King’s Cross Central
Environmental Statement

VOLUME 2:
Specialist Reports

Part 9 Cultural Heritage and Townscape Specialist Report
Part 10 Archaeology Specialist Report

Prepared for Argent St George,
London and Continental Railways
and Exel

May 2004
King's Cross Central

Environmental Statement

Volume 2: Specialist Reports

Part 9   Cultural Heritage and Townscape Specialist Report by International Heritage Conservation and Management, RPS and Arup Development Planning

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9 Cultural Heritage and Townscape Specialist Report

9.1 Introduction

9.1.1 King's Cross Central forms the major part of the King's Cross Opportunity Area (see Figure 9.1.1). It includes parts of the King's Cross and Regent's Canal Conservation Areas (see Figure 9.1.2). There are eight Listed buildings within the site; St Pancras and King's Cross Stations are also listed but lie outside the site boundary. The site is within the Strategic View corridors from Kenwood and Parliament Hill to St Paul's Cathedral (see Figure 9.1.3) and the area includes seven 'main' local views and six 'secondary' local views as identified by the London Boroughs of Camden and Islington in the Joint King's Cross Opportunity Area Planning and Development Brief.

9.1.2 The area has undergone significant changes as result of the Channel Tunnel Rail Link (CTRL) Works (see Figure 9.1.4) and this process will continue until 2006/7.

9.1.3 The Applicants propose high density development for King's Cross Central, designed to shape a vibrant and distinctive urban quarter for London and to facilitate wider regeneration. The conservation, refurbishment and re-use of many of the existing heritage buildings, together with many major new buildings of quality would be combined to create a range of new central area functions; local opportunities; cultural facilities and services; and a high quality public realm.

9.1.4 Heritage issues are inextricably linked to considerations of townscape and views. To reflect the importance of these relationships, the topics have been assessed in conjunction with one another, and are presented in this Cultural Heritage and Townscape Specialist Report. The report has been prepared by:

- International Heritage Conservation and Management;
- RPS Planning, Transport and Environment;
- Arup Development Planning.

9.1.5 Archaeological (buried) resources are considered separately at Section 5.2 and Part 10 of the Environmental Statement.

9.1.6 This Specialist Report has been prepared to:

- assess the likely effects of development proposals as part of the Environmental Impact Assessment (EIA). The EIA includes an assessment of the likely effects on the character and appearance of the Kings Cross and Regents Canal Conservation Areas;
- identify opportunities for further mitigation measures;
- provide recommendations for ongoing monitoring.
9.1.7 This report is based upon, and expands, the findings of the Draft Historic Character Assessment issued to consultees in April 2003. The Cultural Heritage and Townscape Specialist Report takes account of consultee responses to the Draft Historic Character Assessment and the Draft Environmental Statement Scoping Report also issued in April 2003 (see Appendix 9A and section 9.3 below).

9.1.8 Following this Introduction the report is structured as follows:

- Section 9.2 describes the methodology and assessment criteria adopted for the study.
- Section 9.3 describes consultations undertaken and explains how consultee responses have been addressed within the specialist report.
- Sections 9.4 and 9.5 describe the existing situation at 2003/4 and the situation at the Baseline Year at 2006/7, respectively. This provides details of the cultural heritage and townscape of the site in terms of built heritage, topographic framework, open spaces and strategic and local views.
- Section 9.6 evaluates the importance of existing cultural heritage and townscape resources and views.
- Section 9.7 describes the proposed development in relation to cultural heritage, townscape and views. It also sets out assumptions made regarding the proposed development, identifies the ‘worst case’, and describes mitigation measures built into the proposals.
- Section 9.8 presents an assessment of the predicted effects arising from the implementation of King’s Cross Central.
- Sections 9.9 and 9.10 identify opportunities for additional mitigation that may be available but which do not form part of the proposals; and proposals for monitoring, during and post construction, to review the efficacy of scheme implementation and mitigation.
- Section 9.11 presents a reference list for documents and information sources used in preparing the report.
9.2 Methodology and Assessment Criteria

Introduction

9.2.1 The following section describes the process adopted for assessing the effects of the proposed development on cultural heritage and townscape (including views). The assessment methodology takes account of:-

a) a future start date for the development of 2006/7 – on completion of the major CTRL works;

b) the ‘underused’ nature of much of the site and policies for its regeneration as the majority part of the King’s Cross Opportunity Area;

c) the presence of listed buildings within, and adjacent to the two conservation areas which partly fall within the site;

d) the long-term, phased nature of the proposals and the need for flexibility to respond to market opportunities and other factors during the implementation stages;

e) the nature of the planning applications which incorporate a range of parameters to define the proposals.

9.2.2 The assessment describes the site as it is now (2003/2004) and predicts what it will be like in 2006/7, when development would start on site. This prediction of the site in 2006/7 provides the ‘baseline’ for assessing the effects of the proposed development.

9.2.3 The planning policy context for the proposals is set out in the Environmental Statement (Section 1.2) and sets out how policy aims to deliver regeneration objectives through high density, mixed-use development. Given the ‘vacant’ nature of the site in 2006/7, changes to the townscape in line with planning policy expectations would inevitably be an improvement compared with the baseline situation. This assessment considers the degree of benefit in terms of how the proposals meet the specific planning policy objectives for the site.

9.2.4 Therefore in assessing the significance of the townscape changes and their benefits, greater weight has been given to those aspects that contribute to the objectives set out in the Joint London Boroughs of Camden and Islington King’s Cross Opportunity Area Planning and Development Brief, December 2003 (hereinafter referred to as the ‘Joint Development Brief’).

9.2.5 For heritage resources there is the potential for adverse effects, where buildings would be demolished or altered, or where the setting of buildings would be adversely changed as a result of the proposed development. The significance of these changes would depend on their scale and the importance (value) of the buildings which would be affected.

9.2.6 Change, in itself, should not be regarded as adverse. Victorian development at King’s Cross (i.e. the stations etc) changed the area significantly and CTRL has again initiated major changes including the removal of most of the gasholders of the former Imperial Gaslight and Coke works, realignment of local roads, the construction of the station extension to St Pancras and the CTRL embankment. These changes will continue until 2006/7 when the CTRL and LUL works are programmed for completion. The King’s Cross Central proposals would then further this process of change and implement the regeneration of the area which is the aim of the Joint Planning and Development Brief.
For heritage and townscape the important questions for the EIA are:

i) Would the proposals enhance or worsen the baseline situation? - How do they compare with what would exist in 2006/7?

ii) Would the proposed development diminish, conserve or enhance the status and significance of the existing buildings, many of which are listed?

iii) How would the proposed new land uses affect the character of the Conservation Areas given the history of mixed uses in the area?

iv) How would the proposals affect views of the main landmarks?

In order to answer these questions there has to be sufficient information about the proposals to enable an assessment of the likely effects to be made. PPG15: Planning and the Historic Environment (1994) states at para 2.14 (under “Development Control”):

“The design of new buildings intended to stand alongside historic buildings needs very careful consideration. In general it is better that old buildings are not set apart, but are woven into the fabric of the living and working community. This can be done, provided that the new buildings are carefully designed to respect their setting, follow fundamental architectural principles of scale, height, massing and alignment, and use appropriate materials. This does not mean that new buildings have to copy their older neighbours in detail: some of the most interesting streets in our towns and villages include a variety of building styles, materials, and forms of construction, of many different periods, but together forming a harmonious group.”

Information regarding the “fundamental architectural principles” of scale, height, massing and alignment is presented in the King’s Cross Central Development Specifications, Parameter Plans and Landscape Proposals for the Main Site and the Triangle Site. The Development Specifications do not specify materials, as this is not practical at this stage: a great many different materials might be appropriate as part of high quality design.

PPG15 para 4.18 provides further guidance on the use of planning powers in conservation areas. It states that:

“In addition to adopted local plan policies, it may be helpful to prepare design briefs for individually important ‘opportunity’ sites. Special regard should be had for such matters as scale, height, form, massing, respect for the traditional pattern of frontages, vertical or horizontal emphasis, and detailed design…General planning standards should be applied sensitively in the interests of harmonising the new development with its neighbours in the conservation area.”

In this case, the LPAs have prepared a planning and development brief. This sets out various design objectives and sets out the kind of applications and the EIA approach that the Council(s) envisage:

“The [Main Site] application would be submitted to Camden and would seek ‘outline’ permission, including means of access, siting of new buildings within development zones (see below), landscaping proposals and other development parameters.” (Para 4.1.4)

“The EIA should be based on a description of development that nevertheless acknowledges a need for details of the project, though evolving over time, to be set within clearly defined “parameters”. The EIA process should take full account of the implications for the environment and reflect the likely significant effects of the
...the development parameters will need to include/address:....” (Para 4.1.11)

9.2.12 In developing the Brief, the Council has had special regard to the treatment of listed buildings and conservation areas in accordance with its statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990 (para 1.3.5 of the Brief).

9.2.13 It is pertinent, therefore, that all of the matters identified at para 4.1.11 of the Brief, ‘so that a robust assessment of the proposals can be carried out’, are addressed within the Development Specifications.

9.2.14 It is clear from case law¹ that a robust EIA for a long-term, phased development can be carried out where identified parameters are an integral part of the proposals. Also of relevance to the EIA process is the Council’s ability to control detailed design and quality through the approval of reserved matters for the development. It has been established that a local planning authority’s ability to impose those planning (and other legislative) controls is relevant in determining the likely significant effects of the development at the outline application stage.

9.2.15 The level of control is particularly high in Conservation Areas and within the setting of Listed buildings. At KXC, the LPA will consider its statutory duties in respect of Listed buildings and Conservation Areas and in particular the need to have regard to the desirability of preservation or enhancement, as confirmed at para 1.3.5 of the Joint Development Brief.

9.2.16 In summary:

- We have assessed the proposals against the predicted situation in 2006/7 prior to the possible start of works, i.e. with CTRL works in place and the site largely vacant (ref. Section 9.5).
- We are satisfied that there is sufficient information in the Development Specifications, Parameter Plans and Landscape Proposals to assess the effects of the scheme, on the assumption that quality of design and construction and environmental protection would be delivered through the planning process and other legislation (ref. section 9.7).

The Assessment Process

9.2.17 The assessment of the significance of the potential effects on heritage and townscape is based on professional experience and judgement in accordance with best practice guidelines (Landscape Institute/Institute of Environmental Assessment and Management Guidelines, paragraph 2.12). The assessment identifies and draws on aspects of the resource (character, importance and sensitivity) and the change brought about by the scheme (magnitude or scale of the change, nature and duration). Similarly, the visual assessment identifies the visual receptors (number of viewers, nature of activity, importance of view and sensitivity to change) and the change in visual amenity brought about by the scheme (using the same criteria as for townscape change i.e. magnitude, scale, nature and duration). The following diagram summarises both assessment processes:

¹ Royal Courts of Justice (31st July 2003) R vs. Rochdale Metropolitan Borough Council ex parte Milne
Extent of the Study Area

9.2.18 The geographical extent of the Cultural Heritage and Townscape assessment has been considered at two levels:

- Strategic Level – The site falls within two designated Strategic View corridors as defined in regional planning guidance RPG3: Annex A (as superceded by the London Plan, see 9.2.36 and 9.4.66). These Strategic Views are from Parliament Hill and Kenwood, respectively some 3km and 4.3km to the north-west of the site, to St Paul’s Cathedral which lies some 2.5km to the south-east (see Figure 9.1.3). The study area for such views is therefore considered in a strategic geographic context.

- Local Level – The heritage resource and townscape character is assessed in detail for the area within the two red-line application boundaries and zones which abut them. For example, the stations lie outside the red-lines, but have a definite influence upon the cultural heritage and townscape character of the King’s Cross Central site. Similarly, local townscape views are gained from adjacent routes and spaces towards the development such as Euston Road, Pentonville Road/Gray’s Inn Road, Wharfdale Road, York Way and from the adjacent Regent’s Canal and Islington Conservation Areas toward King’s Cross Central (see Figure 9.1.2).

Baseline – description and characterisation

9.2.19 The King’s Cross Central development would not commence in earnest until the CTRL works have been completed. The condition of the site (and its surroundings) at 2006/7 are the starting point or “baseline”, for assessment purposes. These are described at Section 9.5.

9.2.20 Network Rail/ are considering proposals to enhance King’s Cross Station and this is likely to include the development of new concourse facilities to the west of the existing train shed. These proposals do not yet have consent and this assessment therefore starts from the premise that the station enhancement is not taken forward. It is however possible that the King’s Cross Station Enhancement would come forward during the King’s Cross Central implementation period. Further details are set out at paragraph 9.5.15 to 17.
9.2.21 The Environmental Statement (including this specialist report) supports the two separate planning applications for the Main Site and the Triangle Site (see Figure 9.1.1). There is the possibility that the Main Site may proceed separately from the Triangle Site and therefore consideration has been given to the difference in effects between the whole development (Main Site and Triangle Site) and the Main Site alone.

9.2.22 In summary, the assessment of heritage and townscape effects has been made on the basis initially of the whole development and without King’s Cross Station Enhancement. The assessment also includes a description of the effects:

- with King’s Cross Station Enhancement (which also involves some consideration of the ongoing LUL works at King’s Cross- St Pancras Underground Station);
- without the Triangle Site.

*Baseline and Design Year*

9.2.23 The first requirement is the need to understand what the site would be like in 2006/7 to establish the ‘baseline’ for this assessment. Figure 9B.11 (Appendix B) Historic Maps – 2001 Ordnance Survey - and Figure 9.1.4 Aerial View 2001 shows the site before commencement of CTRL works which formed the basis on which the original King’s Cross Conservation Area Statement (1998) was written. This assessment has been approached by recording conditions at 2003/4 (the time of survey), and then describing CTRL works and any other works which will take place up to 2006/7, based on what is known about the CTRL project and, indeed, other major developments in the vicinity. King’s Cross Central development is likely to be complete sometime after 2020, and this has been adopted as the Design Year.

9.2.24 In short, the relevant dates are:

- Existing Situation 2003/4
- Baseline Year 2006/7
- Design Year 2020

9.2.25 Many aspects of the heritage of the King’s Cross area have been the subject of detailed study over recent years in the build-up to, and approval of, the Channel Tunnel Rail Link (CTRL) Act in 1996. Much of this background work has been reviewed and updated in order to reflect the present physical condition of the site. In particular the King’s Cross Central Applicants commissioned an Historic Character Assessment at the request of English Heritage, and the London Borough of Camden has updated the King’s Cross Conservation Area Statement (2003). The Regent’s Canal Conservation Area Statement is relatively recent (2001).
9.2.26 These documents provide information on the existing site conditions. They take into account the advice of English Heritage and the London Borough of Camden, both of whom have referred to the role of character assessment in helping to shape future development proposals at King’s Cross:

“In addition to safeguarding buildings, it is important that spatial relationships are maintained with particular attention to the quality of the public realm and its enhancement. While there is clearly scope for introducing dynamic new architecture, this should be disciplined by the wider context and a clear understanding of the qualities that make the area special and unique.” (English Heritage Position Statement 1997).

“The Council will encourage a contemporary, bold, imaginative design approach that complements and enhances these existing features. This approach must acknowledge and respect the special character of the Area, through a full assessment of its character and qualities”. (LB Camden UDP Chapter 13 paragraph 13.30, Adopted May 2003).

The Draft Historic Character Assessment was prepared to draw together comprehensive information on the character and qualities of the area. English Heritage and the London Boroughs of Camden and Islington were consulted on the approach and findings of the Draft Historic Character Assessment (see Section 9.3) and their responses have informed this Environmental Statement.

Sources of Guidance on Character Assessment

9.2.27 In preparing our assessment, guidance on appropriate methodologies produced by: English Heritage; the Countryside Agency; Department of Culture, Media and Sport/Department for Transport, Local Government and the Regions (DCMS/ DTLR); The Landscape Institute; and, the Institute of Environmental Management and Assessment (LI/IEMA) has been taken into account. Full details of these publications are listed in the references section at 9.11 below.

9.2.28 The 2002 Countryside Agency Guidance for Landscape Character Assessment defines landscape character as:

‘The distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape and how this is perceived by people. It creates the particular sense of place of different areas of the landscape.’

9.2.29 English Heritage in ‘The Power of Place’ (paragraph 82) defines character appraisal as follows:

‘Character appraisal means understanding and evaluating the significance of a place, and drawing out the management implications so that its significance can be protected and opportunities for change identified’.

9.2.30 Character appraisal, and conservation policy generally, is therefore considered fundamental in the context of managing change:

‘Conservation policy is as much about mediating thoughtfully and sensitively economic and social change as about ensuring the preservation of what is valuable’. English Heritage: The Power of Place (Paragraph 84).
9.2.31 ‘A Force for Our Future’ (paragraph 3.19) commends character assessment to Local Authorities ‘both as a useful tool in itself and as a way of encouraging greater involvement by local communities in conservation issues’.

9.2.32 Character assessment is particularly pertinent to the assessment of changes within Conservation Areas. Planning policy seeks to ‘preserve or enhance the[jir] character or appearance’ (PPG15, paragraph 4.14) and English Heritage has stated that “Some Conservation Area Appraisal/Statements provide excellent examples of character appraisals” (Power of Place, paragraph 83). Many Conservation Area Statements are adopted formally as Supplementary Planning Guidance and are a material planning consideration when considering planning applications within Conservation Areas.

9.2.33 Conservation Area Statements have been published for the King’s Cross and the Regent’s Canal Conservation Areas. The London Borough of Camden has recently revised the King’s Cross Conservation Area Statement and has also prepared a Joint Development Brief for the King’s Cross Opportunity Area with the London Borough of Islington. The revision of the Conservation Area statement was due to the significant changes since the publication of the original Conservation Area Statement including:

- changes in the physical condition of the site – the CTRL and London Underground Limited have major constructions underway;
- changes in the planning context of the site – as described in Chapter 13 of the Adopted London Borough of Camden UDP and the publication of the London Plan;
- emerging proposals for upgrading King’s Cross Station;
- improved methodologies and a more detailed review of heritage features in the area.

9.2.34 The character assessment approach is based on the principal sources of guidance for the preparation of Conservation Area Statements and character assessment:

- PPG15: Planning and the Historic Environment: DoE (1994);
- Conservation Area Practice: English Heritage (1995) – paragraph 4.3;
- Conservation Area Appraisals: English Heritage (1997) – paragraph 3;
- The Countryside Agency Guidance on Landscape Assessment (2002); and

9.2.35 The approach distinguishes between the description and characterisation of the heritage resources (see Sections 9.4 and 9.5), which is a primarily an objective exercise, and the more subjective stage of evaluation (Section 9.6).

9.2.36 With regard to the assessment of Strategic Views, reference has been made to:

- GLA: The London Plan Chapter 4, Policy 4B.15
- EH/CABE: Guidance on Tall Buildings (March 2003)
9.2.37 EH/CABE do not in any way dismiss the concept of tall buildings, but advocate that they should be considered on a case-by-case basis. The EH/CABE ‘Guidance on Tall Buildings’ notes:

“Cities and their skyline evolve. In the right place, tall buildings can make a positive contribution to city life”.

Evaluation

9.2.40 The evaluation stage applies judgement about the importance of the physical heritage resources, townscape and views, and their sensitivity to the proposed development. It takes into account the professional opinion of the assessors, local designations and the opinions of consultees.

9.2.41 In particular use has been made of the responses received to the Consultation Draft Environmental Statement Scoping Report and Draft Historic Character Assessment (2003) as a guide to the opinions of other specialists and interest groups. Key responses to the Consultation Draft Environmental Statement Scoping Report are summarised at Appendix 8A (and see section 1.4) of the Environmental Statement and responses to the Draft Historic Character Assessment are listed at Appendix 9A.

