prepared for Argent St George, London & Continental Railways and Exel
Purpose
The purpose of these Guidelines is to explain how the proposals for King's Cross Central provide a robust framework within which both architectural diversity and quality can thrive, whilst affording priority to the Public Realm and an integrated urban grain, with continuity and human scale.

A Standard
The aim is to establish a normative standard for how buildings would form streets and give enclosure to public spaces. The guidelines should not inhibit creativity but should provide a sound platform for the detailed design process.

Towards Implementation
Underlying the Guidelines is a commitments to:

- Appoint architects of high calibre.
- Develop high quality designs, with a suitable level of consultation with the local authority and other statutory bodies,
- Use the Urban Design Statement and these Guidelines, as a reference document throughout the design process,
- Involve the masterplan team in an ongoing process of review and assessment in order to ensure that the original vision is maintained.
Status
These Guidelines are a starting point for design. All the assumptions in them may be questioned, provided that satisfactory reasons are given for doing so and that their underlying intentions are met. The Guidelines are a means to an end, not an end in themselves.

Associated Documents
The Guidelines should be read closely in conjunction with the following documents:

- Development Specifications
- Urban Design Statement
- Public Realm Strategy
Guideline Hierarchy
The Guidelines form a 'manual' for design and development within the Framework that underpins the Outline Applications.
There are three levels of guidance, indicated by three types of text:

Plain: Analysis of the significant characteristics of each space which may influence the surrounding development sites.

Bold: Guidance, to be taken into account when designing buildings on those sites.

Black: Instructions, which should be followed in designing the buildings unless there are satisfactory reasons for not doing so.

The Instructions build on the Parameters given in the Development Specifications and provide the next layer of quantitative guidance for each space.

The Analysis and Guidance sections build on the general descriptions of each public space given in 'Places', (Section 4 of the Urban Design Statement), again providing the next layer of detail.

Use of the Guidelines
Before designers (and others involved) start work on a particular site, they will be given copies of the relevant sections of the Guidelines as part of the initial briefing pack. These will provide a context within which designs can evolve and will form an agenda for discussion and review.

The Guidelines work hand in hand with the Public Realm Strategy to set out our key principles and design priorities, both in relation to architecture and urban design, for each space.

We have tried to illustrate the Guidelines with examples, both good and bad.
Three Golden Rules

Three Golden Rules underpin these Guidelines and the submitted proposals.

- Buildings should make a positive contribution to the Public Realm; its character, hierarchy and scale.

- Buildings should relate positively to neighbouring structures - new or old - to create a harmonious whole.

- Developments should not limit the future flexibility of neighbouring plots beyond the constraints already imposed.
The Guidelines broadly cover the following topics:

- Context
- Public Realm
- Enclosure, Scale
- Topography
- Volume
- Uses
- Views

The Guidelines Summary overleaf gives a full list of headings and a brief commentary on the intentions and reasons for each type of guideline.

Organisation

The Guidelines are written for each public space within the scheme. These spaces are as follows:

1. Station Square
2. Boulevard
3. Pancras Square
4. Pancras Road
5. Goods Way + Canal Square
6. Goods Yard
7. Market Square and Long Park
8. Goods Street
9. Canal Street
10. Northern Streets
11. York Way

See the Key Plan (fig.1.)
Fig.1 Key Plan (numbers refer to index opposite)
Illustrative Schemes
There are a number of illustrative 'build-out plans' which have been used by the masterplan team to:

- Test and finalise the Parameters within the Development Specifications and the Guidelines.
- Explore the spaces, massing, mix and grain of the development provided for by the Framework as it has evolved.

One of these illustrative 'build-out plans' has been developed further into an 'Illustrative Scheme'. This illustrative scheme has been used to generate the images for both the Guidelines and the Urban Design Statement providing an indication of how the proposals might manifest themselves.

The Illustrative Scheme remains schematic but it has been essential in testing and meeting three key criteria:

- It represents an urban norm and an expression of our thinking about the Human City.
- It represents a site specific response, built on three years of examining and enjoying the site and based on our current knowledge.
- It illustrates a worked example of how a development in line with the maximum quantum of floorspace applied for may emerge out of the Parameters and Guidelines.

Sequential Build-out Plans
Development will take place over many years. In order to track its evolution in relation to the original Framework and the Guidelines, a Sequential Build-Out Plan will be maintained, being updated at regular intervals.

This will enable us not only to judge any individual scheme in relation to the consented proposal and our vision, but also to assess any impact it may have on future developments.

Requirements
Throughout the evolution of the proposals and the ongoing process of consultation which has accompanied it, there has been a prevailing concern that high density development could bring with it streets and spaces which are too dark, too narrow or in some way inappropriate.
It is therefore worth summarising the scope of the Instructions within these Guidelines and the way they are intended to complement the Parameters in the Development Specifications, to define the physical envelope within which development should take place.

The Development Specifications form part of the submitted planning applications and define, amongst other things:

- Development Zones
- Principal Public Realm Areas
- Massing
- Levels
- Heritage Interventions
- Access and Circulation
- Maximum Heights
- Plot Configuration
- Uses

The Guidelines' Instructions relate to:

- Building Line
- Frontage
- Setbacks

and in some cases:

- Routes / links through Development Zones
- Ground level facade treatment

See the Guidelines Summary for more detail.

Conclusion

The purpose of the Guidelines, at this stage in the life of the development, is to provide an answer to three questions:

- "How do I know that these proposals can deliver a built form of the highest standards?"

- "If I can't see the architecture at this stage, how can I get a feel for what King's Cross Central would be like?"

- "What practical measures are in place to ensure that your vision is realised?"

Ultimately, each space within King's Cross Central is a complex design project in its own right. Each one has extraordinary and unique characteristics which should inform the development as it evolves.

These Guidelines aim to face the complexity of the site head-on and give every part of it the attention which it deserves.
Guidelines Summary

1. Introduction

This aims to capture the essence of each space; its primary function and its character. In some cases it also includes introductory notes regarding adjacent sites or the status of the area within the scheme as a whole.

2. Origins, Context

This section summarises the background, historical or otherwise, to the area in question. It draws some Guidance from this analysis, particularly with respect to character, and offers clues as to how development might relate to its context.

3. Public Realm Summary

Here we summarise the key characteristics of the public realm, as described in more detail in the Public Realm Strategy. A Uses Plan for each space indicates key routes and functions both in the space and in the buildings which surround it.
4. Enclosure, Scale, Edges

This section sets out our priorities for urban enclosure, both existing and new. It highlights issues of scale - proportion, massing, detail - and focuses in on the particular characteristics for particular edges. The underlying intent is that public spaces - streets and squares - should be strongly defined by the built edges which surround them. Also that groups of buildings would form unified urban 'backdrops' rather than collections of individual and unrelated objects.

5. Grain, Geometry

This section deals with more abstract characteristics which underly the Framework. It applies to the grain and geometry of new and existing urban form and of architectural detail.

Guidance is given both to suggest that developments may be affected by these underlying themes and to promote a harmonious relationship between them and their surroundings.

6. Levels

This section deals with the particular opportunities and challenges set by the levels of the site and how development zones meet the ground. The intent of Guidance here is to promote a positive attitude to the drama and interest of site levels whilst optimising accessibility.
7. Microclimate

This section covers sunlight, noise and other aspects of microclimate. It highlights challenges and opportunities and indicates particular responses which should be considered.

8. Building Lines

This section sets the Building Line - where the Frontage of a building meets the ground. In some cases, ie certain flexible residential/commercial blocks - the guideline addresses how far the Building Line can be set back from the Plot Boundary.

The intention is to ensure continuity of built frontage on the Building Line, in order to create an appropriately strong urban enclosure. This applies to most areas within the Framework, where the definition of public space - as opposed to the object-like form of buildings - is of primary importance.
9. Frontage

This guideline sets a Minimum Elevation Height for Frontages, varying from space to space. It also sets a percentage of the frontage (or facade area) that should be built out to the Building Line. For frontages giving enclosure to the Principal Public Realm, this is generally 95%.

The intention is to achieve a reasonable minimum vertical scale and density of urban enclosure, as well as some consistency of facade heights along streets. Recesses such as window reveals are considered to be part of the frontage. Incidental projections or recesses, eg balconies, would be judged on their own merits. The key element is the 'street wall'; how it addresses the street and how it relates to its neighbours.

10. Routes through Development Zones

Guidance here allows linkage over certain tertiary public routes and suggests parameters for how this might be delivered.

The intention is to allow for the intensification of urban form by allowing party walls in certain instances while maintaining porosity of the urban grain.
11. Setbacks, Roofscape

This Instruction, where included, states that in some cases upper parts of buildings should be set back to the line of a 'daylight cone' which runs along the centre line of a street or space.

The need for setbacks is determined by daylight. The intention is to ensure reasonable levels of light within streets and spaces and to maintain street proportions which are not oppressively narrow and tall.

A standard cone of 40° has generally been used, based on our comparative research into street dimensions around London. Thus taller, narrower streets may have more onerous setbacks than wider ones. This is a minimum aperture, though the cones may vary in degree of tilt.

Each space has specific characteristics that necessitate a degree of variation. For instance on east-west streets such as Goods Street, the cone is tilted towards the South in order to allow more sunlight into the street, give a sense of orientation towards the South, and avoid permanent overshadowing of streets by buildings on the southern side.

Setbacks are only required over a percentage of the length of the street on the basis that daylight paths are not purely sectional and in order to allow for some diversity.

Diversity of roofscape is also to be encouraged, within defined limits, especially along the two proposed terraces - Boulevard and Canal Street.
On the Main Site, Development Zones are set in Parameter Plan KXC005. Each of these has boundaries onto at least one of the Principal Public Realm spaces covered here in the Guidelines.

Parameter Plan KXC014 gives maximum heights for each Development Zone within the Main Site. This is the upper limit of any building envelope including plant, aerials or any other vertical projection.

Parameter Plan KXC013 also sets for each zone a maximum percentage floor area above 30 metres (31 metres south of Regent’s Canal) which determines massing across zones.

The Guidelines in section 8 set the location of the Building Lines relative to the Development Zone Boundary.

In a few instances, there are also guidelines relating to the Development Zone subdivision, defined in KXC007, such as bridging over the street.

Section 9, sets the percentage frontage of the building envelope that should follow the building line. This percentage should be achieved for all frontage up to the Minimum Elevation Height set as a height above mean street level.

Section 11 gives guidance on the relationship between public space and building envelope with respect to daylight for the Principal Public Realm. The daylight cone as described here determines the amount by which the envelope is set back at upper levels to achieve this. Percentages are given as to the proportion of the enclosure to a space, balancing reasonable daylight with satisfactory diversity of rooftops.

Note:
At this point the Guidelines may be used, in addition to the Development Specification Parameter Plans, to further refine the physical envelope. The sequence below demonstrates the role of the guidelines sections for a plot fronting any given area of Principal Public Realm space.

The guidelines do not make reference to statutory requirements such as overlooking distances.
12. Uses, Ground Floor Frontage

Guidance on uses and ground floor frontage relates to how the proposed or possible uses, defined in the Development Specifications, may affect townscape and architectural design, particularly at ground level.

Generally there is an intention that active open frontage should be maximised and that buildings, especially at ground level should positively address the pedestrian realm.

In some cases guidance is given on specific uses.

In some special cases, one-off uses such as the London Underground entrance between Pancras Square and the Boulevard have lead to particular guidance being applied.

13. Servicing

This section relates to vehicular access and other 'back-of-house' issues, particularly with respect to ground floor frontage.
14. Views

This section is mainly analytical and serves as a review of how the public space and development zones in question relate to their context and to each other, as well as to people in the street.

It sets out priorities for designers to take into account in developing building designs.

15. Wider Area

Finally, in the case of some spaces, opportunities for regeneration beyond our own boundary are noted, in order to present a complete picture of future potential within the area and to put our application in context.

