



# Listed Building Consent Application

Russell Square Underground Station

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# Heritage, Design and Access Statement

## Russell Square Underground Station

### Proposed minor works

#### Introduction

This document has been produced to accompany and support the Listed Building Application for the alterations to the booking hall at Russell Square Underground Station, London, WC1N.

The Underground Station is Grade II listed.

The document was compiled with close reference to:

- National Planning Policy Framework (NPPF),
- PPS5 'Planning for the Historic Environment'
- PPS5 'Planning for the Historic Environment: Historic Environment Planning Practice Guide',
- Historic England List Entry, Number: 1401730

and aided by a thorough visual assessments.

#### Assessment of the site and its surroundings

Russell Square Underground Station is a Grade II listed building which was designed by Leslie Green in December 1906. The station was initially introduced by the Great Northern, Piccadilly and Brompton Railway; it is now part of London Underground serving the Piccadilly line.

This station is one of the best surviving examples of the underground stations designed by Green for Charles Tyson Yerkes, the American transport entrepreneur who acquired four dormant companies: the Charing Cross, Euston & Hampstead Railway; the Brompton & Piccadilly Circus Railway and the Great Northern & Strand Railway. The three companies were then merged with Baker Street & Waterloo Railway in 1902, resulting in the name of GNP&BR.

Yerkes died in 1905 before the tube lines were completed. The GNP&BR or 'Piccadilly Railway' opened on 15 December 1906, running from the Great Northern & City Line terminus at Finsbury Park to the District Railway station at Hammersmith. Primarily the line consisted of 16 intermediate stations but in 1907 it was increased to 19 stations. In 1910, electrification of the trains took place and GNP&BR then became the Piccadilly Line.

Leslie Green was appointed to design 40 stations in a distinctive Edwardian Baroque house style. The stations are typically two storeys high buildings of steel-frame construction, clad in brick and faced in ox-blood red faience produced by the Leeds Fireclay Co Ltd, with flat roofs to enable commercial development above. Russell Square Station follows the same structure with symmetrical front elevation comprising four main pilastered bays arranged 1-2-1 with alternating half-bays and terminating in a half-bay at either end. Each half bay has a deeply-hooded oeil-de-boeuf. The two western bays have original gilded raised lettering denoting the station name; the blue tile Underground sign is a modern reproduction, as are the lanterns. The upper storey has timber Diocletian windows in keyed semi-circular arches with egg-and-dart decoration and cartouches between the springers of the paired bays, and modillion cornice.

The entrance was originally on the left-hand paired bay and the exit (now blocked) in the westernmost bay; the ticket hall now occupies the entire ground floor.

A refurbishment took place in 1990s, which resulted in the removal of many historical features of the interior of the station. The ticket hall area and the platform tiling were replicated from the original Leslie Green design in 2009. A small area of original green tiling remains in the straight stair down to the spiral stair and the tiling in turquoise, black and cream survives in the spiral stair and in lower passageways, including directional signage. The station has three lifts and are all fifty-passenger lifts built by Wadsworth. However, there are no escalators but the platforms can still be reached using a spiral staircase with 171 steps.

On 7 July 2005, in a coordinated bomb attack, an explosion in a train travelling between King's Cross St. Pancras and Russell Square resulted in the deaths of 26 people, making up nearly half of the total fatalities from the series of attacks and also causing damage to the tunnel.

## Design Proposal

The proposal forms part of the closure of the ticket office which in turn is part of London Underground's general upgrading of stations, to incorporate their modern methods of working. This work comprises of the following:

1. The complete removal of four modern ticket office windows including communications and payment equipment.
  - Three ticket office windows will be removed and the resultant opening will reduced to accommodate for two AFMs (Advanced Fare Machines), one QBM (Queue Buster Machine) and a blank spacing for a future ticket machine, all within a stainless steel frame. The remainder of the opening will be blocked up and tiled to match surrounding walls.
  - One Assistance ticket office window will be removed. The opening of the windows will be blocked up and tiled to match the existing surrounding walls.
2. The removal and relocation of poster frames, leaflet racks and the memorial plaque including its light.
3. It is proposed that several redundant notices and posters are to be removed, to declutter the station entrance and ticket hall area. Three poster frames and one leaflet rack will be unfixed. One leaflet rack and a memorial plaque will be relocated to a different location in the station. When removing components, surfaces and fixing holes are made good by retiling section of the walls to avoid tide marks. The new tiles are to match existing.
4. A new small bronze information sign on will be also installed on a bespoke metal collar above the new information point.

Further to the above it is our opinion that the proposed alterations should be considered as de minimis and are appropriate to be carried out in a building with Grade II Listed status. Original features are retained and finishes preserved.