Importance/Value

9.2.42 The assessment of importance has involved:

- evaluation of the individual features, character areas and views to determine their value;
- assignment of greater importance to listed buildings and their setting;
- identification of those buildings, structures and surfaces which make a positive, neutral or negative contribution to the Conservation Areas.

9.2.43 Importance has been categorised as:-

- None
- Very Low
- Low
- Moderate
- High
- Very High

9.2.44 These values are based on professional judgement, taking account of designations and comments received from consultees. Further details are set out in Section 9.6: Evaluation.
Sensitivity to Change

9.2.45 Sensitivity to change is described by the LI/IEMA Guidelines as (paragraph 7.16):

“The degree to which a particular landscape type or area can accommodate change arising from a particular development, without detrimental effects on its character”.

9.2.46 Sensitivity will vary with the type and character of the changes that are proposed.

9.2.47 Factors considered in the assessment of townscape sensitivity within the King’s Cross Central site include (based on LI/IEMA Guidelines, p.87):

- existing land use;
- pattern and scale of the existing and proposed townscape;
- the quality of the proposed development.

9.2.48 The sensitivity of character areas to the proposed changes are assessed as:-

- Low – the proposed development would be capable of accommodating with little adverse effect;
- Moderate – may be capable of accommodating but has some adverse effect;
- High – unlikely to be able to be capable of accommodating without major adverse effect

9.2.49 These values are based on the robustness of the existing character areas and their ability to accommodate the proposed changes. An assessment of sensitivity is set out at paragraphs 9.7.62 to 9.7.74.

Nature of the Effects

9.2.50 The effects of the development can be characterised by their scale, nature and duration.

Magnitude/Scale

9.2.51 There is no standard methodology for the quantification of the scale or magnitude of relative effects. The LI/IEMA Guidelines state:

“However, it (magnitude) is generally based on the scale or degree of change to the landscape resource, the nature of the effect and its duration including whether it is permanent or temporary” (paragraph 7.19).

9.2.52 Magnitude of effects has been described within the assessment on a scale of:

- Large
- Medium
- Small
- Negligible

These categories have been applied using the professional judgement and experience of the assessors.
9.2.53 Nature of Effects

Effects can be negative (adverse) or positive (beneficial), direct, indirect, secondary or cumulative and be either permanent or temporary (short, medium or long term).

9.2.54 In considering the nature of effects on heritage resources it is important to distinguish this environmental assessment process, which includes consideration of character and appearance, from wider appraisal of the proposals in the context of PPG15 and other planning policies. These matters are addressed in a Planning Statement and in Supporting Statements for the Listed Building and Conservation Area Consent applications, submitted by the applicants.

9.2.55 The following general principles have been used in the assessment of effects on heritage buildings:-

<table>
<thead>
<tr>
<th>Proposed Change</th>
<th>Effects</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retention</td>
<td>Neutral</td>
<td>No change to baseline</td>
</tr>
<tr>
<td>Relocation (buildings, structures and materials)</td>
<td>Neutral</td>
<td>The loss of context would be mitigated by re-use if the relocation site was appropriate</td>
</tr>
<tr>
<td></td>
<td>Adverse</td>
<td>The loss of context would result in an adverse effect if the relocation site was inappropriate</td>
</tr>
<tr>
<td></td>
<td>Beneficial</td>
<td>Improvement if relocation restores historic group relationship e.g. gasholders</td>
</tr>
<tr>
<td>Refurbishment and re-use</td>
<td>Neutral or Beneficial</td>
<td>Interventions to buildings may include some loss to structure or features in preparation for re-use. The changes would be controlled through the planning process and the overall effects are assumed to be generally neutral. Most refurbishments/re-use are likely to be beneficial overall and provide an improvements to the baseline</td>
</tr>
<tr>
<td>Demolition</td>
<td>Adverse</td>
<td>Loss of resource</td>
</tr>
</tbody>
</table>

9.2.56 The assessment of effects to the character and appearance of the Conservation Areas and the setting of Listed buildings needs careful consideration. Conventional methodologies are designed to deal with the introduction of new development into well-established settings. For King’s Cross Central the character of the area has already been changed substantially by the CTRL works and further change will take place before 2006/7.

9.2.57 It is inevitable that the character and appearance of the area would then experience further changes as a result of redevelopment. Change to character is not automatically perceived to be an adverse effect of proposed development; it is treated as a benefit (see para 9.2.3) where:-
a) positive and varied land uses would replace the (baseline) 'vacant' nature of the site in 2006/7;

and

b) the heritage resources are integrated into the development in a way that enhances their status through improvements to their setting and their increased accessibility within the public realm.

9.2.58 Changes to appearance are assessed by comparing the baseline and proposed views; the loss of views of landmarks is considered to be an adverse effect; however the creation of new views can be a positive effect, particularly where they include views of heritage buildings and landmarks.

9.2.59 Effects on setting are assessed as a combination of character and appearance. For the purposes of the EIA the following character areas have been used as the settings for buildings:-

<table>
<thead>
<tr>
<th>Character sub-areas</th>
<th>(see Fig 8.4.2)</th>
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<tbody>
<tr>
<td>Group 1</td>
<td></td>
</tr>
<tr>
<td>Mainline Stations and Hotels</td>
<td>1, 2, 3</td>
</tr>
<tr>
<td>Group 2</td>
<td></td>
</tr>
<tr>
<td>German Gymnasium, Stanley Buildings, Culross Buildings</td>
<td>2 &amp; 3</td>
</tr>
<tr>
<td>Group 3</td>
<td></td>
</tr>
<tr>
<td>Gasholders</td>
<td>3, 5 &amp; 6</td>
</tr>
<tr>
<td>Group 4</td>
<td></td>
</tr>
<tr>
<td>Goods Yard Complex</td>
<td>3, 5, 6 &amp; 7</td>
</tr>
</tbody>
</table>

**Visual Effects**

9.2.60 There are public views into the site from local roads and footpaths and from buses and trains; many of these views are currently obstructed by temporary hoardings erected for the CTRL works.

9.2.61 There are also ‘private’ views of the site from properties within and around the site boundary and from taller buildings in the area.

9.2.62 The assessment of visual impact has focussed on changes to views identified in scoping as important i.e. strategic views, views from Conservation Areas and (existing and proposed) local views of landmarks. No assessment has been made of the wider visual impact of the proposals on the basis that (in a dense built-up area) the development would not give rise to significant effects beyond the immediate surroundings of the site.
Duration

9.2.63 The duration of effects has been considered in terms of whether they are permanent, temporary or reversible. Temporary or reversible effects may in turn be described as short term, medium term or long term and generally relate to the duration of construction works and operations. These have been taken as:

- Short-term; less than 12 months
- Medium-term; 1 to 5 years
- Long-term; more than 5 years.

Assessment of Significance

9.2.64 Paragraph 7.4.22 of the LI/IEMA Guidelines acknowledges that:

“...No formal guidance exists for the assessment of significance for landscape and visual effects and the assessor must clearly define the criteria used in assessment for each project using his or her own skill based on professional judgement.”

9.2.65 This is discussed earlier in the Guidelines at 7.38:

“Significance is not absolute…and can only be defined in relation to each development and its location.”

9.2.66 For the purposes of the King’s Cross Central assessment, the significance of the cultural heritage and townscape effects is based on two aspects:

- the receptor – its character, importance or value, and its sensitivity to change;
- the effects – arising from the implementation of the proposed development in terms of magnitude/scale, nature and duration of effect.

9.2.67 The term ‘receptor’ is used to mean an element or assemblage of elements that would be directly or indirectly affected by the proposed development (LI/IEMA Guidelines, paragraph 6.12). Examples of receptors include heritage buildings, Conservation Areas and people using the site (i.e. occupiers, workers, residents, tourists, commuters etc).

9.2.68 For example, an effect of high significance may be the result of a small change to a resource of high value or a large change to a resource of lower value.

Levels of Significance

The following levels of significance have been identified:

- **Major:** effects of the development of greater than local scale
- **Moderate:** effects of the development that may be judged to be important at a local scale (i.e. in the local planning context)
- **Minor:** effects that are of low importance in the decision making process
These levels of significance apply to both adverse and beneficial effects. A further category of 'negligible' is used to describe effects which are of such low importance that they are not material to decision making.

The Cultural Heritage and Townscape assessment follows the process identified above. It identifies and describes the heritage components, townscape character and views that are present on the site in 2004. It then describes the predicted site conditions in 2006/7 and evaluates their importance by reference to the professional judgement and views of the EIA team, and the views of others expressed through the consultation process. It describes the likely effects and assesses their significance.

Para 9.2.4 notes that, for beneficial effects, greater significance has been attributed to those aspects of the proposal that meet the objectives of the Joint Development Brief. For the built environment these are set out at section 3.2 and 3.3 of the Brief. The main objectives can be summarised as:-

Heritage:
- integrate the historic buildings with the new development;
- recover and re-use historic pavings and furniture.

Townscape:
- create a high quality setting to King’s Cross and St Pancras Stations and their forecourts;
- create a north-south link between the stations and the Goods Yard Complex;
- establish a coherent space of high townscape quality between the two stations, the Great Northern Hotel, Stanley Buildings and the German Gym;
- establish a strong urban grain and form that relates to the existing buildings, the new St Pancras Station extension and the Regent’s Canal;
- dismantle the Gasholder No. 8 guide frames and re-erect in combination with the relocated Gasholder Triplet to the north of the Regent’s Canal;
- enhance visitor facilities at Camley Street Natural Park and create new crossing points to the Regent’s Canal towpath and Goods Yard Complex;
- improve access to the Regent’s Canal and the condition and appearance of canalside features to create a safe and pleasant space;
- open up the Goods Yard Complex area to the public and create a major new urban space at ‘Granary Square’;
- improve linkages from York Way into the Northern Area and create a new urban form that has due regard to the adjacent Goods Yard Complex;
- create a new urban form within the Triangle Site, particularly along the realigned York Way.
Views

- frame important features and landmarks within new views;
- create a varied skyline;
- provide a variety of new and unfolding views, including views of listed buildings.
9.3 Consultations

9.3.1 The evolving King’s Cross Central proposals and environmental studies have been subject to comprehensive consultations. The consultation process has shaped the proposals in two ways; by identifying what is considered important and why, and by drawing out the heritage and townscape qualities that are sought from the proposed regeneration of the area. Consultees have included:

- English Heritage
- London Borough of Camden
- London Borough of Islington
- Greater London Authority
- Commission for Architecture and the Built Environment (CABE)

Principles for a Human City

9.3.2 In July 2001 the Applicants published ‘Principles for a Human City’, to help build a consensus about a shared set of aspirations for King’s Cross Central as part of the development of the proposals. ‘Harness the value of heritage’ is one of 10 principles identified and highlights the attributes which contribute to London as a mercantile city:

“Heritage can contribute significantly to the sense of place necessary to generate economic, social and environmental value. Places matter to people….”

“King’s Cross has a powerful heritage of great historical significance. Its original development was an incredibly vigorous manifestation of Victorian society and its economic activity. Today, this human vigour and activity is reflected in the historic buildings, structures and surfaces that remain at King’s Cross and its urban form.”

“It is also reflected in the presence of natural heritage resources such as the Regent’s Canal and Camley Street Natural Park. The canal was conceived and constructed as a transport system to generate commerce and economic value. The adjacent Park was once occupied by coal drops, serving the railways, reached by a siding across the canal.”

9.3.3 ‘Principles for a Human City’ set out other principles which collectively establish the nature and quality of townscape that the applicants propose to deliver. The principle ‘A robust urban framework’ notes:

- “Within cities, the most successful places are those with a physical framework - a structure and sequence of streets, squares, parks, plazas and gardens – that has enabled urban life to continue to prosper in changing circumstances. The attractiveness and quality of these connections and spaces generate economic, as well as environmental value, because they influence and define the spatial pattern of human life, the places where people most want to be…

- Establishing the right connections and spaces within the King’s Cross redevelopment – and the right linkages to the surrounding city – will therefore be essential to knit King’s Cross into London and create a successful, lasting new place…
Part 9 - Cultural Heritage and Townscape Specialist Report

Connections and spaces will provide the basic layout upon which other essential aspects of form and use will depend…

Ultimately, the urban framework of routes and spaces is as important as the buildings and land uses which it serves. It is this framework which will shape the overall 'sense of place' at King's Cross…”

9.3.4 In December 2001 the Applicants published “Parameters for Regeneration”. This document looked at thirteen topics that would inform future development. These included heritage, townscape and views.

A Framework for Regeneration

9.3.5 ‘A Framework for Regeneration’ was published by the applicants in September 2002. It reported on work in progress so as to share – for discussion and debate – developing ideas with a wider community. The ‘Framework’ document referred to and endorsed the statement in PPG15, paragraph 2.14 that:

“In general, it is better that old buildings are not set apart, but woven into the fabric of the living and working community.”

9.3.6 In particular the Applicants stated an intention that the Goods Yard Complex should be:

“'re-invented' as a collection of public places and spaces at the heart of the new development and not as an artificial “heritage park”, disconnected from the rest of the city”.

9.3.7 The ‘Framework’ document included ideas for the retention, refurbishment and adaptation of many historic buildings, structures and features. It also outlined where buildings, structures or features might be removed, for various public realm and development reasons.

9.3.8 The vision for improved townscape was set in ‘Framework’ (page 6) which states that:

“Regeneration must also deliver a range of benefits to existing local communities including…

- a better urban environment – a more accessible, better designed and better managed public realm”.

9.3.9 Part 4 of ‘Framework’ (page 30) notes the unique interrelationship between heritage and townscape:

“the legacy of the past – existing buildings, geometries and alignments, the conjunction of different urban grains – would have a primary role in shaping the development of the site, defining the location of new buildings and prompting the form and scale of new public spaces”.

9.3.10 In June 2003 the Applicants published ‘Framework Findings’ an interim report on consultation responses to ‘Framework’.

9.3.11 ‘Framework Findings’ noted high public feeling with regard to heritage features within the area. Critical heritage and townscape issues identified through public and statutory consultations include:
• retention of heritage buildings;
• safeguarding and enhancement of Regent’s Canal;
• re-erection of the Gasholder guide frames within the King’s Cross area (close to the canal).

“The findings reflect people’s attachment to existing buildings in and around King’s Cross, in particular its historic station and industrial buildings. The canal also comes through strongly”. (page 9)

9.3.12 One of the principal outcomes of the ‘Findings’ was the importance of the public realm:

“One again, the responses highlight improvements to the public realm – our streets and public spaces – as the key priority.” (page 14) and

“Many people liked the emphasis, within the Framework, on….. improving and enhancing the public realm” (page 18)

“provision of user friendly open space (area has always been unfriendly and closed off)” (p18)

“Making King’s Cross clean and safe emerge as the biggest consultation issues” (p34)

Historic Character Assessment

9.3.13 The Draft Historic Character Assessment report (April 2003) was prepared to help inform the evaluation of the ‘Framework’ ideas and provide a basis for the Applicants to continue to take historic character and townscape issues into account in the development of the proposals for submission.

9.3.14 Consultee views were sought on the Draft Historic Character Assessment report which forms the basis of this Cultural Heritage and Townscape Specialist Report. Responses received and subsequent actions and amendments that have been incorporated into this Specialist Report are recorded at Appendix 9A including correspondence relating to the response from English Heritage.

Draft EIA Scoping Report

9.3.15 The Draft EIA Scoping Report (April 2003) was circulated to statutory and non-statutory consultees by the Applicants to seek a consensus on the proposed process for preparation of the Environmental Statement. The Draft Scoping Report set out the proposed scope and methodology for preparation of the assessment, and set out assumptions regarding the baseline for the assessment.

9.3.16 Section 1.4 and Appendix 8A of the Environmental Statement summarise the responses received to the Draft Scoping Report. Responses of relevance to Heritage and Townscape issues have been considered in the preparation of this Cultural Heritage and Townscape Specialist Report and are set out in Appendix 9A.
The Results of Consultation

Establishment of Importance

9.3.17 Consultation has been particularly helpful in establishing the value that the consultees place on the heritage resources within and adjacent to the site. This has emphasised:

- the contribution of listed buildings to the character of the area;
- the collective value attributed to groupings of heritage buildings;
- the high value created by the relative intactness of the Goods Yard Complex, and its associated spaces and routes;
- the importance attached to the re-erection of the gasholders;
- the need to consider the effect on historic surfaces and street furniture.

9.3.18 As a result of consultation, the values attributed to individual buildings, building groups, open spaces and views in Tables 9.6.1, 9.6.2, 9.6.3 and 9.6.5 have been amended from the Draft Historic Character Assessment to take account of the comments received from English Heritage.

9.3.19 The only exception to this has been the approach taken to the group value of buildings south of the canal (Group 2) where English Heritage perceive a closer association between the stations and other buildings (German Gym, Stanley Buildings and Culross Buildings) than the EIA team. This issue is discussed in more detail in the Evaluation section (9.6).

Input to the design process

9.3.20 Part 3 of the Environmental Statement sets out the evolution of the development proposals and explains how they have been influenced by informal consultation over the last 3-4 years. It describes the effect of this process on the proposed arrangement of new buildings, the approach to individual heritage buildings/structures, the design of the public realm, the protection of strategic views, and the creation of new views and vistas within the development.

9.3.21 The approach taken to the development of the masterplan has been welcomed by CABE:

"... We offer our congratulations to the design team and client on the impressive development of this masterplan. The constraints on the site are immense, and it is to the credit of the design team that the masterplan now on offer positively addresses these constraints in terms of the opportunities they hold, rather than the problems they create. The time that the client has allowed for design thought is laudable; the result is an ambitious scheme that has the potential to create an extraordinary new area for central London.

We welcome the thorough nature of the urban design analysis which underpins the masterplan. The scheme’s development has clearly been an admirably in-depth process; we particularly welcome the use of a variety of architectural practices to work up possible designs for individual buildings or blocks in order to test the validity of the masterplan."

(letter to Allies & Morrison Architects, 1st March 2004 following a Design Review)
9.4 The Existing Situation

9.4.1 This section describes the townscape and heritage in 2003/4 as a basis for predicting the baseline in 2006/7.

Geology and Topography

9.4.2 London occupies part of the Thames Basin, a broad syncline of chalk, filled in the centre with Tertiary sands and clays. Most of London is underlain by the London Clay. Above this formation lies the Pleistocene (Quaternary) fluvial deposits of the River Thames arranged in flights of gravel terraces and each of these is of varying thickness and composition. These terraces represent the remains of former floodplains of the river, the highest being the oldest with each terrace becoming progressively younger down the valley side.

9.4.3 The King’s Cross Central site lies on London Clay and generally the gravel has been eroded away as indicated by the 1:10,000 British Geological Survey Drift Geology map, sheet TQ38. The general topography of the area is formed by the River Fleet valley with the ground rising to the north and east towards Camden and Islington respectively. The River Fleet is now culverted.

9.4.4 The present ground level rises from c +17.0m in the south adjacent to Euston Road to c +21.7m OD in the north end of the site. To the west York Way rises towards Maiden Lane Bridge at c +24.20m OD and then to +32m OD to the north end of the site. There are pronounced local changes in level around the canal and within the Goods Yard complex.

Land Use

9.4.5 The site is occupied by the CTRL works (and its construction activities), public highways, the Regent’s Canal, part of Camley Street Natural Park, the Gas Governor, the Goods Yard complex and other heritage buildings including Gasholder No 8 and the (dismantled) ‘Triplet’ gasholder (see also Section 2 of the Development Specifications for the Main Site and the Triangle Site). The construction hoardings currently in place have been provided as part of the CTRL works or in some cases LUL.