Note:

Not every public space has each of the sections as listed above (for instance 15. Wider Area). In these cases the section is simply omitted.
Building Line
Where the elevation of a building should meet the ground.

Daylight Cone
A geometric overlay onto sections across key Principal Public Realm spaces, which defines the minimum requirements of visible sky from the centre of that Public Realm space.

Density
Relationship between the overall quantum of development and the site area within which development will take place.

Development Specification
The Development Specification defines and describes the principal components of the proposed development. It sets rules for such things as quantum of development, the principal public realm, access and circulation, building heights and massing.

Development Zone
Areas within which building or refurbishment to existing buildings may take place. The boundaries of these zones are defined in Parameter Plan KXC005.

Envelope
Used to describe the three dimensional parameters that buildings should fall within. The parameters of the envelope are set by the Development Specification, Parameter Plans related to heights and horizontal margins.

Frontage
Portion of building envelope built out to the Building Line

Limit of Deviation
The extent to which defined boundaries and levels may deviate from those shown on plan.

Marker Buildings
Buildings that could play a particularly prominent role in the enclosing of the public realm or marking ends of important vistas useful in navigation and the making of memorable places.

Minimum Elevation Height
The height to which the Frontage of a development should be built above the mean street level.
Parameter Plans
Parameter Plans form part of the Development Specification. They address and fix, various elements of the proposed development, for example site layout, levels, the public realm, development zones, access and circulation, land uses, works to heritage buildings, building heights, strategic views and utilities.

Plot Boundary
A perimeter of an area within a development zone that is defined as a building plot by the combination of the Parameter Plans, Development Specification.

Principal Public Realm
These are areas that are proposed as part of, and form the underlying 'framework' for, the comprehensive development of the site. They are defined in Parameter Plan KXC004.

Setback
Where the Frontage of a building is not extended to the limits of the building envelope.

Strategic Views
Views, designated and protected in strategic planning guidance. Two views affect the site, as set out in RPG3 (1989) and RPG3A (1991: Supplementary Guidance for the Protection of Strategic Views):

3. Parliament Hill to St Paul's Cathedral and
5. Kenwood House to St Paul's Cathedral.

From each of these view points, a 'wedge' shaped View Corridor extends as a curved plane to a maximum width of 300 metres at St Paul's Cathedral.

Urban Grain
The predominant local pattern and orientation of streets and buildings that aid a coherent and consistent understanding of the urban and built environment.
Heritage Spaces
- The Goods Yard is a special case within the Guidelines because it is the 'heritage heart' of the site and there are very few new-build Development Zones within it. For this reason guidelines have generally been reduced to bullet points, except in relation to new-build opportunities.
- Chapter 4 of the Urban Design Statement can be referred to for further detail on each part of the Goods Yard.

Four Character Areas
- The Goods Yard divides into four areas each with its own character:
  - Granary Square (and the Canal)
  - Coal Drops Yard (and the Canal)
  - Gasholders (and the Canal)
  - Midland Yard
- Each section below is structured accordingly.

Guidelines for Existing Buildings
- Guidance for works to existing buildings is based on two major priorities which should be held in balance:
  - The character of existing buildings and the Goods Yard as a whole should be taken into account in designs for new development in and around them.
  - The continuing use of the retained existing buildings in the long-term is one of the principal aims of the Framework.
- In greater detail, guidance for possible works to existing buildings is included within the Initial Conservation Plans.

Character
- In summary the contrast and balance of large and small scale, background and foreground, high and low, hard and soft, old and new in the Goods Yard offers unlimited interest. It is a tactile and animated place.
- The Goods Yard is the breathing space at the centre of the King's Cross Central. It provides a focus and sets the tone for a deeply engrained and lasting diversity of character and activity across the site.
- The strength and richness of character within the Goods Yard - both as it is now and as it will be - is unique and should be treated as a starting point for any design work in this area.
Origins & Context

The Northern Goods Yard

- The Northern Goods Yard was developed soon after the construction of King’s Cross Station, creating the first fully integrated ‘intermodal transport hub’ in the country.
- The Goods Yard as it is today represents the evolution of the site over the second half of the nineteenth century. Its core is the Granary, Transit and Assembly Sheds, and the Eastern Coal Drops, planned and built by Lewis Cubitt, designer of King’s Cross Station.
- In front of the Granary there was a deep Canal basin with an archway to the Canal. The atmosphere of the place was busy, ordered and tough; its purpose was the interchange of goods, using the natural levels to connect rail, road and canal.
- This space is named ‘Granary Square’ within the Framework: what was once a hub for googs will become a hub for people.

Other Buildings and Spaces

- Beyond the ‘Granary complex’ a series of coal drops, basins, engine houses and warehouses were built (all linked by viaducts), some of which remain.

Animation

- The Goods Yard was continuously animated by people and machines. Its massive buildings and spaces were fitted with moving parts (gantries, turntables, capstans and winches) all dedicated to the transport of raw materials.
- The space has been reinvented for people rather than goods but its essence is in tact.
Fig. 1 Watercolour by Lewis Cubitt, displayed at the Royal Academy in 1851
Public Realm Summary

- **Integrated**: An integrated pedestrian landscape incorporating a great variety of street furniture, art and landscape elements as well as roads for buses, taxis and servicing (not private cars).

- **Surfaces**: A tapestry of existing surfaces retained and re-laid, enriched with traces of former structures, inlaid with new paving and remnants of railways tracks and turntables.

- **Access**: Full disabled access everywhere, including optimum new connections to the Canal and between the levels of the site.

- **New visual connections achieved with railings in place of walls at changes in levels.**

- **Hard and Soft**: A balance between hard and soft landscape. Contemporary use of trees and water, overlaid with existing grains.

- **Levels**: A natural response to the levels of the site: upper and lower, linked and interlocked.

- **Canal**: A dialogue with the Canal; different responses for its different parts. A mutually beneficial relationship.

- **Multi-purpose spaces**: A series of diverse spaces for an ever changing range of activities:
  - outdoor events
  - theatre, music
  - cinema
  - specialist markets
  - festivals
  - retractable art and fountains
  - busking
  - play
  - sweet nothing
Fig. 2 Public Realm Summary

- Pedestrian Routes
- Taxis, Servicing and Bicycles
- Bus Routes

Strong Active Ground
Floor Frontage
Strong Frontage
Potential for ‘spill-out’ space
Possible location of Bus Stop
Designated Cycle Lanes
Possible Important Entrances
‘Dwell Space’
Possible ground floor uses
Retail
Residential
Business Use
Public Uses
Hotel
GRANARY SQUARE

- **2 Scales / 2 Layers of Enclosure:** Granary Square would be defined by two layers of enclosure, of two different scales:
  - The outer layer, would be the shear wall of the Granary, the new Goods Way frontages, and the Gasholders which would rise up above the Coal Drops. It would be on a grand scale.
  - The inner layer, on a much smaller scale, would comprise the pavilions, the bridges, the Fish and Coal Building, and the Coal Drops. (fig.3)

- **Open Horizons:** To east and west the horizons are low. The wooded skyline of Camley Street Natural Park softens the space.

- **Marker:** Development Zone F, on the south side of the Canal, would be an end marker to Granary Square.

- **Canal:** The Canal would be invisible at first, being set some 3m below Granary Square. As one moves through the space it would be revealed at the broad steps between the two bridges.

MIDLAND YARD

- **Ambiguity:** Midland Yard is an indoor/outdoor space and would merge with the landscaped space on the east side of Granary Square.
Fig. 3 Layers of enclosure
The Provender Store Pavilion should be an attractor and a 'signal' to Coal Drops Yard and the upper level of the Coal Drops from Granary Square.

It should form a marker to long views from Market Square, and an appropriate foreground to the Fish and Coal Building.

It should complement views up to the Granary from the Lower Yard.

The Bridgehead Pavilion and the Provender Store Pavilion should give secondary enclosure to Granary Square.

They should both be 'beacons' of interest and activity; landmarks within Granary Square.

They should be designed in the spirit of the Goods Yard; its confidence, pragmatism and modernity.

Solid structures such as the retaining walls, which the pavilions will be part of, and lightweight structures such as the cranes and bridges which brought the place to life in its heyday, may offer clues to their design.

Both pavilions front inwards towards the Granary on the upper level. On the lower level they front the opposite way, to the Canal and Lower Coal Drops Yard.(fig.5)

The Bridgehead Pavilion should also front eastwards with the possibility of activity spilling out onto the broad landscaped area of towpath towards York Way.

The Bridgehead Pavilion should form an integrated design with East Bridge, incorporating steps and a lift down to the Canal.

It would form an end-stop to long views up the Boulevard from the south.

It should form a link rather than a barrier to the Canal.

The Provender Store Pavilion should be an attractor and a 'signal' to Coal Drops Yard and the upper level of the Coal Drops from Granary Square.

It should form a marker to long views from Market Square, and an appropriate foreground to the Fish and Coal Building.

It should complement views up to the Granary from the Lower Yard.

Bridgehead Pavilion (Development Zone G) & Provender Store Pavilion (Development Zone H)

The Bridgehead Pavilion should also front eastwards with the possibility of activity spilling out onto the broad landscaped area of towpath towards York Way.

The Bridgehead Pavilion should form an integrated design with East Bridge, incorporating steps and a lift down to the Canal.

It would form an end-stop to long views up the Boulevard from the south.

It should form a link rather than a barrier to the Canal.
Fig. 5 Pavilions in the Goods Yard act as end-stops to long views.

- Bridgehead Pavilion
- Provender Store Pavilion
- East Bridge
- West Bridge
- GRANARY SQUARE
- GOODS WAY
- GOODS WAY

View up BOULEVARD
View down TRANSIT STREET

active frontage to upper level
active frontage to lower level

LOWER YARD
Enclosure, Scale & Edges: Coal Drops Yard, Gasholders

**COAL DROPS YARD**

- **Intimate, Structured Space:**
  Coal Drops Yard is a low linear space which would be orientated towards the Canal and Camley Street Natural Park but strongly linked to Market Square and Long Park. It is a tiered, splayed shape where layered enclosure and enhanced perspective would make it feel out of the ordinary. The fact that it is set below Granary Square, at the 'quieter' level of the Canal, would add to its intimacy.

- **Western Coal Drops:** The north-south orientation of the Western Coal Drops would make strong links between Long Park and the new footbridge to Camley St. Its long low shape should be viewed as a filter, rather than a barrier to Coal Drops Yard.

**GASHOLDERS**

- **Object or Backdrop?**
  The Triplet would function both as an object due to their shape and as a 'backdrop' due to their size. They would give large scale enclosure to match the new Goods Way frontage and the front of the Granary. At close quarters they would seem immense while also offering intricate detail and human scale.

- **Layers:** The intention to maintain a legible separation between the new inner drums and the reconstructed outer skeletons would make the perceived surrounding spaces expand and contract; animated when seen in motion.

- **Gasholder No.8:** The double reading of space around the gasholders would be even more extreme in the case of No.8 since it will be a free stranding frame, containing landscaping, play structures and a public open space. The outer enclosure of this space would be strongly defined by Development Zones P and T, where by contrast, the inner enclosure of the open guideframe would be ambiguous.

- **The edges of Zones P and T onto the Gasholders should be strong, to create a clear backdrop and to relate appropriately to the scale of the Goods Yard space to the South. They should be frontal towards the Canal, in order to express the natural orientation of the site.**
North/South End Stops, East/West Filters

- All the existing railway buildings are stopped by a frontal facade at the south end but open laterally to the east and west with repetitive modular openings. This establishes a pattern of southward frontality (end grain) and east/west permeability (long grain) which could inform the grain of new developments. (fig.7)

- This may offer clues for the treatment of Zones P, T and J, to distinguish between their fronts towards the Canal and their sides facing East and West.

