

Application No:	Consultees Name:	Received:	Comment:	Response:
2019/6424/L	Ben Olney	18/03/2020 16:04:24	OBJNOT	<p>The application by Costa Coffee to refurbish the unit at the south end of Pancras Road / Euston Road includes works to both the interior and exterior of this part of the Grade I listed St Pancras Station and former Midland Grand Hotel. In terms of the external works this includes repairs to joinery, cleaning and making good shop front and masonry, repainting and replacing existing signage. Internally the works are for the refit of the unit including recladding of window sills.</p> <p>The application is supported by a Heritage Statement, however this provides very little information on the history and significance (both as part of the listed building and its contribution to the character and appearance of the Conservation Area), incorrectly attributes the site as a World Heritage Site and refers to the unit as a modern retail unit set within the backdrop of the historic station setting. This lack of understanding about the building and the contribution of this unit to the overall façade of the station and hotel and the need for consistency of design and materials is of concern which is reinforced by the proposed works.</p> <p>The application refers to external repairs, cleaning and making good yet these are not specified and given the sensitivity of these elevations we have significant concerns that inappropriate works will be carried out causing damage. Some of the works have already been undertaken, ie the shop refit, changes to external fascia and signage and repainting and the resultant output is again of concern. The replacement of the fascia board is not in keeping with the extant fascias, the detail of how this was replaced is not clear – there is no description of the existing fascia or joinery profiles for example. The new board is comprised of multiple panels which do not appear to relate to the surrounding joinery when compared to the adjacent fascia panels both on this elevation the main station elevation. There is also a gap between the panel and frame above which does not exist in other bays.</p> <p>The paint colour, Costa Red, is not historically accurate and is not the approved paint colour or finish for St Pancras Station which is Deep Indian Red (Dulux Trade Weathershield, Deep Indian Red, 7020Y94R, 5706 in a gloss finish). The execution of the painting is poor with paint extending onto the adjacent masonry. The stone sill and plinth adjacent to the Pancras Road doors has been painted. Brass door furniture, which is consistent across the St Pancras elevations both internal and external has been removed and a DDA door bell installed which is makes not attempt to be sympathetic to this historic elevation or fabric.</p> <p>The signage, which is painted ply letters pin mounted to the fascia is not consistent with the approved signage for St Pancras Station, which is internally illuminated, individually cut stainless steel letters with opal white letter front mounted on a stainless steel bar.</p> <p>Internally the changes are an improvement on the previous fit out, particularly the removal of signage/ vinyls to windows. It is not clear from the application, or the works where changes have been made to historic fabric, ie the cladding of the sills.</p> <p>Overall we are concerned that the quality of the design, materials and execution is not to the standard appropriate to the Grade I listed St Pancras and is not consistent with the rest of the building.</p>