Heritage

9.4.6 Heritage resources within the King’s Cross Central site are varied and include:

- the Regent’s Canal including the water body, the towpath, locks, basins, and above-ground fixtures and related functions;
- industrial archaeology: buildings and other structures of many types and functions, principally of 19th and 20th century age and of a commercial/ industrial character, comprising an assemblage related to the former Great Northern Railway Company, Midland Railway Company and Imperial Gaslight and Coke Works;
- buildings of a social and cultural interest. Only those of the late 19th century survive and include industrial housing and the German Gymnasium;
- internal and external fittings and fixtures related to the operation of the building;
- sewers and former railway tunnels of mainly 19\textsuperscript{th} century age;
- historic surface features and street furniture including setts, kerbs, and tracks;
- landscape, spaces and views between and around the buildings;
- longer views into and out of the site.

9.4.7 Reference has also been made to the English Heritage (1988) Inventory of Architectural and Industrial Features.

9.4.8 Archaeological resources including buried archaeological sites and artefacts and ecological materials of all ages are considered in Section 5.2 and Part 10 of the Environmental Statement.

9.4.9 The existing historic character and surviving cultural heritage resources are described below. Firstly the topographic framework is described which forms the context for the existing features.

**Topographic Framework**

9.4.10 The sequence of historic development on the site is described in Appendix 9B and illustrated in a series of maps to show the changes over the last 250 years. They are annotated to show the King’s Cross Central Main and Triangle Site boundary and some of the key features and changes in the following periods:

- Pre 19th Century
- Early 19th Century
- Mid 19th Century
- Late 19th Century
- 20th Century
- 21st Century

A description of the site history is also included in the specialist archaeology report (Part 10 of the Environmental Statement)

9.4.11 The Triangle site is shown as farmland on the 1834 map and railway sidings from 1862 onwards.

9.4.12 Figure 9.5.4 superimposes the 1894 land uses on a map of the site as it will be in 2006/7 and identifies the remnants of the historic street pattern along Pancras Road, Goods Way and Battle Bridge Road.

**Designations**

*Conservation Areas*

9.4.13 The King’s Cross Central site includes parts of the King’s Cross and Regent’s Canal Conservation Areas (see Figure 9.1.2). Conservation Area Statements have been prepared for both areas:

- London Borough of Camden Conservation Area Statement for King’s Cross (includes Regent’s Canal), December 2003; and
There are also Conservation Areas in Islington to the east of the site from which views may be gained towards King's Cross Central (see Islington Conservation Area Design Guidelines). These include CA21 King's Cross, CA17 Regent's Canal West and parts of CA14 Keystone Crescent Conservation Areas. Figure 9.1.2 shows the boundaries of the Conservation Areas and the location of the Listed buildings (note that the extension to St Pancras Station will be automatically included in the listing once it has been constructed).

9.4.15 The 2003 Conservation Area Statement for King's Cross has incorporated boundary changes in response to townscape effects resulting from the CTRL works, which in turn require the revision of the Regent's Canal Conservation Area boundary and Statement. The Conservation Area Statement (2003) re-draws the boundary between the two conservation areas along Camley Street and Goods Way, thus transferring much of the former Imperial Gasworks site to the Camden King's Cross Conservation Area.

Listed Buildings and Other Buildings

Table 9.4.1 identifies Listed Buildings within the King's Cross Central project area or those with a common boundary (see also Figure 9.4.1).

Table 9.4.1: Building Ages

<table>
<thead>
<tr>
<th>Building Ref. No. (see Figure 9.67)</th>
<th>Listed status</th>
<th>Date of original construction</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pre-1862</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>34 Midland Goods Shed +</td>
<td>Grade II</td>
<td>1850 and later</td>
</tr>
<tr>
<td>33 Regeneration House</td>
<td>Not listed</td>
<td>1850</td>
</tr>
<tr>
<td>31, 28 Eastern and Western Transit Sheds +</td>
<td>Grade II</td>
<td>1850</td>
</tr>
<tr>
<td>30 Train Assembly Shed +</td>
<td>Grade II</td>
<td>1850 and later</td>
</tr>
<tr>
<td>27 Eastern Coal Drops</td>
<td>Grade II</td>
<td>1851</td>
</tr>
<tr>
<td></td>
<td>(the viaduct is unlisted)</td>
<td></td>
</tr>
<tr>
<td>29 The Granary</td>
<td>Grade II</td>
<td>1851/2</td>
</tr>
<tr>
<td>20 Coal and Fish Offices</td>
<td>Not listed</td>
<td>1851 to 1860's</td>
</tr>
<tr>
<td>10 King's Cross Station</td>
<td>Grade I</td>
<td>1852</td>
</tr>
<tr>
<td>9 Great Northern Hotel</td>
<td>Grade II</td>
<td>1854</td>
</tr>
<tr>
<td>salvaged Six cast iron St Pancras Parish octagonal marker posts (stored for re-use)</td>
<td>Grade II</td>
<td>1854</td>
</tr>
<tr>
<td>salvaged Two groups of four cast iron markers (stored for re-use)</td>
<td>Unlisted</td>
<td></td>
</tr>
<tr>
<td>25 Western Coal Drops</td>
<td>Not listed</td>
<td>1859/60, altered 1897/8</td>
</tr>
<tr>
<td><strong>Pre-1871</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14 Stanley Buildings</td>
<td>Grade II</td>
<td>1864/5</td>
</tr>
<tr>
<td>13 German Gymnasium</td>
<td>Grade II</td>
<td>1864/5</td>
</tr>
<tr>
<td>26 The Plimsoll Viaduct</td>
<td>Not listed</td>
<td>1865/6 but later renewed</td>
</tr>
<tr>
<td>6th and 7th St Pancras Station and St Pancras Chambers</td>
<td>Grade I</td>
<td>1865-8 and 1868-76</td>
</tr>
<tr>
<td>29 Flanking Offices to the Granary +</td>
<td>Grade II</td>
<td>Circa 1870</td>
</tr>
</tbody>
</table>
### Table of Listed Buildings

<table>
<thead>
<tr>
<th>Building Ref. No. (see Figure 9.67)</th>
<th>Listed status</th>
<th>Date of original construction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steam Locomotive Water Point</td>
<td>Grade II</td>
<td>1867 relocated in 2001</td>
</tr>
<tr>
<td><strong>Pre-1894</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Dismantled Gasholder ‘Triplet’ Guide frames (stored within the site for re-use)</td>
<td>Grade II</td>
<td>1880</td>
</tr>
<tr>
<td>16 Gasholder No. 8</td>
<td>Grade II</td>
<td>1883</td>
</tr>
<tr>
<td>35 East Handyside Canopy +</td>
<td>Grade II</td>
<td>1888</td>
</tr>
<tr>
<td>32 West Handyside Canopy +</td>
<td>Grade II</td>
<td>1888</td>
</tr>
<tr>
<td>15 Culross Buildings</td>
<td>Not listed</td>
<td>1891/2</td>
</tr>
<tr>
<td><strong>Post-1894</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24 Western Goods Shed</td>
<td>Not listed</td>
<td>1897/9</td>
</tr>
<tr>
<td>30 Lock Keeper’s Cottage</td>
<td>Grade II</td>
<td>1898 and 1930’s</td>
</tr>
</tbody>
</table>

+ Within the curtilage of the listed Granary  * Outside the red line boundaries

9.4.17 Three of the listed buildings within the Main Site are included on English Heritage’s Buildings at Risk Register:-

- Gasholder Triplet Fair
- Eastern Coal Drops (and their (unlisted) viaduct) Fair
- The Granary Fair

(St Pancras Chambers is also on the Register)

Apart from the north end of the Eastern Coal Drops, which has been damaged by fire, these three buildings are structurally sound. ‘Fair’ is taken to mean that “they have become functionally redundant, making their future uncertain” (English Heritage web site – Buildings at Risk Register – Introduction).

9.4.18 Historic buildings within the Conservation Areas that are unlisted include:-

- The Culross Buildings
- The Coal and Fish Offices
- The Western Goods Shed
- The Western Coal Drops and its viaduct
- Eastern Coal Drops viaduct
- The Plimsoll Viaduct
- Regeneration House
- Perimeter wall and roadway over the Wharf Road viaduct and stables
- Maiden Lane Bridge
- St Pancras Lock
9.4.19 The historic buildings within and adjacent to King’s Cross Central are linked by their age (they were all built between 1850 and 1896), the common use of traditional building materials (brick and slate), and historical associations.

9.4.20 A detailed description of the notable features of buildings to be retained is included in the Main Site Development Specification at Annex E; Appendix C of this specialist report includes notes on all the existing buildings, including those proposed for removal.

9.4.21 Appendix 9F notes the contribution that listed and other buildings make to the Conservation Area.

9.4.22 Modern buildings on the site include:-

- the filling station;
- security and miscellaneous buildings in front of the Granary and Regeneration House;
- the new gas governor;
- temporary buildings (and bridge across the Regent’s Canal) associated with the CTRL and LUL works.

**Building Groups**

9.4.23 The buildings (listed and unlisted) fall into four main groups, resulting from their locations:

- Group 1 - Two mainline stations and their hotels, St Pancras Chambers and the Great Northern Hotel;
- Group 2 - Other buildings/structures between the canal and the stations comprising:
  - German Gymnasium
  - Stanley Buildings
  - Culross Buildings
- Group 3 – The Gasholder Triplet and Gasholder No.8;
- Group 4 - Goods Yard Complex north of the canal.

9.4.24 In addition to the main spatial groupings there is a strong functional relationship between King’s Cross Station, St Pancras Station, and the Goods Yard.

9.4.25 The 19th century spaces around buildings are substantially intact north of the canal and the hard landscaping significantly relates the buildings to each other. South of the canal the context of the surviving buildings has been substantially degraded by the recent activities of the CTRL but salvaged materials await opportunities for reinstatement.
9.4.26 The two mainline stations are Grade I listed buildings with arched station sheds housing the platforms behind a south-facing façade. They are the largest buildings in the Opportunity Area, both in mass and in height. The tallest elements are the towers of St Pancras Chambers, the King's Cross Clock Tower, and the ridges of the two station sheds.

9.4.27 The stations, and their railway tracks, are aligned approximately north-south. Their plan forms and morphology both responded to and were imposed upon, the existing urban framework.

9.4.28 The King's Cross Conservation Area Statement notes:

"The two stations, both grade I listed, form part of our architectural and historical heritage and are of national importance; they form a national set piece. They were the most dominant elements of this area in terms of scale and use; other buildings essentially supported the main use, except for the Gym...Together with the Great Northern Hotel, this group reflects the power of the Railway age and is of notable historic value..." (paragraph 4.2.31).

9.4.29 The forecourt in front of King's Cross Station forms the loosely defined but principal open space at the junction of Euston Road/Pancras Road and offers views towards the locally dominant landmark feature of St Pancras Chambers clock tower. The landmark façade of King's Cross Station is diminished in form and quality by the modern low-level ticket hall.

9.4.30 The Great Northern Hotel is an early and grand example of a railway hotel in a modernist Italianate style. The now listed hotel was built in 1854, as an appendage to King's Cross Station, in stock brick with stucco window details. The hotel comprises a seven-storey structure on a curved plan facing inwards to the former cab-stand and booking office entrance of King's Cross Station. This created a formal semi-enclosed space between the hotel and the station's western flank. The location and footprint were related to the old line of Pancras Road and the line of the original Fleet river/sewer. The road now occupies a funnel-shaped space between the hotel and St Pancras Station.

Group 2 – Individual Buildings/Structures between the Canal and the Stations

9.4.31 Stanley Buildings - An early case of 'tenement' housing with interesting architectural form, style, massing and use of materials. Built as a group of five blocks in 1864/5, of which only two now remain. They were built in stock brick, with flat roofs. An example of the early use of reinforced 'breeze' concrete to provide fireproof construction to balconies, stairs, and corridors.

9.4.32 German Gymnasium - A listed structure of unusual style and form, with significant historical and cultural links to the development of physical fitness and sport and the international Olympic movement. It was built in 1864/5 in stock brick, with red brick decorative bands. It has a symmetrical double-pitch roof rising to a full-length clerestory running east-west. Internally it was built as a single volume gymnasium with climbing ropes hung from bolt-laminated timber roof arches.
9.4.33 Culross Buildings - a surviving example of the 'tenement' form of railway housing in its original form, with a hall at the eastern end providing a communal meeting place. They were built in 1891-2 in stock brick with a flat roof. The main range is of four storeys, providing 40 flats plus workshops (originally) in basement facing onto railway yard. At the eastern end, the Culross Hall is again in stock brick but with a slate pitched roof.

9.4.34 Open Space and Views - These remaining individual buildings between the canal and the stations presently stand relatively isolated and disconnected from their former setting. In effect they sit in an area of cleared land created by the construction of the CTRL and where most components of the historic landscape surface are no longer present. At the time of survey (October 2003) they could be seen in part from the adjoining roads, except when access is restricted by CTRL construction works.

**Group 3 – The Gasholder Triplet and Gasholder No.8**

9.4.35 The Gasholder Triplet - comprises the listed guide frames of three telescopic gasholders dating from 1864-7 (1880 in final form). The guide frames have been dismantled and are stored on site pending potential re-erection on a suitable site (the bells having been scrapped). A distinctive feature of the holders is the shared use of some columns, creating a linked structure which rises in three tiers.

9.4.36 Gasholder No.8 - The listed guide frame, bell and internal features provide a group value related to the Gasholder ‘Triplet’ guide frames stored nearby. Erected in 1883, it is the last remaining in-situ link with the gas industry that was important in this part of the site. The Gasholder comprises a circular guide frame of 15 equally spaced cast iron columns and two levels of wrought iron riveted lattice girders linking the columns. This frame guided a bell of riveted wrought iron, housing the gas and this is set within a water-filled brick tank excavated deep into the ground.

9.4.37 Gasholder No.8 now stands in isolation to the south of the Regent’s Canal following the dismantling of adjacent gasholders, including the Listed Triplet.

**Group 4 - Goods Yard Complex**

9.4.38 The main group of buildings was built in 1850/1 (the East and West Transit Sheds, the Granary, the Eastern Coal Drops, Regeneration House, and the Midland Goods Shed), while the Western Coal Drops (1859/60), the Plimsoll Viaduct (1865) and the two Handyside canopies (1888) and Western Goods Shed (1898-9) were added later. Mostly of stock brick, they are examples of railway industrial architecture on a grand scale. Inward and outgoing goods were handled at a meeting point between canal, rail and road.

9.4.39 The Goods Yard Complex forms a major building feature with views to and from it dominating King’s Cross Central. In front of the Granary is a large open area, formerly the Granary Basin. The complex was the largest goods station in Britain when first built, and it is remarkable among such facilities for the extent of survival of the layout and fabric from the first phase of its construction. It is now unique in illustrating a large goods station of the mid 19th century, at the height of the railway boom. It was the point of interchange for coal and general merchandise (including fish and potatoes) in transit both inwards and outwards, between rail, road and canal, upon one of the nation’s principal railway routes. As such, it was a very important element in the transport infrastructure of the capital city for more than 100 years and demonstrates the nature and scale of transport of goods and coal by rail during the 19th century and later. The buildings are aligned slightly fan-wise to accommodate the rail tracks which formerly entered most of
the buildings or passed parallel to them and which diverged from the approach from the main line at the north-eastern corner of the site.

9.4.40 The Granary and flanking Transit Sheds are planned axially about the line of the approach, with the axis of symmetry passing through the central portal of the Copenhagen Tunnel to the north. The Goods Yard is laid out on a uniform level, that of the exit from Copenhagen Tunnel, whereas the over-ground passenger rail lines veer away and dip steeply downwards beneath the canal towards the King's Cross terminus.

9.4.41 A general theme of the site is its several uses of multiple levels:

- in the coal drops, for the discharge of coal by gravity and the use of differential gradients to assist horse-drawn haulage;
- in the former canal basins, allowing the interpenetration of canal and rail traffic (making use of site topography);
- in the warehouses and stables and the Western Goods Shed, for economical use of land, facilitated by the application of power hoisting in the case of the Granary.

Open Spaces

9.4.42 The principal areas of open land within the King's Cross area include both publicly accessible and private open space.

9.4.43 The station forecourt and concourses form public open space to the south of the King's Cross Central site, together with other streets and footpaths generally within the area. The large scale of the stations provides strong definition to the east and west of the forecourt with weaker definition to the north and south. The Regent's Canal, which bisects the site, also forms a strategic linear public open space bounded by retaining walls, with daytime access to the towpath and licensed use of the waterbody. The definition of the linear space is emphasised by the level difference between the canal and the King's Cross Central land.

9.4.44 The spaces to the north of the canal, including the former Granary Basin and the Eastern and Western Coal Drops area, are in private ownership. The Granary forms a strong and imposing backdrop to the northern edge of the open land of the former basin. The southern and western edges are partially enclosed by smaller scale buildings comprising the Coal and Fish Offices and the Eastern Coal Drops. A degree of openness is afforded by views between the buildings from their relatively elevated position above the Canal and land to the south. The Regent's Canal provides a public boundary to the former basin area to the north.

9.4.45 The Coal Drops area includes the Plimsoll Viaduct and offers multi-level open space. This has historical significance in perpetuating the original canal-side ground level, before the making up for the railway, and the functions to which this level difference was applied as noted above. The arches beneath the viaduct that carry Wharf Road were always walled-off on their southern side, for use as secure stables, and these were never accessed from the canal or the canal towpath.

9.4.46 Camley Street Natural Park may also be considered to be private open space since it is subject to access restrictions. This is defined by dense trees and shrubs with informal paths meandering through the open space.
The CTRL site clearance has created a number of new open spaces including areas around the German Gymnasium and Stanley Buildings to the north of the Great Northern Hotel, the area around Gasholder No. 8, and land to the north of the Goods Yard Complex. Other than public roads and paths within or adjacent to some of these areas, most of this land will be in private ownership and occupation, prior to any King's Cross Central redevelopment. Parts of the area between the two stations e.g. Clarence Passage (between the German Gym and the Stanley Buildings) may be opened up for access, keeping the buildings hoarded and secure.

**Building Materials**

The heritage resources within King's Cross Central used the common building materials of their time, not aiming to be innovative or creating grand pieces of architecture, but generating robust simple structures that satisfied their principally industrial and commercial functions.

The main building material for walls and foundations is brick, and red and yellow ‘London Stocks’ predominate. These are noted for their porous texture with inclusions and hand moulded, crease-marked surface texture. They have a ‘type’ age range from early 19th century to the late 19th century. They were hand-made from various local sources of Brickearths and surface-weathered London Clay. To these clays were added screened rubbish, coal ash and road sweepings as an additional source of firing fuel and to reduce the clay’s plasticity. Crushed chalk was sometimes added for the latter purpose and to change the fired colour to a uniform yellow. At this time the bricks were fired in clamps and so the firing temperatures were variable, but only the well-fired bricks were used for external facing work. The chalk ‘malming’ along with control of the firing conditions produced ‘yellow’ stock bricks that were only used for ‘polite’ buildings before the late 19th century. The normal well-burnt stock bricks of north London, which continued to be used in industrial buildings until the 1870’s, had a mainly dark red fabric internally, and an oxidised external skin of a mottled yellow-brown colour. The surface skin tends to be destroyed by weathering and excessive cleaning. Such ‘grey’ or multi-coloured stocks were used in the Goods Yard. King’s Cross Station of 1852 used yellow stocks for its front and west side elevations. On its eastern side the upper storeys added circa 1869 used yellow stock upon the earlier red brick lower walls. Despite these diagnostic variations in brick fabric the consistent size, tone and texture has given a unified and mellow appearance to the buildings of the Great Northern Railway Company at King’s Cross.

