



KING'S CROSS STATION

WESTERN AND EASTERN RANGE

STAFF ACCOMMODATION WORKS



HERITAGE IMPACT STATEMENT

21st February 2016

Prepared by

S T R  A L A
| architects

VTEC - King's Cross Station – Western Range Occupational Health Facility

CONTENTS

| | | |
|-----|-------------------------------|---------|
| 1.0 | INTRODUCTION AND CONTEXT..... | page 3 |
| 2.0 | BACKGROUND AND HISTORY..... | page 4 |
| 3.0 | LISTED BUILDING ENTRY..... | page 8 |
| 4.0 | EXISTING PHOTOGRAPHS..... | page 10 |
| 5.0 | CURRENT CONDITION..... | page 16 |
| 6.0 | DESIGN STATEMENT..... | page 19 |
| 7.0 | FUTURE PROPOSALS..... | page 26 |
| 8.0 | CONCLUSION..... | page 27 |

Cover illustration sourced at National Rail Museum website.

"Watercolour. 'Arrival of Queen Victoria at King's Cross Station' by an unknown artist, possibly Lewis Cubitt, Station's architect, about 1852

1.0 INTRODUCTION AND CONTEXT

- 1.1 This Heritage Impact Statement has been produced to support the Listed Building Application for the proposed new construction elements as part of the Accommodation Works project at London King's Cross Station by Strzala Architects on behalf of Virgin Trains East Coast.
- 1.2 The intention of this document is to provide an overview of the design scheme with the client's reasoning for the works and to demonstrate that due consideration has been given to the heritage value of the existing features and appearance of the building, and to preserve the historic character of this Grade 1 Listed Building and its surrounding environment.
- 1.3 Strzala Architects have been appointed by Virgin Trains East Coast (VTEC) to remodel staff accommodation within the Eastern and Western Range second floors of King's Cross Station. It is the Client's aspiration that the design provides their staff with a safe, comfortable and pleasant working environment to sit within the company's overall vision for the staff workplace, whilst respecting the historic character of the building that houses them.
- 1.4 It is the intention of Strzala Architects to provide a facility for the use of VTEC staff that fulfils the Client's requirements whilst preserving all existing historic elements within the areas of the proposed works.
- 1.5 A description of the existing building condition can be found in sections 3.0 (Existing Photographs) and 5.0 (Current Condition). The proposed works are described in Section 6.0 (Design Statement) of this document.

2.0 BACKGROUND AND HISTORY

2.1 The Station Building

London's King's Cross Station dates back to 1848 when architect Lewis Cubitt designed a railway hub for the Great Northern Railway located to the north of central London. Built by John and William Jay under the direction of George Turnbull, this major terminus opened in 1852 and its design consisted of two large arched train sheds with cream brick structures in Flemish Bond to house offices and ticket sales to the south (façade), west and east. The South façade had a large Italianate clock tower in matching brick. On opening, the ribs of the station arches were constructed in timber but these had to be replaced with iron in 1866 and 1886 respectively. The station originally boasted two platforms (today's platforms 1 & 8) – one platform for arrivals and one platform for departures, but soon after its opening further platforms were added to cope with the increasing passenger demand.

In 1972, British Rail added a single storey extension obscuring the original station façade to house the main passenger concourse and ticket office. This was designed as a temporary structure in a rather utilitarian '70's style with no thought to integrate with the Cubitt building behind, and although 'temporary', this unpopular addition remained for 40 years until it was demolished in 2012 and replaced with 7000m² of Yorkstone and granite paving, creating an open plaza area that reveals and compliments the original façade.

As part of the King's Cross conservation area renovations, John McAslan + Partners designed a new glass and steel Western Concourse to the exterior of the Western Range of station buildings. The centrepiece of the £547m redevelopment is the new vaulted, semi-circular concourse to the west of the existing station. The concourse rises some 20m and spans the full 150m-length of the existing Grade I Listed Western Range, creating a new entrance to the station through the south end of the structure and at mezzanine level to the northern end of the Western Concourse.

The 7,500m² concourse has become Europe's largest single-span station structure, comprising of 16 steel tree form columns that radiate from an expressive, tapered central funnel. The graceful circularity of the concourse echoes the form of the neighbouring Great Northern Hotel, with the ground floor of the hotel

providing access to the concourse. The Western Concourse sits adjacent to the façade of the Western Range, clearly revealing the restored brickwork and masonry of the original station.