Splay meets Curve

- The layout and grain of the Northern Goods Yard, out of which the Framework for the north has grown, combines the functional needs of railway sidings with a natural response to the Canal. The gentle splay of the buildings naturally meets the big curve of the Canal.

Contrasts

- The contrast between the massive rectilinear forms of the buildings and the sinuous curve and softness of the Canal is dramatic. The Fish and Coal Building is an exception, more akin to the Canal than the other buildings.

Connection

- The linear forms of the railways buildings lead northwards and promote strong connections through the Northern Area to York Way.
Fig. 7  Southerly frontality and East-West permeability
Levels

**GRANARY SQUARE**

- **Link to Canal:** The groundscape of Granary Square would fold down between the bridges towards the Canal, forming a visual and physical connection between the two, and a sunny place to linger.

- **Pavilions:** Both pavilions should address upper and lower levels with active frontages. Their forms and surfaces should respond positively to the 'shear plane' between the two levels.

**COAL DROPS YARD**

- **Levels Interlock:** Here the two levels of the site interlock. The lower level of the Canal 'spills' into the site, through up to three of the arches, to form the Lower Yard. Viaducts and bridges would fly across at the upper level to tie the space together. At each extremity of the Yard, the ground 'peels' upwards, forming ramps to join the upper level.

**GASHOLDERS**

- **Terraces:** To the west of Coal Drops Yard, the upper and lower levels of the Goods Yard would be brought together above St.Pancras Lock. Gently terraced from Canal St, Holder St and Market Square down to the Canal, this would form a natural base for the Gasholders.

**MIDLAND YARD**

- **Ramp:** To the south of Midland Yard, the retaining wall which overlooks the Canal would form long ramps, falling from each end.
GOODS YARD AND THE CANAL

Fig. 8 Levels

Fig. 9 Section through Granary Square looking North
Microclimate

- **Sunlight**: Due to its open aspect to the south, the Goods Yard would enjoy good sunlight throughout the day all year round.

- **Wind**: The centre of Granary Square would be exposed to prevailing winds, from the southwest. The trees within the square and pavilion buildings could help to baffle the wind.

- **The design of the Provender Store Pavilion should provide some wind protection for the western half of Granary Square.**
Fig. 10 Sunlight and Shade

12pm (June)  
3pm (June)  
6pm (June)
Building Lines

GASHOLDERS

- Building Lines in Zones P and T should follow those shown in fig.11.

Frontage

GASHOLDERS

- Frontages should be built out 50% to the Minimum Elevation Heights shown in fig.12.

- This is in order to ensure suitable urban enclosure to public space at ground floor and above.
Fig. 12 Minimum Elevation Heights

Levels given are Minimum Elevation Height (meh) above mean street level.
**Uses & Ground Floor Frontage**

**GRANARY SQUARE**
- **Granary**: Public uses at ground level, which could include a bar or café, or part of a museum, college or cinema.
- **These uses should enjoy a good connection to Granary Square; overlooking (and potentially spilling out towards) the multi-purpose space and the water feature.**
- **Transit Sheds and the Office Wings**: Predominantly retail on the West (extending along Transit St), with commercial or public uses on the East.
- **Pavilions**: A range of cafes, bars, restaurants, retail or public use.
- **Fish and Coal**: Potential public uses, retail restaurants or office.

**COAL DROPS YARD**
- **Coal Drops**: A range of public and retail uses. Substantial mix of units of different sizes and character.

**GASHOLDERS**
- **Triplets**: A mixture of retail, food & drink and community uses at ground / first level with residential above.

**MIDLAND YARD**
- **The Yard**: A multi-purpose 'winter garden' or covered external space.
- **Eastern Transit Shed**: Potentially smaller scale uses on ground and first floors which could interact with Midland Yard as a communal space.

**· Midland Shed**: Public, health or leisure uses on ground and first floors which could interact with Midland Yard as a possible communal space, benefiting from the curved East Handyside Canopy as a large-volume space.

**· Regeneration House**: A variety of public or commercial uses, possibly including an estate management or visitor centre.
Fig. 13 Ground Floor Uses Plan
GRANARY SQUARE
- A network of public transport and ‘access only’ roads runs across the Goods Yard, for taxis and local servicing.
- The Granary Complex could be serviced from a new basement under the Assembly Shed site or at grade from Goods St or Midland Yard.

COAL DROPS YARD
- The Coal Drops would be serviced out of hours from the Lower Yard where vehicular access would be via pedestrian ramps, or via the road behind the Western Coal Drops.

GASHOLDERS
- The Triplet could have a basement carpark, which could be accessed via Development Zone P, with a connection beneath Holder St.

MIDLAND YARD
- Vehicles would be able to enter Midland Yard between defined hours to service the adjoining Transit Shed, the Granary and Midland Sheds.
- **No vehicular access will be allowed to frontages shown pink.** (fig.14)
Possible location of entrance to below ground shared service infrastructure

Frontages which would not include any direct car park or service yard entrances, or direct service access (ref. KXC 017)
1 A tree lined approach to Wharf Road
2 Granary Square a space with strong edges
3 The Goods Way frontage; second layer of enclosure
4 Bridgehead Pavilion and Zone F are markers on a low horizon to the east

5 Transit Street connects Granary Square to the North

6, 7, 8 Coal Drops Yard: intimate space
9 Street between Western Coal Drops and the Triplet

10 Holder Street; a south facing ‘parade’

11 Gasholder N-8 is the focus of Canal Street
12 The Gasholders from a strong edge to the canal
· Market Square and Long Park are a single space, divided into two parts by Goods St.
· Long Park is a green space, filled with trees and enclosed by a mix of residential and office buildings.
· Market Square is a busier hard landscaped square, edged by a mix of uses, possibly including retail, hotel and other more public uses.
Origins & Context

Original Grain
- The shape of Long Park and Market Square derives directly from the splay of the railway sheds and Coal Drops that fan out to meet the Canal. Connectivity to the Canal is a priority and the same grain that originally evolved for railways handling goods is now modified and reinvented for people. *(fig. 1)*

Western Transit Shed
- The northern section of the Western Transit Shed encloses Market Square. Although not tall, its scale and detailing establish a strong character for the space.
- The ambiguity as to whether it is a front to the space or a side will contribute positively to the connection, via Transit St, from Market Square to Granary Square.
- The fact that new and old would face each other on either side of Market Square is an example of the approach to embedding heritage amongst new urban blocks which runs throughout the Framework.
Public Realm Summary

**Park**
- Long Park is a green space, overlooked by both offices and flats. It contains play areas, trees, hedges and grass to sit out on. Footpaths surround and cross the green space, with a taxi/drops-off route on the east side only.
- A straight line of trees defines the east edge, with two looser lines splaying out to the south.
- A series of sculptural play objects distributed along the park create focal points to engage people of all ages, day and night.
- The park would be lit at night to ensure that its activity, and safety, is maximised.

**Pavilions**
- Two pavilions, at the north and south ends of the space, form points of focus and public activity to animate and anchor the public realm.

**North south flow: East west Permeability**
- Though main flows will be north-south, a pedestrian route from Camden via Camley Street or the Canal towpath to the Bingfield Park area of Islington will be facilitated. (see 15 WIDER AREA below)
- A number of ‘capillary’ routes to either side will ensure lateral permeability, connecting to Canal St and York Way.

**Square**
- Market Square is hard landscaped with a line of trees continuing the line of Long Park. It is a flexible space where permanent features such as benches, outdoor games boards and lighting can operate in conjunction with temporary elements such as specialist or seasonal market stalls or art installations.
- Goods St running along the top edge, combined with bus stops and local taxi/drops-off activities will ensure that it is a busy space.

**Route through Transit Sheds**
- There could be an opportunity for the creation of a daytime cross-route on the line of Holder Street through the Transit / Assembly / Midland Shed complex (and possibly through Zone J to York Way).

**Goods St, Bus Stops**
- Bus stops on Market Square could form a strategic node for the distribution of people around the site, and for connection to the major stations in the south.
- Buses could also access the top of Long Park from North Square and York Way.
- See also Goods St.

**Taxi / Access Road**
- Access roads along the east side of Long Park, and on both sides of Market Square, would allow taxis and small delivery vehicles to reach the surrounding buildings. (fig.2)
Fig. 2 Public Realm Summary

- Pedestrian Routes & Desire Lines
- General traffic
- Taxis, Servicing and Bicycles
- Access Only
- Bus Routes

- Strong Active Ground Floor Frontage
- Potential for 'spill-out' space
- Possible location of Bus Stop
- Possible Important Entrances
- ‘Dwell Space’

Possible ground floor uses:
- Retail
- Residential
- Business Use
- Public Uses
- Hotel
4.1 Enclosure & Scale

One Space
- Long Park and Market Square are part of one urban space. They are however divided into two distinct entities by Goods St and by the fact that the Western Transit Shed (proportionally very different from the other edges) fronts only Market Square.
- Long Park and Market Square form a continuous space with Coal Drops Yard and enjoy the wooded horizon of Camley St Natural Park.
- New developments should build on the difference in character between the two spaces without losing the coherence of the whole.

Enhanced Perspective, Open Ends
- The splayed shape of the space gives an enhanced perspective (an echo of the effect of the Boulevard).
- In both cases the sense of ‘opening up towards the centre’ of the site (the Goods Yard and the Canal) is intended to contribute to physical and perceived accessibility. (fig.3)
- The fact that the space is open ended - with low sky horizons in both directions - connects it to the rest of London.
- Buildings along Long Park may respond positively to visual connections beyond the space, in order to attract people into the site, for example by facade projections, or details orientated north to south.
Fig. 3 Long Park & Boulevard open up to Goods Yard and the Canal
4.2

Edges

**Strong Edge, Diverse Roofline**
- The edges of Long Park and Market Square are defined by strong building lines.
- **However, due to the likely mix of uses, massing of the upper parts may be diverse especially at the north end where there is likely to be more housing.**
- **Development should acknowledge the importance of facades working as ‘backdrops’, giving priority to the public space and to continuity with neighbouring buildings.** *(fig.4)*

**Pavilions**
- Development Zone O (Market Square Pavilion) and Development Zone U (North Square Pavilion) give enclosure to the space, but at low level.
- **They should act as focus points, giving human scale. They should draw people into the space and should not form barriers.**

**New Assembly Sheds**
- The new Assembly Shed development (Zone L), would be likely to be higher than the Transit Sheds and could form a secondary edge to Market Square.
- **It should address the square positively while maintaining its primary orientation to the Granary and Goods St.**
Strong edge, diverse roof line
Transit Sheds
New Assembly Shed, Zone L
Pavilions give enclosure to the space at low level

Development Zone O
Market Square Pavilion
Development Zone U
North Square Pavilion
New Assembly Shed, Zone L
Pavilions give enclosure to the space at low level

Fig.4 Strong edges
view from the South-East
view from the North-West
Levels

**Flat space**
- The space rises imperceptibly (1:230) to the north.
- It then drops across North Square at 1:30 down to York Way.
- **Buildings at the north end should use the gradients to advantage while still optimising accessibility.**
**South Light**

- Long Park would be in full sunshine around lunchtime (12 to 3 O’clock). Its splayed shape increases the amount of sunlight at ground level and on facades. (*fig.6*)

**Building lines**

- Building lines should follow those shown in *fig.7.*
Fig. 7 Building Lines
Frontage

- Frontages should be built out 95% up to the Minimum Elevation Heights shown in the diagram.
- Facade treatments, abutments with neighbours and modelling of upper parts must be designed to participate within a continuous, unified urban frontage. (figs.8 & 9)

Fig.8 Minimum Elevation Heights for the western buildings facing Long Park
Levels given are Minimum Elevation Height (meh) above mean street level.
Routes through Development Zones

Narrow Side Streets & Passages

- Apart from Goods St, gaps between buildings would be secondary to the main spaces. Making these gaps as narrow as reasonably possible could add to the excitement and drama, as well as the cohesion, of the space.
- To the east of West St (S1), the tertiary street (S4) may be built over to create a ‘party wall’ abutment, with a covered passageway beneath.
- To the west of East St (R1), the tertiary street (R4) may also be built over to create a ‘party wall’ abutment, with a covered passageway beneath. (fig.10)
- In these cases, links should be designed such that the environment of the passageway is pleasant. It should not rely on electric lighting during the day.
- In cases where vehicles would pass through these passageways, pedestrian should have priority and space for pedestrians should not be compromised.
- In cases where streets are bridged, facades should still be treated as distinct entities, in order to retain the scale and rhythm of the frontage as tested within the Illustrative Scheme.