The railways facilitated the import of other brick types. Gault bricks from Cambridgeshire and Suffolk are fine grained and pale cream coloured, while those from Hertfordshire and Bedfordshire may be more pinkish cream. Cheap, pressed Fletton bricks (made from Oxford Clay), with a distinctive smooth, pinkish red surface but granular structure, were first made circa 1880 near Peterborough and extensively utilised for interior work and utilitarian applications in the 20th century. Gaults backed with Flettons are seen in the Western Goods Shed of 1898-9. Staffordshire Blue engineering bricks were used in London from the later 19th century for heavy load bearing work and to protect doorways from wear and impact, and purely decoratively for their contrasting colour in much early 20th century industrial architecture.
9.4.51 Meanwhile, the Midland Railway Company brought in bright red bricks from Oxfordshire, Leicestershire and Nottinghamshire for St Pancras Station and its associated buildings. Hard red bricks of north-country size were used in the late 19th century for rebuilding the abutment of Somers Bridge by the Regent’s Canal.

9.4.52 Nineteenth century urban buildings used mortar made of non-hydraulic or hydrated slaked lime and sand, with Portland cement used only occasionally before the late 19th century. Warehouses and engineered structures would use hydraulic lime, which was replaced by Portland cement in special situations from the 1860’s.

9.4.53 Concrete made from lime and breeze aggregates was used in the floors of tenement buildings and, when made with Portland cement and dense aggregate, particularly from the late 19th century onwards, for foundations, engineering applications, and ground slabs.

9.4.54 The other common structural building materials are:

- slate for pitched roofing (now often replaced with inferior materials);
- glazing for the station roofs;
- Portland limestone for lintels, sills, and copings;
- hard sandstone for lintels, sills, pad-stones and copings, and for important bridge abutments and tunnel portals;
- structural softwood, for floors, joists, beams, stanchions, trusses, and rafters. In the Western Goods Shed north extension, for the framing and cladding. Also, arched roof ribs, horizontally laminated from softwood planks and secured by iron bolts, remain in the German Gymnasium, being a smaller version of those that formerly spanned King’s Cross Station (but of a different construction from those used at the Crystal Palace). Wood was also used for railway track sleepers, these surviving but in a rotted condition below exposed and buried track in front of the Granary and alongside the West Transit Shed;
- cast iron, generally for columns (including the gasholder guide frames), for beams in most of the pre-1860 buildings of the Good Yard, (including the arcades of the 1850 station that remains within the Midland/Potato Market canopy), for some elements of roof trusses, (as in the Western Coal Drops), for cantilever brackets (as in the Wharf Road Viaduct and the Western Coal Drops), for guard irons and for some window frames, for the girders over the former entrances to the two canal basins, and for the concealed aqueducts carrying the canal over the Gasworks Tunnels;
- wrought iron, for plate girders in buildings and structures pre circa 1890 (such as the Midland Goods Shed and Western Coal Drops Viaduct), for various components of roof trusses (either in their entirety, notably the two Handyside canopies flanking the Midland Goods Shed, or in combination with timber and cast iron in varying degrees) and for lattice girders (notably in the gasholders);
- mild steel, for plate girders and stanchions (as in the Western Goods Shed), for trough decking (as in the Western Coal Drops Viaduct), for rolled steel joists and for roof trusses, mainly where structures have been replaced in the 20th century.
in the transitional period, circa 1880 -1900, when structural wrought iron was being superseded by mild steel, it was generally the heaviest components that were first substituted, including rolled ‘I’ beams. Wrought iron maintained a niche in pitched roof trusses with elegant forged connection details, as seen in the Western Goods Shed as late as 1899. Pitched trusses made in steel adopted different details, but in some other cases the material cannot be easily distinguished.

9.4.55 The Goods Yard has an excellent progression of roof truss types, from timber through to steel, except that a rare set of trusses with composite wrought iron and timber rafters, a characteristic Lewis Cubitt design of 1850, was destroyed in a fire in 2001.

9.4.56 The external fitting-out of the existing structures in King’s Cross Central is characterised by sheet glass and painted wood in sash windows and painted wooden doors. The warehouse within the Eastern Coal Drop has cast iron window frames, as probably once did the Midland Goods Shed. The railway sheds and other structures were left with exposed external brick. Given the local environment, the brick walls would have soon become the yellowish grey colour much as found today.

9.4.57 In the Goods Yard, internally, the offices would have been rendered, plastered and finished with distemper. Oil paint was used on the joinery, which included match-board (tongued and grooved) partitions and dado panelling in some situations. Wallpaper would have been reserved for the residential buildings including perhaps the Great Northern Hotel. The railway sheds, warehouses and stables were traditionally whitewashed over the internal brickwork and timberwork, probably with a coat of tar at dado level in the stables. The Granary has sheet-iron fire doors to the stone treading fireproof staircases. Some buildings retain portions of their timber-surfaced railway platforms (loading banks), and examples of (or the mountings for) the cast-iron runway beams for former timber ‘sliding’ doors to the vehicular entrances.

South of Regent’s Canal, all the heritage buildings with the exception of the German Gymnasium are rendered and plastered.

Historic Surfaces and Materials

9.4.58 The English Heritage ‘Inventory of Architectural and Industrial Features’ records features including urban landscape materials at November 1988. Whilst some of the areas identified in the English Heritage Inventory have been disturbed or removed by the CTRL works, the majority of the traditional hard landscaping materials are retained within the Goods Yard and contribute to the character of the King’s Cross Central site. Existing features include:-

- granite and whinstone setts. There are extensive areas with several types, laying patterns/jointing, and colours of stone (probably originating in Scotland, Devon, Cornwall, Guernsey, and Norway);
- granite and gritstone kerbs and paving slabs;
- guard stones (sometimes called ‘glinters’) of granite or cast iron, at the jambs of openings, and cast iron kerbs protecting structural columns;
- steel rails for running wagons in and around the many sheds in the Goods Yard. One of the railway lines crosses the front of the Granary and has some rare wrought iron inner guardrails, (as indicated by the fibrous grain), evidently reused from mid 19th century running rails;
Wrought iron and cast iron railings of various sorts, e.g. to the steps and areas of Regeneration House. Several of the viaducts have replacement railings in rolled steel;

- Cast iron street furniture; bollards, plaques, surface covers, gully gratings;

- Former railway operational equipment, mainly cast iron, such as two early wagon turntables and the fairlead pulleys and capstans used for shunting with wire ropes;

- Traditional creosoted timber telegraph poles east of the Midland Goods Shed.

Heritage materials removed as part of the CTRL works for possible future re-use have been recorded and are stored in various locations in the King’s Cross area and elsewhere.

The salvaged/stored items include two unlisted groups of four cast iron St Pancras Parish markers, formerly at either end of Stanley Passage. They are of octagonal section, with a raised shield lettered ‘St. P.P.M.’ A further group of six cast iron markers (listed) similar to those in Stanley Passage, formerly at the east end of Clarence Passage, have also been stored for re-use.

Trees

A tree survey was conducted in January 2004 in accordance with BS5837: 1991 ‘Trees in Relation to Construction’ (see Appendix 9D Tree Survey). No trees within the site are subject to a Tree Preservation Order. However, much of the site falls within the King’s Cross Conservation Area or the Regent’s Canal Conservation Area and therefore all trees of 75mm girth (measured at 1.5m above ground level) and above are protected. Whilst trees of 75mm and less are not protected by Conservation Area legislation, it was considered appropriate to survey such trees to provide a more accurate representation of the vegetation on site.

Existing trees within the King’s Cross Central site occur principally along the Regent’s Canal. Trees within the northernmost part of the Camley Street Natural Park have also been surveyed where they may be affected by the construction of a pedestrian bridge between Wharf Road and Camley Street. Trees within the remainder of Camley Street Natural Park were excluded from the survey. There are also isolated groups of trees to the rear of the Great Northern Hotel (adjacent to Pancras Road), and along the southern edge of Battle Bridge Road to the north of Culross Buildings.

In all a total of 157 trees have been recorded, including 35 single stem and multi-stemmed specimens and five groups (comprising some 122 specimens). Of these, 87 are less than 75mm girth and would normally be considered too small to include in a tree survey and are not protected by the Conservation Area designation. Species include typical urban street trees near Great Northern Hotel (London Plane Platanus x acerifolia), and less typical Central London species near Culross Buildings (Sycamore Acer pseudoplatanus, Silver Birch Betula pendula, Oak Quercus robur; Mountain Ash Sorbus aucuparia, and Norway Maple Acer platanoides). Leyland Cypress x Cupressocyparis leylandii planted to screen the petrol filling station are also unusual for this setting. Native species prevail along the Regent’s Canal, many of which are typical ‘pioneer’ species that self-seed on vacant land (Crack Willow Salix fragilis, Ash Fraxinus excelsior; Hawthorn Crataegus monogyna, Sycamore, Bird Cherry Prunus avium, Alder Alnus glutinosa and Aspen Populus tremula amongst others – see Appendix 9D)

Lighting
The principal highways through and around the site are illuminated by street lighting. Other external lighting is provided by the stations (illuminated canopies and platforms) security lighting within the CTRL works and the filling station. The tracks outside King’s Cross Station are lit by high mast lighting.

The clock of St Pancras Chambers is floodlit and (with the BT Tower to the west) is a notable landmark at night. The south elevation of King’s Cross Station is also floodlit.

The ‘country end’ of the King’s Cross Station is well lit and prominent in views from Goods Way and York Way. The Barlow Shed of St Pancras Station has limited glazing in the roof and the lighting is restricted to the strips of horizontal glazing along the roof. The station extension is much more visible at night and appears as an illuminated glass box.

Views

Two categories of views have been considered, longer distance strategic views, and local views within and around the site.

Strategic Views

The King’s Cross Central site falls within two of the RPG3 Annex 3 Strategic View corridors from Kenwood to St Paul’s Cathedral and from Parliament Hill to the Cathedral. This Strategic View policy is in line to be superseded by the London Plan (see Policy 4B.15). However, it remains valid until proposed Supplementary Planning Guidance is implemented. Paragraph 4.64 of the London Plan states:

“The management of protected views as listed in Table 4B.2 will not become operational until the Supplementary Planning Guidance is published and the existing Strategic View directions are withdrawn by The First Secretary of State”.

The extent of the View Corridors and Wider Consultation Areas that affect King’s Cross Central are shown on Figure 9.1.3 and Parameter Plan KXC015 in the Main Site Development Specification.

The View Corridors protect planes of view between the viewpoints and the Cathedral. These set Development Planes or levels above which development wholly or partly within the view corridors will not be permitted.

Views from Conservation Areas

The effect of adjacent development on a conservation area should be considered in relation to PPG15 paragraph 4.14 which states:

“The desirability of preserving or enhancing the area should also, in the Secretary of State’s view, be a material consideration in the planning authority’s handling of development proposals which are outside the conservation area but would affect its setting, or views into or out of the area.”

The influence of views from the conservation area to areas beyond its boundary are acknowledged in the King’s Cross Conservation Area Statement which makes reference to views and features such as the BT Tower and notable buildings along the eastern side of York Way (paragraphs 4.2.56, 4.2.64 and 4.2.85 of the Statement). Views to and from adjacent conservation areas are likely to be affected by the major changes proposed for King’s Cross Central and are therefore considered.
9.4.73 Conservation area boundaries to the east of York Way are shown in the London Borough of Islington’s ‘Conservation Area Design Guidelines’ (January 2002). Conservation areas in close proximity to King’s Cross Central Site are illustrated on Figure 9.1.2. These include:

- CA14 Keystone Crescent Conservation Area;
- CA17 Regent’s Canal West Conservation Area;
- CA21 King’s Cross Conservation Area (Islington), which is subdivided into a northern and southern area.

9.4.74 Whilst several conservation areas occur to the east of York Way, views toward King’s Cross Central are restricted by intervening development of varying form, and height and by the orientation of view.

9.4.75 Existing views from Keystone Crescent Conservation Area towards King’s Cross Central are restricted by development along the eastern frontage of York Way (which includes the Regent Quarter redevelopment site, see Section 9.5 below) that falls within CA21. A glimpsed vista is gained west along Wharfdale Road over the East Coast Mainline (ECML) toward Battle Bridge Road, framed by properties along Wharfdale Road.

9.4.76 The eastern footway of Maiden Lane Bridge falls within the Regent’s Canal West Conservation Area, from which open views are gained across the King’s Cross rail tracks, along the Regent’s Canal corridor to the west, and towards the Goods Yard complex. Framed views are gained from the canal and western end of the towpath beneath Maiden Lane Bridge, seen within the context of flanking development and road traffic on the bridge.

9.4.77 Conservation Area CA21 King’s Cross comprises two parts which front onto the eastern boundary of York Way. The main body of the area lies to the south of the Regent’s Canal, extending southward to Pentonville Road. A small area lies to the north of Copenhagen Street.

9.4.78 Views from the southernmost part of Conservation Area CA21, including the York Way eastern footway and roads perpendicular to it (Caledonia Street and Railway Street), are obstructed by the eastern façade of King’s Cross Station train shed. Oblique views are gained from York Way, north of Railway Street, toward the Goods Yard and framed views are gained along Wharfdale Road over the ECML (see CA14 above).

9.4.79 From the northern part of CA21, views are gained from York Way and Copenhagen Street frontages west and south-west toward the Train Assembly Shed and the Midland Goods Shed East Handyside Canopy.

9.4.80 Views from conservation areas further to the east including Barnsbury Conservation Area (CA10) which lies approximately 500m to the east of King’s Cross Central, north-east of Copenhagen Street/ Caledonian Road junction, and CA37 Priory Green Conservation Area east of Caledonian Road are less likely to be influenced by King’s Cross Central, but some views may be gained to the proposed Triangle Site development. Dense urban development lies between the conservation area and King’s Cross Central boundaries.

9.4.81 The King’s Cross and Regent’s Canal Conservation Areas extend westwards beyond the Midland Main Line tracks. Views are gained from St Pancras Gardens towards the Granary (View W). No other conservation areas occur in close proximity to the King’s Cross Central site, west of St Pancras station and station extension.
Local Views

9.4.82 The Joint Development Brief identifies a number of local views which it divides into 'main views' and 'secondary views'. These include the principal views from Conservation Areas. The viewpoints are described at p54-55 of the Joint Development Brief, and their locations are shown on Figure 9.5.6. Photographs of the existing views are shown on Figures 9.8.1 to 9.8.17.

“Main views:

- views from Euston Road looking north up Pancras and Midland Roads to the side elevation of Barlow Shed; (View 1)
- series of views from King’s Cross frontage, Great Northern Hotel, St Pancras Chambers and the Barlow Shed; (View 4)
- an emerging view of the Granary along a main route northwards from the stations of the Granary; (View 6) – see Figures 9.8.18 and 19.
- a glimpsed view from north of the German Gymnasium to the north end of the Barlow train shed and St Pancras extension; (View 7)
- views from York Way south of Wharfdale Road, looking south-west to King’s Cross station shed and over tracks to new development; (View 13A and 13B)
- glimpsed views of local landmarks such as St Pancras clock tower and Chambers, the Barlow shed and St Pancras extension from viewpoints in the Goods Yard complex (including Wharf Road, Granary open space and the upper level of the Coal Drops) and/or from the canal tow path, canal and St Pancras lock area; (Views 8A to BD)
- view from Maiden Lane Bridge (on York Way) to the Granary, Coal and Fish Offices and Camley Street Natural Park; and (View 11)
- views from Euston Road towards the stations, St Pancras Chambers and Great Northern Hotel. (View 2)

Secondary Views:

- view from Camley Street (where the ground rises) to St Pancras station, Barlow shed and St Pancras extension; (View 10)
- glimpsed views from middle and eastern parts of Goods Way to King’s Cross station; (View 9)
- a newly-opened view from immediately north-east of the German Gymnasium towards the stations and Great Northern Hotel; (View 5)
- the views from King’s Cross station platforms and from trains to the portals of the gasworks tunnels; and (View 12)
- views from Pentonville Road, the Lighthouse Block area and Gray’s Inn Road, towards the stations.” (View 3)

9.4.83 A number of these views are relatively recent, having been created by CTRL works. The Joint Development Brief acknowledges that further changes are likely:-

“At present, the open and undeveloped nature of the site means that there are many revealing vistas across the site. Few of these have an extended history though some
newly opened views can be shown as valuable. It is unrealistic to expect that many of these views and their full scope can remain. All views within the Area will change to some degree due to on-going and proposed developments. However, some views, … should be retained, in whole or part, through imaginative street alignment and building design. The important features within the site can be framed and new views created. Glimpses will complement the larger views that should be gained from certain vantage points. It is especially important for the street layout south of the canal to allow important visual references." (Joint Development Brief p.53).

9.4.84 Schedule 8 of the Islington UDP identifies strategic views of St Paul’s Cathedral, local views of St Paul’s Cathedral and a local view of St Pancras Station and Hotel that are to be safeguarded. One local view corridor LV7, (View from Dartmouth Park Hill to St Paul’s Cathedral) crosses the north eastern corner of the Triangle Site but would not be affected by the proposals (see Figure 9.1.3). Similarly there would be no effect on Local View LV8 (Pentonville Road to St Pancras Station and Hotel Buildings). The latter is more relevant to consideration of King’s Cross Station Enhancement; see section 9.8 below.

9.4.85 Landmarks within and adjacent to the site are shown in Figure 9.5.6. They include:

- the towers of St Pancras Chambers;
- the southern facade of The Granary and offices;
- the single Gasholder (No. 8);
- the south facade and north train shed elevation (“country” end) of King’s Cross Station;
- the historic and new train sheds of St Pancras.

Overall Character of the Site at 2003/4

9.4.86 The overall character of the conservation areas, from before the start of the CTRL works up to late 2003 within the King’s Cross Central area is addressed within documents produced by English Heritage, London Borough of Camden and others. In chronological order these are:

- 1988 English Heritage Inventory of Architectural and Industrial Features.
- 1990 Hunter and Thorne (Eds) Change at King’s Cross (from 1800 to the Present).
- 1997 King’s Cross Railway Lands: English Heritage Position Statement: March 1997 (This follows the authorisation of the CTRL works by the CTRL Act 1996).
- 1998 London Borough of Camden Conservation Area Statement for King’s Cross – now superceded by the 2003 statement (see below)
- 2000 London Borough of Camden Unitary Development Plan – parts of which, in particular Chapter 13, have now been replaced; see below
9.4.87 Many of the documents pre-date the start of the CTRL and LUL works in 2001. Figure 9.1.4 provides a comparison of the 2001 and November 2003 aerial photographs of the area around the stations to illustrate the extent of the CTRL changes, particularly south of the canal.

9.4.88 Despite changes brought about by the CTRL, the reference documents contain some common themes which still hold true today and help to provide a consensus about the area which have been drawn upon in the assessment (see Appendix 9E).

9.4.89 The main characteristics of the site which emerge from this review are its robust urban landscape, the unique Victorian heritage of industrial development and the importance of the two mainline stations. Other features of note are the seclusion of the canal and the relative intactness of the Goods Yard area.

9.4.90 The documents also divide the site into two sub-areas; north of the canal and south of the canal. There is a third sub-area which lies to the north of the Goods Yard Complex and is outside the designated Conservation Areas (Fig 9.4.2):

- Southern Area - a zone generally set between King’s Cross and St Pancras Stations – it has already been substantially altered by the ongoing CTRL works and contains several isolated 19th century buildings and public roads.
- Central Area - a ‘built’ heritage zone comprising structures and hard landscape surfaces of the Goods Yard and the Regent’s Canal.*
- Northern Area (including the Triangle Site) - an open industrial landscape north of the Goods Yard and surrounded by railway structures to north, south and west and with a major road and urban development to the east.

