



Heritage Deed
Statement of Need for the
Alterations to Unit 23 (N8-N14) External Elevation
on Pancras Road
May 2018



Reference: HS1-CAM-H69

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1. Introduction

This statement has been prepared to support the Heritage Deed application for the approval of the changes to the external elevation of the 21st century extension to St Pancras International on Pancras Road. The section of street elevation affected on Pancras Road is that occupied by Unit 23 located between grid lines N8 – N14 in the part of the building between the entrance at the junction of the historic train shed and Coach Road. The changes are required to support a new tenant that will operate a pub with access directly from the unit onto the street including an external seating area.

This document considers the impact of the proposals on the street elevation, the significance of which is considered within the context and setting of St Pancras International Station, the German Gymnasium, Stanley Buildings and the Kings Cross Conservation Area.

2. St Pancras Station and the Midland Hotel

- 2.1 The growth of the rail network across Britain brought a proliferation of station building at urban centres in the mid to late nineteenth century. The Midland Railway was incorporated in 1844 and for many years had no London terminus. By agreement with the Great Northern Railway it used their lines into a station and goods yard north of the Regents Canal as well as a goods sidings at Kings Cross Station but this arrangement ended in 1862. The Select Committee on Metropolitan Railway Communications of 1863 had reported against construction of a large, central terminus in London. Any new rail lines in London should be underground, hence the ring of Victorian stations on the outskirts of what was then central London.
- 2.2 In 1863 Parliamentary approval was given for the Midland Railway to build a station and a site was acquired north of Euston Road and west of Kings Cross Station. The Victorian architect Sir George Gilbert Scott (1811-1878) won a design competition for the Midland Railway's London terminus and hotel in 1865. Stations at urban centres typically incorporated a hotel and St Pancras was to follow this pattern. Midland Railway's engineer William Barlow designed the overall layout of the site, the train shed and the lines into London.
- 2.3 St Luke's Church and several blocks of houses and narrow streets of Somers Town were demolished to make way for the station and hotel. Construction began in 1866 and the station was complete and functioning in 1868. The hotel was mainly finished by 1873, although the west wing of the hotel opened later in 1876. Messrs Waring were contractors for the station brickwork including the substructure and Messrs Jackson and Shaw were contractors for construction of the hotel.
- 2.4 St Pancras is the most intact Victorian station complex in London, retaining its original train shed, with integrated hotel and forecourt. The nearby King's Cross station (1851-52) and hotel, which pre-date St Pancras station by some fifteen years, have survived more or less intact. The King's Cross train shed and hotel are separate buildings and comparatively functional in design. Paddington (1850-52), Victoria, Waterloo and

Liverpool Street retain their stations with train shed but have either been substantially altered or impinged upon by subsequent construction. Nearby Euston station (1836-49), built in the classical style, was demolished in 1961.

- 2.5 St Pancras was built in the midst of a battle between the gothic and classical styles. Sir George Gilbert Scott is well-known as architect of the Albert Memorial, Glasgow University, St Mary's Cathedral in Edinburgh, and for alterations and additions to numerous ecclesiastical buildings. Whilst Scott's gothic design won favour with his client the Midland Railway, there have been numerous detractors, both contemporary and subsequent. Debate over the building's design reached a climax in the 1960s when plans were aired for demolition of the station and construction of an office block on the site. These proposals, following fairly rapidly on the controversial demolition of Euston station, aroused a public outcry and fairly extensive press coverage. The building complex was listed grade I in 1967, and plans for demolition were abandoned.
- 2.6 The station was a testament to the Midland Railway and to Midland industry. Building materials for the station's construction were brought by rail from the Midlands: Grippers patent red facing bricks from Nottingham, Ketton and Ancaster limestone, Red Mansfield sandstone and Leicestershire slates. Unfortunately, the station's fortunes declined with those of the Midland Railway.



