Contents

i - iii  Introduction
1.1  Western Coal Drops
2.1  Eastern Coal Drops
3.1  Granary Building
4.1  Granary Offices
5.1  Transit and Assembly Sheds
6.1  Regeneration House
7.1  Midland Goods Shed and Handyside Canopies
8.1  Fish and Coal Offices and Wharf Road Arches
9.1  Southern Stanley Building
10.1  Triplet Gasholder Guide Frames
11.1  German Gymnasium
12.1  Great Northern Hotel
Appendix – Possible Future Refurbishment Principles

Introduction

This Appendix contains information on possible future conservation measures and interventions that may be required later, depending on specific future schemes, land uses and occupiers, as explained in the General Introduction to the Initial Conservation Plans. The Appendix describes the measures and interventions themselves together with why they might be required and the principles within which they might be carried out.

These possible measures and interventions have not been applied for at this stage and are simply a ‘best guess’ of the types of work that may be needed later, as part of a detailed scheme for refurbishment to support one or more of the range of uses applied for.

These ‘Refurbishment Principles’ are all in addition to the ‘Works to Facilitate Future Uses’ and the ‘Refurbishment Parameters’ listed in the main body of the Initial Conservation Plans.

An example of how these three sections would interact is given below for the Granary:

INITIAL CONSERVATION PLANS: MAIN VOLUME

Works to Facilitate Future Uses: The insertion of an atrium or lightwells within the body of the building.

The insertion of new lifts and/or stairs to provide for vertical circulation and means of escape.

Refurbishment Parameters: At least 90% of the existing cast-iron columns and 80% of the cast iron floor beams within the internal structure would be retained.

THIS APPENDIX

Refurbishment Principles: Retain as many cast-iron columns and cast-iron floor beams within the internal structure as possible. The insertion of an atrium or lightwell, lifts and other means of vertical circulation could mean the loss of some structural elements. However, the applicants would seek to minimise this loss for example by taking every opportunity to locate floor openings between column lines.

In order to refurbish the Granary for any combination of the use classes applied for in Annex E of the Development Specification, we would need to bring light into the body of the building through either an atrium or lightwells. We would also need to enhance the existing vertical circulation to provide a space that would fulfil occupier expectations and building regulations.

We aren’t yet able to say where an atrium or additional stairs and lifts might be located, but we recognise that the insertion of these elements could result in the loss of internal structure. We have therefore committed to retaining at least 90% of the cast-iron columns and 80% of the cast-iron beams, regardless of the final arrangement, thereby limiting the potential loss.
Depending on the specific use and future designs, it may be possible to detail interventions at a future date to retain more columns and beams. We have therefore promised in the Refurbishment Principles to retain as many cast-iron columns and cast-iron beams as possible above the 90% and 80% committed to in the Refurbishment Parameters.

These Refurbishment Principles are presented in this Appendix on a building by building basis. They reflect a general aim for the conservation works to follow good practice as promoted by international and national heritage and conservation charters. This would include the consideration of opportunities to incorporate salvaged material in other parts of the King’s Cross Central works.
Specific Principles for the Refurbishment of the Western Coal Drops and Viaduct

1. Retain as many cast-iron floor beams within the internal structure as practicable. The insertion of stairs and lifts could mean the loss of some structural elements. However, the applicants would seek to minimise this loss, for example by taking every opportunity to locate new floor openings between beam lines;

2. Retain the existing roof as far as practicable. Subsequent detailed surveys of the roofing materials and structure could require the replacement of some elements of the roof;

Possible option for insertion of stairs and services with minimum loss to structural elements
3. Retain the form of the external openings in the façade of the offices at the southern end of the building as far as practicable. Some uses may require, for example, the enlargement of a window opening to form a new access point.