(*For the purposes of assessment later in this report (see Section 9.8) the Goods Yard has been considered separately from the Regent’s Canal).

**Character Sub Areas**

9.4.91 Within these three main areas, smaller sub character areas can be identified; these are shown on Figure 9.4.2 and descriptions are provided at Appendix 9G:

**Southern Area**
- Sub Area 1 – Station Forecourt Figure 9.G1
- Sub Area 2 – South Central Figure 9.G2
- Sub Area 3 – Canal South Figure 9.G3
Central Area
Sub Area 4 – Camley Street Natural Park       Figure 9.G4
Sub Area 5 – Regent’s Canal                  Figure 9.G5
Sub Area 6 – Goods Yard Complex              Figure 9.G6

Northern Area
Sub Area 7 – Northern Area                  Figure 9.G7
Sub Area 8 – Triangle Site                   Figure 9.G8
9.5 Baseline 2006/7

Development between 2003/4 and 2006/7

9.5.1 The site will continue to undergo significant change up to the completion of the CTRL works in 2006/7. The post CTRL site layout and levels are shown on Main Site Parameter Plans KXC002 and 003 and Triangle Site Parameter Plans TS002.

9.5.2 A number of other major development and infrastructure projects and initiatives are also proposed to be implemented in whole or in part before 2006/7. These proposals would influence the environmental baseline and context within which the King’s Cross Central proposals would be developed. These are referred to within the Environmental Statement Part 3.

9.5.3 Figures 9.5.1 to 9.5.3 summarise the main changes that are likely to occur between 2003/4 and 2006/7, above and below ground.

CTRL Works

9.5.4 The principal objective of the CTRL works (locally) is to create the London international terminus for the new high-speed line and associated transport infrastructure and connections (see Figure 9.5.1). This involves the refurbishment and extension of St Pancras Station northwards and provision of new high-speed electric rail lines. The CTRL will run into the international station on a new embankment with bridges over the East Coast Main Line, York Way and the Regent’s Canal. CTRL works below ground are described in the archaeology assessment at section 5.2 and Part 10 of the Environmental Statement.

9.5.5 A number of listed and non-listed heritage buildings and structures have already been removed by the CTRL works. The triplet of interlocking gasholders has been dismantled and their components are stored on site. Only one gasholder (Gasholder No. 8) remains standing. St Pancras Station is being altered and extended; the new extension will automatically become listed upon completion. Proposals are being developed for the adjacent St Pancras Chambers, formerly the Midland Grand Hotel, for it to be refurbished, restored and brought back into use as a hotel and residential apartments. Miscellaneous heritage street furniture and materials have been removed as part of the CTRL and LUL works and stored for possible future re-use.

9.5.6 The western entrance and access to King’s Cross Station will be reconfigured. Midland Road will be realigned in the vicinity of its junction with Brill Place. A new road link will be formed between the realigned Pancras Road and Midland Road, north of the pre-CTRL (2002/3) junction between these two roads. The western end of Goods Way has already been realigned, passing beneath the St Pancras Station extension to connect with Pancras Road north of Brill Place.

9.5.7 A large embankment will carry the CTRL main line in an arc around the perimeter of the King’s Cross Central Main Site from the north-eastern corner to the new terminus at St Pancras Station. At its highest point the embankment will be about 8 metres above the existing ground level. To the north of the embankment, new viaducts will carry various secondary rail connections. Altogether, the CTRL ground works will involve removal of all buried features of potential heritage interest within the footprint of the works.
9.5.8 In the north-east of the site the existing viaduct carrying York Way will be demolished and the road lowered and re-routed to pass underneath the new high speed line.

9.5.9 Beyond the site boundary to the north of the new CTRL embankment, long-standing cement and concrete batching facilities are being reconfigured, with construction of a new aggregates siding on the western side of the Midland Main Line.

**Thameslink 2000**

9.5.10 The CTRL project involves the construction of two new Thameslink tunnels across and beneath the King’s Cross Central site, almost parallel to the CTRL with a new low-level Thameslink station at Midland Road, beneath St Pancras Station.

9.5.11 Much of this construction work will take place underground, however a short length of cutting and also a cut-and-cover tunnel will be constructed toward the north-east corner of the King’s Cross Central site.

**London Underground / King’s Cross-St Pancras Underground Stations**

9.5.12 King’s Cross is already served by six Underground lines (Northern, Piccadilly, Victoria, Circle, Metropolitan, and Hammersmith and City) and it is the third busiest station on the network. London Underground Limited are carrying out improvements to King’s Cross Underground Station, enabled by the CTRL Act, to increase the capacity of the station and to improve passenger interchange and, at the same time, to implement outstanding recommendations from the Fennell Report, commissioned and prepared after the King’s Cross fire. Works to extend and refurbish the existing Tube Ticket Hall and construct a new Western Ticket Hall under the forecourt of St Pancras Station are ongoing.

9.5.13 The project also includes the construction of a new Northern Ticket Hall to the west of King’s Cross Station.

9.5.14 Overall, the construction includes underground work, with some changes above-ground including new entrance features and ventilation shafts. The works involve substantial re-routing of shallow and deep buried services and also cut-and-cover excavations.

**LUL Phase 2 and King’s Cross Station Enhancement**

9.5.15 The ongoing LUL Phase 2 works (Northern Ticket Hall and associated infrastructure) are due to be complete by 2007 but are the subject of a current review that may affect the timing of their completion. It is possible, therefore, that the works to complete the project (scheduled to last 3 years) could still be underway in 2007, alongside the development of King’s Cross Central.
9.5.16 Network Rail is considering the enhancement of King’s Cross Railway Station with a new passenger concourse. The removal of the existing single storey building that fronts King’s Cross Station – and its replacement with a new, high quality concourse on the western side of the existing train shed - would provide the opportunity to restore the front façade of the station building and create a new public space. The exact boundary between the King’s Cross Central site and the King’s Cross Station Enhancement project has yet to be determined, however the Main Site Development Specification identifies an area of land within which the enhancement could be delivered. The Landscape Proposals Plan (LPP101) shows the scheme that the applicants propose to implement, in the event that the Network Rail proposals do not come forward, or are materially delayed, beyond the start date for King’s Cross Central.

9.5.17 If the King’s Cross Station Enhancement (KXSE) proposals go-ahead, there is a range of possible timescales, including the following:-

a) construction could commence following completion of the LUL Phase 2 (Northern Ticket Hall etc) works with construction of the Station Enhancement expected to last a maximum of 4 years; or

b) the proposals for KXSE could be combined with the LUL Phase 2 (Northern Ticket Hall) into an integrated project, with construction of that integrated project likely to take less than the 7 years identified above for the two projects to take place one after the other.

Regent Quarter (P&O Developments Ltd)

9.5.18 Work has started on the mixed-use redevelopment of four blocks of predominantly Victorian properties on the east side of York Way, opposite King’s Cross Station, within the King’s Cross Conservation Area (Regent Quarter Environmental Statement, August 2001). The site extends from Gray’s Inn Road in the south to Wharfdale Road in the north, with Caledonian Road/Balfe Street forming the eastern boundary (see Figure 9.5.1). Pentonville Road, Caledonia Street and Railway Street bisect the blocks.

9.5.19 The Regent Quarter development includes some amendments to the pre-CTRL highway, with Railway Street and Caledonia Street ceasing to be through-routes for traffic. Wharfdale Road would be subject to various traffic calming measures.

King’s Cross Canal Action Plan

9.5.20 In August 2000, the King’s Cross Partnership published a Canal Action Plan to guide and target investment in improvements to the Regent’s Canal through the King’s Cross area (King’s Cross Canal Action Plan, August 2000).

9.5.21 The Canal Action Plan sets out a number of aims and objectives to maintain and upgrade the navigational use and historic fabric of the Canal, improve access and linkages, improve and protect wildlife and ecology, and improve security and lighting.

9.5.22 A series of proposals and recommendations are identified within the document, together with an action plan for their implementation. Some of the action plan points could be implemented before 2006/7, subject to all necessary agreements being reached, funding and so on. Others may be implemented as part of, or alongside, the King’s Cross Central development, post-2006/7.
Assumptions

9.5.23 The following may affect the final form of the 2006/7 baseline in terms of physical heritage and townscape resources:

- variations to the CTRL and London Underground Limited works;
- decay prior to implementation of King’s Cross Central proposals;
- accidental damage;
- maintenance/conservation (physical works);
- temporary re-use of buildings;
- detailed historical research and documentation of findings;
- possible retention of temporary haul routes;
- extent and condition of post-CTRL public realm;
- extent and quality of salvaged materials available for re-use.

9.5.24 To arrive at the baseline for 2006/7 we have made the following assumptions about the baseline conditions:

- the layout and levels within the Main Site will be as shown on Parameter Plans KXC 002 and 003 with the temporary haul roads retained;
- the layout and levels for the Triangle Site will be as shown at Figure TS002;
- there would be no removal of above and below ground heritage assets other than those ‘Consented’ for CTRL and London Underground Limited;
- the enhancement of King’s Cross station would not have started on site;
- there may be some accidental damage to the built heritage that is planned to be retained, in the period 2004–2006/7. Some localised conservation of structure and fabric may be required and may need Listed Building or Conservation Area Consent;
- there may be a need to generally maintain the structure and fabric of the built heritage, both listed buildings and other buildings of heritage interest, and any such work would be undertaken in line with good conservation practice;
- primary source documentation is securely housed;
- the built heritage baseline may be modified as a result of physical investigations;
- the CTRL and LUL related works in and around the heritage buildings will have been undertaken in accordance with the CTRL’s obligations under the Environmental Minimum Requirements for Design and Construction (Annex 4 (iii)) and subsequent planning and heritage consents under the CTRL Act provisions. Specific items of note are:
13. Any proposed scheme for the German Gymnasium will include retention of interior period fittings and the refurbishment of the roof.

19. Proposals for restoration, after the new railway works, in the area between St Pancras and Kings Cross will need to provide a high quality of landscape design, retaining as much as is practicably possible of the past in terms of townscape and local architectural detail including the surviving granite sett road surfaces.

21. Proposals affecting the listed water point and 3 linked gas holders will be the subject of consultation with English Heritage and the London Borough of Camden.

22. The Kings Cross 'porte cochere' is to be reinstated on completion of works which affect it.

23. It will be necessary to record appropriate listed buildings or parts of these buildings to be demolished and other relevant features of historic and cultural value which come to light during construction. Where appropriate, items will be identified and preserved for salvage, re-use or disposal after discussion with English Heritage and other relevant interested parties."

It is assumed that the area between King’s Cross and St Pancras Stations (item 19) would be paved and completed at the end of the CTRL and LUL works, unless King’s Cross Station Enhancement is already underway (within the area shown on KXC004).

The listed water point (item 21) has already been relocated to the St Pancras Basin and the KXC proposals include the re-use of the guide frames of the 3 linked gasholders (the Triplet) and those of No. 8 to a position north of the Regents Canal.

Salvaged materials (item 23) reclaimed as part of the CTRL project include granite setts, bricks, kerbstones, cast iron columns, York stone, coping stones, platform copers, cast iron bollards and other materials, the dismantled Gasholder Triplet guide frames (and associated fittings), and St Pancras parish marker posts.

9.5.25 The Applicants are working with the London Wildlife Trust (LWT) to deliver a new high-quality visitor centre at Camley Street Natural Park, with much enhanced visitor and interpretation facilities. The timing of the new visitor centre is uncertain and it has not been taken into account in the assessment of the King’s Cross Central proposals.

Description of the Site in 2006/7

Topography

9.5.26 The post-CTRL site layout and site levels on the Main Site are shown on Parameter Plans KXC002 and KXC003 respectively. South of the Regent’s Canal the site will slope upwards from the south and west starting at 17m AOD at Euston Road and St Pancras station, rising to 24.2m AOD at Goods Way opposite the Granary. Levels north of Regent’s Canal rise more gently from 24.1m AOD to 27.5m at the CTRL embankment. In the Triangle Site levels will vary between 23.1m to 29.1m AOD.
Vegetation

9.5.27 The permanent earthworks associated with CTRL (the CTRL embankment) would be soiled and grassed/planted. Temporary earthworks are also likely to be landscaped and maintained until the land is required for permanent development.

9.5.28 Trees within the site would remain at 2006/7. It is possible that poor quality specimens that are displaying signs of environmental stress as a result of the construction works may deteriorate further by 2006/7.

Land Use and Access

9.5.29 Figure 9.5.4 shows how the site is likely to look in 2006/7, with the CTRL, LUL and Regent Quarter works complete. Land uses within the site boundary, prior to the commencement of any King’s Cross Central development, will include:

- the Station forecourt for St Pancras / King’s Cross;
- public roads and footways;
- private land awaiting development;
- Regent’s Canal and towpath;
- Camley Street Natural Park;
- storage and other uses within the Goods Yard Complex.

9.5.30 The public roads and footways shown on Figure 9.5.5 will maintain the pre-CTRL routes through the area albeit on new alignments. Access will also be maintained to the Regent’s Canal.

9.5.31 The King’s Cross Central land in private ownership will continue to be fenced off at the end of the CTRL works, to keep it secure and it is assumed that the existing hoardings will remain in place. It is not known what this open land will be used for. Existing land uses may be permitted to continue until the land is physically required for redevelopment purposes, and the landowners could seek permission for new temporary land uses.

Urban Grain

9.5.32 On completion of the CTRL and other works, the urban grain of King’s Cross Central in 2006/7 will retain only part of the historic pattern of property boundaries, and the layout of early and mid 19th century developments including the railways.

9.5.33 Figure 9.5.4 shows the remnants of the historic road pattern at parts of Pancras Road, Battle Bridge Road and Goods Way.

Buildings

9.5.34 Figure 9.5.2 shows the buildings that would be retained in 2006/2007. They include Listed buildings and unlisted buildings and structures that have been judged to make a positive contribution to the Conservation Areas, as set out in section 9.6 below. Table 9.5.1 identifies which buildings are anticipated to be in use 2006/7.
### Table 9.5.1 Use of Buildings

<table>
<thead>
<tr>
<th>Building Ref.</th>
<th>Building</th>
<th>In use at 2006/7 (Yes/No)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>St Pancras Station</td>
<td>Y</td>
</tr>
<tr>
<td>7</td>
<td>St Pancras Chambers</td>
<td>Y</td>
</tr>
<tr>
<td>9</td>
<td>Great Northern Hotel</td>
<td>N</td>
</tr>
<tr>
<td>10</td>
<td>King’s Cross Station</td>
<td>Y</td>
</tr>
<tr>
<td>13</td>
<td>German Gymnasium</td>
<td>N</td>
</tr>
<tr>
<td>14</td>
<td>Stanley Buildings</td>
<td>N</td>
</tr>
<tr>
<td>15</td>
<td>Culross Buildings</td>
<td>N</td>
</tr>
<tr>
<td>16</td>
<td>Gasholder No.8</td>
<td>N</td>
</tr>
<tr>
<td>17</td>
<td>Gasholder Triplet</td>
<td>N</td>
</tr>
<tr>
<td>20</td>
<td>Coal and Fish Offices</td>
<td>N</td>
</tr>
<tr>
<td>24</td>
<td>Western Goods Shed</td>
<td>Assumed Y</td>
</tr>
<tr>
<td>25</td>
<td>Western Coal Drops and Viaduct</td>
<td>Assumed Y</td>
</tr>
<tr>
<td>26</td>
<td>Plimsoll Viaduct</td>
<td>N</td>
</tr>
<tr>
<td>27</td>
<td>Eastern Coal Drops and Viaduct</td>
<td>assumed Y</td>
</tr>
<tr>
<td>28</td>
<td>Western Transit Shed*</td>
<td>Y</td>
</tr>
<tr>
<td>29</td>
<td>The Granary</td>
<td>Y</td>
</tr>
<tr>
<td>29</td>
<td>Flanking Offices</td>
<td>assumed N</td>
</tr>
<tr>
<td>30</td>
<td>Train Assembly Shed*</td>
<td>Y</td>
</tr>
<tr>
<td>31</td>
<td>Eastern Transit Shed*</td>
<td>Y</td>
</tr>
<tr>
<td>32</td>
<td>West Handyside Canopy*</td>
<td>assumed Y</td>
</tr>
<tr>
<td>33</td>
<td>Regeneration House</td>
<td>Y</td>
</tr>
<tr>
<td>34</td>
<td>Midland Goods Shed*</td>
<td>assumed Y</td>
</tr>
<tr>
<td>35</td>
<td>East Handyside Canopy*</td>
<td>assumed Y</td>
</tr>
</tbody>
</table>

*Within the curtilage of the Listed Granary

### Lighting

9.5.35 On completion of the CTRL works it is assumed that the existing external lighting would remain as it is now and that any temporary lighting for construction would be removed.

### Views

9.5.36 The changes outside the King’s Cross Central site, as described above, would not affect the existing Strategic Views, therefore the 2003/4 situation would continue at 2006/7.

9.5.37 Views from adjacent conservation areas would remain generally as at 2003/4. However, ongoing redevelopment of the Regent Quarter site, south of Wharfdale Road would influence the context of views from conservation areas CA14 Keystone Crescent and CA21 King’s Cross (Islington). Other development along York Way may also change the nature of views.

9.5.38 Main and secondary local views at 2003, as identified in the Joint Development Brief (page 54) would generally be maintained at 2006/7.

### Character

9.5.39 The character sub areas most affected by the CTRL and LUL works are South Central (sub area 2) and Canal South (sub area 3). The Central Area (comprising sub areas 4-6) is virtually untouched by these works and will remain intact after the removal of temporary works. The Northern Area (sub areas 7 and 8) will be influenced by the CTRL embankment and realigned York Way; it will however retain its existing vacant and undeveloped character.
9.5.40 Between the Regent’s Canal and the stations, demolition and site clearance have removed virtually all evidence of the historic mixed-use development pattern and the small-scale urban grain. Realignment of Goods Way and Pancras Road has further changed the appearance and character of the area. In these locations the archaeological heritage has also been significantly removed. The large-scale northern extension of St Pancras station dominates the western boundary of the area. As a result of these changes the remaining smaller-scale buildings (Gasholder No. 8, Culross Buildings, Stanley Buildings and the German Gymnasium) appear exposed and isolated in their new temporary setting. This will become more apparent once the existing site huts and storage areas have been removed and reinstated.

9.5.41 Camden’s King’s Cross Conservation Area Statement (December 2003) notes the continuing changes in this area:

“Whilst the areas to the south of Euston Road and to the west and north of St Pancras Gardens are unlikely to change considerably between 2003 and 2007, the character and appearance of the area including and surrounding St Pancras and King’s Cross stations is undergoing substantial change. (paragraph 4.1.2):

and

“This part of the King’s Cross Conservation Area has experienced, and will continue to experience, the greatest degree of change between the passing of the CTRL Act and completion of works at the end of 2006. Some of the buildings and structures and hard landscaping that contributed to the urban grain between the stations have been dismantled or removed and the street layout has been in part altered. This has, in turn, opened up new views.”. (paragraph 4.2.33)
9.6 Evaluation

Introduction

9.6.1 The evaluation stage takes the information obtained through the characterisation process and applies judgements about the importance of the heritage and townscape resources and their sensitivity to the proposed development.

9.6.2 When assessing the value of the built heritage resources at King’s Cross Central, the following factors have been taken into account. These headings broadly follow criteria listed in PPG15 (para 6.10 – 6.15).