## Site Photos

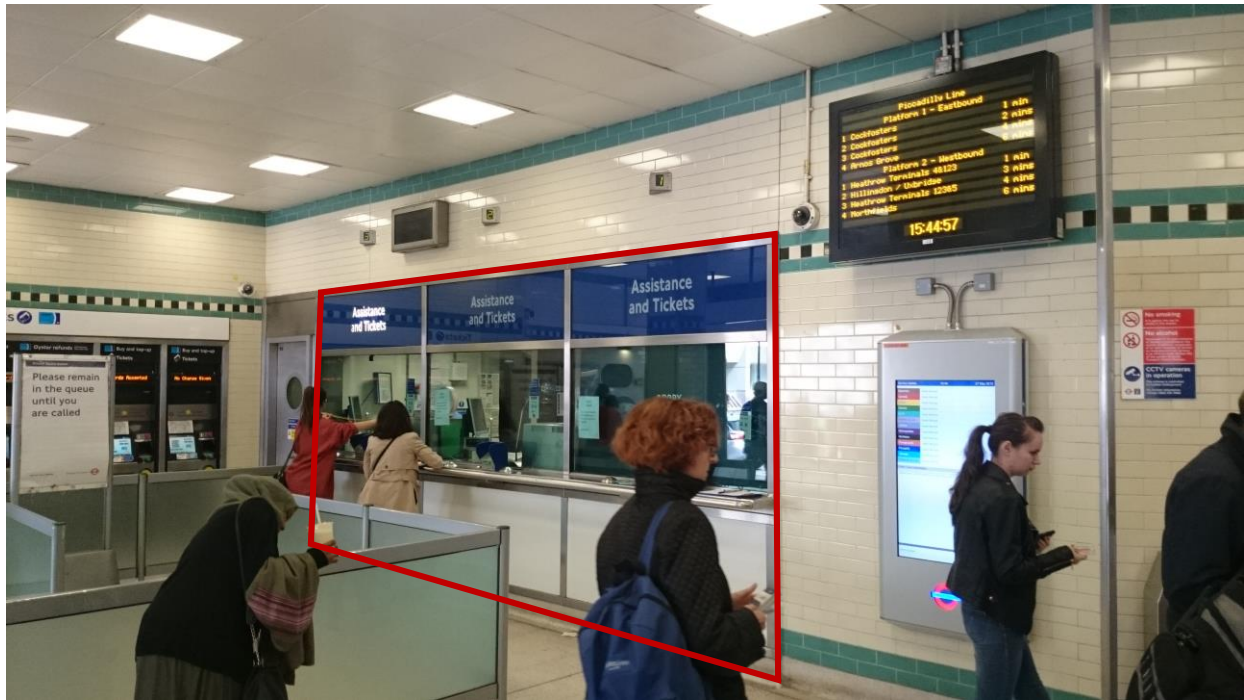


Front Entrance



Existing Assistance window





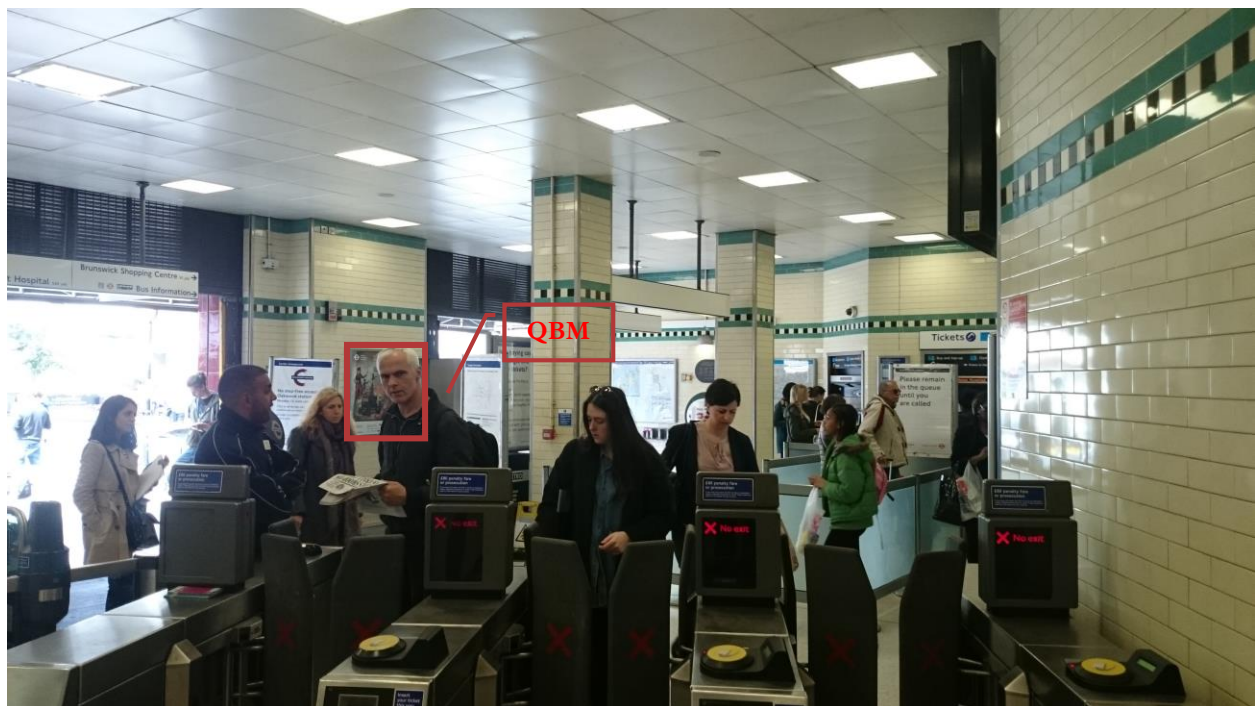
Existing Ticket Office Windows



Ticket Hall



Information Point Wall



Ticket Hall – Gate line