Fig. vi

Fig. vii  3. South Elevation - Possible treatment of external openings (A)

Fig. viii  3. South Elevation - Possible treatment of external openings (B)
4. Consider carefully the requirements for ramped access to the upper platform level from the viaduct. This could be in the form of a raised strip along the line of the Coal Drop or could be achieved by raising the whole upper surface;

5. Consider carefully the requirements for pedestrian access at the lower level. This may require the removal of the lower level loading platforms together with doorsills and other associated features. An alternative approach may be the creation of ramped access to the level of the lower loading platforms, however this may obscure the the existing column bases. These issues would be considered at a later date in the context of firm proposals for reuse;
6. Refurbish the building, as far as practicable, to allow the internal fabric of the building to remain visible. Fire protection of the cast iron elements may require the application of intumescent paint;

7. Retain as far as practicable the cellular structure of the lower floors. Some uses may require the linking of individual arches however the applicants would seek to minimise the creation of new links and to restrict the size of internal openings to those already in existence;

8. Remove the existing, modern, partitions at the upper level. Some uses may require the insertion of new partitions, however, the number of internal partitions should be minimised, as far as practicable, to allow the internal form and dimensions of the building to be appreciated. The extent of any new partitions would be considered in the context of firm proposals for re-use. Any new partitions that are required should be located on the existing structural grid and the works would be reversible;

9. Retain, as far as practicable, the existing granite sets on the viaduct. The sets may be lifted to install a waterproof layer and disability access requirements are likely to require some elements of smooth surfacing. It may not, therefore, be possible to replace all of the sets lifted;

10. Retain as far as practicable the beams supporting the viaduct. The installation of a bridge between the two Coal Drop Buildings may require the removal of one or two of these beams and future survey work may require the replacement of some elements. The applicants would seek to minimise the loss of the sound existing structure through the replacement of elements identified as deficient;
11. Consider the treatment of the northern end of the building. The existing structure of the Western Coal Drop and viaduct are currently subsumed by the modern bakery building. It has not been possible to determine the extent of the viaduct or the levels at the northern end. In order to manage levels across the site, it may be necessary to remove the final two bays of the viaduct, should they exist, to maintain the permeability from the Goods Yard to the public space beyond. The applicants would consider these proposals following detailed investigation and in the context of firm proposals for reuse of the building;

12. Depending on the use of the building, it may be necessary to remove some or all of the cast iron beams running below (but not part of) the first floor level. This would be in order to create adequate headroom within the units;

13. The removal of the paint and careful cleaning of the buildings, so as to enhance their appearance; and

14. The repainting of the steel and cast iron components.

These Principles are annotated in figures i to xviii.
Eastern Coal Drops and Viaduct: Initial Conservation Plan - Appendix

Specific Principles for the Refurbishment of the Eastern Coal Drops and Viaduct

The Eastern Coal Drops and Viaduct would be refurbished and adapted following these principles:

1. Consider the options for allowing interpretation of the tripartite function of the structure. This could be through interpretation outside the building or the restoration of a bay showing the original workings of the building. The applicants would consider the feasibility of this proposal in conjunction with firm proposals for reuse of the building and following detailed investigations of surviving features;

2. Restore, using sympathetic materials, the northern section of the building damaged by fire to reflect the tripartite structure of the rest of the building. Some uses may mean that this would be expressed in the facade only, leaving the internal space undivided vertically;

Possible Section

Fig. v

Possible use of mezzanine floors

Possible raised level on viaduct

Fig. vi

Options For The Interpretation Of The Function Of The Structure
3. Retain as many cast-iron floor beams within the internal structure as practicable. The insertion of stairs and lifts, or requirements for increased headrooms could mean the loss of some structural elements. However, the applicants would seek to minimise this loss, for example by taking every opportunity to locate new floor openings between beam lines;

4. Retain the existing tripartite structure across the majority of the length of the Coal Drop. Some uses may require increased headroom and the installation of vertical circulation may mean that the mezzanine floor would need to be removed in some locations. This would also offer the opportunity to create a gallery floor;

5. Retain the existing roof as far as practicable. Subsequent detailed surveys of the roofing materials and structure could require the replacement of some elements of the roof;

6. Consider the requirement for the removal of internal brick partitions on the lower and upper floors of the Coal Drops and associated fireplaces and chimney stacks. If parts of chimney stacks are removed, the chimney sections above could be supported on new structure;
7. Retain the form of the office windows on the south-east corner of the building as far as practicable. Some uses may require, for example, the enlargement of a window opening to form a new access point;

8. Refurbish the building, as far as practicable, to allow the internal fabric, and survivals of the earlier use of the building to remain visible. Fire protection of the cast iron elements may require the application of intumescent paint;

9. Retain, as far as practicable the remains of the devices for controlling the flow of coal through the bins. It is not clear how much or how many of these survive, however it may be possible to collect them together in an interpretable manner;