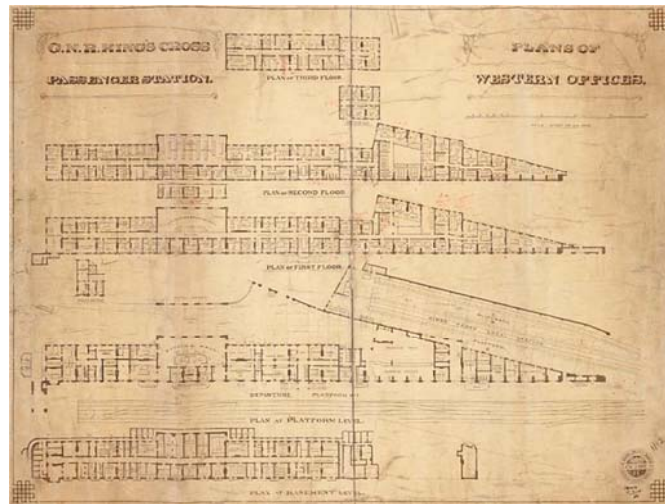
Historic photograph of King' Cross Station sourced at Rail News website

2.2 The Western Range Buildings

The Western Range at King's Cross is the historic station's biggest component approximately 230 metres long by 20 metres at its widest point, and accommodated a wide range of uses. It was originally built to house the station offices and booking hall, constructed over 3 floors plus a basement, in the same brick and style as the Station façade. This part of the Station was the departures area and housed all the necessary administration and commercial activities required by Great Northern Railways.

During the ascendancy of the Modern Movement, King's Cross was frequently cited as an example of proto-modernism and compared favourably with Euston's classicism - "display" as Nikolaus Pevsner described it — and the brilliant, though misguided, mediaevalism of St. Pancras. John Betjeman captured prevailing attitudes in architectural circles towards King's Cross in the 1930s: "...we were all told to admire King's Cross for its functional simplicity, an earnest of the new dawn. We were told to despise St Pancras for its fussiness though we were allowed to admire the engineer's roof."

*Cubitt, perhaps because he came from a family of builders and engineers, looked at his job with equal pride but no romanticism. The two arched roofs...are frankly displayed as the predominant motif of the façade...The roof of the clock tower heralds the coming of the new Italian villa ideals. Otherwise one does not look for motifs at King's Cross. The architect was satisfied to depend, as The Builder put it in 1851, 'on the largeness of some of the features, the fitness of the structure for its purpose, and a characteristic expression of that purpose'. **Stuart Durant - VictorianWeb***



Original plans for the Western Offices sourced from Network Rail Archives online

The heritage buildings both west and east of the Station are built with a simple palette of basic materials, typical of their day: brick, timber, cast iron, wrought iron, and - more recently - steel. The individual building reports describe particular instances of their use, and comment on them in relation to function and architecture.

Most of the buildings are constructed with walls of yellow or red stock bricks in Flemish Bond, types very commonly used in the 19th century. The later Western Goods Shed is faced with grey-cream gault bricks from East Anglia. Stronger and more durable Staffordshire Blue (actually dark grey-black) or dark red engineering bricks were used where particular strength or impact resistance was needed, for example under beam bearings or at doorways.

As part of recent remodelling works, the southern wing ground floor structure has been remodelled to allow the free flow of passengers from the new western concourse to the platforms, and the new Western Concourse structure by McAslan + Partners has been added to the west of the buildings to create a new light and airy passenger area.



*2016 Western Concourse / Main Facade
Images sourced at McAslan + Partners website*

3.0 LISTED BUILDING ENTRY

List Entry Summary

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: KINGS CROSS STATION

List entry Number: 1078328

Location: KINGS CROSS STATION, EUSTON ROAD

County: Greater London Authority

District: Camden

District Type: London Borough

Grade: I

Date first listed: 10-Jun-1954

CAMDEN

TQ3083SW EUSTON ROAD 798-1/85/420 (North side) 10/06/54 King's Cross Station

GV I

Railway terminus. 1850-52. By Lewis Cubitt (architect), and Sir William and Joseph Cubitt (engineers). Yellow stock brick. 2 train sheds (originally 1 for arrivals, the other for departure) closed by monumental plain brick screen of 2 glazed semicircular openings, framed with recessed arches (echoing the train sheds behind) with central and flanking towers; ground storey obscured by late C20 additions. Central tower with rectangular clock turret with pyramidal roof, eaves cornice and weather vane. To the west, 3 storey 3 window office block with booking hall and service rooms at rear; 1st floor with thin, debased Venetian windows, cornice at 2nd floor level, 2nd floor segmental-arched sashes (flanking bays tripartite), cornice. On east side, an extension with archway to the cab drive (now bricked up); rusticated surround to arch and quoins; cornice above which 3 tripartite sashes and parapet. INTERIOR: train sheds separated by round-arched brick colonnade. Originally, train shed roofs of laminated wood, inspired by the Crystal Palace, but these rapidly deteriorated and were replaced by the present iron-ribbed roofs to the eastern shed 1869-70, to the western 1886-7. (Laminated wood trusses successfully used at 26 Pancras Road (qv).