Figure 1: View of St Pancras Station c.1910 ©English Heritage, National Monuments Record, negative no. BB82/13391

- 2.7 The close proximity of the Regent's Canal, just to the north of the proposed station site, presented a significant problem for William Barlow, Chief Consulting Engineer for the Midland Railway. At Kings Cross Station, the architect, Lewis Cubitt, and engineers Sir William and Joseph Cubitt decided to bring trains into the station by creating tunnels under the canal. Initially the relatively steep tunnel gradients required to go below the canal caused trains to lose traction and the locomotives struggled to climb the tunnel gradient and arrive into the station. This was initially overcome by limiting the number of carriages and was subsequently overcome by later more powerful trains.
- 2.8 In contrast Barlow decided to come over the canal using a bridge for the new rail tracks; however, this solution also created a steep gradient if trains arrived at ground level within the station. Barlow overcame this problem by bringing the trains into the station at 'first floor' level on a wrought iron train deck supported on cast iron columns below. The space below was set out and designed for storage of beer barrels transported from the Midlands by rail into London to meet the high demands for beer which was widely consumed in preference to water to avoid cholera.
- 2.9 The idea of making use of "basement level" space within the supporting vaults under the train station was extended to the forecourt. Whilst the spaces below the station platforms were used for storage of Bass & Tho.Salts beer from Burton on Trent, Staffordshire, the forecourt vaults were used for shops, which generated rental income.
- 2.10 The hotel remained in use until after World War I, by which time it had become outdated. The lack of modern facilities, such as bathrooms in individual rooms, was problematic. The hotel was converted to office use in 1935 and became known as St Pancras Chambers. Various sources refer to façade damage from bombs falling on the "terrace", presumably the forecourt, in both the first and second world wars. Contemporary records and photographs indicate a period of neglect and lack of maintenance from World War II onward. Photographs of the 1960s show the forecourt elevations on Euston and Pancras Roads plastered with advertisement boards. A large and unsightly shed was built in the southeast corner of the forecourt. The building's future remained uncertain until the development scheme to convert the building for mixed residential and hotel use, and adapt sections for the Channel Tunnel Rail Link and Western Ticket Hall of Kings Cross Station.

21st century trainshed extension

- 2.11 The closure of the Midland Grand Hotel in 1935 marked the beginning of a few decades of uncertainties as to the future of St Pancras although little happened until the 1960s.
- 2.12 The rebuilding of Euston Station and the highly controversial demolition of its doric arch as well as the Beeching reports of 1963 and 1965 gave little reassurance on a future for St Pancras. In 1966 it was announced that King's Cross and St Pancras termini would be amalgamated 'into a single modern terminus'.
- 2.13 The uncertain future of St Pancras attracted a lot of interest and led to people such as Professor Nikolaus Pevsner chairman of the Victorian Society, and John Betjeman to

publicly promote its safeguard. The station was ultimately listed in 1967 as a Grade I listed Building even though its future use remained undecided.

- 2.14 In 1988, the hotel, which had been used as offices until 1985, suffered a fire that damaged part of the west wing while the train shed essentially served two main line trains an hour.
- 2.15 It wasn't until the 1996 CTRL Act that identified St Pancras as the terminus for the Channel Tunnel Rail Link rather than King's Cross as had been promoted in the King's Cross Railway Bill of 1988, that a future was given for St Pancras as a railway station.
- 2.16 The modern extension was influenced by Government issued Planning and Heritage Requirements that the roof extension, required to cover the longer tracks required to accommodate Eurostar trains, should not rise above the bottom chord of the end screen of the Barlow trainshed, to preserve the view of the sky through its arch. This led to the flat roof and a slightly lower separate roof to mark the transition between the old trainshed and the new. This junction covers the domestic concourse at ground floor and the modern entrances onto Midland and Pancras Roads.
- 2.17 The street elevation of the modern extension is influenced by the historic trainshed in the use of bay pattern amidst strong horizontal and with ample lighting reaching the platforms. The concrete and glazed elevation is complementary yet subservient to the historic trainshed through its composition and choice of material.