10. Retain as far as practicable the cellular structure of the lower floors within the Coal Drops and viaduct. Some uses may require the linking of individual arches however the applicants would seek to minimise the creation of new links and to restrict the size of internal openings to those already in existence;
11. Retain, as far as practicable, the relatively open nature of the upper level. Some uses may require the insertion of new partitions, however, the number of internal partitions should be minimised, as far as practicable, to allow the internal form and dimensions of the building to be appreciated. The extent of any new partitions would be considered in the context of firm proposals for re-use. Any new partitions that are required should be located on the existing structural grid;

12. The ramped access to upper platform level from the viaduct would be created using sympathetic materials. This could be a raised strip leaving the remainder of the viaduct at the existing level or it could be achieved by lifting the whole of the viaduct surface;
13. Retain and refurbish, as far as practicable, the existing cast-iron window frames. Ventilation strategy and thermal performance may require the replacement of some of these windows. The applicants would seek to minimise any loss through alternatives such as secondary glazing;

14. A service route would need to be created from the lower level. This could be done by servicing double fronted units at the lower levels from one end, or double loaded, single fronted units from a central corridor. In the latter case, interventions would be required in the cross walls to create the route through. Units at the upper levels would be serviced via lifts inserted at appropriate locations and either by a new internal corridor or by using the viaduct;

15. Consider the creation of a pedestrian arcade beneath the viaduct on the western side of the Coal Drops. This would require the opening up of all of the arches on the west elevation of the viaduct and the removal of a section of the cross walls;

Possible pedestrian through route
Possible new vertical circulation
Possible central servicing corridor
Possible new pedestrian arcade
Possible Mezzanine Floor Plan
Possible Lower Ground Floor Plan

Fig. xiii
Fig. xiv
Fig. xv
Fig. xvi
16. Retain, as far as practicable, the hand operated goods hoist, access ramps and loading doors;
17. Consider the reinstatement of the sky lights;
18. Consider the removal of the paint and careful cleaning of the buildings, so as to enhance their appearance and reveal the detailing of the external facade;
19. Consider the repainting of the steel and cast iron components;
20. Consider the removal of surface wiring;}
21. Consider the replacement of the modern fencing and handrails on the viaduct with sympathetic materials and design;

22. The mezzanine windows at the southern end, internal goods hoist, 19th century timber doors, and the canopies to the western loading doors would be retained as far as is practicable. Where it is not possible to retain these in their current location, the applicants would seek to find appropriate alternative uses and locations for them;

23. Retain, as far as practicable, the capstans and fairleads at the southern end of the viaduct. Following resurfacing of the viaduct and considering pedestrian movement, it may be appropriate to relocate some of the capstans and fairleads to elsewhere within the Coal Drops area. The applicants would seek to mitigate any loss of clarity of function through interpretation; and

24. Consider the insertion of small units opposite the Eastern Coal Drops beneath the level of Granary Square.

These principles are annotated on Figures i to xxvi.
Appendix Part 3
Specific Principles for the Refurbishment of the Granary

The Granary would be refurbished and adapted following these principles:

1. The building roof could be refurbished using suitable materials;
2. Retain, as far as practicable, the existing timber-framed casement windows. Future requirements for ventilation and thermal performance may require re-glazing or replacement of some or all of the windows and this would be considered in the context of firm proposals for re-use;
3. Retain as many cast-iron columns and cast iron floor beams within the internal structure as practicable. The insertion of an atrium or lightwells, lifts and other means of vertical circulation could mean the loss of some structural elements. However, the applicants would seek to minimise this loss, for example by taking every opportunity to locate new floor openings between column lines.
4. Retain as much of the original timber floor as practicable. The removal of parts of some existing floors may be necessary, however, for example to create double-height space. This would be considered in the context of firm proposals for re-use;

5. Glaze the existing loading door openings on the south elevation in a sympathetic manner such that their original function continues to be legible;
6. Retain, as far as practicable, the surviving internal hoist system, comprising gantries across the central valley of the roof, hoist pulleys and sites of trap doors below. Roofing works are likely to require the temporary removal of features and other works could mean permanent loss, for example the insertion of a new atrium or other openings. However, these works may also provide opportunities to make retained features more visible and enhance building users' appreciation and understanding of the building's original functions;

