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# Heritage, Design & Access Statement

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Listed Buildings Consent for Internal Alterations to  
Facilitate Occupation by Costa

Unit M1  
Kings Cross Station  
London  
N1CP 4AP

Prepared for:

Costa Ltd

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## 1. Introduction

- 1.1. This Heritage, Design and Access Statement supports an application for Listed Building Consent for internal alterations to facilitate Costa's occupation of Unit M1 at Kings Cross Station.
- 1.2. The Unit is currently vacant and therefore Listed Building Consent is sought to allow future occupation by Costa. The area is characterised by other retail and refreshment occupiers as well as other station facilities.
- 1.3. This Heritage Design and Access statement is structured as follows:
  - Section 2-** Describes the site;
  - Section 3-** Outlines the nature of the proposals;
  - Section 4-** Considers issues relating to design and access; and
  - Section 5-** Justifies the proposed internal alterations.
- 1.4. As well as the forms, a cover letter and this Heritage, Design and Access Statement, this application is accompanied by an extensive pack of drawings produced by SEA Ltd. These drawings have been created to be proportionate and relevant to the works proposed.

## 2. Site Description

2.1. This application relates to Unit M1 of Kings Cross Station. The unit is located at first floor level in an area characterised by retail and food and drink outlets as well as the station's customer facilities. It is currently vacant having previously been occupied by Patisserie Valerie.

2.2. Kings Cross Station is Grade I listed under entry number 1078328. The listing description is as follows:

*'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).' .*

2.3. The below photographs were taken when the unit was occupied by Patisserie Valerie and show how the unit was fitted out when occupied by Patisserie Valerie as well as its context within the Station.

2.4. The photographs show that the unit is located in a modern extension to the main, and historic, section of Kings Cross Station in a concourse area characterised by modern retail and food and drink units as well as station facilities. Within this modern part of the station, the photos demonstrate that the Patisserie Valerie unit is modern and that their fit out made use of a modern pallet of materials and a modern design.

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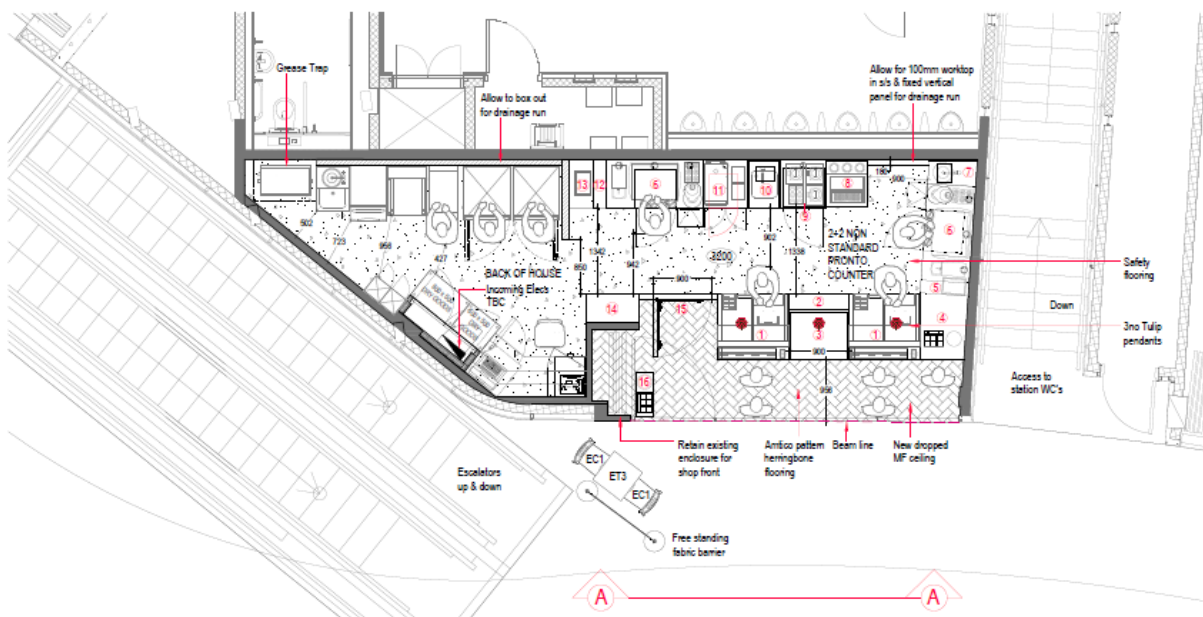


## 3. Proposals

- 3.1. Shown in more detail in the pack of plans that accompanies this application, Listed Building Consent is sort for the fitting out of the unit to allow occupation by Costa. The following two plans show the proposed layout of the unit and the proposed front elevation.



Elevation Plan



Layout Plan

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3.2. As shown in the plans accompanying this application, the proposals include:

- The fitting out of the unit to contain a counter (with the necessary equipment for Costa to deliver their full menu), display cabinets and back of house facilities;
- The installation of an internally illuminated set of 'COSTA pronto' lettering above the entrance; and
- The use of an area in front of the unit for the sitting of customer seating.

3.3. The proposals will bring a vacant unit back into active use, increasing customer choice, providing local employment opportunities, and contributing to the local tax base.

## 4. Design and Access

### Access

- 4.1. The proposals will have no impact on access to the Station, nor will they impact the ability of passengers to move within the station.

### Amount

- 4.2. This is not applicable given that the proposals do not include the creation of any new floorspace. Instead, the proposals seek to make use of existing vacant floorspace.

### Layout

- 4.3. The proposals seek to fit the unit to match Costa's brand and allow for the full menu of goods to be offered. Issues relating to the layout of the unit are shown in the plans submitted as part of this application.

### Scale

- 4.4. The proposals seek to re-fit an existing unit to allow Costa's occupation. No changes to the scale of the unit are proposed.

### Landscape

- 4.5. There are no landscape proposals that require assessment.

### Appearance

- 4.6. The changes are considered to be appropriate to the character of the building and preserving its listed status. Again, issues relating to the appearance of the unit and remote store are shown in the plans submitted as part of this application, submitted in the previous section and justified in the following section.



## 5. Justification for the Proposed Works

- 5.1. This section sets out the justification for the proposed works, reaching the conclusion that the alterations will not harm any of the features recognised in the building's listing description.

### **Heritage Value**

- 5.2. As set out in Section 2, Kings Cross Station comprises the main, and historic station building, as well as modern extensions required to facilitate continued use as a station given increased passenger movements.
- 5.3. The photographs included in Section 2 of this Statement demonstrate that the application site is located in a modern extension to the station which is constructed using a contemporary design and a modern pallet of materials.
- 5.4. Within this, the design and appearance of Unit M1 within Kings Cross is also modern in appearance and the fit out by the previous occupiers was modern.
- 5.5. The proposed alterations to facilitate occupation of Unit M1 by Costa will see the introduction of a modern fit out and modern facilities. This will be in keeping with the unit's location within a modern part of the Station and appropriate given the context and character of surrounding units and uses.

### **Operating Requirements**

- 5.6. The proposals are considered a minimum operating requirement for Costa, both in terms of the advertisements needed to attract sufficient custom, but also in terms of actual physical equipment to provide all items on Costa's menu. The proposed equipment and fit out is therefore not excessive but a minimum requirement for Costa.

### **Benefits of Occupation**

- 5.7. As highlighted above, the purpose of the application is to facilitate occupation of the unit by Costa who will bring the unit back into active use. With the unit currently being vacant, occupation by Costa will increase customer choice, provide local employment opportunities, and contribute to the local tax base.