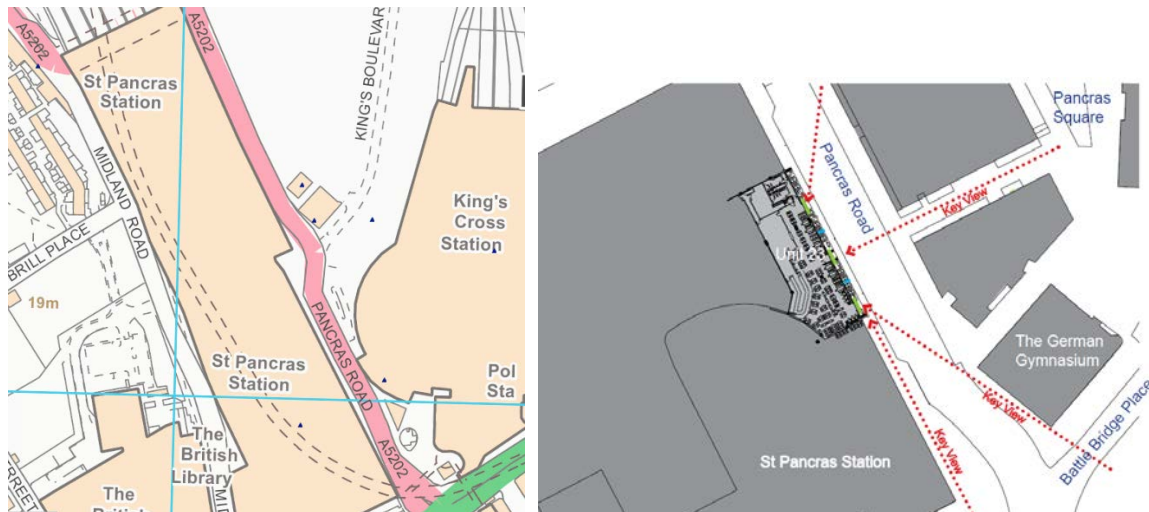
3. Assessment of Significance

Purpose of the Statement of Significance

- 3.1 In conservation, 'significance' encompasses a broad range of considerations about what may constitute the special value of a building or place (the 'heritage asset'). Commonly, a mix of factors may contribute to this special value, such as a building's architectural quality and association with important people or cultural events. Sometimes, these factors may not be immediately apparent, such as the use of pioneering construction technology, fine craftsmanship or the special social or economic role of a building or place within a community.
- 3.2 Because these factors may not always be encapsulated in a building's statutory listing description, a statement of significance provides a more comprehensive overview of the special features or factors of a particular site or building. The statement should assist owners and managers of a listed building which is about to undergo a programme of redevelopment or change. It helps to identify those aspects of the building or place that will be most sensitive to change and should be preserved, as well as provide guidance as to where change may be beneficially accommodated with the least detriment to a site's special interest.

Architectural and Historic Significance

- 3.3 Unit 23 is situated between the modern entrance behind the historic trainshed on Pancras Road, between grid lines N8 and N14.
- 3.4 The unit is entirely located within the modern extension under the over-hanging roof, that was built between 2001 and 2007 and is made of modern materials including concrete structure with infill glazing, and metal ventilation grills and window frames.
- 3.5 Opposite the site, on the eastern side of Pancras Road and slightly to the south of Unit 23 stands two buildings of historic significance: the Stanley buildings and the German Gymnasium, both listed Grade II.



Schedule of Significant Architectural Elements

3.6 The following schedules provide guidance on the heritage significance of the site and forms the basis for the assessment of impact that follows in section 4 'Description of the Proposed Work & Impact Assessment'. The schedule assesses those elements of the heritage asset that have architectural and/or historic value.

3.7 Since the scope and extent of the proposed work is limited to the modern extension, the schedule of significance has also been limited to this elevation and elements of the station which, directly or indirectly might be considered to be impacted by the proposals.

3.8 The following broad grading of significance is used:

Exceptionally significant: Nationally and/or internationally significant aesthetic, cultural, evidential or communal significance; exceptional unique and intact features of highest quality; nationally and/or internationally important associations with people or events; unquestionable group value

Highly significant: important historic or architectural features; high quality of workmanship; potential for internationally important archaeology; largely intact and/or rare examples of a building type or technique; important group value.