Routes and Views at Corners

- At the corner of Market Square and Holder Street in Zone P, a single or two-storey loggia should be considered to promote visual and physical connections to the Gasholders and the Canal.
- Other ‘cutaway corners’ might be considered in Zone R to promote connections to York Way and beyond.
Fig.10 Secondary Routes

- Single or two storey arcade in this area
- Zone within which covered passageways may be created
Setbacks & Roofscape

Setbacks
- The daylighting cone as described in fig.11 should be achieved over at least 80% of the frontage to the street or space, using setbacks where necessary.
- This is both in order to reduce the bulk and scale of the frontages, as they relate to the street, and to increase sunlight falling into Long Park.

Roofscape
- Diversity at roof level would be encouraged, to give human scale and visual interest though this should be balanced with the requirement for continuity and harmony between buildings.
Daylight cone intersection with development zones

Minimum Elevation Height (see section 9, Frontage)

Maximum Height

Fig. 12 Intersection of daylight cones with the Development Zone envelope

daylighting cone should be achieved over 80% of street frontage
Uses & Ground Floor Frontage

Offices, Homes

- The upper facades to Long Park will be a mixture of residential and commercial.
- In both cases it is important to ensure that they 'front' Long Park, even if entrances are elsewhere.
- Residential frontages should ensure that the individuality of residents curtains, balconies etc is held within a larger urban order, in order to prevent the feeling that this is a 'back'.

Office

- Long Park is not intended to have the character of a corporate address.
- Commercial buildings would be encouraged to have their main entrances on Goods St or close to the corners where practicable.

Residential

- Residential entrances could be a significant part of the street scene in Long Park.

Ground Level Mix

- A balanced mix of residential entrances, small office units (entered from Long Park) and possibly local shops is envisaged.

Hotel

- The possibility of a hotel within Zone P on the west side of Market Square would bring with it a distinctive character and pattern of activity. (fig.13)
- Uses in this location should be active at ground level and should aim to carry activity round the corners, onto Goods St and towards Holder St and the Gasholders.

Transit Shed Retail

- Market Square marks the top end of the retail area around Coal Drops Yard. The West Transit Shed is an important part of this area, containing the largest retail units north of the Canal.
- The northern half of the Western Transit Shed - which fronts Market Square - may contain:
  - a supermarket, forming an anchor between the Goods Yard and York Way
  - other retail units
  - showroom / work place units if retail demand does not extend into Market Square.

Honeypot

- Market Square Pavilion (Zone O) should form a 'honeypot' to attract activity within Market Square.
- It should also work in combination with the other pavilions to create a sense of linkage from one end of the site to the other.
Fig.13  West Elevation of Long Park and Market Square

Fig.14  East Elevation of Long Park and Market Square
Off-Street Parking

- If included, ground level parking - or any other 'non-active' use - should not be allowed to front the street.
- Generally, large scale servicing and access to carparks will be from side streets. However, for simplicity, small units may in some cases be serviced from Long Park and Market Square within defined hours.
- No vehicular access will be allowed to frontages shown pink. (fig.15)

Basements

- Most of the new buildings have the opportunity for basements.
- If included, basement levels and uses should be designed to avoid a negative impact on the street, for example due to ramps or louvres.

Servicing
Possible location of entrance to below ground shared service infrastructure

Frontages which would not include any direct car park or service yard entrances, or direct service access (ref. KXC 017)

Fig. 15 Lengths of facades that will have no direct carpark or service entrances
1 Into Long Park

- The view into Long Park from York Way is one of the most significant direct visual connections created within the Framework between the site and its surroundings.
- It would add hugely to the perceived and physical accessibility of King’s Cross Central, especially for those coming from the north.
2 View up & 3 View down

- Views up and down the space would differ greatly due to the exaggerated perspective as seen from the south and foreshortening as seen from the north.

- Facades, viewed from the south, would be ‘angled’ towards the viewer. This special opportunity to use depth / rhythm to create powerful, unified and diverse backdrops to Long Park and Market Square should be taken advantage of.
4 Railway Sheds & Beyond

- The presence of the West Transit Shed in southerly views, combined with glimpses of the Coal Drops facades receding into the distance, would be effective in mediating between the scale of the northern area and that of the Goods Yard.
- The linearity and repetition of these facades would draw the viewer on.
- The fact that Zone B, south of Canal, may be seen over the top of the Fish & Coal Building would be an important connection between the north and the south areas.

5 Granary Square, Coal Drops Yard & The Gasholders

- Views to Granary Square as seen along Transit St, into Coal Drops Yard (with the trees of Camley St Natural Park beyond), and glimpses of the Gasholders would all establish strong connections between the northern area and the heart of the site.
- Views of the Gasholders would draw people along the new pedestrian routes to Camden.
Wider area

Links between Camden and Islington

- Long Park, together with the grain of the new development, creation of a new footbridge over the Canal, and the opening up of the Canal side areas, particularly around the Gasholders, would promote and facilitate the movement of people from areas to the east of King’s Cross Central - Caledonian Road, Bingfield Park and Randell’s Road - through the development to the Canal and on up to Camden via the towpath or Camley Street. *(fig.17)*

- A network of multiple routes would allow pedestrians to permeate through the new urban blocks and meet desire lines.

- ‘Randell’s Junction’ on York Way would become a node of connection into this network.

- Canal Street also participates in this web of new connections.
Goods Street is a generous mixed use street.

- Although enclosed by large buildings on both sides along parts of its length, it is broken up by open spaces to either side and by the gable ends of the Victorian railway sheds and canopies.
- It carries bus routes and local traffic but no general through routes.
Aerial view of Goods Street looking West
Origins & Context

Urban Grid
- Goods St is the direct continuation of Copenhagen St from the other side of York Way. A main artery within the Georgian grain of Pentonville, it is the primary link between the site and neighbourhoods in Islington. (fig. 1)

Railway sheds: Gable ends
- The presence of the combined Midland and Transit Sheds and the Handyside Canopies at the east end will set the tone for the space at the eastern end of street. These large scale open ended linear structures leading south would help to 'lock' Goods St into its context.

- New buildings should respond positively to the strong orientation and scale of the existing buildings as well as to their robust simplicity.

Handyside Canopies
- The Eastern Canopy may form an open 'loggia' at its northern end, which may overlap with the pavement, but otherwise could be enclosed in a new (largely transparent) skin.

- The Western Canopy may become ancillary to the Western Transit Shed or Midland Shed, or could be an outdoor covered area, gated at night, or an indoor 'winter garden' with public access.
Fig. 1 Goods Street is the direct continuation of Copenhagen Street.

Copenhagen Street (main artery within Georgian grain of Pentonville)

Towards Caledonian Road

Accumulator Tower

Midland Shed

West Handyside Canopy

View of the East Handyside Canopy

Gable end sets the tone for the south side of the street
Public Realm Summary

Character
- This is an ordinary London street. Its pavements are comfortably wide, with trees, bike racks, benches and bins in some places.
- The road surface is tarmac with low kerbs, frequent crossings, high quality landscape treatment and build-outs at corners making a pedestrian-friendly environment.

A Street with Spaces to Either Side
- The main activity along the street is people movement, however the significant public spaces to either side would ensure that it is an active and pleasant place.
- Once past Long Park and Market Square, the western part of Goods Street is distinct from the rest due to the frontage of new urban blocks on each side, and the line of trees.

Familiar Street
- This is a familiar urban street. There are no through routes other than to parts of King's Cross Central and back to York Way, via Canal Street. Routes to Goods Way are restricted to buses, taxis and servicing.

Buses
- A number of bus routes would be likely to travel along Goods St in both directions. Some connecting south along York Way to the stations, some to Camden and some to Islington.

On-street parking
- Parking along Goods St would generally be for permit or disabled badge holders, perhaps with some meters, except evenings and weekends.
- This is a significant factor in creating an active and familiar street.

North-South Flow:
East-West Permeability
- Main flows are east-west but with strong permeability North-South.
Fig.2 Public Realm Summary
Enclosure & Scale

Asymmetric Street
- Goods St has a strong street wall. Its scale is slightly greater on the north side, in contrast to a smaller scale and more diverse massing on the south side. In this sense it is 'orientated' southwards.
- Buildings to either side should take account of this difference which is inherent in the orientation and grain of the Framework as a whole.
- To the south, Midland Yard, Market Square and Canal Street all form major spaces off Goods St. To the north, Long Park works with Market Square to bring light, space and air to the centre, and to form major connections north and northeast.
- Buildings should anchor the corners at these spaces and ensure that street enclosure prevails over object-quality. Emphasis should be towards Long Park / Market Square. *(fig.4)*

Diverse Street Wall
- The street presents opportunities for a mix of uses which should be reflected by diverse building forms, especially the upper parts.
- On both sides of the street, a strong street wall on the building line is required (see Frontage). Above that, fragmented upper parts would be encouraged, especially on the south side.

Narrow Side Streets
- The contrast between narrow side streets and the generosity of Goods St would ensure that street enclosure is maintained.
Fig.4 Goods Street is predominantly orientated southward.
4.2

Edges

**Arrival at York Way**
- The two corner elements of Development Zones J and Q on York Way act as a significant gateway (fig. 5). They mark a strong transition from the busy arterial road to the quieter local street.
- These buildings should make a 'place', both on York Way and inside the site on Goods St.
- Zone Q should provide both a strong, calm backdrop, and a positive response to the complex spaces of the Transit and Midland Sheds and the interlocking Handyside Canopies.
- On the south side of the street, a balance between openness and enclosure should be achieved with a strong edge, formed by a combination of buildings and spaces.
- Here the pavement may widen and edges be set back to form a side entrance into the Midland shed and Handyside Canopies and Midland Yard.

**End Stop**
- Goods St ends at a T junction with Canal St, at the west edge of the site.
- The building on Canal St may make a positive response to the long space of Goods St leading eastwards.
- There is an opportunity for a 'marker building' in this location.
Fig. 5 Buildings at the east and west ends act as markers for arrival and as ‘end-stop’
End grain

- The new frontages facing Goods St form the short ends of long north-south urban blocks, echoing the ‘end grain’ of the Transit Shed gables.

- The natural grain of the site should be acknowledged in facade treatments and massing, for example by emphasis of vertical proportions and facade subdivision on Goods Street.

Fig.6 End Grain revealed in buildings on the south side of Goods St.
Fig. 7 Long grain and end grain should be reflected in facade treatments.
Levels

Slope
- The street is level until Market Square. It then slopes gently upward to the west.
- Buildings should minimise the effect of the slope on accessibility.

Microclimate

South light
- The street would be generally sunny and well lit due to the lower and more fragmentary building volumes on the south side.
- Buildings should be designed to enhance daylight and sunlight to the street, for example by use of materials or massing.
Fig. 9 Sunlight and shade
Building Lines

- Building lines should follow those shown red in fig. 10.
- Where shown in yellow a single building line should be set within the zone.
- The north face of Zone L may be set back between the Transit Shed gables, within the zone shown yellow, to encourage permeability and active use between the Transit Sheds. It should however be straight and parallel to Goods Street.
- The north end of Zone J may be fixed anywhere within the yellow zone.
Frontages should be built out 75% up to the Minimum Elevation Heights shown in figs.11-12.

