

# Heritage Statement

## Family Waiting Room King's Cross Station

London King's Cross Station,  
Euston Road,  
London  
N1 9AL



BC.HUD.2021.00352.003

Feb 2022

## **Design and Access Statement**

### **1.0.0 HERITAGE STATEMENT**

#### **1.1.0 Introduction**

1.1.1 This Heritage Statement has been prepared by AHR Building Consultancy to accompany the application for Listed Building Consent for the works in the existing Ticket Office Hall at King's Cross Station, where a new Family Waiting Area will be created in one half of the Ticket Office.

1.1.2 The site of the proposed scheme is at King's Cross Station, Euston Road, London, N1C 4AP. The Station is Grade I listed and was opened in 1852, its original plans were first made under the direction of George Turnbull, and its detailed design was developed by Lewis Cubitt (architect) and Sir William and Joseph Cubitt (engineers). The Ticket Hall is shown on the original plan as a "Booking Hall" and has been retained in its current shape and position.

1.1.3 The rationale behind the proposed scheme is to create an area where families can keep their children entertained when waiting for a train whilst also educating them on the rich history of the railways in the UK. The proposal seeks to develop a more user-friendly, welcoming station and improve the experience for the passengers, more specifically families who pass through.

The project will include works to the Ticket Office Hall, incorporating new low-level internal partitions, floor finishes, new furniture as well as interactive play-areas for children, a model railway display, a climbing feature and a knowledge wall.

1.1.4 The drawings and information to accompany this statement are as follows:

- **Application form**
- **LC-01 Site Location Plan**
- **LC-02 Existing and Strip Out**
- **LC-03 Proposed**
- **Heritage Statement**

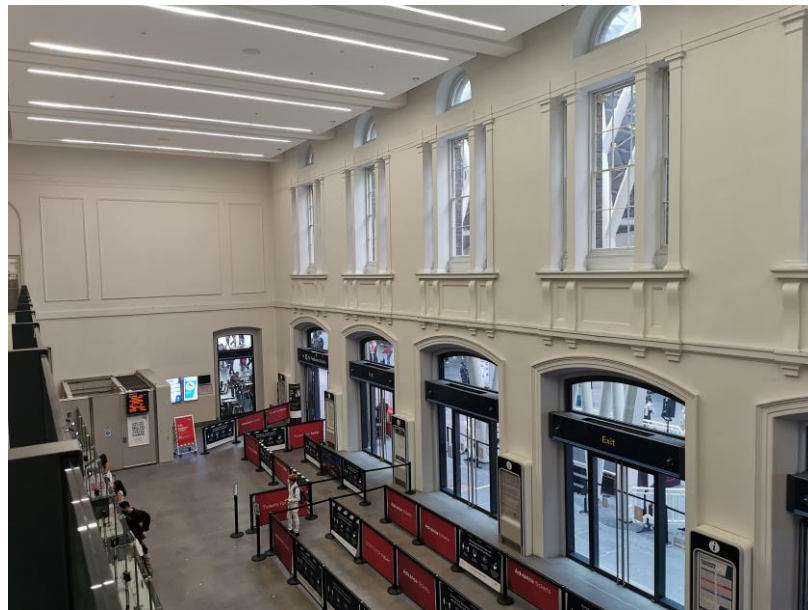
#### **1.2.0 King's Cross Station Listing**

1.2.1 The Station was listed in 1954 and is currently Grade I listed. Below is the description of the listing taken from the English Heritage website and origin:

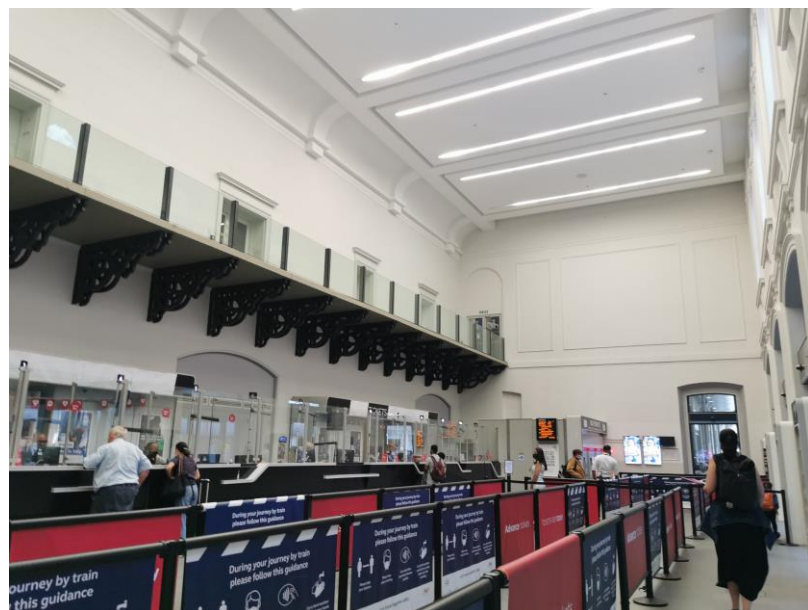
*Railway terminus. 1850-52. By Lewis Cubitt (architect), and Sir William and Joseph Cubitt (engineers). Yellow stock brick. 2 train sheds (originally 1 for arrivals, the other for departure) closed by monumental plain brick screen of 2 glazed semi-circular openings, framed with recessed arches (echoing 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 & Thorne, 1990)*

### 1.3.0 Assessment of Heritage Significance and Impact of Proposed Works

- 1.3.1 An assessment has been undertaken to establish the significance of the original architectural elements of the Ticket Hall.
- 1.3.2 The most significant assets of the Hall are the proportions of the room itself as an impressive double height space; high ceilings; 1<sup>st</sup> floor timber windows; the plaster cornices around the perimeter of the ceiling its fenestration; existing entranceway arched windows and doors; stone skirtings; the balcony above the current ticket counter and the brackets that support said balcony. The flooring in the Ticket Hall is a modern stone tile and therefore deemed as not original and significant to the character of the space.



*Ticket Hall – Existing High Ceilings, Doors, Windows and Plaster Cornices*



*Ticket Hall – Existing Balcony and Ticket Counter*



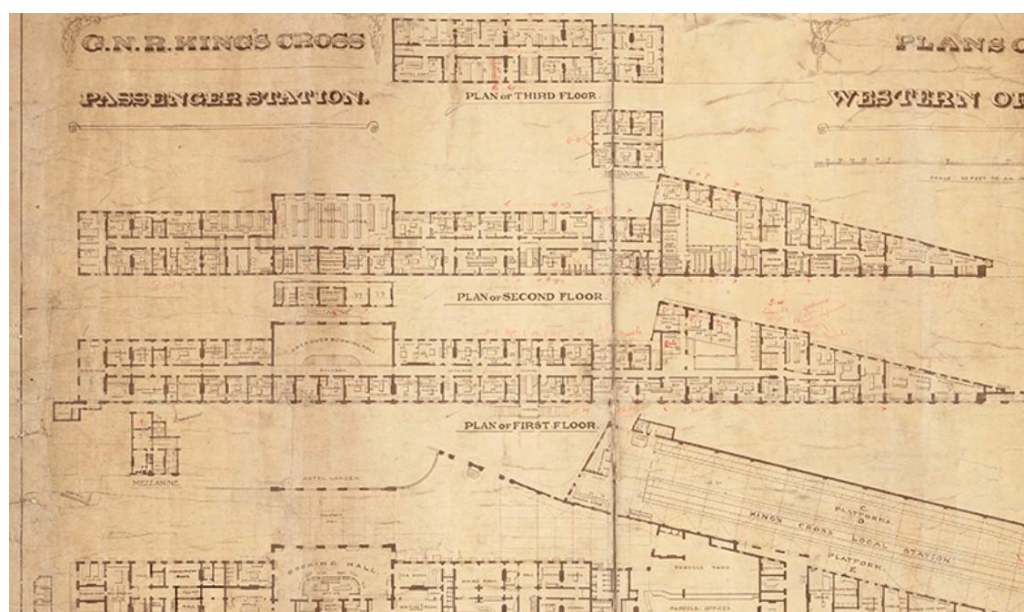
- 1.3.3 The room's proportions will be retained in all parts as no works are proposed for the ceiling areas and any new partitions and features will be significantly lower in height as not to distract from the proportions of the room. This will also ensure that the first floor balcony and supporting brackets remain highly visible as an important historic feature.