Neutral – does not contribute positively or negatively to the buildings historic interest

Not significant: of no heritage interest

Detrimental: features or areas that detract from a building's special significance

3.9 In accordance with English Heritage's *'Conservation Principles, Policies and Guidance'*, 2008, four values should be considered when assessing significance:

Evidential value: a building structure or site that provides primary evidence about the past. This is particularly relevant to archaeological deposits, buildings and structures where no written records remain.

Historical value: a building structure or site that illustrates aspects of the past or prehistory and which helps interpret the past, or that is associated with an important event, person, community or technological development.

Aesthetic value: a building structure or site in which people draw sensory and intellectual stimulation from. Aesthetic value may be the result of conscious design for example in a building structure or landscape and may be attributed to an architect, artist or craftsman or may simply be the result of fortuitous evolution or weathering and decay.

Communal value: a building structure or site which is valued for symbolic or social reasons and may be a source of local identity.

St Pancras International Station and former Midland Grand Hotel

Item No.	Element	Location	Date	Significance	Description
1	Former Midland Grand Hotel and Station building facade	Pancras Road	1866-76	Exceptionally significant	Neo gothic red brick façade composed of Gripper's patent Nottingham bricks with Ancaster limestone dressings, column shafts and dressings, including plinth course of Red Mansfield sandstone. A very fine example of high Victorian architecture with materials sourced from the Midlands along the rail route of the Midland Railway Company

Unit 23, Pancras Road

Item No.	Element	Location	Date	Significance	Description
2	Pancras Road Modern extension, East elevation	Pancras Road	2007	Significant	Deck extension elevations, which intended to respectfully contrast the Victorian work. Over-hanging roof supported by concrete columns, concrete structure, metal and glazed infills.

Historic Environment

Item No.	Element	Location	Date	Significance	Description
3	German Gymnasium	Pancras Road	1864-65	Highly Significant	Originally designed as a gymnasium and library by Edward Gruning for the German Gymnastic Society and built by Piper and Wheeler. The building was later altered which resulted in a few western elevation facing St Pancras International. It

Item No.	Element	Location	Date	Significance	Description
					was more recently converted into a restaurant.
4	Stanley Buildings	Pancras Road	1865	Highly Significant	Philanthropic flats by Matthew Allen for the Improved Industrial Dwelling Company under the guidance of Sydney Waterlow. Restored and converted.
5	King's Cross Conservation Area	King's Cross / St Pancras	1986, 1991 and 1994	Highly Significant	The Conservation area encompasses several listed buildings. The sub-area affected is sub-area 2: 'King's Cross / St Pancras', at the heart of the Conservation Area. It is recognised that the area around both railway stations has undergone considerable changes since 2003 but that both buildings remain major landmarks and that the area retains a robust industrial character.

4. Proposed Works and Impact Assessment

Pancras Road, existing condition

- 4.1 The current use of Unit 23 has its main access/egress internally onto the Circle Concourse with emergency exit doors onto Pancras Road and partially obscured windows.
- 4.2 The whole width of the pavement is available for pedestrian use while there is a lane for restricted parking separating the pavement from the traffic lane.
- 4.3 The pavement on the opposite side benefits from some retail and office use opening onto the street.



View from Pancras Road looking South onto the affected external elevation. Great Northern Hotel (Grade II) is visible in the distance.



External elevation of St Pancras International (modern extension) on Pancras Rd.



View onto affected external elevation of St Pancras International from the corner of the Stanley Buildings.

Description of Proposed Works and Impact Assessment

4.4 The following sections provide a description of proposed work with a detailed assessment of the expected implications, or impact of the work on the historic fabric and/or heritage significance.