7. Retain, as far as practicable, surviving chutes within the building, used for the despatch of sacks of grain by gravity. Depending on use, some of these may need to be removed to maintain clear access across the floor plates;

8. Retain, as many as possible of the iron doors protecting the two existing stone staircases;
9. Consider carefully the need for pedestrian access into the ground floor of the Granary and different ways this access might be achieved. The creation of level access through the Granary building from Granary Square may require the removal of some or all of the surviving railway loading platforms within the ground floor and other features. However, it may be possible to retain at least part of the surviving platforms, with pedestrian access via the former railway carriage openings in the flanking office blocks. These issues would be considered in the context of firm proposals for re-use, at a later date;

10. Retain, as far as practicable, elements of the existing ground floor surface, platforms and other associated railway features;

11. Retain, as far as practicable, sections of the existing system of box gutters within the roof structure. The extent that this can be retained will depend on use and the requirements for headroom;

12. If practicable, keep open the existing ground floor archways, within the side elevations, to continue to provide links to the adjoining Transit Sheds;

- Pedestrian movement from Assembly Shed
- Possible Section (AA)
- Floor at existing level
- Pedestrian movement from Granary Square
- Possible Section (BB)
- Possible Ground Floor Plan (A) showing pedestrian movement into Granary via Granary Offices and Transit Sheds
- Possible Ground Floor Plan (B) showing pedestrian movement through the Granary facade

Fig. xii
Fig. xiii
Fig. xiv
Fig. xv
There may be a requirement for new and/or enlarged openings within the side and rear (northern) elevations of the Granary, at the ground and upper storeys, to allow for daylighting and pedestrian links to new buildings within the footprint of the Assembly Shed. The requirement for new openings would be considered in the context of firm proposals for re-use, at a later date. If new openings are required, it would be preferable to locate them within the rear (northern) elevation;

Use lighting to enhance the appearance and understanding of the building;

Refurbish the building in a simple, robust manner that, as far as practicable, leaves the existing internal structure exposed;

Carefully clean the outside of the building, so as to enhance its appearance, for example by revealing the original bands of colour within the brickwork.

These principles are annotated in figures i to xix.
Granary Offices: Initial Conservation Plan - Appendix

Specific Principles for the Refurbishment of the Granary Offices

The refurbishment and adaption of the Granary Offices would follow these principles:

1. Establish new pedestrian connections through the flanking offices, for example utilising the former railway carriage openings, with level access from Granary Square;
2. Use suitable materials to refurbish the building roof, such as slate or sheet metal;
3. Retain, as far as practicable, the existing windows. Any refurbishment or alterations should retain the existing pattern and domestic scale of window openings;
4. Retain, as far as practicable, the existing fireplace in the western range;
5. Carefully clean the building, so as to enhance its appearance.

These principles are annotated in Figures 1 to v.
Appendix Part 5

5.1 Transit and Assembly Sheds
Transit and Assembly Sheds: Initial Conservation Plan - Appendix

Specific Principles for the Refurbishment of the Transit Sheds

The Transit Sheds would be refurbished and adapted following these principles:

1. The building roofs should be refurbished using suitable materials; slate or sheet metal for example;
2. The pitch of any new roof should be the same or very similar to that of the existing roof;

Fig. i  Sheet metal roof  Fig. ii  Slate roof
3. Each floor of the refurbished Transit Sheds should have adequate natural light. This could be achieved in a number of different ways, for example:
   a. roof lights;
   b. new glazing along the length of the buildings, beneath a raised roof line;
   c. setting the level of the new first floor to enable natural light to reach the upper floor through glazed arches.