HISTORICAL NOTE: when opened as the terminus of the Great Northern Railway, was the largest station in England and is the earliest great London terminus still intact. The contrast of its functional simplicity with St Pancras Station next door (qv) is powerful. (Hunter M and Thorne R: Change at King's Cross: London: -1990: 59-64).

4.0 EXISTING PHOTOGRAPHS



Western Range Platform Side - Author's photograph



Western Range Platform Side – Author's photograph



Western Range Platform Side - Author's photograph



Western Range Concourse Side



Room 213 Western Offices, Badminton Court Room – Author's photograph



Room 212 Western Offices – Author's photograph



Room 212 Western Offices – Author's photograph



Room 212 Eastern Range (Fitters Office)



Room 214 Eastern Range (Learning Resource Centre)



Room 218 Eastern Range (Drivers Office)



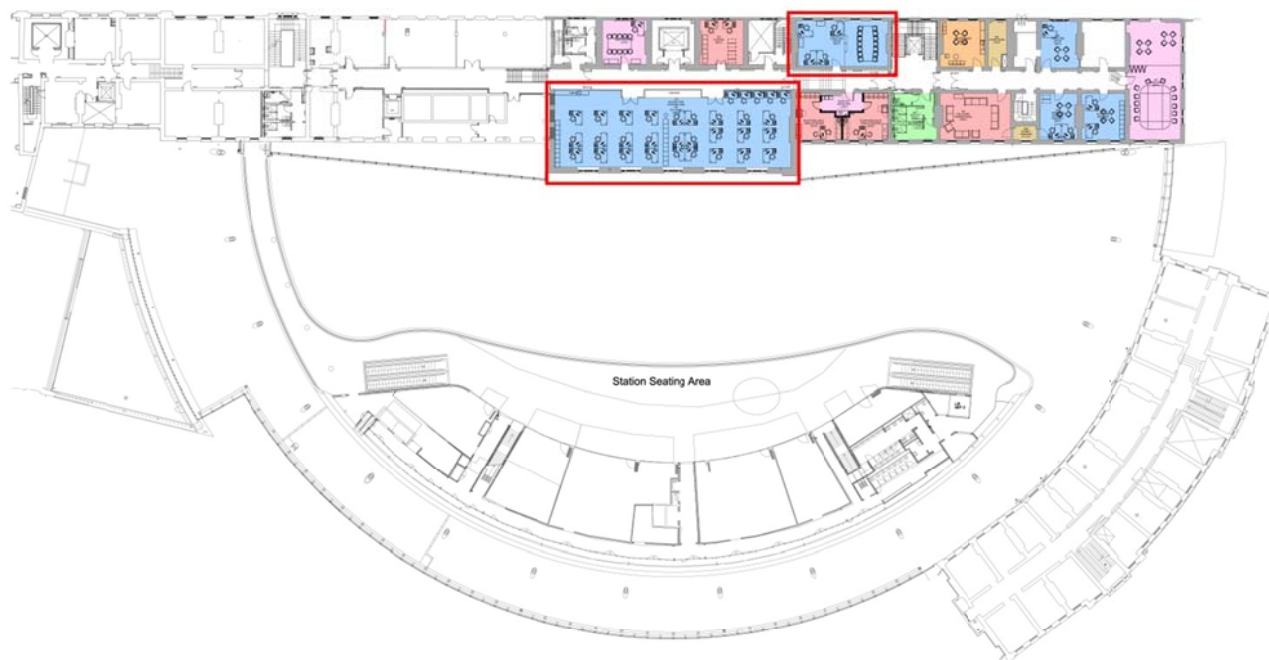
Room 224 Eastern Range (Mess Room)



Room 221 Eastern Range (Drivers Quiet Room)

5.0 CURRENT CONDITION

Western Range, 2nd Floor Offices.