Architectural and Historic Interest

- designation/listed status (and the reasons for designation/listing);
- age and historical context (e.g. aspects related to social, economic and cultural history including associations with people and events);
- plan form and function;
- architectural design and decoration;
- craftsmanship;
- structural features and techniques;
- functional equipment;
- rarity and representativeness;
- condition;
- integrity (and degree of intactness/survival of fixtures).

Group Value

- context – location, historic unity, and relationship to other heritage resources on and around the site.

Architectural and Historic Interest

9.6.3 Some general conclusions can be stated:

- **Designation/ Listed Status.** Much of the King’s Cross Central site (excluding land north of the Goods Yard Complex) lies within either the King’s Cross or Regent’s Canal Conservation Areas. Many of the buildings (and historic surfaces and items of street furniture) within these areas are of historic or architectural merit and some are listed (Grades I and II). Other heritage buildings are not listed, but have historic or architectural interest and contribute to the overall character and value of the Conservation Areas.
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- **Age and Historical Context.** Many of the buildings were constructed for the needs of the Great Northern Railway and represent significant aspects of the passenger and goods operations of a 19th century railway terminus. Other buildings played supporting roles (notably housing), while the gasholders and the canal represent other major aspects of the urban infrastructure.

- **Plan Form and Function.** Through being first and foremost buildings of utility, their form reflects directly the functions being performed, without extensive embellishment. The particular layouts, sizes and levels of their spaces, openings and structural components are demonstrative of the specific original uses, even though detachable items of equipment have usually been removed.

- **Architectural Design and Decoration.** The building shells have well-defined character, related to the circumstances of their erection. Although built for useful ends and with fitness for purpose always in mind, the buildings of King's Cross Central were not totally driven by the rigorous philosophy of utilitarianism. So, the Great Northern Railway’s buildings were designed from the Georgian architectural tradition, or else from good engineering principles and illustrating components of a ‘house style’. The first architect, Lewis Cubitt, who was brought up in a family of high quality builders, can take some credit for this. The most workaday buildings were fitted with good joinery in a seemly manner. Individual buildings were subtly embellished to accord with their more important status and to reflect the railway’s or other owners’ self esteem. The contrast with the architecture of the Midland Railway, which came later to the scene, is socially instructive.

- **Craftsmanship.** Even the humblest of structures, among those that survive, were well built with a view to durability, which reflected the long-term outlook of the proprietors.

- **Materials.** These are simple and durable, but rooted in the traditions of Victorian high quality building and manual skills.

- **Structural Features and Techniques.** The circumstances of railway and other industrial construction created new situations of spans and loadings, which were met with new constructional technologies in various materials. The buildings of King’s Cross Central have numerous illustrations of these processes, particularly in roof structures, through the second 50 years of the 19th century.

- **Elements of Functional Equipment.** The original fixtures in most buildings have been substantially but not completely removed. Where they remain their value is all the greater. There is exceptional survival within the Granary where original fittings well illustrate how the building functioned. In most cases, the particular layouts, sizes and levels of the spaces, structural components, and openings strongly demonstrate the specific uses of the buildings. Present functions in the Goods Yard buildings mostly do not relate to original ones, and generally do not make a positive contribution to the heritage value. However, these functions are generally not damaging to the structure or fabric. The surviving buildings south of the Regent's Canal are empty and appear stripped of many contemporary fixtures but have been secured during the implementation of CTRL works. The Great Northern Hotel is currently vacant and has been stripped of many of the original hotel function features.
- **Rarity and Representativeness.** Rarity can reflect an original infrequency, special circumstances, or else be the result of the destruction of once widespread examples. Representativeness exposes the extent to which a surviving feature represents a once common manner of doing things. With the rapid decline of 19th century industrial heritage, such considerations come to the fore in locations like King’s Cross Central, where clusters of buildings survive.

- **Condition** - The buildings and structures are in relatively good condition with no evidence of major structural problems, with the exception of part of the Goods Yard - the Eastern Coal Drops, the Coal and Fish Offices, and the south end of the Western Transit Shed, each of which has suffered fire damage. Present functions have not significantly compromised the condition of the resources. By 2006/7 there could be further fabric decay but there is nothing to suggest that by this date there will be dangerous structures.

- **Integrity.** Present building uses mostly do not relate to original ones, except that the Granary remains in its original use as a warehouse for the long-term storage of goods. Changes in functions and occupations have caused extensive losses of features and fittings, but also have been the means to keeping buildings in a weatherproof condition and (in some cases) productive use.

### Buildings and Spaces

9.6.4 The assessment evaluates each building against the criteria set out above and attributes a value within the following categories:

- No cultural / heritage value
- Very low
- Low
- Moderate
- High
- Very high

9.6.5 Assessment criteria for the open spaces, using the same scale of significance defined above, are as follows:

- Remnants of historic street pattern;
- Presence of historic building materials;
- Functional relationships related to historic uses;
- Scenic quality;
- Quality of enclosure.

9.6.6 The results of the building and open space assessments are presented in Tables 9.6.1 and 9.6.2. Building locations are shown on Figure 9.4.1. Values attributed to individual buildings and spaces are in accord with values attributed by English Heritage in their response to the Draft Historic Character Assessment (see Appendix 9A).

**Table 9.6.1: Summary of built heritage value – Ref. Fig. 9.67**
<table>
<thead>
<tr>
<th>Building Ref. No.</th>
<th>Buildings</th>
<th>Designation</th>
<th>Status</th>
<th>Predicted Value at 2006/7*</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>St Pancras Station (including St Pancras</td>
<td>Grade I</td>
<td>Very High</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Chambers)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Great Northern Hotel</td>
<td>Grade II</td>
<td>Very High</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>King’s Cross Station</td>
<td>Grade I</td>
<td>Very High</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>German Gymnasium</td>
<td>Grade II</td>
<td>Very High</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Stanley Buildings</td>
<td>Grade II</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Culross Buildings</td>
<td>Not Listed</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Gasholder Number 8</td>
<td>Grade II</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Coal and Fish Offices</td>
<td>Not Listed</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Regent’s Canal and all related features</td>
<td>Lock Keeper’s Cottage</td>
<td>Grade II</td>
<td>Very High</td>
</tr>
<tr>
<td>24</td>
<td>Western Goods Shed</td>
<td>Not Listed</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Western Coal Drops and Western Viaduct</td>
<td>Not Listed</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Plimsoll Viaduct</td>
<td>Not Listed</td>
<td>Moderate</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Eastern Coal Drops and Eastern Viaduct</td>
<td>Grade II</td>
<td>Very High</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(viaduct not listed)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Western Transit Shed +</td>
<td>Grade II</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>The Granary</td>
<td>Grade II</td>
<td>Very High</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Flanking Offices to the Granary +</td>
<td>Grade II</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Train Assembly Shed +</td>
<td>Grade II</td>
<td>Moderate</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Eastern Transit Shed +</td>
<td>Grade II</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>West Handyside Canopy +</td>
<td>Grade II</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Regeneration House</td>
<td>Not Listed</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Midland Goods Shed +</td>
<td>Grade II</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Eastern Handyside Canopy +</td>
<td>Grade II</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- ‘Recent’ 2 storey offices adjacent to</td>
<td>Not Listed</td>
<td>Negative value</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Regeneration House</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Relocated Water Point</td>
<td>Grade II</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Wharf Road south side brick wall</td>
<td>Not Listed</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>Petrol filling station</td>
<td>Not Listed</td>
<td>Negative value</td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>King’s Cross signal control building</td>
<td>Not Listed</td>
<td>Negative value</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Gas governor</td>
<td>Not Listed</td>
<td>Negative value</td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>Miscellaneous/ storage buildings in front of</td>
<td>Not Listed</td>
<td>Negative value</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Granary</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dismantled gasholder triplet</td>
<td>Grade II</td>
<td>Very High</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cast iron parish markers</td>
<td>Not Listed</td>
<td>High</td>
<td></td>
</tr>
</tbody>
</table>

*Assumes CTRL completed

+ Within the curtilage of the Listed Granary

9.6.7 Buildings and structures define the limits of the open spaces. The height and mass of buildings in relation to the proportions of the space influence perceptions of the open space. In turn, the spaces provide a setting and foreground to the buildings and provide a counterpoint to the building mass. Table 9.6.2 summarises the townscape and heritage values of the spaces using the criteria in paragraph 9.6.5.
### Table 9.6.2: Summary of open space value

<table>
<thead>
<tr>
<th>Open Spaces</th>
<th>Predicted Value at 2006/7*</th>
</tr>
</thead>
<tbody>
<tr>
<td>York Way to East Handyside Canopy</td>
<td>Low</td>
</tr>
<tr>
<td>South of Midland Goods Shed and Regeneration House</td>
<td>Moderate</td>
</tr>
<tr>
<td>In front of the Granary (formerly the Granary [canal] Basin)</td>
<td>Very High</td>
</tr>
<tr>
<td>Between Midland Goods Shed and Eastern Transit Shed</td>
<td>Moderate</td>
</tr>
<tr>
<td>North of Coal and Fish Offices</td>
<td>High</td>
</tr>
<tr>
<td>Between the Eastern and Western Coal Drops</td>
<td>High</td>
</tr>
<tr>
<td>SE corner and south of Western Goods Shed</td>
<td>Moderate-High</td>
</tr>
<tr>
<td>Immediately west of Western Goods Shed</td>
<td>Moderate</td>
</tr>
<tr>
<td>Immediately north of Granary, Transit and Train Assembly Sheds and Viaducts</td>
<td>Moderate</td>
</tr>
<tr>
<td>North part of site at ground level</td>
<td>Very Low</td>
</tr>
<tr>
<td>Regent’s Canal bank</td>
<td>Very High</td>
</tr>
<tr>
<td>Camley Street Natural Park</td>
<td>Very High</td>
</tr>
<tr>
<td>Former Gas Works area</td>
<td>Moderate</td>
</tr>
<tr>
<td>Battle Bridge Road to north of Culross Buildings</td>
<td>Moderate</td>
</tr>
<tr>
<td>Old Milk Dock Area</td>
<td>Low</td>
</tr>
<tr>
<td>Landscape south of German Gym and Stanley Buildings (after CTRL works)</td>
<td>High</td>
</tr>
<tr>
<td>Landscape immediately in front (north) of Great Northern Hotel (after CTRL works)</td>
<td>High</td>
</tr>
<tr>
<td>Landscape to the rear (south) of Great Northern Hotel and including up to King’s Cross Station and St Pancras Station</td>
<td>Very High</td>
</tr>
</tbody>
</table>

*Assumes CTRL completed

### Group Value

**9.6.8** The King’s Cross Central industrial landscape is a major heritage resource when assessed against national and international criteria. The buildings were constructed as elements of larger complexes, which represent more than the sum of their parts. The importance of the Goods Yard complex as a whole has been outlined in Section 9.4 above. In turn, it had a functional relationship with the Canal and the Gasworks, now represented by the gasholders.

**9.6.9** The buildings of King’s Cross Central have a value as individual structures, related to their historical or architectural importance and their contribution to the character and appearance of the Conservation Areas. The buildings also have group value where, together, they have a common history (in its broadest sense), or architectural unity, or contribute to townscape through their visual or physical relationship, such as the definition of spaces or framing of views. Table 9.6.3 defines and evaluates four groupings:
- Group 1 - The two mainline stations and the associated railway hotels;
- Group 2 - The other buildings south of the canal;
- Group 3 - The Gasholder Triplet and Gasholder No. 8;
- Group 4 - The Goods Yard Complex.

9.6.10 Table 9.6.3 lists values attributed to heritage building groups at 2006/7. Except for Group 2, these values accord with values identified by English Heritage in their response to the Draft Historic Character Assessment (see Appendix 9A).

### Table 9.6.3: Group Value

<table>
<thead>
<tr>
<th>Group</th>
<th>Architectural or Historic Group Value</th>
<th>Townscape Group Value</th>
<th>Predicted Group Value at 2006/7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Group 1 - The two mainline stations and the associated railway hotels.</strong></td>
<td>Two adjacent Grade I listed stations each of magnificent architectural treatment. Premier examples of 19th century passenger termini complete with associated hotels. Antithesis of their styles reflected both elapse of time (1852 to 1876) and spirit of commercial rivalry. Location facing Euston Road marks boundary of central London impenetrable to railways (determined by Parliamentary Committee in 1846). Of fundamental joint importance to the historic evolution of railways and inter-city travel and social and economic development/prosperity. Key terminal components in the reinvention of international rail links</td>
<td>Group of listed buildings of mixed semi public uses at the south end of King’s Cross Central. The two major stations while flanking each other, have divergent alignments and differing levels, emphasising their former independence and separate destinations. The Great Northern Hotel was an essential component of the terminal facilities at King’s Cross, but unusual in its flanking rather than axial location. Its relationship to the station is instead demonstrated geometrically by its focus upon the former booking office entrance. Together the buildings define the space between the Euston Road and the Culross Buildings.</td>
<td>Very High</td>
</tr>
<tr>
<td>Group 2 - Other buildings south of the canal</td>
<td>Architectural or Historic Group Value</td>
<td>Townscape Group Value</td>
<td>Predicted Group Value at 2006/7</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>--------------------------------------</td>
<td>-----------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>German Gymnasium, Stanley Buildings, Culross Buildings</td>
<td>The Gym is an important building that was instrumental in Victorian societal development of public sport and fitness. It represents the former urban environment of the stations, but has the architectural link with King's Cross station in the form of its roof construction.</td>
<td>Resources of varying individual value. Now comprising dispersed remnants of an area once of complex mixed industrial and related social land use, and with some related hard landscape features. The group to be regarded, in 2006/7, as comprising isolated and partially compromised buildings, resulting from CTRL demolition, road construction, and landscaping.</td>
<td>Moderate</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Group 3 - Gasholder Triplet and Gasholder No. 8</th>
<th>Architectural or Historic Group Value</th>
<th>Townscape Group Value</th>
<th>Predicted Group Value at 2006/7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasholder Triplet and Gasholder No. 8</td>
<td>Major elements of a once larger gas industry, and related industrial quarter, which was instrumental in the 19th century development, prosperity and modernisation of London. Demonstrative of industrial importance of the canal. English Heritage “attaches the highest importance to the re-erection of the Listed triplet of gasholder guide-frames presently dismantled and stored on site” (EH Letter, 15th August 2003).</td>
<td>Gasholder No. 8 has value as a landmark feature close to the canal. However any Group value is limited by the earlier dismantling of the triplet and other related structures; the opportunity now exists to establish a new grouping of the four listed guide frames.</td>
<td>High</td>
</tr>
</tbody>
</table>
9.6.11 In addition to the value of the main building groups, there is a functional relationship between the two mainline stations (Group 1) and the Goods Yard complex (Group 4). These buildings comprise surviving heritage assets of monumental scale and are strongly related by their common past and present railway functions.

9.6.12 The other buildings south of the canal (Group 2) also have a visual relationship with the stations (Group 1). In the case of the Culross Buildings, there is a past functional relationship related to their use as tenements for railworkers and those displaced by the enlargement of King's Cross Station into the Milk Dock Area. In a letter of 15th August 2003 English Heritage suggest that there is a case for treating the Group 2 buildings (German Gym, Stanley Buildings and Culross Buildings) as a sub-set of Group 1 (the stations and hotels) as they are all part of the ‘Victorian City in microcosm’ referred to in their 1997 Position Statement (see below). English Heritage also consider that the group value of Group 2 is ‘moderate to high’ and, with Group 1, it is ‘high’. (Ref. EH letter 15th August 2003)
9.6.13 The EIA team note that, in the English Heritage 1997 position statement, the expression ‘Victorian City in microcosm’ was applied to the Railway Lands as a whole and included areas outside the King’s Cross Area of Opportunity:

‘Kings Cross is a unique area of national importance. It is ‘a Victorian city in microcosm’. The two mainline stations form the finest railway hotels in London and beneath is the world’s first underground railway. The spectacular gas-holders form the finest group in Britain. Elsewhere, the workhouse hospital, churchyard, arcaded frontages for the interchange and distribution of goods and the inter-relationship between the canal, railways and road system serviced the substantial expansion of this part of Victorian London.’

9.6.14 The Proposals section of this specialist report explains how the main Victorian elements within the King’s Cross site (the gasholders, Great Northern Hotel, Canal and Goods Yard) have been retained.

9.6.15 Within the overall area there is a recognition that ‘the Regents Canal forms a natural boundary between two areas of different character lying to its north and south.’ (1988 EH Inventory - summary).

To the south of the canal the English Heritage Position Statement identifies the buildings within Group 2, the German Gym and the Stanley Buildings as Listed Buildings and the Culross Buildings as one of the ‘ancillaries to the major monuments’.

This reflects the approach in the summary of the 1988 EH Inventory where ‘the presence of the railways and the groups of gasholders’ are considered to be the dominant elements south of the canal. The smaller buildings are valued for their individual characteristics rather than their group value with the stations or gasholders. In particular the summary of the 1988 Inventory states that ‘The value of the Stanley and Culross Buildings should be assessed in conjunction with one another, as representing two contrasting treatments of the same building type, the multi-storey nineteenth century philanthropic industrial dwelling’.

9.6.16 Moreover, any potential association between Groups 1 and 2 as part of the ‘Victorian City in microcosm’ has been considerably diminished by the substantial changes in the character and appearance of the area as a result of the CTRL works. This is reflected in the description of the area in the updated KXCAS:

‘This part of the King’s Cross Conservation Area has experienced significant change. This has resulted in the loss of elements of heritage merit, fragmentation of the urban grain and radical change to the character and appearance of the area. The changes resulting from the CTRL and London Underground works have resulted in the widening of the settings of most of the principal buildings, mostly those to the south of, and including, the German Gymnasium. Change has also resulted in some buildings and structures standing alone, comparatively isolated from their former context. For example, Stanley Buildings sit somewhat uncomfortably in the context of the new St Pancras Station extension and the remaining gasholder and Culross Buildings are currently somewhat isolated. Nevertheless, these buildings continue to contribute positively to the character and appearance of the Conservation Area, although as a result of the CTRL construction works, they currently do lack a meaningful and coherent visual context.’ (para 4.2.94)
Given the ancillary nature of the Group 2 buildings and extent of the changes brought about by CTRL (and in particular the loss of context arising from demolitions and the realignment of Pancras Road) the buildings have been assessed as of ‘moderate’ Group value and no additional value has been attributed for their relationship with Group 1.

**Historic surfacing and materials**

The surplus materials stored by CTRL for re-use and the materials remaining within the King’s Cross Central site (and the way they have been used, repaired and maintained) are important in their own right; they are also able to provide an authentic landscape setting for the retained historic buildings.

**Trees**

The location, condition and amenity value of trees within the site is assessed and presented in the tree survey at Appendix 9D. None of the trees within the site are subject to a Tree Preservation Order. However, all trees of 75mm girth at 1.5m above ground level are afforded protection against unauthorised tree works or felling as they fall within either the King’s Cross or Regent’s Canal Conservation Areas.

Trees are evaluated against condition and amenity grades set out in the tree survey, and categories are assigned as set out in BS5837: 1991 Trees in Relation to Construction.

Table 9.6.4 summarises the findings of the tree survey by specimen type and BS 5837 category.

**Table 9.6.4 Summary of Tree Survey**

<table>
<thead>
<tr>
<th>Category (BS5837)</th>
<th>I</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>Total by specimen type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good</td>
<td>2</td>
<td>18</td>
<td>13</td>
<td>2</td>
<td>35</td>
</tr>
<tr>
<td>Moderate</td>
<td>0</td>
<td>49</td>
<td>73</td>
<td>0</td>
<td>122</td>
</tr>
<tr>
<td>Poor</td>
<td>2</td>
<td>67</td>
<td>86</td>
<td>2</td>
<td>157*</td>
</tr>
</tbody>
</table>

* Of which 87 fall below the protection criteria for trees in conservation areas.