Fig.11 Minimum elevation heights for buildings on the south side of Goods St.
Fig.12 Minimum elevation heights for buildings on the north side of Goods St.

Levels given are Minimum Elevation Height (meh) above mean street level
The daylighting cone as described in fig.14 should be achieved over at least 80% of the frontage to the street or space, using setbacks where necessary.

This is both in order to reduce the bulk and scale of the frontages, as they relate to the street, and to increase sunlight falling into Goods St.

Roofscape

Diversity at roof level would be encouraged, to give human scale and visual interest though this should be balanced with the requirement for continuity and harmony between buildings.
Area shaded yellow must be set back to achieve the daylight cone over 80% of street frontage.
Uses & Ground Floor Frontage

Offices, Flats
- There would be a mix of uses along the street, with some residential and some business/employment at either end.
- At ground floor, there would be a similar mix, which could include small scale 'shop-front' style offices and showrooms interspersed with shops.

South Western Blocks: Apartments, Hotels
- There would be some residential uses in Zone P with opportunities for other uses including a hotel. These uses would give a particular character to this part of Goods St and should contribute positively to the balance between public/private and day/night activity.

A Good Address
- Front doors should line the street, ranging from major office buildings to apartment blocks and potentially smaller scale commercial units. The 'texture' should be that of a familiar London mix.

Shops
- Shops may be spread out along Goods Street.
- The possible inclusion of a supermarket, for example, between the Transit Sheds (Zone L) or at the west end of Goods Street (Zone P) would facilitate connections between the existing communities east of York Way and the new communities within the site.

Existing Buildings
- Front doors and active frontages within the Transit Sheds and Midland Canopies would be encouraged.

Corner Entrances
- Corner entrances on Long Park / Market Square may be appropriate. However these should be unequally 'weighted', in order to contribute to the differentiation and hierarchy between Goods Street and Long Park.
Fig. 15 North side of Goods Street

Fig. 16 South side of Goods Street
Basements
- Most of the buildings along Goods Street have the opportunity for basements.
- If included, basement levels and uses should be designed to avoid a negative impact on the street for example due to ramps or louvres.

Off-street Parking
- If included, ground level parking - or any other 'non-active' use - should not front the street.

Small Scale Deliveries
- Generally, large scale servicing and access to car parks would be from side streets. However, for simplicity, small units may be serviced from Goods St within defined hours. *(fig.17)*
- No vehicular access will be allowed to frontages shown pink. *(fig.17)*
Fig. 17 Frontages which would not include any direct car park or service yard entrances, or direct service access (ref. KXC 017)
Heritage Buildings in Every View

- The fact that every view south would be dominated by the original structures of the Goods Yard will give Goods St a unique character and the sense that it has grown out of its context rather than being imposed.
Glimpses South & North 2, 3, 4

- There are numerous glimpses southwards down to the Goods Yard and the Gasholders. Views up the longer side streets to the north would reveal both the substantial urban grain and the diversity of the place.
6 Short Blocks: End Grain and Daylight

- The view along the street is broken by cross streets and spaces which allow sunlight to shine in from the south, animating the street.
- The fact that long urban blocks terminate with short 'end grain' on Goods St is inherent in the Framework and should influence the character of individual buildings and how they contribute to views and light.

Alignment 5

- There is a slight re-alignment of Goods St at midpoint, which, combined with the slope on the western portion, gives a strong compressed view of the two south-west blocks (Zone P).
- These blocks should take advantage of long views and foreshortened perspective in facade treatments, modelling etc.
Canal Street: Introduction

Character

- Canal Street is a mixed use street, unusual for the strong simple curve of its terraced western edge and the greater diversity of its east side.
- It connects York Way to the Regent’s Canal, with a public space at each end.
- It carries a public transport route through the site from Goods Street up to York Way.

Canal Street curves around to the Canal in the South
Canal Street is a mixed use street
Railway Grain

- The shape and character of Canal St echoes the original fanning shape of the railways as they entered the site from the north, spreading out towards the Canal.

- With ‘railway grain’ continuing in the same pattern up to the present day, Canal Street responds directly to the new railway embankment currently under construction for the Channel Tunnel Rail Link.

- Any development here could respond positively to the industrial spirit and railway origins of the site, for example with ‘tough’ detailing, or horizontal proportion. (fig.1)
Fig. 1 The influence of railway form, old and new, on the framework.
**Context**

**A Positive Face**

- The face of Development Zone T onto the railway embankment is prominent in major views of London from the North, including Kenwood House and Parliament Hill, and from the new CTRL railway line. It marks a new gateway to Britain.

- **This frontage should present a positive face to CTRL and to North London.** It should be a ‘front’ as seen from the trains and in long views, for example by the use of glass or by simple and bold composition or detailing.

- It should make a positive contribution to the experience of arriving in London by train.

- At its north and south ends it should also positively address York Way and the Regent’s Canal.

- The maximum height on the terrace should be lower than on the east side of the street both in order to allow views into the depth of the site from London vantage points, and to ensure good daylighting.

- The opportunity for the eastern buildings to rise above buildings on the west side of Canal St should be used to address long views from North London and to create a diverse skyline.
Development Zone T should make a positive contribution to the experience of arriving in London by Train.

Priestman Architects,
King’s Cross Residential Studies - 11th June 2003
Public Realm Summary

One Street

- The principal activity on Canal St would be the movement of people and vehicles. Its pavements would be comfortably wide with bike racks, benches and bins in some places. The road surface would be tarmac with low kerbs, frequent crossings, high quality landscape treatment and build-outs at corners, creating an environment of general pedestrian priority.

- The street would be unified (and softened) by a strong line of trees, which would work in parallel with the curved terrace façade to give it a unique sense of place.

South/East Porosity

- At a more local level, people would be able to permeate south and east through Development Zones P and S via side streets.

General Traffic

- This would be a relatively quiet street. Although bus routes could pass along it, there would be no through routes other than to parts of King’s Cross Central and back to York Way. Routes connecting with Goods Way would be restricted to buses, taxis and servicing.

Buses

- A number of bus routes would be likely to travel along Canal St in both directions. Some connecting south to the stations, some to Camden and some to Islington.

On-Street Parking

- There would be some parking along Canal St. which could be for disabled visitors, residents or local businesses.

- Parking could be for permit and disabled badge holders (with a small number of meters), except in the evenings and at weekends.

- This could be a significant factor in creating an active and familiar street. (fig.3)
Fig. 3 Public Realm Summary
**Enclosure**

**Smooth Curved Terrace**
- Canal Street has some of the characteristics of a traditional urban crescent. Its west/northern edge is formed of two straight sections linked by a smooth curve.
- The intent of the Framework is to form a strong edge (and noise barrier) to the CTRL embankment, while giving maximum emphasis to the diagonal flow from the top of York Way to the Regent's Canal.
- **The buildings in Development Zone T should form a continuous crescent and should be designed to work well as a unified piece of the townscape.** *(fig.4)*

**Diverse Eastern Edge, Taller Blocks**
- In contrast to the curved terrace, the eastern side of the street lends itself to diversity and porosity.
- **Nonetheless strong street enclosure, especially with respect to the lower elements, should be maintained.** *(fig.5)*
Fig. 5 Diversity and porosity of the eastern edge
End grain
- The underlying north-south grain of the Framework can be seen in the blocks along Canal Street. Designs should take account of the potential differences between 'end grain' and 'long grain' in relation to facade articulation and frontality. (fig.7)

Big Curve
- The ‘big curve’ of the west frontage gives an opportunity to emphasise the grain of the site with facade treatments, and to create a streetscape with a unique character. This may be done by using deep reveals or strong facade rhythms to take advantage of the curve, especially as seen at sharp angles.

Open ends
- As with the Boulevard, the terrace would extend beyond the street at top and bottom, to engage with public spaces (in this case North Square and the Canal.) (fig.7)
- The buildings at each end of the terrace therefore have a special role to play in joining the space to its context. At both ends they turn to address public spaces and in doing so they may take on a more object-like role as urban markers.
- Facade treatments and massing should take advantage of these ‘landmark’ locations whilst giving priority to the public spaces which they address, for example by treatment of front doors, facade depth, choice of material rooftops, massing, corner treatments or responses to long views.

Fig.6 Long grain and end grain should be reflected in facade treatments
Fig. 7 Ends of terraces as urban markers
Apex

- The centre of the curved section of Canal St would be one of the highpoints of the site. From there its slopes roughly 4m down to both the Canal and York Way.
- Although gradients are not steep (1:60 approx), buildings should minimise the effect of the slope on accessibility, for example by integrating shallow gradients within recessed entrances.

CTRL Embankment

- The embankment which runs behind the western terrace is approximately on a level with Canal St at its mid point, is 3m higher at its south end and is 8m higher at its northern end.
- These level differences should not be allowed to detract from the quality and frontality of the western frontage towards the railway and towards North London.
Fig. 9 Proposed Finished Ground Levels and levels along the CTRL embankment
Microclimate

Sunlight
- Canal St would have sunlight along part of its length from first light to 3pm (mid June).
- **Buildings, especially upper parts, should be designed to optimise sunlight at street level.**

Noise
- The terrace is conceived partly as a noise barrier between CTRL and Canal Street.
Building lines

- Building lines should follow those shown red in fig.11.
- Where shown in yellow a single building line should be set within the zone.

Plot P

- The curve on the west side of the street is defined here in order to achieve the unity and flowing grain of street frontage, referred to above (4. Enclosure, Scale & Edges)
- On the east side of the street Building Lines may be set within the zone shown. Building lines here should generally be orthogonal to the street and in the curved section should relate positively to the curve of the west side. Building lines should be selected to contribute to the unity and coherence of the street.
- A widening of Canal Street at the south end (Zone P) may be beneficial in order to form a space to link to Gasholder No.8.
Development Zone Boundary (See KXC005)

Building Line

Zone within which a single Building Line should be set

Fig.11 Building lines
• Frontages should be built out 95% up to the Minimum Elevation Heights shown in the diagram.

• Facade treatments, abutments with neighbours and modelling of upper parts in Zone T should be designed to achieve some diversity and participate within a continuous, unified urban frontage.
Fig.12  Minimum elevation heights

View from South West

View from North

Levels given are Minimum Elevation Height (meh) above mean street level
**Setbacks & Roofscape**

**Setbacks**

- The daylighting cone as described in *fig.14* should be achieved over at least 80% of the frontage to the street or space, using setbacks where necessary.
- This is both in order to reduce the bulk and scale of the frontages, as they relate to the street, and to increase sunlight falling into Canal St.

**Roofscape**

- Diversity at roof level would be encouraged, to give human scale and visual interest.
- This should be balanced however with the requirement for continuity and harmony between buildings.

**Termination of Goods St**

- Goods St ends at a T junction with Canal St.
- The building on Canal St, on axis with Goods St, may make a positive response to Goods St to the East.
- The fact that this part of the site is within the consultation zone of the St Paul’s view corridors may offer an opportunity for a taller ‘marker’ building or a prominent roof form, answering long views along Goods St. *(fig.13)*
Daylight cone should be achieved 80% of street frontage.

**Note:**
The northern half of Canal Street is neither North-South nor East-West so is given a specific tilt of Daylight Cone.

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Fig.14 Daylight cone with limits over sections through Canal Street
Uses & Ground Floor Frontage

A Good Address
- Canal Street should be treated as a front. It would be a good address.