4.5 The following categories of impact are used:

- **HIGH** – Work that is expected to have a significant detrimental impact on the heritage fabric e.g. important historic or architectural features will be permanently removed and/or work will alter the character of primary architectural or historic elements
- **MEDIUM** – Work that will have some impact on architectural or historic details e.g. surviving decorative details may be disturbed in areas that through previous alterations have already suffered partial loss, or new work will conceal original features and reduce legibility but is potentially reversible
- **LOW** – Work in areas where, because of earlier alterations, there is little remaining fabric of historic or architectural significance or the work will be managed with minimal disruption to the existing building
- **NEUTRAL** – Proposals which contain minor alteration and do not reduce or enhance the significance of the heritage asset or its setting
- **ENHANCEMENT** – Work that is expected to result in significant overall enhancement



Proposed External elevation on Pancras Road (N8-N14)

Proposed alterations to Pancras Road Street Elevation

Design Proposal

4.6 The proposed scope of work includes the following:

- a) **Alteration to the fenestration.** Currently there is only one set of doors within the publicly accessible area of Unit 23. These are only for use in case of emergency as the unit is accessed from the Circle concourse. The proposed unit will make full use of the street elevation with the introduction of two sets of sliding doors and three sets of doors. Those doors and windows will be fully glazed enabling full visibility from the street into the unit and vice versa, animating the elevation and the street.

The doors have been designed to line with the vertical subdivision of the architectural treatment of the elevation into bays and will retain the horizontal rail, recreating existing precedent to the window make up. The glass and window frame type including material, colour and section profile will match the existing fenestration in place so as to read as if it had been designed as part of the original construction.

- b) **New signage.** Fascia signage is being proposed above each set of doors. The signage is designed to HS1 signage design standards for retail units to ensure a consistent approach across St Pancras International. This consists of individual internally illuminated white letters with stainless steel surround.

In addition to this, it is proposed to introduce two projecting signs that are consistent with the type of signage introduced with the King's Cross area and consists of an internally illuminated square box set perpendicular to the elevation, at the same level as the fascia sign but enabling better visibility of the signage for to visitors walking along Pancras Road.

- c) **Use of the area adjacent to the elevation for external seating area.** The area of pavement contained between the building elevation and the concrete column has been identified as external seating area. This will be furnished with furniture of a modern industrial nature to complement the modern architecture of the station. Planters will be introduced to green this street elevation.

4.7 The design proposal has been carefully considered to maintain and enhance the special architectural interest of this section of St Pancras International and the special character of King's Cross Conservation Area while not impacting on the special interest of the adjacent listed buildings.

4.8 The signage is consistent as is the use of materials throughout.

Justification

4.9 The alterations proposed to this section of the external elevation on Pancras Road will (1) compliment the architectural treatment of the elevation, (2) provide additional access into the unit from street level, (3) animate the street frontage, (4) improve the public realm.

Impact Assessment

- 4.10 The proposal to carry out alteration to the elevation fenestration including the introduction of signage is considered to be **NEUTRAL** to the significance of this heritage asset.
- 4.11 The proposal to animate the street frontage is considered to be an **ENHANCEMENT** to the significance of this heritage asset.
- 4.12 The proposals are considered to be compliant with London Borough of Camden's Core Strategy, policies CS2 (Growth areas), CS5 (Managing the impact of growth and development), CS7 (Promoting Camden's centres and shops), CS14 (Promoting high quality places and conserving our heritage).
- 4.13 Construction methodology is still to be developed but a hoarding will be required when the existing fenestration is taken out and the new fenestration installed. Construction details for the fenestration are still to be provided but the intention is to use similar material, colour and profiles as the existing windows.