Works to the original walls will also be minimised in order not to disturb the historic fabric. New services to feed seating and play features will be run under the floor where possible.

The existing 1<sup>st</sup> floor sliding windows will be retained and are not affected by the proposed works. No works will be undertaken to the referred windows and window cills.

The arched entrance windows and doors seen on the ground floor are to be retained in their current shape, and a new proposed manifestation scheme developed by the LNER branding team will be applied to the glazing. The plaster cornices seen throughout the space will be kept as per existing. These ornaments play an important role in the character of the space. No works are proposed to these details.

Some internal partitions within the Ticket Hall will be affected by the proposed works. However, the internal partitions which will be removed are not original, but form part of a recent re-fit, and we therefore deem alterations to these as being acceptable.



*Ticket Hall – Original Floor Plans showing the Ticket Hall (Network Rail, 2012)*

#### 1.4.0

##### **Proposed Works**

#### 1.4.1

The projected scheme sees the creation of a new Family Area in one half of the existing Ticket Office Hall. The project's ethos is travel and education and the intent is to form interactive areas where families and more specifically children can part-take in activities and have access to information that will further educate them about the history of King's Cross station and the British Railways.

The projected space will include features intended to entertain and educate such as: an interchangeable knowledge wall where facts, diagrams and activities will be displayed; a

screen display showcasing a commissioned video about the history of the railways; beach-hut like booths, a play mound with a Hornby train set display and a mural wall in order to create links between the many landscapes that Britain has to offer, from the beach to the countryside; and play features in the form of a low-level climbing wall and a slide. Furthermore, the emphasis on education is further expanded by features throughout which relate to matters other than history such as sustainability, potentially through the deployment of QR codes.

- 1.4.2 The focus is developing a clear distinction within the space between a ticket selling/customer services area and a family area. We aim to do this through the introduction of a partition in between the two areas as well as by utilising different floor finishes throughout. The partition wall is not to be full height so that it does not deviate from the existing architectural features of the room. Moreover, the wall will serve, on one side, as an area for facts and information to be displayed, as previously stated and, on the other side, as a living green wall.

Furthermore, the Ticket Hall will receive new furniture and colour schemes that, in addition to complimenting the original design features and colour scheme, will provide the space with a more defined sense of place and purpose.

- 1.4.3 Where power supplies and sockets are required, they will be provided within the existing and new floor ducts where possible to avoid disturbance to the original walls.
- 1.4.4 Within the retained ticket office we are proposing to replace the existing counters with ergonomically improved units. We are also proposing to create a customer services window in the area where TVMs have previously been removed. The theme from the Family Area will be reflected in this side of the room through a new seating area utilising the same furniture and acoustic trees as in the Family Waiting Area.
- 1.4.5 As part of the project it is proposed to carry out some works to the existing staff kitchenette. This will be segregated from the toilet via a new partition. The existing kitchen fittings will also be replaced.



*Ticket Hall- Proposed Scheme (View 1)*



*Ticket Hall- Proposed Scheme (View 2)*



*Ticket Hall- Proposed Scheme (View3)*



*Ticket Hall- Proposed Scheme (View 4)*



## References

Hunter, M. & Thorne, R., 1990. In: *Change at King's Cross: London from 1800 to the present*. London: Historical Publications, pp. 59-64.

Network Rail, 2012. *The history of London King's Cross station*. [Online]  
Available at: <https://www.networkrail.co.uk/who-we-are/our-history/iconic-infrastructure/the-history-of-london-kings-cross-station/>