3 Character Zones
- Due to the diversity of its eastern side, Canal St divides naturally into three character zones:
  - South: A space relating directly to Gasholder Number 8 and the Canal. Activities here could be influenced by this public open space and by the adjacent carpark (see below).
  - Middle: A typical mixed-use street.
  - North: A more open section, with wider spaces at both West St and North Square leading South into the site.
- Uses, especially at ground level, should build on and enhance these differences.
- Ground floor frontage should wherever possible address the street positively with open and active frontage.

Contrast and Balance
- On the west side, office uses are dominant.
- Opportunities to create medium sized, non-atrium buildings here, possibly with a 'loft' feel, are being considered as a distinct element within the overall mix across the site.
- The east side would be a mix of uses, with residential at either end and a commercial use anchoring the corner with Goods St. (north side).
- Contrasting uses should be treated as an opportunity to create a diverse environment and a balanced day/night pattern of use within the street as a whole.

Multi Storey Carpark
- The southern end of Zone T is a unique building type, containing a multi-storey carpark with an outer shell of another active use to ensure activity on the street frontage.
- The fact that the carpark would attract people and that it would be active throughout the day, should be taken advantage of, especially at ground level where Canal St merges with the canal edge.
Fig. 15  West Elevation of buildings facing Canal Street

Fig. 16  East Elevation of buildings facing Canal Street

Uses & Ground Floor Frontage

- Retail
- Residential
- Business Use
- Public Uses
Servicing

Basements
- Some of the buildings along Canal Street have the opportunity for basements.
- **If included, basement levels and uses should be designed to avoid a negative impact on the street.**

Managed opening to rear mews
- Buildings on the curved terrace, Zone T, would be serviced via a rear access road, shared with CTRL’s maintenance access. *(fig.17)*
- **The terrace as a whole should accommodate ways through (T1 & T2) to provide the necessary vehicular access with minimum disruption to the continuity of the street.**

Servicing via side streets
- Zone P and S should be serviced via West St (S1) or West Lane (S2,4).
- Development Zones P and S could be serviced from secondary streets. There would be no service or carpark entrances directly accessed from Canal St. *(fig.17)*
- Zone P could also be serviced from below ground dependant on basement configuration.

Off-street parking
- **If included, any ground level parking - or any other 'non-active' use - should not front Canal Street.**

Infrastructure
- The main electrical sub-station for the site could be incorporated into the carpark building, at the south end of Zone T, which could bring requirements for very large, albeit infrequent, servicing vehicles to be accommodated (as would CTRL’s maintenance vehicles).
- **Negative impact arising from this on Canal St and Zones P and T should be minimised.**
- **No vehicular access will be allowed to frontages shown pink.** *(fig.17)*
Frontages which would not include any direct car park or service yard entrances, or direct service access (ref. KXC 017)

Fig. 17 Servicing for the buildings on Canal Street above ground should be from the secondary streets or from the shared service road along the embankment.
Curve Views 1 - 5

- The view along the curve in either direction would be a unique feature within King’s Cross Central. It would contribute to the identity of this part of the site.
- Buildings should take positive advantage of these curved longitudinal views.
• The emerging view of Gasholder No. 8, with its framework silhouetted against the sky, would be one of the most memorable views of King’s Cross Central.
Canal St offers a number of glimpses to the south and east between blocks. The depth, grain and diversity of the site would be perceptible, as well as the ‘draw’ towards the major public spaces of Long Park and the Goods Yard.

The long view down Goods St marks the division between two zones of different characters.
Views to Railway

- Transparency, especially at the north end, could be considered in order to give some sense of the dynamic character and openness of the space beyond.

- Designs should take account of the importance of views of the east face of the terrace from the Eurostar trains.

- The design of the south end of the terrace should take advantage of the dramatic panorama opened up across the Goods Yard as the trains go over the Canal.
**Introduction**

**Rules for the Location of Streets**

- This Guideline section is unlike others within the document because it relates to streets for which the exact location is not yet known.
- Parameters for locating streets are defined in KXC 007 (*fig. 1*).
- KXC 007 requires firstly that one North-South 'secondary' street should run through Development Zones P and S and one through Zone R. These would run the full length of the urban blocks.
- Secondly, KXC 007 requires that a minimum of three East-West 'tertiary' streets should be provided in Zone S and three in Zone R.
- These run from the secondary streets to the principal public realm defined in Parameter Plan KXC 0004.
- These streets would lie within the yellow (N-S) and green (E-W) zones shown on KXC 007. Dimensional parameters are set in the Street Schedule and are developed in these guidelines in relation to Building Lines.

- North-South streets (the centreline of the carriageway) would line through from end to end. East west may or may not do so and non-alignment would be encouraged. (*fig. 2*)

*Note:* Guidelines for secondary streets within the South Area - Development Zone B - are included in the section on Pancras Square.
Fig. 2 Methodology of secondary street placement
1.2 Introduction

**Urban Grain**
- A strong urban grain and hierarchy underlies the Framework. The two 'secondary' streets divide the 'mega-blocks' of Zones P, S and R into long 'urban blocks'. This ensures a primary North-South grain of connection and orientation from central London (and the Canal) to the North. They are in turn subdivided by ‘tertiary’ cross routes which ensure permeability and scale in both directions.

**Intent of the Framework**
- As described in the Urban Design Statement, Zones P, S and R are areas of dense urban development, locked into a framework both of public routes and spaces and of existing buildings.
- The intent behind setting rules and guidelines for the location and configuration of these streets is as follows:
  - To ensure that a strong urban order is established which would generally give priority to the enclosure of public space over built form.
  - To ensure that an appropriate degree of long term flexibility for the sizing and shaping of development sites is maintained, to allow for changing market needs and for a variety of possible uses (in particular the balance between residential and commercial uses).
  - To provide a structure in which ‘normal’ London streets would be delivered and to promote their incremental development over time.
  - To promote diversity of architectural and urban design within a coherent urban framework.
  - To ensure an appropriate scale for urban blocks and a suitable degree of pedestrian permeability between (or through) those blocks.

![Fig.3 Fitzrovia grain overlaid on Kings Cross Central site](image-url)
Public Realm Summary

Pavements
- All streets, including east-west service streets, should be pleasant to walk along. Together they should form a network of ‘capillaries’ connecting places and offering a wide choice of routes.
- Pavements would be wider on north-south streets than on east-west streets except in the case of pedestrian passages, to present a clear and legible hierarchy to pedestrians.

Parking
- There would be some on-street parking on north-south streets. This would increase activity, animation and access to these streets and adjoining areas and add a sense that these are normal city streets.

Trees
- Where frontages are set back in order to satisfy residential daylighting requirements, the use of trees would be encouraged to maintain the continuity of frontage as far as possible. Elsewhere streets are likely to be too narrow for trees, except in special locations, for example at corners with pavement build-out.

Street Furniture
All streets will be well lit and provided with a co-ordinated system of street furniture, including bins, benches and bike racks.
SECONDARY STREETS

GUIDELINES

Fig. 5 Public Realm Summary
Enclosure, Scale & Edges

Building Line and Frontage
- Guidelines for Building Line and Frontage are more flexible on the interiors of Development Zones P, S and R than on their perimeters. This is primarily to allow for a flexible interface between residential and office uses and to ensure that flexibility is maximised without putting the quality of the streetscape at risk. See sections 8 and 9.
- Diversity of massing on the interior of blocks should be taken advantage of to promote a sense of animation and intimacy, in spite of the density of the urban blocks as a whole.
- Diversity of Building Line, scale and Frontage should not be allowed to undermine the clarity and continuity of street enclosure.

Scale of Interior Streets
- The Principal Public Realm, as defined in KXC 004, is generally enclosed by primary frontages. The interior of the development Zones are given enclosure by secondary frontages. In the case of residential blocks, the scale of enclosure on the interior streets is generally smaller than that of the perimeter, corresponding to the difference between the scale of public spaces in each case. In these cases dramatically contrasting scales across streets may also arise.
- The reduced scale on secondary and tertiary streets should be reflected in the scale, rhythms and massing of building designs along those streets.
- Contrasts in scale should not be allowed to undermine the order of the street.
- Building designs should complement neighbouring buildings to achieve coherence and continuity.

Thresholds
- A sense of layered enclosure would animate these streets, especially in residential areas. Thresholds between public and private realms could be formed with inner courtyards or upper levels.
- The street experience should be structured and enriched with a clear demarcation of thresholds and an enjoyment of intermediary spaces.

Fig.6 Smaller scale of interior streets
Fig. 7  Typical cross sections showing variable enclosure and diversity of massing reflecting variety of uses fronting the northern secondary streets.
Grain & Geometry

End grain
- The fact that Development Zones P, R and S are divided along their length from north to south by secondary streets produces a linear grain reminiscent of many parts of central London - e.g. Bloomsbury or Fitzrovia. (see fig.3 above)
- Building designs should consider differentiating between 'long grain' and 'end grain' in facades or massing; for example by contrasting narrow façade rhythms on one face with wider rhythms on another, or by locations of entrances. (fig.8)

Alignment of streets
- While North-South would align from end to end, non-alignment of east-west streets could be taken advantage of to give emphasis to the primary grain and orientation of the site.
Levels

- A variety of levels and gradients would be found in these streets.
- Treatment of levels, and the way in which buildings meet the ground, should achieve continuity and maximum accessibility throughout the scheme.
Microclimate

Sunlight
- Sunlight in streets would be determined both by gaps between blocks and massing of buildings (see Setbacks below).
- Building designs should promote sunlight in streets as far as possible through massing and orientation.

Daylight
- Development Zones would be divided by the secondary and tertiary streets and streets would therefore be broken up by pockets of daylight.
- Building designs should promote daylight in streets as far as possible by massing, orientation and choice of materials.
- There are no Measurable Requirements relating to daylight within the Guidelines, other than Setbacks (see below). Daylighting requirements for residential uses are governed by other rules and guidelines which exceed the setbacks guidelines. This would lead to increased light, greater variety and more space in some areas.
Building lines

North-South 'Secondary' Streets: Building Lines & Plot Boundaries

- A clear zone, at least 12m wide, between Plot Boundaries would be maintained from end to end of each north-south street. Its location would be fixed in accordance with the Development Specification and by the first development along that street. The impact on the future flexibility of subsequent development plots on that street would be considered through the illustrative build-out plan (see Introduction IV).

- In the case of residential uses along north-south streets, the Building Line may be set back from the Plot Boundary (and from adjoining Building Lines) in order to achieve required daylight and overlooking distances, but should generally maintain the character and order of the street, for example by a line of trees.

- Generally, streets should be as narrow and as tightly contained as possible, without compromising daylighting or comfort.

- Once the location of the building line is established, no less than 50% of any frontage should be built-out to meet the line up to the minimum elevation height. (fig.11)

- Where north-south streets meet Goods Street (north side), minimum dimensions between Building Lines would be encouraged in order to promote continuity of the Goods Street frontage, for example by projecting wings at corners.

East-West 'Tertiary' Streets: Building Lines & Plot Boundaries

- For vehicular streets, Plot Boundaries should be no less than 8.5m apart.

- For pedestrian streets, Plot Boundaries should be no less than 6m apart, subject to compliance with statutory requirements.

- Once the location of the building line is established, no less than 50% of any frontage should be build-out to meet the line up to the minimum elevation height. (fig.11)

One-Off Locations

- In the case of East Lane and the north end of East Street, Building Lines and corner treatments should be formed with the intention of facilitating pedestrian flow from York Way to Long Park through secondary and tertiary streets.
No less than 50% should be built out to Minimum Elevation Height.

Building line may be set back from the plot boundary before build out rule applied.

- North-South streets carriageway should line through from end to end.
- East-West vehicular street.
- East-West pedestrian street.
- Pedestrian flow from York Way to Long Park to be facilitated.

Fig. 11 Building Lines and build out minima.
Feilden Clegg Bradley Architects LLP,
King’s Cross Residential Feasibility Study - 11th June 2003

Maccreanor Lavington,
Residential Feasibility Study - 11th June

Frontage

- Frontages should be built out to Building Lines up to the Minimum Elevation Heights shown in the diagram.