Appendix 1: List Descriptions

ST PANCRAS STATION AND FORMER MIDLAND GRAND HOTEL, EUSTON ROAD

County: Greater London Authority

District: Camden

District Type: London Borough

Grade: I

Date first listed: 07-Nov-1967

Date of most recent amendment: 11-Jan-1999

Legacy System: LBS

UID: 477257

Asset Groupings

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

List Entry Description

Details

CAMDEN

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

Railway terminus and hotel, comprising train shed, terminus facilities and offices, ancillary buildings, taxi stand, warehousing: including substructure and storage areas to sides and rear, and structures to the forecourt. Station, 1865-1869; former Midland Grand Hotel, 1868-76, both by George Gilbert Scott. Train shed, 1865-8 by William Henry Barlow (engineer). Deep red Gripper's patent Nottingham bricks with Ancaster stone dressings and shafts of grey and red Peterhead granite; slated roofs renewed in 1994 in carefully diminishing courses. STYLE: monumental, picturesquely composed Gothic Revival building of 23 windows flanked by towers and a curved 10 window wing to the west. EXTERIOR: 4 main storeys with 2 extra storeys in the roof lit by stacks of gabled dormers. Station entered through 2 pointed, vaulted vehicle arches, flanked by pedestrian arches, one in the left hand tower and one to the right. Arches with recessed, elaborately patterned cast-iron pedestrian footbridges with cast-iron plate tracery windows on foliated cast-iron brackets. Hotel facade with round-arched ground floor openings linked by impost bands; 2nd floor, pointed 2-light windows with plate tracery & colonnettes; 3rd floor, cusped with colonnettes; 4th floor, arcaded windows of 3 lights. Articulated vertically and horizontally with strings and with much elaborate carving. Lombard frieze below balustraded parapet. Western curve similar to south elevation of west range, that nearest Euston Road with elaborate stepped gable over right hand entrance bay with similar gable. South-east tower with 2-storey oriel, gabled clocks on each face with pinnacles at each corner and spire. Left hand tower, 3 storeys of elaborately arcaded windows above the entrance with Lombard friezes and bartizans with spires at angles. Mansard roof with gabled windows to the south;

other sides with gables and chimneys. Main hotel entrance on end of curve to Euston Road; arcaded porte-cochere above which 3 cusped arches with small gabled roofs. Carved, stepped gable above balustraded parapet flanked by turrets with spires and gables over pointed windows. West return elevation along Midland Road: first 3 bays reproduce elevation found on principal facade. After the first three bays of the return, the long elevation angles back to follow the line of Midland Road with 8-window range followed by a full height stepped gabled range marking the line of the grand staircase. Former entrance from Midland Road simplified: on first floor level above three segmental arches filled with traceried windows; above this rising nearly to the top of the gable is tripartite light with stone tracery. This system of fenestration continues for one bay to the north at which point the elevation begins to step down towards the ancillary railway buildings to the north. 4 storeys over basement terminating in a corbelled parapet, a total of 6 window ranges comprised of 2 and 3-light double-height windows. 3-storey polygonal wing set between 2 storey blocks, that block to the right having one window range and that to the left with 3-window range. St Pancras Station is unusual in retaining a good deal of its related former warehousing facilities. These are concentrated to the north of the Hotel along Midland Road and Pancras Road, located at and below track level. Although the elevation to Midland Road is quite varied, a consistent feature is the pointed blind arcade to ground floor. Towards the Euston Road end there is a set-back which also has blind pointed arcade; this section runs for roughly 11 bays of the arched ground-floor structure. More elaborate 2-storey structure of 8 window range with a flat arched opening for vehicles consisting of a wrought-iron lintel set in the fifth window range. To either side of this entrance the pointed blinded arcade previously noted is continued. Continuing north along Midland Road, there is another carriageway entrance: a pointed arch with wooden doors and hinges of original design. There follows railway arches Nos 17 through 25. To the first floor of this range is a blind pointed arch arcade. Railway arches 14, 15 and 16 have been rebuilt. Railway arches 4 through 9 have received a first-floor brick addition. Pancras Road elevation to the east. Hotel elevation: the design of the main elevation continues for 5 window ranges along the return, concluding in an octagonal turret. On the east flank of the train shed a 2-storey structure with a lean-to roof, numbering Nos 9-91 Pancras Road. It is roofed in slate and on alternate bays there are stacks. This structure has a 45-window range. At the north it curves slightly. The elevation of every bay is identical: on the ground floor a pointed segmental arch carried on plain piers rebated to accommodate attached columns. Above is a pointed arched window set in a shallow pointed recess; all of the openings and recesses linked by a carved impost. Many of the original shopfronts to the railway arches survive intact. Also surviving are carriageway arches to storage vaults under the station, originally for Burton beer; these have double wooden doors with original ironwork, grilles and hinges. North of No.91, the elevation steps up to a tower with a blind arcade near the top. The substructure of the station continues northwards to the first railway bridge. The ground floor being articulated into bays pierced by pointed arches. This arrangement continues to No.111. There is an additional blind arch, formerly a carriageway, north of this. There are 4 rectangular chimneys on the parapet line of Nos 93 to 111. The original shopfronts have been altered, though the structure itself is intact. Drinking fountain comprising gabled stone block with granite eared and shouldered inscribed aedicule having a semicircular basin. Station approached by dramatic ramp rising from the western end with arcaded retaining wall having inset shops. Ramp gained by steps from the eastern end with pair of original iron gates at the foot and bollards. 25-bay train shed a single 240 foot span in cast-iron arched braces manufactured by the Butterley Iron Company (dated 1867) and tied together by the floor girders of the station floor which is effectively at 1st floor level. Ribs in the form of pointed arches and whole structure supported under the platform floor by a grid of iron columns; the structure of the space was determined by the module of the Burton beer barrel. Screen wall between concourse and hotel with pointed arch, plate traceried windows which continue along the sides of the shed at the southern end. INTERIORS: booking hall: rectangular in plan and having 6 bays and double height. Linenfold panelling to ground floor level dates to the 1880s as does the curving wood screen of the ticket office. Elaborately carved corbels to serving as springers for former vaulting. The elevations of the booking hall on north, south, east and west intact, that of greatest interest to the east since it features 2 double-height, glazed pointed arches with mullions and transoms: the glazing pattern of original design; this forms a screen wall between the booking hall and the platform. To west, decorative cast-iron glazed canopy to taxi rank, narrow exit under arch to Midland Road (qv). At east of concourse, Ladies' lavatories with tiling and early C20 fittings. Former hotel: painted decoration begun late in 1872 by Frederick Sang at the suggestion of Scott; in December of 1873 Sang was replaced by Gillow and Co., who were also supplying the furniture and fittings to the Hotel. Andrew Benjamin Donaldson, a painter, oversaw the completion of the interior decorations for Gillow and himself painted the figures at the top of the grand staircase in 1876-77. By the summer of 1877 the interiors were largely complete. The interiors were redecorated when electric light was installed between 1885 and 1889, the overseeing