WESTERN RANGE SECOND FLOOR EXISTING GA PLAN
Scale 1 : 200 @ A1

Western Offices Second Floor Plan Showing Areas of Works

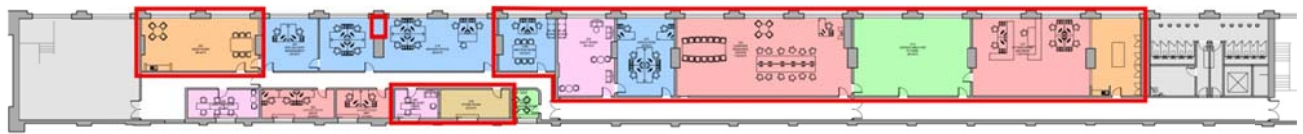
Within the Virgin Train's office area on the 2nd floor of the Western Range building there are two rooms where new construction works are proposed. Room 213 'The Badminton Court', a large double height open plan office and Room 212 currently used as a Director's Office with an internal change in level within the room. Room 213 has approximate dimensions of 29.9m by 9.8m with a ceiling height of approx. 5.4m. Room 212 has approximate dimensions of 11.6m by 5.8m with a ceiling height of approx. 3.4m and 3.7m

Room 213, named as 'The Badminton Court', has received modernisation works in the past which have obscured or removed some historic elements, however a number of the original features remain. A suspended bulkhead ceiling feature has been installed throughout the room, recessed from the wall perimeter, which sits lower than the existing heritage windows creating a bulkhead detail. From this bulkhead, rows of suspended liner strip fluorescent light fittings are hung. The room retains its five Georgian timber, vertical sliding sash windows with heavy period architrave surrounds and wooden panelled wainscoting. The skirting board is an 8" Victorian-type moulded timber to the perimeter of the

room. All historic timber elements in the room have been painted with a grey-coloured gloss paint, whilst the cornice, ceiling and walls have a white emulsion paint finish.

Room 212 retains its four Georgian timber, vertical sliding sash windows with heavy period architrave surrounds and wooden panelled wainscoting. There is a picture rail in moulded timber throughout the room and a decorative plaster cornice on all four walls. The room also has an original single timber panelled door with lever handle and architrave to match the window surrounds. The skirting board is an 8" Victorian-type moulded timber to the perimeter of the room. All historic timber elements in the room have been painted with a grey-coloured gloss paint, whilst the cornice, ceiling and walls have a white emulsion paint finish. There are two surface mounted A/C cassettes mounted on the ceiling and lighting is provided by four suspended liner strip fluorescent light fittings. There is an existing fireplace timber surround onto a chimney breast within the room, the fire place has been previously infilled. This room also has an internal change in level, with 2 steps and stainless steel balustrades with glazing infill panels.

At some stage in the past within both rooms, a suspended floor was installed to allow the running of services beneath, there are power and data points in box locations in the floor. This raising of the floor level may have resulted in historic features being removed or hidden – the skirting boards may be of a much higher type, with the lower portion below the new floor, and the door may have been cut down to suit the new floor level. The floors have a grey-blue carpet tile covering.

Eastern Range, 2nd Floor Offices.

EASTERN RANGE SECOND FLOOR EXISTING GA PLAN
Scale 1 : 200 @ A1

Eastern Offices Second Floor Plan Showing Areas of Works

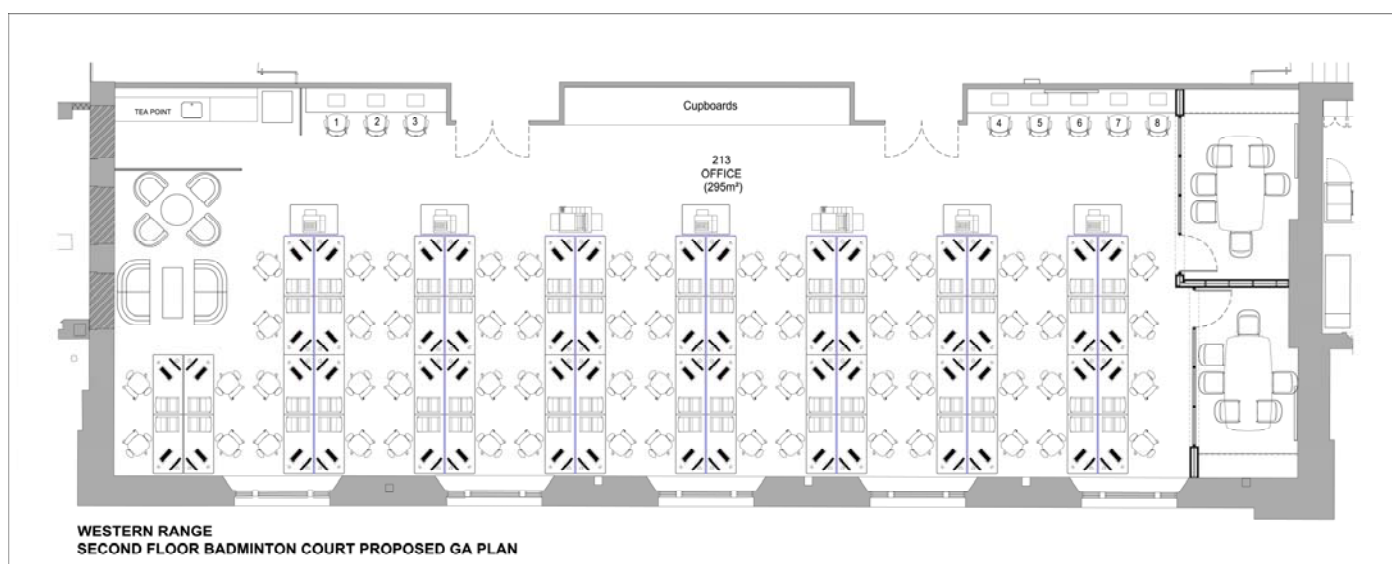
Within the Eastern Range, works are proposed to a number of the existing rooms. The Eastern Range building has undergone noticeable modernisation works some of which have affected the heritage elements of the existing structure. On both sides of the building, large arch windows are present between the regular brick piers. These are exposed within all the rooms located on the Second Floor. The North side of the building has rooms located off the corridor running adjacent the external wall - towards the South end the corridor steps inwards to provide rooms on both sides. The internal wall forming the corridor is of timber framed construction with areas of high level internal glazing.

