

Application No:	Consultees Name:	Received:	Comment:	Response:
2021/0310/L	High Speed 1 Ltd	26/02/2021 12:47:47	COMMNT	<p>1. The changes are considered positive in certain respects in that they highlight the character and form of the original timber Booking Office structure through the removal of current fixtures that obscure it and with the addition of sensitive lighting.</p> <p>2. There are some concerns in respect of the following:</p> <p>a. The proposed application of film to the windows and the affect of this on the appearance of the west elevation of the trainshed particularly in respect of the differential reflectance of the glass, and the detail required to satisfactorily obscure all areas as the windows are comprised of a complex pattern of iron glazing bars;</p> <p>b. Banquette seating in front of windows and door openings and the impact of this on the west elevation of the trainshed. The Booking Office was an integral part of the operation and circulation in the station and the blocking of these windows and doors turns the space in on itself rather than expressing its relationship to the trainshed. Although the use of now different the spatial relationship remains. It is suggested that all seating / furniture in front of doors and windows is no higher than the base of the window and ideally cill height (as is required for any furniture on the platform) and the lock rail of the doors so that from outside the elevations reads as uninterrupted.</p> <p>c. Lobby around door openings – as illustrated on drawing labelled ‘prive’ the top curtain rail is slightly lower than the top rail of the doors, this will be visible externally in both the platform areas as well as the former Cab Road with a consequential detrimental impact on the appearance and character of the elevation and use of the space, particularly as this is quite a domestic feature not appropriate to the railway former Booking Office setting. Suggest that this is raised to height of top of the door/base of masonry.</p> <p>d. Lighting – it is not clear if it is proposed to illuminate the window reveals as the Design and Access statement indicates that ‘perimeter features will be lit and emphasised’ or whether this is restricted to the uplighters identified on the drawings on the brick piers. Lighting the individual window arches will affect the character of the west trainshed wall and the architectural lighting design of the wall wash lights.</p> <p>e. It is indicated that services will be routed below the modern timber floor and into the existing screed – there is some concern over the depth of the screen and the potential impact of the proposal on the integrity of the brick jack arch structure below.</p> <p>f. Feature trees – load that these, either if real or artificial impose on the floor structure and the potential impact on the integrity of the jack arch structure, including iron beams and columns below.</p> <p>g. The Design and Access statement indicates that there will be no fixings to historic fabric but then states at section 5 – electrical services - Any fixings to masonry will be made in the brick and stone mortar joints As St Pancras is renowned for its exceptional brick and stone work with very fine joints it might be difficult to achieve fixings into mortar joints without damaging the arises of adjacent bricks.</p>