing apportioned as 35% social housing for rent and 15% for essential workers and other intermediate occupiers; • in considering proposals over and above the initial 1000 units (net), the Council has a target of 50% social rented and intermediate housing, again apportioned as 35% as social housing for rent and 15% for essential workers and other intermediate occupiers. The Council will take into account the London Plan, prevailing UDP policies, other relevant policies, local and/or London-wide housing needs, the wider regeneration needs of the King's Cross area, economic circumstances and other material considerations; • all housing proposals should include a mixture of types, sizes and appropriate densities to meet local and/or London-wide housing needs including the need for larger, family housing units. High density development will be appropriate, subject to high quality design and sustainable residential quality; and • the early provision of social and intermediate and other housing should be a significant element of each major development phase.

KC5 – Transport

The Council will grant planning permission for development proposals for the King's Cross Opportunity Area which improve public transport interchange and services and provide a safe and accessible environment for all users of existing and proposed public transport systems. Where appropriate developers will be expected to contribute to improvements to transport infrastructure.

KC6 – Transport accessibility and safety

Planning permission will be granted for development proposals for the King's Cross Opportunity Area that provide high levels of accessibility, facilities and safety for pedestrians, cyclists and people with disabilities.

KC7 – Parking

The Council will grant planning permission for development proposals for the King's Cross Opportunity Area where proposed car usage and car parking provision is at minimum levels necessary and where the provision of car-free housing is maximised.

KC8 – Design

The Council will grant planning permission for development proposals in the King's Cross Opportunity Area with a very high standard of design that capitalises on the remaining high quality architectural and engineering works and:

- protect the strategic views across the Opportunity Area to St Paul's Cathedral and, where appropriate, views to and from important local landmarks;
- achieve an attractive, safe, legible and stimulating environment for resident, worker and visitor alike;
- achieve a high degree of physical integration with the surrounding area; and
- promote sustainable design principles and also maximise opportunities for improved energy efficiency to limit greenhouse gas emissions.

KC9 – Design of transport services and features

The Council will promote a unified approach to the design, appearance and location of the various surface and sub-surface transport services and features, in order to achieve a townscape solution of the highest urban quality.

KC10 – Open space

The Council will grant planning permission for development proposals for the King's Cross Opportunity Area that include well managed and maintained, high quality open spaces that:

- provide recreation areas accessible to where people live and work;
- incorporate a network of linkages for pedestrian and cycle ways through the site;
- protect and enhance Camley Street Natural Park and the Regent's Canal; and complement and separate

KC11 – Heritage

The Council will grant planning permission for development proposals for the King's Cross Opportunity Area that:

- preserve listed buildings or structures and their setting;
- preserve or enhance buildings, structures and other features of character and historic interest, and their setting, within the Conservation Areas; and
- preserve remains of significant archaeological importance and their settings.

KC12 – Integration, regeneration and community development

The Council will grant planning permission for development proposals for the King's Cross Opportunity Area, which seek to ensure that:

(a) the benefits of and impacts from the development take account of the needs of local communities, employees and other visitors;
(b) local communities and businesses in the surrounding area are able to engage constructively in the development process and the design and content of the scheme; and
(c) effective links with wider regeneration initiatives in surrounding areas are established.

*The strategic policies are not named in the Camden UDP – suitable titles have been inferred for ease of reference.

**The names used for the local policies have been taken from Chapter 9 of the Replacement UDP Revised Deposit Draft as they are more descriptive than those used in Chapter 13

This document has been prepared for
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