The advantages and disadvantages of different options would be considered in the context of firm proposals for re-use and the requirement for any mezzanine levels. The introduction of any new glazing should respond to the simple, robust form of the Transit Sheds. For example, it would be desirable to locate roof lights on the ‘inside’ face of the roof;

4. The number of internal partitions should be minimised, as far as practicable, to allow the internal form and dimensions of the building to be appreciated. This would be considered in the context of firm proposals for re-use. Any new partitions that are required should be located on the existing structural grid;

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Fig. vi

Fig. vii

Fig. viii
5. One additional arched, east-west pedestrian route may be required through the Transit Sheds, to facilitate east-west pedestrian movement. This would be considered later, in the context of firm proposals for re-use;

6. It may be necessary to cut new or enlarged openings in the inner walls, to improve the connections between the Transit Sheds and the area currently occupied by the Assembly Shed. This would be considered later, in the context of firm proposals for re-use;

7. The creation of a level space or access across the transit sheds may require the substantial or total removal of the existing longitudinal platform structures, sills and associated features. This will depend on the connections with the new development on the assembly shed and the opportunities to use raised areas with the proposed use. The possible removal will be considered later in the context of firm proposals for re-use;

8. As far as practicable, retain the stable vault structures beneath the existing platforms. The removal of the platforms themselves, if necessary, to create level access into and across the Transit Sheds would necessitate the removal of upper sections of the structure, but it should be possible to retain parts of the structure below, subject to structural survey and integrity. The necessary removal of the platforms would present opportunities to survey and record features that are currently inaccessible;
Specific Principles for the Redevelopment of the Assembly Shed Site

1. If practicable, retain the original stock brick piers across the open north end of the Assembly Shed;
2. If practicable, reinstate sample sections of the former railway track and infrastructure; and
3. New buildings within the footprint of the Assembly Shed should respond to the robust form and rhythm of the Transit Sheds.

These principles are annotated on Figures xiv to xviii.

Former railway tracks & turntables, parts of which may remain buried

Possible configuration of development within footprint of Assembly Shed
9. Retain, as far as possible, the tunnel linking the Western Transit Shed to the Eastern Coal Drop area. The construction of a new road to the west of the Western Transit Shed may impact on the tunnel however, and interventions will be dependant on a detailed survey of level and structural integrity;

10. As far as practicable, retain the existing cast-iron overhead runway beams from the original sliding doors and guard stones; and

11. Carefully clean the buildings, so as to enhance their appearance.

These principles are annotated on Figures ii to xiv.
Regeneration House: Initial Conservation Plan - Appendix

Specific Principles for the Refurbishment of Regeneration House

Regeneration House would be refurbished and adapted following these principles:

1. The building roof could be refurbished using suitable materials such as slate or sheet metal;
2. Research and, if practicable, reinstate the original eaves line;
3. Consider the reinstatement of key internal fixtures based on forensic evidence, for example fireplaces and ceiling mouldings;
4. Retain the pattern and character of the existing windows;
5. Consider the removal of the windows pierced into the southern chimney stack. This would be considered in the context of the proposed uses and the requirements for daylighting;
6. Retain, as far as practicable, notable items of street furniture nearby;
7. There may be a requirement for (and benefits in) new links between Regeneration House and the adjoining Midland Goods Sheds, at upper levels. This would be considered in the context of firm proposals for re-use of these buildings, at a later date;

8. Consider the removal of the modern entrance office with its second level national gallery;

9. Use lighting to enhance the appearance and understanding of the building; and

10. Carefully clean and re-point the outside of the building, so as to enhance its appearance, being careful not to over-clean or remove the character of the building.

These principles are annotated in Figures i to ix.
7.1 Midland Goods Shed and Handyside Canopies
Midland Goods Shed and Handyside Canopies: Initial Conservation Plan - Appendix

Specific Principles for the Refurbishment of the Midland Goods Shed and Handyside Canopies

The Midland Goods Shed and Handyside canopies would be refurbished and adapted following these principles:

Midland Goods Shed

1. The existing roof of steel trusses (dating from 1957) may be replaced;

Fig. I

Midland Goods Shed With Possible New Roof

Fig. ii

Midland Goods Shed With Possible New Roof
2. Retain as much of the internal structure of cast-iron columns and iron plate girders as practicable. The insertion of new stairs, to provide access to the upper level, could mean some loss of fabric. However, the applicants would seek to avoid and minimise this loss, through careful placement within the structural grid;

3. Consider the requirement of openings within the existing internal walls. Depending on use, it may be necessary to create links through some of these walls;

4. Consider carefully the reinstatement of the former south-west stairs;

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Possible new vertical circulation

Possible new Stair and Lift Core configuration 1

Possible new Stair and Lift Core configuration 2

Possible reinstatement of southwest stairs

Possible reinstatement of southwest stairs

Fig. iii

Fig. iv
5. Retain, as far as practicable, the open character of the long span space in the building's upper level. If new subdivisions are required, the works should be designed to be readily reversible;