- This height (10m) ensures a minimum level of street enclosure - 3 storeys - while allowing flexibility to achieve residential day lighting standards. It will generally apply in relation to residential uses and will offer a familiar human scale and diversity to the street.

- Even in the case of taller frontages, consideration should be given to the bottom three storeys forming a ‘base zone’ which offers continuity with lower blocks and brings human scale.
Fig. 12 Section along East Street looking West

Fig. 13 Section along West Street looking East

Levels given are Minimum Elevation Height above mean street level (meh)
Narrow Side Streets & Passages

- Apart from Goods St; streets and passages between buildings would be secondary to the main public spaces. Making these spaces as narrow as reasonably possible could add to the excitement, as well as the cohesion, of the public realm.

- To the east of West St (S1), the West Lane (S4) may be built over to create a 'party wall' abutment, with a covered passageway beneath.

- To the west of East St (R1), East Lane (R4) may also be built over to create a 'party wall' abutment, with a covered passageway beneath.

- In these cases, links should be designed such that the environment of the passageway is pleasant. It should not rely on electric lighting during the day.

- In cases where vehicles would pass through these passageways, pedestrian should have priority and space for pedestrians should not be compromised.

- In cases where streets are bridged, facades should still be treated as distinct entities, in order to retain the scale and rhythm of the frontage as tested within the Illustrative Scheme.
The ratio of height to depth must ensure that the covered passage below maintains sufficient light levels.
Setbacks

- The daylighting cone as described in fig.15 should be achieved over at least 50% of each north-south street.

- There are no setbacks required for east-west streets since streets are short.

Skyline

- Variegated skylines will be encouraged along secondary and tertiary streets, provided that the continuity and order of the street is maintained.
Fig. 15  Generic Daylight Cone

Building line set back from plot boundary

Fig. 16  Variagated skylines are encouraged
North-south Streets

- Generally, treating these streets as 'backs' would be discouraged (except where unavoidable). It is unlikely that major entrances would be located in these streets, however opportunities for residential entrances and small scale commercial uses, entered directly from the street, would be encouraged.

East-west Streets

- These divide into two types: pedestrian passages and service streets.
- Along pedestrian passages, uses which take advantage of a quiet environment would be encouraged, for example small cafe’s, showrooms or 'shopfront' style offices.
- Service streets should accommodate vehicular and service entrances, while maintaining a reasonable quality of environment. Entrances along these streets would not be encouraged if their quality would be undermined due to adjacent service entrances.
Uses & Ground Floor Frontage

Fig. 18  Section through East Street looking West

Fig. 19  Section through West Street looking East

Fig. 20  Section through West Lane and East Lane looking North

Public Uses
- Retail
- Residential
- Business Use
- Public Uses
- Hotel
Servicing

Vehicular Entrances
- Vehicular entrances would generally be located on east-west streets and should not adjoin ‘front doors’ to buildings.
- Elevational treatment should minimise the negative impact of such entrances on the street, for example by the use of high speed gates/shutters, highly managed fast-response entry systems and high quality detailing.

Basements
- Most of the buildings in Development Zones P, S and R have the opportunity for basements.
- If included, basement levels and uses should be designed to minimise a negative impact on the street.

Off-street Parking
- If included, ground or semi-basement level parking- or any other ‘non-active’ use - should not front the street.
Frontages which would not include any direct car park or service yard entrances, or direct service access (ref. KXC 017)

General Traffic

Taxis, Servicing, Residential Access and Bicycles

Access Only

Fig. 22 Frontages which would not include direct car park or service yard entrances, or direct service access
Views

1 View North up East Street from Goods Street

2 View North up West Street from Goods Street

3 View South down West Street from Goods Street
Variety
- In framing and participating in views, building designs should
take advantage of the contrast
between the controlled
composition of the Principal Public
Realm and the more diverse
relationships and volumes likely to
be found inside the urban blocks.

Grain
- While north-south streets would be
open-ended, east-west streets may be
terminated by other buildings on the
adjacent block, due to non-alignment
of streets.
- Building designs should take
advantage of these locations to
address long views and glimpses
frontally and create local markers.
Introduction

York Way:  Introduction

Character

- York Way is, and always will be, a major London arterial road. The changes which King's Cross Central will bring about however could transform it from being a place of alienation and disorientation into one of well ordered, functional familiarity and of considerable diversity and interest.

- To the south of the Canal York Way is a one-sided street due to the railway cutting and the blank façade of King's Cross Station along its western edge. Its eastern edge however is already a major regeneration area, including the Regent’s Quarter, currently under construction.

Special Case

- York Way is a special case within the Framework for three reasons:
  - It is an adopted highway
  - The west side of the street is within the Main Application Site
  - The Triangle Site, on the east side of the street, is included within a separate, specific, application.

- The Guidelines below focus on the Development Zones to the west of York Way and the Triangle Site. They also refer however to related opportunities on the east side of York Way and the context they give to the development on the west.

- They also cover the treatment of York Street, which leads down to Midland Yard from York Way, since relative heights mean that York Street forms a secondary edge to York Way.

- For the section south of the Canal, guidance is included here in relation to Development Zone A since it forms a new edge to York Way.
Origins & Context

Ancient Road
- York Way (formerly Maiden Lane) is thought to be pre-Roman: the oldest feature on the site by far.
- When the Northern Goods Yard was first built, a high secure wall took away a substantial part of its potential for active frontage.
- In 1865 the construction of the sheds which became Potato Market gave the western edge of York Way a grain westwards which contrasted with the general flow south.
- With the decline of the Goods Yard, compounded by the effect of 'railway blight' and post-war urban planning, York Way has been an environmental 'black spot' since the mid 20th Century.
- **New developments along York Way should take account of its historic grain and should take advantage of current and future opportunities for positive change.** (fig.3)

Disused Underground Station
- The existence of this archetypal former London Underground building, with its arched ceramic facade (fig.2), offers an important clue to placemaking and connection beyond the site boundary.
- It is hoped that it will be refurbished for some sort of public use and so contribute to activity on the eastern side of the street.

Kings Cross Station
- The gable end of King’s Cross gives enclosure to the railway cutting and so to York Way. (fig.1)
Fig.2 York Road Station now used as offices

York Way as an edge in 1849 [then named Maiden Lane]

Fig.3 Framework overlaid onto the 1894 map [then named York Road]
2.2 Origins & Context

Connections

- York Way will be a central spine rather than an edge, for the combined communities to East and West.
- There is a need for general permeability southwards and westwards and an opportunity to facilitate movement from Islington (particularly the Bringfield Park area) to Camden via Long Park and the Regent’s Canal.
- This opportunity would be provided within the Framework by Canal St, and Long Park and Secondary Streets, connecting to York Way at a number of points.
- The east west link with the existing grain of Islington via Copenhagen Street is also an important connection into King’s Cross Central.
- Other significant points of connection such as Wharf Rd, Copenhagen Street and Goods Way would be reinforced by the Framework.
Fig.4 York Way is a North-South spine that will be criss-crossed with East West connections.
Public Realm Summary

Permeability South and West
- With a widened tree-lined pavement, high quality new landscaping, and numerous streets leading into the site on the west side of York Way, permeability is optimised.

Crossings
- York Way would become a relatively easy street to walk along and to cross. Locations and designs for pedestrian crossings would be optimised as far as possible for pedestrian priority. This would maximise the potential for connections without detriment to traffic flow.

Roads
- York Way is a major route for traffic in and out of London.
- York St is an important secondary route connecting York Way and King’s Cross Central.

Bus Stops and Buses
- The provision of major bus stops at the junction of East St with York Way would build on the ‘civic’ potential of ‘Randell’s Junction’, making it a focus of activity.
- 3 bus routes currently run northwards on York Way and 3 southwards.
- It is anticipated that King’s Cross Central will lead to an increase in the number of routes and the frequency of buses.

The Triangle Site and Randell’s Junction
- The space known as ‘Randell’s Junction’; where York Way, the end of the Triangle Site, and Randell’s Rd meet, has great potential for public activity, especially in relation to the Triangle.
- The Triangle Site should be designed to promote activity, access and openness to amenity space within the block. See also section 15 below

Maiden Lane Bridge
- Other than general street activity, Maiden Lane Bridge offers a moment to pause, simply to enjoy the view along the Canal.
Fig. 5 Public Realm Summary

Pedestrian Routes & Desire Lines
General Traffic
Taxis, Servicing and Bicycles
Bus Routes

Strong Active Ground Floor Frontage
Strong Frontage
Potential for ‘spill-out’ space

Possible Location of Bus Stop
Designated Cycle Lanes
Possible Important Entrances
‘Dwell Space’

Possible ground floor uses
- Retail
- Residential
- Business Use
- Public Uses

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4.1 Enclosure & Scale

Definition

- The street at present lacks a sense of definition.
- **New buildings along York Way should give strong definition to the street edge.** *(fig. 6)*

Linked Spaces

- The fragmented nature of the existing eastern side of York Way has one benefit. A series of existing spaces between the Canal and the disused Underground Station - such as the parade of shops at Copenhagen St - gives a clue to its treatment further north.
- **New developments along York Way, and the gaps between them, should build on this precedent by participating in two new ‘public areas’ - North Square, and Randell’s Junction (see below).**
- **Developments should allow for a continuous line of trees on the west side of York Way. This would not only soften the street (and mitigate pollution) but it will link the spaces together and set a human scale.**

Appropriate Scale

- Given the fragmentary nature of the east side of the street, there is potential for large scale and strong enclosure on the west side, creating dramatic contrasts of scale across the street.
- **Zones R, S and T, together with the Triangle Site, should have a greater scale than J and Q to take advantage of the wider spaces created by the surrounding railways at the north end.**
- **Zones J and Q should relate well in scale to existing developments on the east side of the street.**
- **High density of both enclosure and occupation will be promoted as a benefit to the regeneration of York Way.**
- **The base zone - ground and first floors - is all important in achieving continuity and human scale along the street edge.**
Fig. 6 Enclosure and definition to York way are established by the scale of new buildings on the western side.
Open Frontage

- This section of York Way is unusual in being exposed to the moat-like railway cutting of King's Cross with only a 2m high brick wall to define the edge.
- Zone A - the east front of the long terrace of the Boulevard forms a strong new edge fronting onto this broad open space.
- Although the entrances of Zone A are on the west side, these east elevations must acknowledge and respond to their exposed situation. They must positively address York Way and must not be regarded as 'backs'.
- They must work as a unity rather than as individuals.
- Gaps or lightwells between the plots should be treated as positive opportunities, rather than left-over spaces.

Complexity

- Although this part of the site is exceptionally complex and poses difficult challenges in conventional townscape terms, it should be taken as an opportunity to generate something of exceptional townscape value.

Scale

- The scale of these facades, which corresponds to the vast scale of the 'moat' and the adjacent King's Cross vaulted roofs, should be matched by robust detailing, designed to be enjoyed at long distances.

Corner Markers

- Opportunities for special corner treatments, to create local focal points or markers, and to contribute to massing at roof level, may be considered.
Fig. 7 The east frontage of Zone A should positively address York Way
Edges

Landmarks
- The end elevations and corners of plots Q, R, S, U and T all offer opportunities to create local landmarks along York Way. (fig.8)
- York Way can become a visually diverse and enjoyable experience. New developments along it should contribute to achieving this.
- Although the coherence of the street must prevail, buildings that take advantage of this potential diversity, whether on a large or small scale, will be encouraged.

North Square
- North Square marks the gateway to the site from the north and the junction between Canal St, Long Park and York Way. It is open to York Way in order to achieve good visual and physical links, and to accommodate a road junction.
- The North Square Pavilion, which is allocated for public use, should:
  - give North Square a focus
  - provide screening to the traffic of York Way without impairing connections
  - establish a human scale.