architects being Trubshaw and Towles. This affected most of the principal public rooms; the entrance hall from Euston Road and the lounge above did retain the painted decoration from the first half of the 1870s. The 500-bedroomed hotel closed in 1935 and was used as offices but has retained many original features, fixings and fittings including tiles in fine ecclesiastical Gothic and Queen Anne Revival styles. There are several interiors of exceptional architectural interest. The entrance hall of Euston Road in the west wing and the ladies' saloon above are said to have been decorated by F Sang. Saloon with arcaded paired columns, trabeated ceilings and other decorations, with balcony over entrance. The Grand Staircase, also in the west wing, is of stone supported on exposed and decorated cast-iron. It is set in a rib-vaulted well, the spandrels to the vaults filled with paintings of the virtues dressed in medieval and classicising garb with the spandrel to the east depicting the arms of the Midland Railway (being consolidated and restored at time of inspection in September 1994). The Coffee Room on the ground floor of the west wing has a crescent-shaped, square-ended plan. It was altered with an overlay of Classical ornament in the late C19 or possibly early C20, but many of the original elements survive, the cornices and ceilings protected behind later partitioning and false ceilings. Main staircase the most dramatic space, the stone treads supported on exposed and expressed cast-iron beams. HISTORICAL NOTE: St Pancras was the terminus of the Midland Railway and when built was the largest station roof in the world without internal supports. In terms of both architecture and engineering, it has claim to be Britain's most impressive station. Dramatic roof line with gables and spires forms an important landmark. (Hunter M and Thorne R: Change at King's Cross: London: -1990: 65-74).