6. Consider carefully whether and how the hydraulic accumulator tower may be refurbished and brought back into productive use, as part of the building plant/services;

7. Consider how best to help building users understand and interpret the former role of hydraulic power within the Goods Yard and the history of the accumulator tower;

8. Improve the integration between the Midland Goods Shed and the spaces beneath the canopy roofs, either side, by reinstating some of the blocked arch-headed door and window openings in the side walls and recreating the brick arches (where this does not interfere with the supporting structure);
9. Consider carefully how to bring adequate natural light into the ground floor of the Midland Goods Shed. For example, this could be achieved by utilising 'borrowed' light through new glazing in the canopy roofs;

Possible rooflights

Possible lightwell allowing light into the ground floor

Possible atrium allowing light into the ground floor

Fig. vii  Possible provision of Natural Light To Ground Floor (A)

Fig. viii  Possible provision of Natural Light To Ground Floor (B)
10. Consider carefully how to bring adequate natural light into the upper floor of the Midland Goods Shed. This could be achieved in a number of different ways, for example:

- roof lights;
- opening up a number of the bricked windows, on the upper floor;
- introduce a new glazing element as a 'strip' along the length of the building.

The advantages and disadvantages of different options would be considered in the context of firm proposals for re-use and the requirement/opportunity for any mezzanine levels;
11. As far as practicable, incorporate any evidence of turntables and other features, discovered beneath the existing platform levels, into the new finished floor or alternatively ‘deck over’ to preserve the features in situ;

12. If possible, retain some elements of the existing longitudinal platform structures, within the refurbishment scheme;

13. Retain, as far as practicable, the surviving cast iron lintels, padstones and (subject to weather proofing and new glazing) the former door running brackets;
14. Consider carefully how to achieve satisfactory fire protection and separation;
15. There may be a requirement for new links between the Midland Goods Sheds and Regeneration House, at upper
   levels. This would be considered in the context of firm proposals for re-use, at a later date;
16. Use lighting to enhance the appearance and understanding of the Midland Goods Shed; and
17. Carefully clean the Midland Goods Shed so as to enhance its appearance.

These features are annotated in Figures i to xviii.
The Handyside Canopies

18. The West Handyside canopy is currently dirty and rather gloomy. The option of re-glazing the canopy should be considered carefully, in the context of form proposals for re-use, at a later date and following structural and other surveys;

19. Retain the haunched beam and trusses dismantled at the northern end of the canopy, for potential re-use within the wider development scheme;

20. Consider carefully the potential advantages and disadvantages of removing up to two girders at the southern end of the West Handyside canopy, which could usefully open up views of the surrounding buildings. This should be considered later in the context of firm (detailed) proposals for re-use of the Goods Shed and Canopy.
21. The West Handyside canopy should be repainted sympathetically;
22. The removal of the buttress wall from the northern end of the East Handyside canopy means that any refurbishment scheme would need to include works to prevent progressive collapse, for example bracing the arcade or introducing a solid wall panel;
23. Retain, as far as practicable, the existing wrought iron trusses in the East Handyside canopy;
24. The asbestos cement sheeting on the East Handyside canopy should be replaced with sympathetic roof materials;
25. The traditional timber gable ends of the East Handyside canopy should be refurnished; and
26. In principle, any new external envelope for the East Handyside canopy should be lightweight and substantially glazed, subject to the management of solar gain.

These features are annotated in Figures xix to xxv.
8.1 Fish & Coal Offices and Wharf Road Arches
Fish & Coal Offices and Wharf Road Arches: Initial Conservation Plan - Appendix

Specific Principles for the Refurbishment of the Fish & Coal Offices and Wharf Road Arches

The Fish & Coal offices and Wharf Road arches would be refurbished and adapted following these principles:

Fish & Coal Offices

1. If the Fish & Coal buildings are refurbished as offices, there may be a requirement to link floors across the various buildings. This would require new openings to be cut within the dividing walls;

Option (A)

Possible new stairs

Existing dividing walls removed

Possible Second Floor Plan

Option (B)

Possible new stairs

Possible First Floor Plan

Possible Second Floor Plan

Possible Upper Ground Floor Plan

Fig. i

Fig. ii
2. Consider rebuilding the parapets in their pre-fire form;
3. There is scope to open up some of the lower (canal) level arches, within the basement of Fish & Coal, to provide access into new A1/A2/A3 units from the towpath and to glaze others, again to bring life and activity onto the towpath. This needs to be considered carefully, given the narrowness of the towpath in this location and its limited pedestrian capacity;
4. Use lighting to enhance the appearance and understanding of the Fish & Coal offices; and
5. Carefully clean the Fish & Coal offices so as to enhance their appearance.