The small number of high quality trees and the limited area covered by vegetation in general reflects the relative lack of landscape planting and the predominance of the characteristic hard urban landscape.

Trees along the southern bank of the Regent’s Canal appear to have naturally colonised the banks and are unmanaged. Some amenity tree planting occurs along the northern bank of the canal, associated with the towpath. The canopies of canalside trees provide an indication of the location and route of the canal when viewed from the wider area. Trees within Camley Street Natural Park are a combination of self-set trees and shrubs, supplemented with planted specimens. Camley Street Natural Park is positively managed to encourage a naturalistic appearance and wildlife interest. The remaining trees within the King’s Cross Central site comprise street trees set within paved areas.
Trees in proximity to the Great Northern Hotel (Tree Nos. 1, 2 and 3) and St Pancras Lock (Tree Nos. 37 and 40) are of highest townscape value due to their size, species, quality and character. Trees within Group 36, although not individually significant, are important as part of Camley Street Natural Park. Trees adjacent to Culross Buildings are of small stature and in poor condition and do not contribute to townscape amenity.

**Lighting**

The lighting of the mainline stations and the clock tower of St Pancras Chambers reinforces their landmark qualities. However, the general level of lighting is of standard quality for public highways and there is considerable scope to enhance lighting levels to provide greater security and interest at night and to improve the presentation of historic buildings.

**Views**

RPG3 designated Strategic Views to St. Paul's Cathedral that cross the site are shown on Figure 9.1.3 and Main Site Parameter Plan KXC015. Strategic views are assigned ‘very high’ importance in this assessment.

Limited views are gained from adjacent Conservation Areas toward the King's Cross Central site. However, conservation area statements are not available for these areas and therefore specific views are not identified by the planning authorities or other bodies. A few of the conservation area views from outside the site have been identified in the Joint Development Brief as ‘local views’.

Local views are identified in the Joint Development Brief and have been categorised into ‘main views’ and ‘secondary views’ (see paragraph 9.4.82 above). The Joint Development Brief (p.52) states that “Views in and across urban townscape are important because they:

- are part of the historic understanding and knowledge of the place;
- provide interesting backdrops and contribute to a sense of place;
- reveal buildings and attractive features, progressing from enclosure to open view, with a sense of discovery, and providing a sense of historic composition;
- assist with orientation;
- provide a focus for travel along attractive routes and vistas; and
- contribute to a balance between open and built environment.”

The type of viewer and the nature or purpose of their activity and duration of view also strongly influence the perception, enjoyment and reaction to a view and any changes that may occur. For King's Cross Central, the types of users considered in the assessment of visual amenity include the existing population and the large number of people who would live, visit and work on the site if the proposals are approved:

- users of the existing and proposed public realm;
- users of Camley Street Natural Park;
- residents of existing and proposed properties in the area around and within the site;
- tourists, sight-seers and specialist interest groups;
users of public roads through and adjacent to the area;
- rail passengers;
- workers and commuters within and adjacent to the area and those that move through it;
- users of the shops, leisure, community and cultural facilities proposed for the site.

9.6.30
The nature of the view also contributes to the value, and King’s Cross Central offers a unique assemblage of heritage features which collectively enhance the importance of views within, and to, the area.

9.6.31
For the purposes of this assessment ‘main views’ in the Joint Development Brief have generally been treated as of ‘high’ importance and ‘secondary’ views ‘moderate’ importance. Where higher values are given these reflect comments received from English Heritage and take into account the importance of views of the Grade I listed stations.

Table 9.6.5 – Joint Development Brief Local Townscape Views (see Figure 9.5.6)

<table>
<thead>
<tr>
<th>Fig. 9.27 View</th>
<th>Main views:</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Views from Euston Road looking north up Pancras and Midland Roads to the side elevation of Barlow Shed;</td>
<td>Very High</td>
</tr>
<tr>
<td>4</td>
<td>Series of views from King’s Cross frontage, Great Northern Hotel, St Pancras Chambers and the Barlow Shed;</td>
<td>Very High</td>
</tr>
<tr>
<td>6</td>
<td>An emerging view of the Granary along a main route northwards from the stations of the Granary;</td>
<td>High</td>
</tr>
<tr>
<td>7</td>
<td>A glimpsed view from north of the German Gymnasium to the north end of the Barlow train shed and St Pancras extension;</td>
<td>High</td>
</tr>
<tr>
<td>13</td>
<td>Views from York Way south of Wharfdale Road, looking south-west to King’s Cross station shed and over tracks to new development;</td>
<td>High</td>
</tr>
<tr>
<td>8A to 8C</td>
<td>Glimpsed views of local landmarks such as St Pancras clock tower and Chambers, the Barlow shed and St Pancras extension from viewpoints in the Goods Yard complex (including Wharf Road, the area in front of the Granary and the upper level of the Coal Drops) and/or from the canal tow path, canal and St Pancras lock area;</td>
<td>High</td>
</tr>
<tr>
<td>11</td>
<td>View from Maiden Lane Bridge (on York Way) to the Granary, Coal and Fish Offices and Camley Street Natural Park; and</td>
<td>High</td>
</tr>
<tr>
<td>2</td>
<td>Views from Euston Road towards the stations, St Pancras Chambers and Great Northern Hotel.</td>
<td>Very High</td>
</tr>
</tbody>
</table>

Secondary Views:

| 10             | View from Camley Street (where the ground rises) to St Pancras station, Barlow shed and St Pancras extension; | Moderate      |
| 9B             | Glimpsed views from middle and eastern parts of Goods Way to King’s Cross station; | Moderate      |
| 5              | A newly-opened view from immediately north-east of the German Gymnasium towards the stations and Great Northern Hotel; | High          |
9.6.32 Islington UDP local view LV7 is of ‘high’ importance, comprising a locally valued view from Dartmouth Park Hill toward St Paul's Cathedral.

9.6.33 Where new views would be created by the proposed development, these have been assessed as of ‘high’ importance where they include views of the main landmarks (stations, gasholders etc.). Other views would be of ‘moderate’ or ‘low’ importance depending on their location and the likely level of public use. Greater importance is given to views within the conservation areas and major routes through the site.

**Contribution to the Conservation Area**

9.6.34 Conservation Area Practice (English Heritage, 1995) recommends that conservation area statements identify those buildings, structures and surfaces which make a positive, neutral or negative contribution. Criteria for positive, negative and neutral contributions are set out in Conservation Area Practice paragraphs 4.3 and 4.4 and these have been used as a basis for the assessment of the heritage resources at King’s Cross Central.

9.6.35 A detailed assessment of the contribution that buildings, structures and surfaces make to the King’s Cross Conservation Area and the Regent’s Canal Conservation Area is included in Appendix 9F Contribution to the Conservation Area. The results are summarised below. This reports that the resources either made a positive or negative contribution to ‘a sense of place’ – the report authors consider there are no cases where buildings and structures have a neutral contribution.

**Positive Contribution**

9.6.36 Buildings, features and spaces which make a positive contribution to the Conservation Area up to and beyond 2006/7 are shown in Figure 9.5.6 & 9.4.1. They include the following:

- **Listed Buildings**
  
  The Granary (and other buildings and structures within its curtilage including the Western Transit Shed, Train Assembly Shed, Eastern Transit Shed, Flanking Offices to the Granary, West Handyside Canopy, Midland Goods Shed and East Handyside Canopy).

  Great Northern Hotel.

  German Gymnasium.

  The two Stanley Buildings.

  Gasholder Triplet (dismantled and in store).

  Gasholder No.8.

  Eastern Coal Drops
• (Listed Buildings outside the site that contribute to the conservation areas include King’s Cross and St Pancras stations, the Steam Locomotive Water Point and St Pancras Lock Keeper’s Cottage)

• Unlisted Buildings (identified in the EH Position Statement 1997 as making a positive contribution)

  Western Coal Drops and Viaduct. *
  Eastern Coal Drops Viaduct. *
  Wharf Road Viaduct.*
  Western Goods Shed.
  Regeneration House.
  Coal and Fish Offices.
  Culross Buildings.
  St Pancras Lock.
  Plimsoll Viaduct.*

  [*buildings etc not identified as making a positive contribution in the Regent’s Canal Conservation Area Statement 2001]

• Other features

  Historic paving and street furniture, especially that found throughout the Goods Yard and at Battlebridge Road.
  Perimeter wall and roadway over the Wharf Road Stables.
  Maiden Lane Bridge.
  Trees within Camley Street Natural Park and along the Canal

Negative Contribution

9.6.37 Buildings, features and spaces which would continue to make a negative contribution to the Conservation Areas in 2006/7 because of the extent of the loss, intrusion or damage includes:

• filling station;
• site clearance south of the canal;
• Pancras Way (as re-aligned by CTRL);
• miscellaneous modern buildings in front of the Granary;
• modern two storey temporary offices adjacent to Regeneration House;
• gas governor building;
• King’s Cross signal building.
9.7 The Proposals

Introduction

9.7.1 This section describes the proposals and identifies the documentation that sets out the principal parameters for development upon which the heritage and townscape assessment is based. Assumptions about the development are set out, together with a description of the ‘worst case’ in heritage, townscape and visual terms. Mitigation measures incorporated into and assessed as part of the proposed development are also described.

The Proposed Development: Main Site

9.7.2 The Development Specifications comprise two sets of documents, one dealing with the ‘Main Site’, and one with the ‘Triangle Site’. They set out the information upon which the Environmental Statement relies for a description of the proposals.

9.7.3 The proposed comprehensive mixed-use development is described in Section 3.2 of the Environmental Statement, which summarises the scheme as defined in the Development Specification and accompanying Parameter Plans and Landscape Proposal Plans.

9.7.4 This specialist report reproduces copies of the main Parameter Plans that include information on scale, height, massing and form (see para 9.2.9) :-

KXC 004 Principal Public Realm Areas Figure 9.7.1
KXC 005 Development Zones Figure 9.7.2
KXC 010 Conservation Plans Figure 9.7.3
KXC011 Demolition and Relocation Proposals for Listed Building and Conservation Area Consent Figure 9.7.4
KXC013 Development Massing Figure 9.7.5
KXC014 Maximum Building Heights Figure 9.7.6
KXC015 Strategic Views Figure 9.7.7

Height and Massing

9.7.5 To assist in an understanding of the three-dimensional nature of the proposals an axonometric has been reproduced from the Urban Design Guidelines - see Figure 9.7.8. It is important to note that this figure does not form part of the proposals. Nevertheless, they illustrate a development build out that is consistent with the maximum floorspace applied for, across the site as a whole and they generally portray the maximum building height in locations acknowledged to be sensitive in terms of heritage and townscape considerations.

9.7.6 The development zone boundaries are shown on Parameter Plan KXC005. Development zones define a maximum development envelope which fixes the broad scale, grain and townscape pattern for the scheme, and identifies principal pedestrian and vehicular routes through the site. Parameter Plan KXC007 governs how the development zones would subsequently be subdivided, at the detailed design stage.
9.7.7 The Development Specifications fix maximum building heights (Parameter Plan KXC014) for each development zone across the site; these heights would avoid buildings impinging upon the important Strategic Views. However, these maximum building heights could not be achieved everywhere throughout every zone, due to limits placed elsewhere in the Development Specification on the quantum of development floorspace.

9.7.8 South of the Regent’s Canal, maximum heights of new buildings would rise from 34.0 metres AOD in Development Zone A immediately next to King’s Cross Station, to 72.0 metres AOD at Goods Way. For comparison, the roof heights of St Pancras and King’s Cross Stations are 54.9 and 42.0 metres AOD respectively, with St Pancras Chambers at 73.29 metres AOD. The station extension to St Pancras station has a height of approximately 36 metres AOD.

9.7.9 Allowing for the finished site levels given in Figure KXC012 the above figures provide for a maximum building height of approximately 17.1 to 48.2 metres in Development Zone A, and 38.2 to 53.1 metres in Development Zone B. Using the assumptions about floor heights south of the canal (paragraph 4.60 of the Development Specification) these maximum building heights equate to approximately 4 to 11 storeys in Development Zone A, and 9 and 12 storeys in Development Zone B.

9.7.10 To the north of Regent’s Canal, the proposed new pavilions, (Development Zones G and H) have a maximum height of 35m AOD, a building height of approximately 10.8 metres.

9.7.11 The maximum height of other buildings north of the canal range from 45 metres AOD to 84 metres AOD. For comparison, the tallest retained building to the north of the canal would be the Granary at 48.0 metres AOD; the height of the relocated Gasholders in Development Zone N would be at 65.0 metres AOD. The maximum height of the new buildings would be approximately 21 to 59 metres AOD, Equivalent to 6 to 19 storeys (ref. Development Specification para 4.61).

9.7.12 The figures above take no account of the Limits of Deviation on Figure KXC012. South of the Canal the lowest LOD could give rise to buildings elevations approximately 0.5 m higher than the figures given in para 9.7.8 and 9. North of the Canal the lowest LOD would give an increase of 1m in building elevations. There would be no change to the maximum building heights (which are stated in metres AOD) and these differences are not considered to be material to the assessment of effects.

9.7.13 Parameter Plan KXC013 governs massing and this confirms that the vast majority of development floorspace would be 30/31 metres or less above finished site levels. The parameter plan confirms, therefore, that the maximum building heights shown on Parameter Plan KXC014 could not be actioned everywhere across the site. At the same time it leaves flexibility over how future detailed designs may comply, for example with variations in building heights and/or rooflines, to create landmark and nodal points.

Heritage

9.7.14 Heritage buildings that are to be retained are shown on Parameter Plan KXC 010 and information about the proposed works to these buildings to facilitate their re-use is described at paras 3.7 to 3.9 of the Main Site Development Specification. In addition Annex E of the Main Site Development Specification presents information on the notable features of each building and parameters for refurbishment.

9.7.15 Buildings to be demolished or relocated that require Listed Building or Conservation Area Consent are shown on Parameter Plan KXC011, and are listed at paragraph 4.51 of the Development Specification. Of particular heritage relevance are:
- demolition of Culross Buildings;
- demolition of Western Goods Shed;
- demolition of Plimsoll Viaduct;
- demolition of extensions to the Great Northern Hotel;
- demolition of northern block of Stanley Buildings;
- demolition of the very northern end of the East and West Handyside Canopies;
- relocation and re-erection of the Triplet gasholder guide frames;
- dismantling of Gasholder No.8, and relocation and re-erection of its guide frames;
- demolition of various other buildings and structures including (amongst others) the existing Exel bridge over the Regent's Canal, the filling station, and the existing gas governor which is to be relocated to a position on the south side of the Regents canal;
- demolition and/or reduction in the height of sections of wall along the Regent's Canal to improve physical and visual connections between the towpath and the Goods Yard, and create new bridges/access points.

Public Realm

9.7.16 Principal public areas are identified on Parameter Plan KXC004. The location and specification of access routes is described in Parameter Plan KXC007 and Annex C of the Development Specification.

9.7.17 New streets, parks, squares and other principal public realm areas are proposed throughout the site, representing approximately 39% of the total site area (Development Specification, paragraph 3.13). These principal public realm areas represent a significant increase in public access within the site. (compare Figures 9.5.5 and 9.7.1). In addition, new local amenity spaces would be provided within individual development zones, as confirmed at Main Site Development Specification at para 4.15 and Table 2. The Triangle Site (see below) provides one example of how such spaces may be provided within the planning and urban design of individual development zones.

9.7.18 Further information on the treatment of the principal public realm is given in Section 5 and Annex D of the Development Specification which describes and introduces the Landscape Proposals Plans that are to be read in conjunction with the Parameter Plans. Landscaping Proposals Plans have been prepared for key areas and they define landscape scheme components, their broad layout, surfacing treatments, tree planting, water features, and focal points/vertical features. There are also Landscape Proposals Plans dealing with the standard of street furniture, trees, materials etc.
**Landscape**

9.7.19 The landscape proposals for the public realm indicate the use of robust hard landscape materials appropriate to the site’s urban setting. High quality materials, both new and reclaimed, would be used to provide attractive, useable spaces containing seating areas, cafes, fountains, public art, performance and exhibition spaces, and street furniture, including appropriate lighting. Heritage features, such as tracks and turntables, would be reclaimed and in some cases relocated and incorporated within the design to create a high quality public realm.

9.7.20 The landscape proposals (and Annex C of the Development Specification) illustrate where opportunities exist to continue using the existing/historic materials. In order to maintain the context of the materials it is proposed to use a combination of in-situ preservation and, where this is not possible, re-use of salvaged materials either in their current location, by lifting and re-laying, or in other locations on the site including granite setts in the Goods Yard Area, principally Granary Square (LPP107) and around and between the Eastern and Western Coal Drops and associated viaducts (LPP108).

9.7.21 The proposed development would require the loss of most of the existing trees on the site (approximately 155 No. trees). These are of relatively low quality and the two best trees (trees 37 and 40) at St Pancras lock would be retained. It may also be possible to retain a number of the trees in the construction corridor in Camley Street Natural Park, subject to the detailed design of the proposed bridge and path.

9.7.22 The landscape proposals (Annex D, Development Specification) include the planting of over 250 No. trees – at a range of sizes from saplings to semi-mature trees (e.g. along the Boulevard). This would increase the number and quality of the trees on the site.

**Land Use**

9.7.23 The proposed land uses are described in Section 3 of the Development Specification and Ground Floor uses are illustrated on Parameter Plan KXC009.

**Development Specification – Triangle Site**

9.7.24 There are no heritage interests in the Triangle Site; it is not in a Conservation Area and there are no listed buildings on the site.

9.7.25 The Development Specification describes the proposals for highway access and parking to serve three principal buildings on this sloping site. Figures TS002 and TS004 to TS007 describe the existing and proposed levels and the proposed layout of the buildings. The main land uses would be residential, retail and sports/fitness/community uses around a central amenity space.

9.7.26 The maximum building heights are shown on Figure TS006 and range from 38m AOD near the East Coast Main Line to 85m AOD in the north. For comparison, the existing site levels along York Way will vary from 23.1m AOD in the north of the site to 29.1m AOD in the south. Maximum building elevations across the site would therefore range from approximately 15m to 61m.

9.7.27 The figures above take no account of the Limits of Deviation on Figure TS005 which could add another 2.5m to the height of the elevations. However, there would be no change to the maximum building height and this difference is not considered to be material to the assessment of effects.
9.7.28 The proposals include a new area of public realm at the southern end of the site to provide an entrance into the development. The central amenity space is envisaged as a private space, mainly for the use of the new residents.

**Construction**

9.7.29 The proposals for implementation are set out in the Main Site Development Specification – section 6 at paragraphs 6.7-6.9. This confirms that the “applicants cannot (and do not) make any commitments to a particular programme of works, or to a particular sequence of development activity, zone by zone.” However the Development Specification does go on to make some commitments to broad principles, for example, each major phase would contain a mix of different uses. There is also an assurance that the public realm would be developed in phases alongside the main phases of built development.

**Assumptions**

9.7.30 The following assumptions have been made about the development proposals :-

**Design Quality**

9.7.31 Information about the scale, height, massing and alignment of the proposed development is provided in the Development Specifications and this is summarised at paras 9.7.5 to 9.7.13 above. These are the ‘fundamental architectural principles’ highlighted in PPG15 (see section 9.2 above) as key factors in the integration of historic buildings and new development and thus the effects on new development on heritage and townscape resources.

9.7.32 Other “development parameters” envisaged by the Joint Planning Brief have similarly been addressed and incorporated, within the Development Specifications.