These rooms have received modernisation works in the past which have obscured or removed some historic elements, however, a number of the original features remain. A suspended bulkhead ceiling feature has been installed throughout the rooms, set back from the wall perimeter – this contains integrated heating, ventilation and lighting services. The original ceiling remains above this newer ceiling, and retains original cornice mouldings and decorative iron ventilation grilles.

6.0 DESIGN STATEMENT

The scheme proposed is to provide remodelled office and staff areas to both the Western and Eastern Range Buildings on the Second Floor. Within the Western Range the proposed works are focused to Room 212 and 213. Within the Eastern Range the proposed works are located to Rooms 212, 218, 214 and 220 / 219. There are isolated installations of new Tea / Coffee Making Units proposed within the larger Rooms of 213, 214 and 218.

Western Range – Room 213 ‘The Badminton Court’

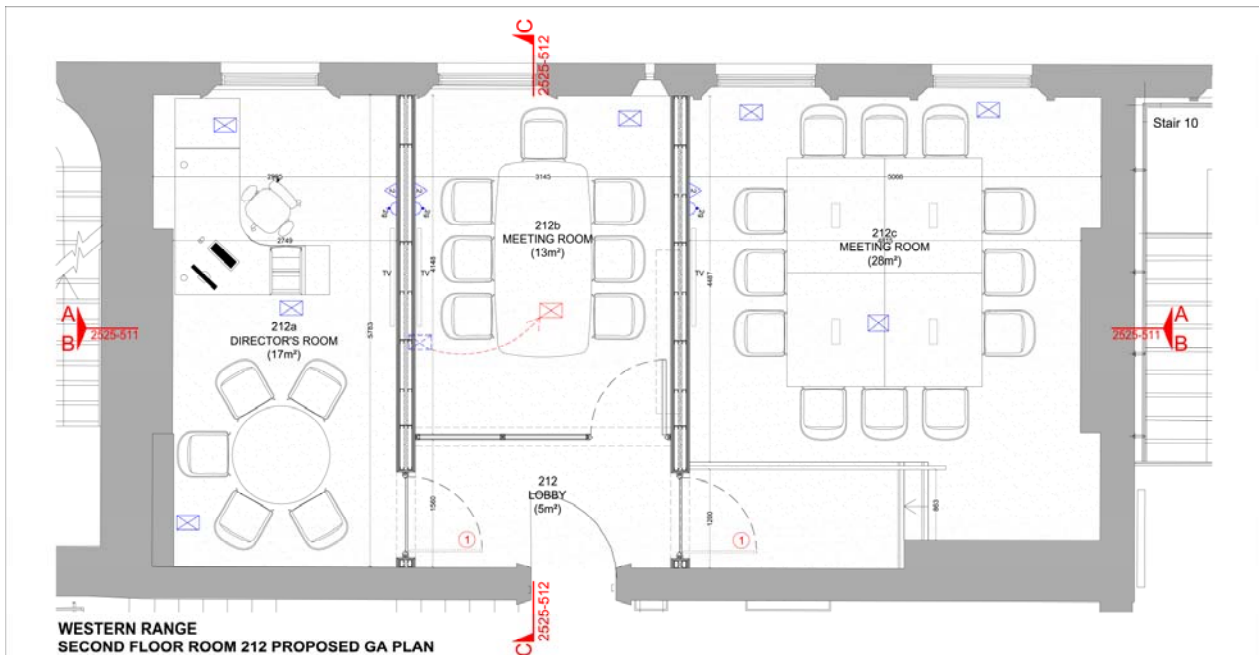


Western Offices Second Floor Room 213 Proposed Plan

It is proposed to form 2 small meeting rooms with a high level of acoustic insulation to meet the privacy requirements of the Client. These are created using an acoustic rated partition wall system and glazing system and ceiling with sound damping properties. In this area of works, there are no original skirting boards or dado/picture rails, no heritage features are obscured or modified. Room 213 is a double height room and it is proposed that the meeting rooms are half-height within this space, as a result, the existing ceiling remains untouched. Every effort has been made to minimise the use of mechanical fixings that would impinge upon the existing structure and wall finishes (plasterboard/ plaster skim etc.) are separated from the existing finished to allow a sealed junction and allow the new partitions to be easily removed. The new partition wall will be painted to match the existing colour scheme within the room and carpets remain

as at present. New services (power/ data) will be extended from existing sources and will be located in the new ceiling and walls, rather than existing walls.

Western Range – Room 212

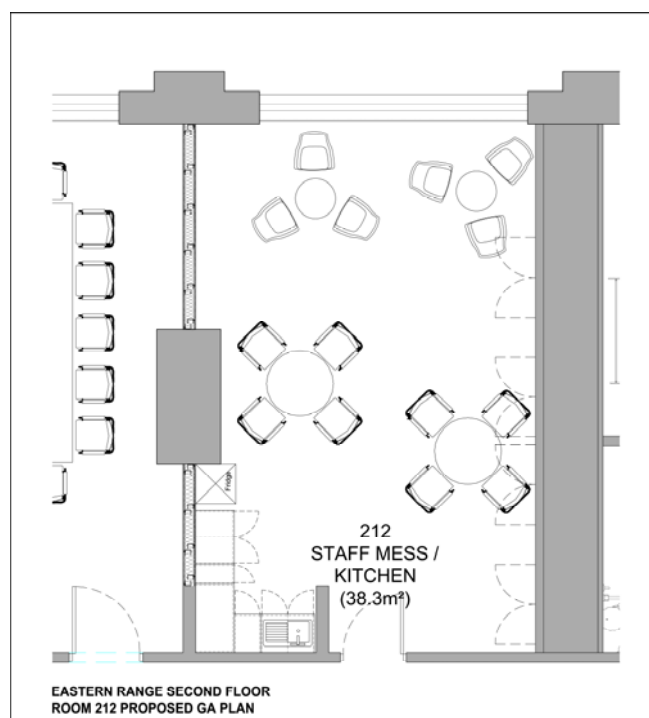


Western Offices Second Floor Room 212 Proposed Plan