Zone J
- Zone J, to the north of the Canal, echoes the linear forms of the adjacent railway sheds, each of which terminates on the Canal with a frontal facade.
- The 'gable' end of Zone J should contribute to the enclosure to York Way by fronting the Canal in a similar way.

The Petrol Station Site
- Development Zone F is a crucial anchor, acting both as a counterpoint to the great expanse of the railway cutting and as a marker for the Goods Yard.
- This building should respond positively to the diversity of its context, both in plan and section.
- None of its facades should feel like 'backs'.
- It should not form a visual or physical barrier between York Way, the Canal and the Goods Yard. Rather it should strengthen these connections.
- The building may be treated as an object building standing 'within' the space of Granary Square / York Way.
- It should form a positive 'endstop' to Goods Way.

The Triangle
- The triangle should have appropriate scale and massing to give:
  - a sense of arrival from the North
  - strong but not overbearing enclosure to York Way
  - Both strong enclosure, and a sense of openness to 'Randell’s Junction'
  - a marker on York Way as seen from the South, benefiting from the curve in the road.
- Opportunities for substantial massing especially to the north of the site should therefore be considered.
Fig. 8 The end elevations and corners offer opportunities to create local landmarks along York Way.
Zone Q

- Other than at the south end, development in Zone Q is limited by the 'Gasworks' Railway Tunnels running beneath the site.
- Tall storey heights may be appropriate here to achieve a suitable level of street enclosure.
- At the south end, on Goods St, a taller building is possible by bridging across the tunnels.
- This taller edge would be encouraged, both to anchor the crossing of York Way and Goods St / Copenhagen St and to give enclosure to Goods St itself.
- However the marked change in scale between the taller bridge element and the lower section should be treated in such a way as to turn the corner and address the various streets / spaces positively.

York Street

- York Street runs behind Zone Q and should be treated as a secondary backdrop to York Way since it is so much higher than Zone Q.
- In this way York Street will echo the effect of Long Park in leading the eye (and drawing people) into the site.
- The convergence of York Street and York Way forms a landmark corner and may offer a gradual transition between the smaller scale of Zones Q and J, and the larger scales of Zones R, S and T.
Fig. 9 Development along York Way is limited by the ‘Gasworks’ railway tunnels.
Levels

Over the Tunnel & Under the Bridge

- A gentle rise of 8 metres from Euston Rd to Copenhagen St / Goods St (1:85) is followed by a 1:40 rise over the Gasworks Tunnels and a 1:30 fall under the new CTRL bridge.
- This variation in topography should be treated as an opportunity rather than a problem.
- Designs should respond to this, and to the sinuous curve of the northern part of the street, by building on the drama of York Way as one of its unique and positive qualities.
- Nonetheless the substantial challenges of accessibility and active frontage should be met to create a comfortable and natural street experience.

The 'Gasworks' Tunnels

- The fact that the 'Gasworks' Tunnels dive under the Regent's Canal at this point may also be a design reference. It is an example of the three dimensional complexities which are so typical of the site. (figs.10, 11)
Fig. 11  Section looking West
Microclimate

AM / PM
- York Way would be very sunny in the morning due to the height and location of buildings on the east side.
- In the afternoon, sunshine would be interspersed with areas of shade.

Noise & air quality
- As with any busy road, noise and pollution would be fairly high. The creation of a continuous line of trees would mitigate this and would visually soften the streetscape and reduce their negative impact on street life.
Fig. 12 Sunlight and Shade

9am (June)

3pm (June)

12pm (June)

9am (June)
· Building lines should be within the zones indicated on the plan and should align from plot to plot as shown in fig.13.

· Where shown in yellow a single building line should be set within the zone.

· Although there is more flexibility in fixing this line than in other parts of the site, once fixed in relation to early phases, the line must be continuous and smoothly aligned from plot to plot.

· This is to ensure continuity of built frontage and to create appropriately strong urban enclosure.
Development Zone Boundary (See KXC005)
Building Line
Zone within which a single Building Line should be set
Levels given are Minimum Elevation Height (meh) above mean street level.

- Frontages should generally be built out 95% up to the Minimum Elevation Heights shown in the diagrams. (figs.14, 15 & 16)
- To the south, Zone J could be divided into a series of ‘terraced’ buildings.
- Frontages to York Way of Zone A, north of King’s Cross Station, should be built out 60% up to the Minimum Elevation Heights shown in the diagram. (fig.15)
- This is in order to achieve a reasonable minimum vertical scale and density of urban enclosure, as well as to promote consistency of facade heights along streets.

Fig.14 Minimum Elevation Heights for the northern buildings facing York Way.
Levels given are Minimum Elevation Height (meh) above mean street level.

Minimum Elevation Height here is above the mean street level to the Boulevard. Frontages should be built out 60% up to the Minimum Elevation Heights.

Fig.15 Minimum Elevation Heights for the southern buildings facing York Way

Fig.16 Minimum Elevation Heights for the Triangle Site facing York Way
Routes through Development Zones

String of Spaces

- Opportunities for the active use of public spaces just off York Way including those such as East St and East Passage, within Development Zones, should be taken.

- Uses, massing and building lines should be set to promote permeability from York Way into the site, for example by opening up to York Way or by inflecting facades to the geometry on York Way.

Pedestrian Routes through Blocks

- Opportunities to create a public daytime route through Development Zone J would be encouraged. *(fig.17)*
Fig. 17 Permeability of framework to York Way

- Framework Connection Node
- Potential Day-time route
Setbacks & Roofscape

**Setbacks**
- The daylighting cone as described in fig. 18 should be achieved over at least 80% of the frontage to the street or space, using setbacks where necessary.
- This is both in order to reduce the bulk and scale of the frontages, as they relate to the street, and to increase sunlight falling into York Way.
- There should be no setbacks on the east face of Zone A.

**Roofscape**
- Diversity at roof level would be encouraged, to give human scale and visual interest, though this needs to be balanced with the need for continuity and harmony between buildings.

*Note:* For streets, the daylight cone follows the centre line of any carriageway.
Fig. 19 Sections a-g show potential street enclosure
12.1 **Uses & Ground Floor Frontage**

**Street**
- York Way is a major route for traffic in and out of London. It is however no busier than Camden Rd or Essex Rd, all of which have a reasonable amount of ground level activity.
- **Developments along York Way**, and the adjacent landscaping, should create the familiar conditions of an 'ordinary,' albeit busy, street leading into central London. (*fig.20*)

**Fronts on York Way**
- All developments on York Way should positively address the street and wherever possible should have front doors on York Way.
- This is to ensure that the street is active and feels like a 'main street' rather than just a traffic artery.
- A relatively 'fine grain' of front doors on York Way would be encouraged.
- Ground floor uses may include local shops.

**Workspace & Housing**
- The lower parts of some buildings along York Way could include workspace. The upper parts would be predominantly residential.

**Zone Q**
- The long (low) frontage of Development Zone Q should, if possible, be active and open to the street, for example including views into the building in order to avoid a blank wall which may have a negative impact on the street.
**York Street**
- York Street is a quieter mixed use street. In Zone R it would have a mix of residential or small commercial entrances or public uses on it. Zone Q could be occupied by public use, which may be a school.

**North Square Pavilion**
- Would be occupied by an active use and should form a focus for North Square, contributing to the activity of the square and York Way as much as possible.

**Zone F**
- **This site lends itself to a canal-front public use.**
- **The entrance(s) to flats above should be located to: optimise public activity at ground floor level and contribute to a sense of security for the street and/or the canal-side walk.**

**The Triangle Site**
- The Triangle Site would provide a strong mix of uses which may include a small supermarket, health and leisure uses, child care facilities, community use, public amenity space and housing.
- **This mix should be integrated with the public realm both inside and outside the site boundary.**
Off-Street Parking
- If included, ground or semi-basement level parking or any other 'non-active' use shall not be allowed to front York Way or York Street.
- No vehicular access will be allowed to frontages shown pink. (fig.21)

Small Scale Deliveries
- Generally, large scale servicing would be from side streets. However, for simplicity, small units could in some cases be serviced from York Way within defined hours.

Zone F
- Servicing should be from Goods Way.

Triangle Site
- Servicing would be generally from a shared access road to the north east of the site, taking advantage of the change in levels to access the parking level direct.
Frontages which would not include any direct car park or service yard entrances, or direct service access (ref. KXC 017)

Fig.21 Servicing above ground.
Views

1 Into Long Park
- The view into Long Park from York Way offers a moment of both release and orientation on emerging from the CTRL tunnel travelling south.
- It makes a very significant contribution to perceptual and physical accessibility between King's Cross Central and the surrounding area.
- The York Way buildings which frame this view should form positive edges rather than standing out as isolated forms.

2 From North of the CTRL Bridge
- The massing of the Triangle should provide a marker for the site from the north of the CTRL bridge, by increasing in scale to the north.
Looking west along Goods Street

Porosity North & South 3, 4, 5, 6 & 7

- The west side of York Way offers multiple views into the new and existing urban blocks of King’s Cross Central, some long, some short.

- Buildings should be designed to take advantage of these views and lead people into the site.
8 To Granary Square from Maiden Lane Bridge

- The view along Wharf Rd towards the Midland Shed, Regeneration House and the Granary, is the original view of arriving at the Goods Yard.
- It gives direct visual (and physical) access to the heart of the site.
- The south end of Zone J should appropriately frame this view in combination with Zone F.
9 Zone and Wharfdale Road

- The view from York Way of the King’s Cross Station vaults, the and new Zone A frontage would be a unique panorama.

- Developments should embrace the drama of this panorama and contribute to it, rather than turning their backs on it.

10 Wharfdale Road

- Wharfdale Road provides a very long view of Zone A. On arriving at York Way, the closeness of the new frontage to the King’s Cross vaults is emphasised.

- The east facade of Zone A should respond positively to this with for example robust detailing, choice of materials or related technology.
Change is underway
- New residential, retail and commercial uses are already being established on York Way.
- To the south of the Canal, York Central is established, Regent’s Quarter is under construction and there are submitted proposals for the redevelopment of 96 York Way, by Parabola Land. (fig.22)
- These new developments will set a new context for this stretch of York Way and should be acknowledged in the design of new buildings at King’s Cross Central.

The Triangle & Randell’s Junction
- The south facade of the Triangle forms a ‘stop’ to York Way before it dives under the CTRL tunnel. Its massing and uses should take advantage of this prominent location and long view, with a proposal to include active ground floor uses shared amenity space and housing above.
- There is an opportunity here for a new urban space as defined by the Triangle, by Zones Q and R, and by the possibility of future regeneration of the former Underground Station building and the petrol station site on Randell’s Road.
- This may form a node of connection between King’s Cross Central and existing and new pedestrian routes leading from Caledonian Road to York Way and from there to Camden via Long Park, Canal St, the new Camley St foot bridge, the Canal towpath and numerous secondary streets.

Wharfdale Road Bridge
- The local authority’s long term aspiration to recreate the original link from York Way over the railway cutting, on the line of Wharfdale Road, for pedestrians, remains an opportunity for the wider area.
- If firm proposals with secure funding are brought forward for the bridge during the development of Zone A, a covered passageway connecting the Boulevard could be accommodated. (fig.23)

Cross River Tram
- The future possibility of the CRT going from Elephant and Castle to King’s Cross and up York Way could bring further benefits to York Way.
Fig. 22 Sites undergoing or with the potential for redevelopment

- Regent's Quarter
- Potential new footbridge to the Boulevard, on line with Wharfedale Road
- York Central
- 96 York Way
- New Apartments
- Former underground station
- Former petrol station
- Triangle site

Fig. 23 Site for potential reinstatement of Wharfdale Road Bridge

Fig. 24 Camden and Islington East-West connection