These principles are annotated in Figures i to vi.
The Wharf Road Arches

1. Consider carefully how to install new services such as mechanical ventilation, for example it may be possible and appropriate to introduce a string course of louvres;

2. Some or all of the arches would be glazed on the canal side, depending upon occupier requirements. On the 'internal' side the timber doors would be replaced, with new entrances and/or glazing;

3. Retain as many surviving fixtures and fittings (e.g. cast iron brackets, stable ceiling rings) as practicable;

4. Retain as much of the surviving structural evidence from the Pilmsoll Viaduct and any evidence of earlier road surfaces as practicable;

5. Carry out cleaning of the exterior structures and conservation of damaged and decayed fabric, such as damaged gault brick facings into the Goods Yard on the north-east side;

6. Repair and/or reinstate the stable windows onto the canal;

7. There may be a requirement to enlarge some of the windows facing onto the canal, e.g. to take them down to ground level. This would be considered in the context of firm proposals for re-use, at a later date;
8. Where practicable, remove inappropriate materials on the walls and within infilled arches, for example Fletton brickwork. It may be appropriate to re-brick some arches. Alternatively, the location of Fletton brickwork may help determine exactly where to 'punch through' the new pedestrian link between the Coal Drop Yard and the canal towpath and/or where to introduce new glazing;
9. There may be a requirement to connect together a number of arches, to create larger units. This may be achieved by punching gaps through existing side walls (a number of such gaps are already present);

10. Wherever practicable, the widening of the longitudinal openings between vaults should be avoided; and

11. Avoid inserting new, permanent ceilings within the arches that would obscure the bridge substructure.

These principles are annotated in Figures vii to xvi.
Southern Stanley Building

Appendix Part 9
Southern Stanley Building: Initial Conservation Plan - Appendix

Specific Principles for the Refurbishment of the Southern Stanley Building

The Southern Stanley Building would be refurbished and adapted following these principles:

1. Create new or refurbish existing vertical circulation to allow for access and means of escape. These could either be within the building or on the external façade;

2. Depending on use, it may be necessary to install a lift into the building. This could be either internal or via a sympathetic external addition;

3. Consider recovering the roof with a suitable material. This space was designed as an accessible area to be used by the occupants of the building. The roofing material selected would need to accommodate the proposed level of use;

Fig. i  Possible New Vertical Circulation - (A)

Fig. ii Possible New Vertical Circulation - (B)
4. Retain, as far as practicable, the internal layout of the building. Alterations would be required to meet current Building Regulations and others may be required to make certain uses viable. These are likely to include creating fewer, larger rooms;

5. Retain and refurbishment, as far as practicable, the existing balustrades;

6. Consider the removal of the existing services attached to the building, including the modern water tanks on the roof;

7. Consider the use of lighting to enhance the appearance of the building;

8. Cleaning of the building to be done carefully, so as to enhance its appearance;

9. Consider how best to enclose the rear elevation of the building and provide a safe and attractive environment.

These principles are annotated in figures i to vi.
Specific Principles for the Refurbishment of the Triplet Gas Holder Guide Frames

The Gas Holders would be refurbished and adapted following these principles:

1. Each of the guide frame components would be inspected and carefully cleaned and restored where practicable;

2. The guide frames would be re-erected, in the same basic layout as when they were dismantled, around the new built development. A method statement for re-erection would be presented as part of the listed building consent application before any works are carried out. It is likely that this will be based on the following sequence:
   i. Transport individual components to the workshop;
   ii. Remove loose paint;
   iii. Inspect each piece and draw up a remedial works schedule;
   iv. Transfer to repair or paint shop, applying primer to areas that do not require primer as soon as possible;
   v. Carry out remedial works;
   vi. Fabricate or procure replacement pieces;
   vii. Complete primer coat and apply base coats and finish coats to girders;
   viii. Store until re-erection;
   ix. Re-erect around new development;
   x. Apply finish coat to columns.