The proposals for Room 212 include the provision of two acoustically insulated meeting rooms and a Director's Room. These again use an acoustic rated partition system and glazing system that is designed to be constructed around the original features that are present such as the skirting board, cornice and other existing heritage elements. The partitions in this area are full height (this room is a single height space), but the ceiling and its features remain unaltered by the proposed works. There is a new suspended ceiling to the created lobby area, however this does not affect the existing ceiling or other heritage features. The windows and openings are unaffected by the proposed works. There is an existing change of level within this space – approximately 300mm – it is proposed to box-in these steps within Meeting Room 212b to create a level floor and form a new step within Room 212c which sits above the existing floor. These works do not involve the removal of any existing elements – the proposed works can be removed at a later date to reveal the existing arrangement. Every effort has been made to minimise the use of mechanical fixings that would impinge upon the existing structure and wall finishes (plasterboard/ plaster skim etc.) are separated from the existing finished to allow a sealed junction and allow the new partitions to be easily removed. The new partition walls will be painted to match the existing colour scheme within the room, any new areas of

carpet will match the existing. Power and data will be provided and located in the new elements only. An existing ceiling mounted AC unit will require relocating by approximately 400mm to allow the new partition and the area will be made good to match the existing ceiling.

Eastern Range – Room 212



Eastern Offices Second Floor Room 212 Proposed Plan

Room 212 consists of a mess area and an office area. The two areas were originally partitioned at the line of the chimney breast – it is proposed to re-partition the space to create two separate rooms along the original line. The two existing openings have an architrave surround - it is proposed that this detail will be retained with the new partition infill sitting within the existing openings. The new infill will consist of a metal stud wall which can be removed at a later date without affecting the existing arrangement. The existing mess facility will be updated as part of these works.