Listing NGR: TQ2980782564

'GERMAN GYMNASIUM'

Name: 26, PANCRAS ROAD

List entry Number: 1113243

Location

26, PANCRAS ROAD

County: Greater London Authority

District: Camden

District Type: London Borough

Grade: II

Date first listed: 30-Jan-1976

List entry Description

CAMDEN

TQ3083SW PANCRAS ROAD 798-1/85/1265 (East side) 30/01/76 No.26

GV II

Gymnasium and library, now offices & gymnasium. 1864-65. By Edward Gruning. For the German Gymnastic Society. Built by Piper and Wheeler. Multi-coloured stock brick. Rectangular plan with narrow, slightly projecting

FS-EA-AP-LBC-020518-01-HS1-CAM-H69

entrance frontage to Pancras Road. EXTERIOR: frontage 3 storeys 1 window. Stucco door surround of pilasters supporting a dentil entablature with segmental pediment. Round-arched doorway pilaster jambs supporting an architrave with keystone; fanlight and C20 panelled doors with small lights. 1st floor, recessed 4-pane sash with stuccoed lintel with mask; 2nd floor, round-arched 4-pane sash with stuccoed head. Moulded brick cornice and blocking course. North and south elevations with brick pilasters dividing bays (rectangular windows), 1st floor brick bands and deep Lombard frieze at eaves level; brick gables. Hipped roof with continuous lantern along the ridge. Gabled east elevation with gabled brick porch, 5 pointed arch windows above which an oculus, very deep Lombard frieze and enriched brick cornice. To the left, a staircase tower with narrow lights (those at base bricked up) and Lombard frieze. INTERIOR: narrow entrance hall with Imperial stair (2 flights then 1) the entire width of the hall. Gymnasium a single cell subdivided into nave and aisles by 2 storeys of cast-iron piers with lush early English foliage capitals. The piers support arched, laminated wood roof trusses some 20m wide, as experimented with but replaced at King's Cross Station, Euston Road (qv). A second floor has been inserted at gallery level providing office accommodation. An important early example of the use of laminated timber to give broad spans.

Listing NGR: TQ3011483152

Selected Sources

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

National Grid Reference: TQ 30114 83152

STANLEY BUILDINGS, FLATS NUMBERS 21-30

Name: STANLEY BUILDINGS, FLATS NUMBERS 21-30

List entry Number: 1356760

Location

STANLEY BUILDINGS, 7, PANCRAS SQUARE, N1C 4AG

County: Greater London Authority

District: Camden

District Type: London Borough

Grade: II

Date first listed: 11-Mar-1994

List entry description

This list entry was subject to a Minor Amendment on 18/05/2015 and on 18/10/2016

TQ3083SW 798-1/85/1818

CAMDEN, 7, PANCRAS SQUARE, Stanley Buildings, Flats Nos. 21-30

(Formerly listed as: CAMDEN, CLARENCE PASSAGE, (North side), Stanley Buildings, Flats Nos. 21-30)

11.03.94

GV

II

Philanthropic flats. 1865. By Matthew Allen for the Improved Industrial Dwellings Company under the guidance of Sydney Waterlow. Materials and treatment of architectural elements, identical to flats 1-20 in Stanley Passage to the north (now demolished) with which this block formed a group. 5 storeys. One window to end ranges flanking 2-bay balcony-stair recess; balconies enclosed by cast-iron lattice railings and supported by cast-iron columns and lintels. 2-window range to right return with segmental-arched windows, the lintels cast from concrete and panelled. Left-return rendered to all but top storey. Ablution and scullery towers to rear. INTERIORS not inspected.

Stanley Buildings form a group with the King's Cross Gasholders, Goods Way (qqv) and Barlow's great shed to St Pancras Station, Euston Road (qv). Among the earliest blocks built by Waterlow's influential and prolific IIDC, Stanley Buildings are in addition an important part of a dramatic Victorian industrial landscape.

Listing NGR: TQ3010383182

Selected Sources

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

National Grid Reference: TQ 30103 83182