   Depending on the rate that each piece can be processed, it is likely that components will need to be stored at various points throughout this process. This would be covered storage until an adequate corrosion protection system is achieved;

3. The guide frames for the Gas Holders would be repainted in a colour sympathetic to previous colour schemes. On-site investigations show that the frames have been repainted 31 times in various colours. The most recent black and red scheme are without precedent for these frames, which have historically been cream, stone or grey. In the past, some schemes have highlighted key features by using different hues, and this approach would enhance the understanding of the structures;
The original function of the Gas Holder frames could be reflected in its relationship to the development within the frame. The frames were filled by cylindrical bells, which varied in height with the volume of gas stored. Some ways in which these aspects could be appreciated are:

a. Development inside some of the frames could be kept below the top of the frames to allow the upper tier of same parts to be seen against the sky;

b. The facades of the development inside the frames could be kept ‘calm’ so that the do not detract from the frames;

c. The development within the frames could be of varied heights to reflect the dynamic nature of the bells within the frames.

These principles are annotated in Figures i to v.
German Gymnasium: Initial Conservation Plan - Appendix

Specific Principles for the Refurbishment of the German Gymnasium

The German Gymnasium would be refurbished and adapted following these principles:

1. Consider the opportunity to reveal the original viewing gallery, currently subsumed into the overall first floor;

Fig. i

Possible removal of 1st floor to reveal original viewing gallery

Fig. ii
Possible Cross Section

Viewing gallery

Fig. iii
Possible First Floor Plan
2. Consider the opportunity for public access through the building. This could be by allowing a route through the ground floor from St Pancras Station through to King's Cross Central, through a public use or by glazing part of the modern façade to allow views to the roof;

3. Create new forms of vertical circulation to allow for access and means of escape. These could either be within the building or on the external façade, thus avoiding potential conflict with the existing internal features;

4. Consider the options for the reuse of the remnants of the staircase removed in 2001;

5. Use lighting to enhance the appearance and understanding of the building; and

6. Careful cleaning of the building, so as to enhance its appearance and reveal the quality of the detailing.

These principles are annotated in Figures i to x.
The Great Northern Hotel: Initial Conservation Plan - Appendix

Specific Principles for the Refurbishment of the Great Northern Hotel

The Great Northern Hotel would be refurbished and adapted following these principles:

1. Enable a range of possible new uses through the insertion of new lift shafts and service cores;

Fig. i  Possible arrangement for a Boutique Hotel (Typical Upper Floor Plan)

Fig. ii Possible arrangement for Single Tenant Offices (Typical Upper Floor Plan)

Fig. iii Possible arrangement for Serviced Apartments (Typical Upper Floor Plan)

Fig. iv Possible arrangement for Serviced Offices (Typical Upper Floor Plan)

Possible locations for new lift shafts and service cores
2. Remove the extensions and repair facade in materials and a style sympathetic to the rest of the building.
3. Provide disabled access to ground floor level. It is likely that disabled access would be provided to the ground floor. This could be done in a number of ways, but is likely to require the construction of ramps along the facades of the buildings;

4. Consider the removal of some of the drainpipes currently attached to the facade of the hotel. Depending on use, these may not all be required or could be rationalised;
5. Construct new service cores within the original building. Depending on use, the size and precise function of the cores will vary, but are likely to incorporate:
   a. Passenger and goods lifts to meet vertical circulation requirements
   b. Fire fighting shaft
   c. Adequate means of escape in the event of fire
   d. Smoke ventilation
   e. Service risers

The Kings Cross Station Enhancement project would trigger a series of additional interventions. In this case the Great Northern Hotel would be refurbished and adapted following these further principles:

6. It may be appropriate to cover the lightwells and remove railings on the eastern and southern sides of the building to accommodate pedestrian flows, should proposals come forward for a new western concourse to Kings Cross Station, as part of a station enhancement;
7. Lower ground floor to match external ground level to provide pedestrian route adjacent to proposed concourse.
8. Alter ground floor openings to enable pedestrian movement through arcade. This could be achieved in a variety of ways with differing effects on the facade of the building, and varying widths of opening.

These principles are annotated in Figures i to xxiii.