It is also proposed to divide the existing office area to create a meeting/training and an informal meeting room, 2 'think pods' and an open area with seating and tea / coffee facility unit. The main separating partition will be full-height acoustically insulated stud wall which will be constructed in such a manner as to leave existing features unaffected. The position of this wall has been determined as to not affect existing

ceiling features. Every effort has been made to minimise the use of mechanical fixings that would impinge upon the existing structure and wall finishes (plasterboard/ plaster skim etc.) are separated from the existing finished to allow a sealed junction and allow the new partitions to be easily removed.



Eastern Offices Second Floor Room 212 Existing Ceiling Vent to be retained with new wall installed adjacent

The new partition wall will be painted to match the existing colour scheme within the room and carpets remain as at present. New services (power/ data) will be extended from existing sources and will be located in the new ceiling and walls, rather than existing walls.

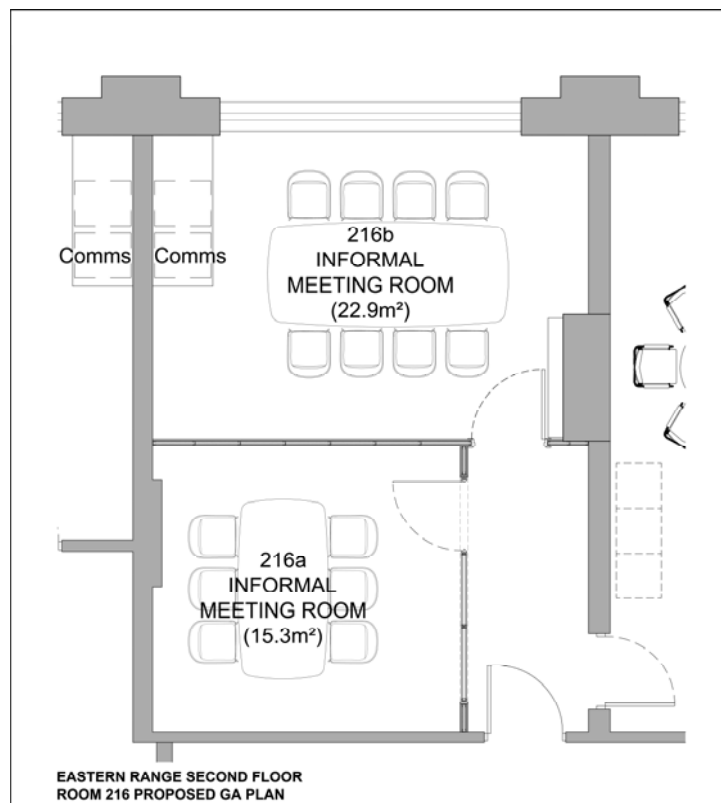
The proposed meeting rooms will be constructed at half-height so as to leave the existing internal high-level glazing to the corridor unaffected. The main meeting room will not have a ceiling installed, whilst the 2 think pods have acoustic rated plasterboard ceilings. Within the areas of the wall partitions, new glazed partition screens and doors will also be provided.

It is proposed that the existing internal door and partition between 212 and 213 is removed to provide an open area between the proposed spaces. In addition, the existing timber corridor partition will receive a new door opening which will sit below the high level glazing line and will be detailed to match the surrounding glazing.

Eastern Range Rooms 213-214

It is proposed that the existing internal door and partition between 213 and 214 is removed to provide an open area between the proposed spaces.

Eastern Range Room 216



Eastern Offices Second Floor Room 216 Proposed Plan

Within this room, it is proposed to create two informal meeting rooms which will be constructed using internal partitions to sit below the existing internal high-level glazing to the corridor. These will be part solid and part glazed partitions. The location of these partitions is determined by the presence of an original fireplace – the new partitions will not obscure or alter this feature. Every effort has been made to minimise the use of mechanical fixings that would impinge upon the existing structure and wall finishes (plasterboard/ plaster skim etc.) are separated from the existing finished to allow a sealed junction and allow the new partitions to be easily removed. The new partition wall will be painted to match the existing colour scheme

within the room and carpets remain as at present. New services (power/ data) will be extended from existing sources and will be located in the new ceiling and walls, rather than existing walls.

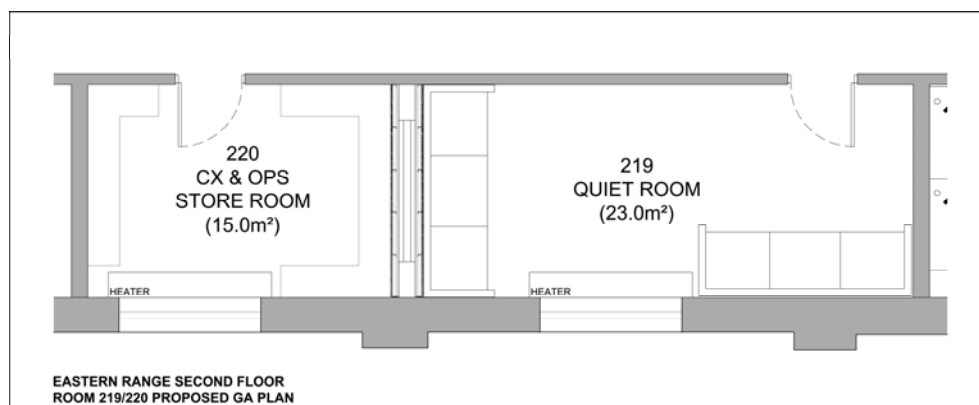


Eastern Offices Second Floor Room 216 View of Existing Fire Place Surround

Eastern Range Room 218

The existing partition between Rm218 and 218b will receive a new door opening in the same style as existing doors.

Eastern Range Rooms 219 and 220

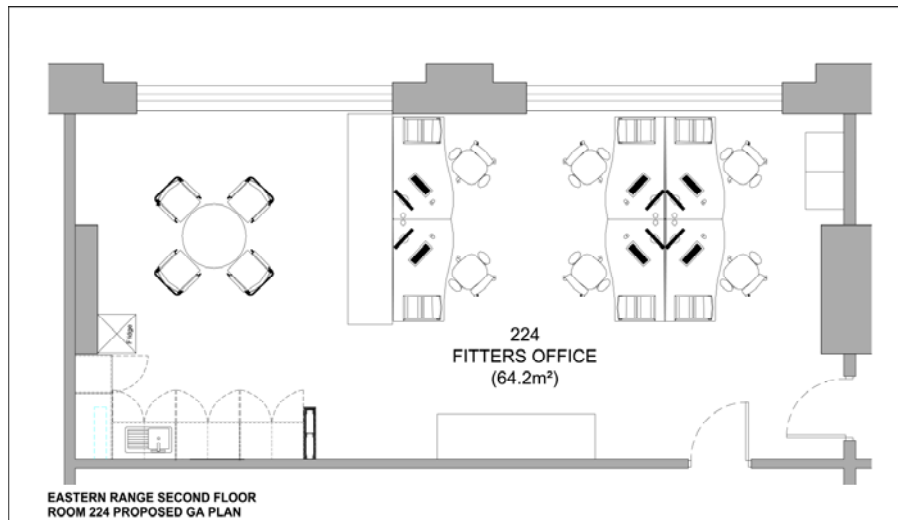


Eastern Offices Second Floor Room 219 & 220 Internal Partition

Rooms 219 and 220 are separated by an existing partition with a window, see Room 221 Photo on page 15. Due to the change in use, it is proposed that this partition be retained and new acoustic partition walls

created on either side – the existing partition itself remains unaffected. New partitions will be painted to match the existing.

Proposed Tea / Coffee Facility Units works – Rooms 212, 214, 218 & 224



Eastern Offices Second Floor Room 224 Proposed New Tea / Coffee Facility Units

Rooms 212 and 214 will have the Tea / Coffee Facility units fully upgraded using existing power, drainage and water supply and will have no effect on the heritage fabric of the building.

Rooms 214 & 218 will have new isolated Tea / Coffee units installed – these are for refreshment preparation and do not require any new power, water supply or drainage, and will have no effect upon the fabric of the building.

7.0 Future Proposals by Virgin Trains

Strzala Architects have also been involved with recent works to provide an Occupational Health Facility within the Second Floor Western Range - Room 211. It is our understanding that following the completion of the proposals outlined in this document, there are no further works planned by Virgin Trains for either of these areas.

8.0 Conclusion

The proposed design for this facility has been created with the intention of improving the working environment by providing new open plan and hot-desk facilities for VTEC staff in line with their corporate philosophy. We have progressed this scheme with the aim of preserving the remaining historic features present in the rooms and to ensure that the character of both the Western Range and Easter Range Second Floor offices is undiminished.

The works proposed have been designed to enable their future removal in order to return the areas to the condition that they existed prior to these works.

The importance of King's Cross Station as a Grade 1 Listed Building has influenced the proposed design, Strzala Architects have retained the character of the original Cubitt design – so far as it is in evidence within these areas, whilst providing for the requirements of Virgin Trains East Coast.

We are happy to meet and work with the Planning Authority and stakeholders to discuss this scheme and to ensure that the best possible outcome is achieved.

~