9.7.33 Of course, the significance of effects upon heritage and townscape resources will also be influenced by the quality of the new development components and interventions to retained buildings. For the purposes of the assessment, it has been assumed that a high quality development would be delivered through the detailed design and planning processes and procedures in accordance with UDP policies, the Joint Development Brief and appropriate planning conditions attached to any planning permission, and Listed Building and Conservation Area Consent(s).

9.7.34 Moreover, the level of control is particularly high in a Conservation Area and within the setting of Listed buildings: the Joint Brief conforms that the LPA will consider its statutory duties in respect of Listed buildings and Conservation Areas and in particular the need to have regard to the desirability of preservation or enhancement (para 1.3.5).

9.7.35 The Development Specification Para 6.1 proposes the following approach to future applications :-

“The applicants would invite the LPA, upon granting planning permission, to impose a condition that requires all future applications for approval for reserved matters to: conform strictly with the approved development parameters of this Development Specification, including the Parameter Plans.”

9.7.36 Further details of landscape proposals may be submitted alongside the relevant applications for approval of reserved matters on each major phase of development.
With regard to protection and control of quality related to retained heritage buildings, the Main Site Development Specification confirms that:

“Following the grant of outline planning permission, for comprehensive development of the site, the applicants would prepare a detailed scheme for each retained heritage building, with firm proposals for its refurbishment. The applicants would submit these detailed schemes for approval by the local planning authority and seek Listed Building Consent or Conservation Area Consent, as appropriate, at the same time.

Each detailed scheme would be supported by a Conservation Plan, which would address the refurbishment, management and maintenance of the building(s) concerned.

No works could or would take place until the relevant detailed scheme(s) had been approved, the relevant Listed Building or Conservation Area Consent(s) had been granted (and any relevant conditions had been discharged)...” (paras 6.4 to 6.6).

The Applicants’ Implementation Strategy also confirms the Applicant’s commitment to achieve a high standard of design through:-

- working with high calibre designers (para 7.7 and 7.8);
- using the Urban Design Statement and the Urban Design Guidelines, submitted in support of the outline planning applications, as reference documents throughout the design process, including them as part of the architectural brief for each development plot, as they come forward (para 7.8);
- the submission of up-to-date illustrative build out plans, at each key stage of the development (para 7.15);
- the submission of an Urban Design Analysis, for each major phase, to explain how the design of development forming part of that major phase would respond to the original Urban Design Guidelines (para 7.16).

Overall it is assumed that the ongoing design and regulatory process would deliver a coherent high quality townscape and provide appropriate protection to the heritage resources on the site.

**Historic Surfaces and Furniture on Site**

The intention is to maintain the context of the settings around the historic buildings as far as practicable. This would be through a combination of retaining materials *in-situ*, lifting and re-laying, and where historic surfaces need to be taken up to meet the needs of the proposed development e.g. to accommodate buildings, changes of level, infrastructure works or disabled access, where practicable, paving materials etc. would be stored for reuse within the site, to maintain the overall character.

**Use of CTRL Salvaged Materials**

The CTRL project has required that various parts of heritage buildings, structures and surfaces be removed to make way for the permanent works. It has been a requirement of that project that materials arising from these demolitions be salvaged for reuse within the CTRL works or, where this is not appropriate, made available for reuse by others. Most of the material that is in good condition is already being reused by the CTRL.
While the Applicants are under no obligation to find uses for these materials and no specific proposals exist for their use within KXC, the Applicants have identified certain materials that could be used within the landscape proposals. These include granite setts and kerbs; York Stone paving; surface artefacts (e.g. bollards); and potentially some bricks. Reuse of these materials in the scheme would be a potential positive impact of the KXC proposals. Where other parties (including LBC) have identified specific salvage materials for reuse on current projects, the Applicants have agreed (and would continue to agree) that they should be released as such projects can guarantee that the materials would be reused.

**Building Materials**

The decision to salvage building materials would depend on the condition of the materials, their suitability for re-use, methods used to extract them, and the economic viability of the process. For the purposes of the EIA it is assumed that only a small proportion of any building materials arising from demolitions and alterations would be suitable for re-use in the proposed building works. There would be some special cases where important heritage materials are identified for careful removal and re-use. However, the most likely scenario is that damaged materials and rubble etc. would be recycled as hardcore.

**Management of Construction**

It is assumed that the construction period would last until sometime after 2020 and that potential adverse effects of construction on townscape, views and heritage would be controlled to an acceptable level through the implementation of:

- appropriate measures to minimise visual intrusion e.g. providing a clean and tidy site with well maintained hoardings, lighting, signs and footways;
- appropriate protection measures to heritage features to be retained e.g. from risks from physical damage and vandalism/theft or indirect damage from water, dust, contamination, vibration etc.;
- archaeological watching briefs for buried and structural elements of the historic environment;
- appropriate access for documentation of features to be demolished or altered.

**Public Realm Management**

It is assumed that the public realm would be managed to a high standard of cleanliness and safety. The applicants have stated their commitment to achieve this in several documents and it is also a key objective of the LPA.

**Lighting**

For the purpose of assessment it is assumed that the main thoroughfares and access routes would be lit to adoptable standards.

Lighting would contribute to the safety and vitality of the public realm at night. Selected building facades would be floodlit and feature lighting would be designed to highlight works of art or other particular elements such as the water features (ref. LPP 107, 114 and 115) and individual or groups of trees. It is assumed that light pollution would be kept to a minimum, consistent with the need for safety and security.
King’s Cross Station Enhancement

9.7.47 Uncertainties exist regarding the design and timing of the King’s Cross Station Enhancement, proposals which are being considered by Network Rail. The ES therefore assesses the proposals without the station enhancement – see Parameter Plan KXC004 and Landscape Proposals Plan LPP101. However, the assessment also separately considers the heritage and townscape effects with the King’s Cross Station Enhancement in place. This has been done in order to consider the potential cumulative effects of the two schemes.

Regent’s Canal

9.7.48 Works to the Regent’s Canal would include landscaping, towpath improvement, lighting and other measures as set out on Parameter Plan KXC006 and Landscape Proposals Plan LPP106.

Worst Case

9.7.49 The Development Specifications and Parameter Plans allow for a range of building heights, massing and floor space arrangements. The environmental assessment is based on the ‘worst case’ effects that are likely to result from the implementation of the scheme.

9.7.50 The theoretical ‘worst case’ for heritage and townscape is development up to maximum building heights in each ‘receptor’ location, bearing in mind that in reality other parameters i.e. for development massing and floor space may not permit development up to the maximum height in all locations.

9.7.51 The maximum height parameter would provide the biggest contrast in height between new and retained buildings and the ‘tallest’ streets within the development.

9.7.52 Other ‘worst case’ assumptions are:-

- no re-use of building materials from demolitions/alterations other than as hardcore (where suitable);
- no re-use of CTRL salvaged materials (except the Triplet gasholder guide frames).

Mitigation

9.7.53 Section 3.3 of the Environmental Statement defines mitigation measures as aiming to avoid, minimise, remedy or compensate for the predicted adverse effects of the project.

9.7.54 Mitigation of potential significant adverse effects on heritage and townscape resources has been built into the proposals for King’s Cross Central (see Section 9.3 above and ‘Evolution of the Proposals’ at Section 3.1 of the Environmental Statement).

9.7.55 As stated at para 9.2.5 there would be adverse effects on the heritage resources as a result of demolition of and modern interventions into some of the heritage buildings. Delivery of a high quality design, including new built form, innovative conservation and townscape, and putting buildings into productive new uses that secure their future, would help to compensate for such losses and would enhance the setting of retained buildings and related features. Heritage buildings would also be enhanced by sensitive refurbishment, greater public access and appropriate new uses to ensure longevity and positive re-use.
9.7.56  It is assumed that there would be ‘structural’ archaeological watching briefs at times when new interventions and conservation were occurring to Listed buildings and other notable historic buildings. The archaeological chapter also refers to watching briefs at times when temporary and permanent ground works encounter made ground from the 19th century or earlier, and Fleet River Alluvium. Resulting documentation from these processes would be made available to the local planning authority, English Heritage, and other heritage bodies.

9.7.57  The loss of existing trees would be compensated for by new tree planting appropriate to its historic setting and urban context as shown on the Landscape Proposals Plans.

9.7.58  Potential effects upon Strategic Views have been avoided by the commitment to maximum building heights across the site which are fixed below the protected viewing planes.

9.7.59  There would be a loss of some local views, as anticipated by the Joint Development Brief (paragraph 3.2.12):

   “At present, the open and undeveloped nature of the site means that there are many revealing vistas across the site. Few of these have an extended history though some newly opened up views can be shown as valuable. It is unrealistic to expect that many of these views and their full scope can remain. All views within the Area will change to some degree due to ongoing and proposed developments.”

9.7.60  Compensation for loss of local views would include the creation of new views, vistas and panoramas from within the proposed, and enhanced, areas of high quality public realm. These would provide sequences of views from the main thoroughfares to existing landmarks and to newly created landmark buildings and features within and around the site.

9.7.61  The effects of lighting would be controlled by the type of light fittings shown on the Landscape Proposals Plans LPP114 and 115.
<table>
<thead>
<tr>
<th>Potential adverse effect</th>
<th>Mitigation</th>
<th>Type</th>
</tr>
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<tbody>
<tr>
<td>Heritage buildings</td>
<td></td>
<td></td>
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<tr>
<td>▪ Demolition</td>
<td>Recording and analysis</td>
<td>Reduction</td>
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<tr>
<td></td>
<td>Improvements in townscape and public access</td>
<td>Compensation</td>
</tr>
<tr>
<td></td>
<td>Refurbishment and re-use of other heritage buildings and their integration within the overall redevelopment</td>
<td>Compensation</td>
</tr>
<tr>
<td></td>
<td>Increased public access to heritage buildings and their setting</td>
<td>Compensation</td>
</tr>
<tr>
<td>▪ Loss or damage to setting of retained buildings</td>
<td>Control of building heights and massing</td>
<td>Reduction</td>
</tr>
<tr>
<td></td>
<td>Delivery of high quality development and public realm</td>
<td>Reduction and compensation</td>
</tr>
<tr>
<td>▪ Alterations / interventions to retained buildings</td>
<td>Refurbishment and re-use of the building in accordance with the refurbishment parameters for each building set out in Annex E of the Main Development Specification.</td>
<td>Reduction and compensation</td>
</tr>
<tr>
<td></td>
<td>Adherence to normal planning and building controls</td>
<td>Avoidance</td>
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<tr>
<td></td>
<td>Control of construction to avoid damage to retained buildings / features</td>
<td>Avoidance</td>
</tr>
<tr>
<td>Historic surfaces/materials</td>
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</tr>
<tr>
<td>▪ Removal of historic surfacing etc.</td>
<td>Retention / re-use <em>in-situ</em> where practicable as indicated on Landscape Proposals Plans</td>
<td>Avoidance</td>
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<tr>
<td></td>
<td>Salvage for re-use in areas associated with heritage buildings</td>
<td>Reduction</td>
</tr>
<tr>
<td>Historic structures e.g. canal walls</td>
<td></td>
<td></td>
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<tr>
<td>▪ Demolition/ alterations</td>
<td>Recording and analysis</td>
<td>Reduction</td>
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<tr>
<td></td>
<td>Improvement in townscape and public realm/access</td>
<td>Compensation</td>
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<tr>
<td>Trees</td>
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<tr>
<td>▪ Loss of trees</td>
<td>Replacement/additional tree planting</td>
<td>Compensation</td>
</tr>
<tr>
<td>Light pollution</td>
<td>Adherence to normal planning and building controls</td>
<td>Avoidance</td>
</tr>
<tr>
<td></td>
<td>Lighting to control unwanted glare and light spillage</td>
<td>Reduction</td>
</tr>
</tbody>
</table>
Views

- Obstruction of strategic views: Built development below viewing plane for strategic views. **Avoidance**

- Loss/obstruction of local views: Creation of new views of high quality. **Compensation**
  - High quality development and townscape. **Avoidance and compensation**

Character

- Loss or damage to the character of the canal corridor: Improvements to surfacing and street furniture. **Reduction and compensation**
  - Improved public access and security. **Compensation**

Construction

- Damage to heritage buildings/structures to be retained: Control of the construction and protection processes. **Avoidance**
  - Structural archaeological watching brief. **Avoidance**

- Dilapidation while awaiting redevelopment: Maintain buildings/features to avoid adverse changes in condition. **Avoidance**

Sensitivity to the Proposed Changes

9.7.62 The sensitivity of the site to change has been considered in the light of the nature of the proposals, taking account of the mitigation measures that have been built into the scheme. Factors that contribute to sensitivity include:

- land use and character;
- pattern and scale of the existing and proposed development;
- the quality of the proposed development.

9.7.63 At King's Cross Central the largely 'unused' nature of the land in the baseline year means that the area is not sensitive to change in the conventional sense. Policy objectives promote regeneration and ‘a very high of design, architecture, townscape, layouts, landscape and open spaces.’ (LBC Policy SKC4); therefore a change in character is regarded as an inevitable and positive consequence of development. The changes are not confined to the site itself and the proposed pattern of development also seeks to improve access to and across the Opportunity Area (in the past the large areas of railway land and the gasworks have created barriers to movement).

9.7.64 Within the site the character and appearance of Listed buildings and Conservation Areas are potentially more sensitive to change in general terms but their actual sensitivity would depend on the nature of the proposed development including the public realm.
South of the canal

9.7.65 South of the canal the existing Victorian buildings were traditionally part of a mixed use area and are described as robust:

“The character of the heritage buildings and structures is mostly of a robust, unpretentious and industrial nature”. Joint Development Brief, paragraph 3.2.6.

9.7.66 Because of their monumental scale and character the stations are not likely to be particularly sensitive to changes involving mixed uses and high quality medium-to-large scale buildings. There are examples in London, for example at Broadgate (and Paddington) where large-scale, high quality development has been built successfully alongside Victorian train stations without adversely affecting their character or appearance.

9.7.67 The other buildings (e.g. the German Gymnasium and Stanley Buildings) are smaller in scale than the stations and more likely to be sensitive to the height and massing of the proposed development, although both have recently been overshadowed by the new extension to St Pancras Station.

9.7.68 Overall the southern area is assessed as of low to moderate sensitivity.

Regent’s Canal

9.7.69 The Regent’s Canal is a relatively narrow ribbon of water winding its way through London. At King’s Cross Central it is enclosed by walls and buildings to the north but to the south the buildings are largely set back from the canal and views are more open.

9.7.70 The type of development proposed is not dissimilar to that found elsewhere along the Regents Canal and city centre canals in general (e.g. Brindleyplace, Paddington Basin, Manchester etc). Therefore given its commercial nature, urban setting and scale, the canal is not regarded as being particularly sensitive to the scale and quality of built development proposed. However, it would be sensitive to changes in access and boundary treatments which could affect its sense of seclusion and tranquillity.

9.7.71 The canal is assessed as being of low to moderate sensitivity.

Central Area

9.7.72 North of the canal the Goods Yard buildings together achieve a critical mass through their scale and robustness. They are unlikely to be particularly sensitive to the proposed development on adjacent land to the north or to changes in the detail of the external areas (provided that the general levels are retained and tree planting respects the urban character, as shown on the Parameter Plans and Landscape Proposals Plans). The main sensitivity to the character of the area is likely to arise from the visual impact of proposed development to the south, because of the (recent) relative openness of views towards the two mainline stations.

9.7.73 The sensitivity of this area is assessed as low.
North of the Goods Yard (including the Triangle site)

9.7.74 North of the Goods Yard the area has remained as open railway land but devoid of the former major buildings including the Top Shed and Round House for some four decades. Its sensitivity to change is low because of its industrial character and its relatively isolated nature, being enclosed by railway tracks to the north-east and west.
9.8 Assessment of Heritage and Townscape Effects

Introduction

9.8.1 The effect of the proposal on heritage and townscape is made up of a series of detailed effects on individual features and resources which build up to create an overall effect on the character and appearance of the site as a whole and its surroundings. Some of the effects of the proposals would be adverse and others beneficial.

9.8.2 The assessment considers the effects within the four main character areas (see Figure 9.4.2):

- Southern Character Area (Character Sub Areas 1, 2 and 3 to the south of the canal);
- Regent’s Canal (Character Sub Areas 4 (Camley Street Natural Park) and 5) is assessed separately from the Central Character Area to enable the effects on the canal and the Goods Yard area to be differentiated;
- Central Character Area – Character Sub Area 5 (the Goods Yard complex);
- Northern Character Area – Character Sub Areas 7 and 9 (land north of the Goods Yard complex and the Triangle).

Within each character area the following effects are assessed:

- heritage buildings/ groups/ structures;
- townscape character;
- views.

9.8.3 This information is summarised in Tables 9.8.1, 9.8.2, 9.8.3 and 9.8.4. An overall assessment of effects of the development is presented in Table 9.8.5 Summary of Heritage and Townscape Effects.

9.8.4 This approach enables individual effects to be identified, and balanced through a process of synthesis, building towards an assessment for the proposal as a whole. This accords with the planning requirement for a comprehensive approach to development and the need to assess the overall effects of the scheme.

9.8.5 In addition this report also considers alternative scenarios:

a) with the King’s Cross Station Enhancement (and LUL Phase 2 works); and
b) without the Triangle Site.

Basis of Assessment

9.8.6 The assessment of effects on heritage and townscape have been based on the Development Specifications for the Main and Triangle Sites using the assumptions and ‘worst-case’ scenario set out in Section 7 above. The Urban Design Guidelines do not form part of the proposals and have not been relied upon for assessment purposes. However they do provide an illustration of one of a number of possible development options within the parameters set by the Development Specifications and extracts from the Urban Design Guidelines have been used in three ways:
to provide a broad understanding of the three-dimensional character of the development (see para 9.7.5 and Figure 9.7.8);  

- to illustrate one possible development option within the ‘worst-case’, maximum height, envelope (see para 9.8.9 and Figures 9.8.2 to 9.8.17);  

- to illustrate the general sequence and character of new views that would be experienced in journeys through the southern part of the Main Site (see paras 9.8.12 and 13, and Figures 9.8.18 to 21).

**Visual Impact**

*Existing Views*

9.8.7 The assessment includes a series of visualisations to illustrate how the appearance of the site is likely to change as a result of the proposals. These visualisations are presented as images from the ‘main’ and ‘secondary’ local townscape views identified in the Joint Development Brief (see Figures 9.8.2 to 9.8.17). These represent a range of existing views from public or ‘semi-public’ (e.g. Wharf Road) viewpoints that would be affected by the proposals, accepting that the viewer would experience constantly changing perspectives as they travel around and within the site.

9.8.8 The images include:-

- photographs of the existing 2004 view;
- 3-dimensional computer generated images of the completed scheme.

9.8.9 The proposed development envelope within the views is based on the maximum building heights set out on Parameter Plan KXC 014; this represents the ‘worst case’ (see paragraphs 9.7.50 to 9.7.53). An interpretation of the development massing thresholds set out on Parameter Plan KXC013 are indicated by a darker tone on the visualisations to illustrate a more likely development envelope. This has been taken from the Urban Design Guidelines and represents how a development, in line with the maximum quantum of floorspace applied for, may emerge.

9.8.10 Proposed trees are shown on the visualisation at an average height of 15m to illustrate their eventual scale.

9.8.11 The significance of changes to existing views would vary with the viewer’s perception. The loss of local views of landmarks is likely to be regarded as ‘adverse’ but these landmarks are often seen in the context of foreground views of vacant land. Both aspects need to be taken into account in reaching a judgement about the effects of the proposals.

*New views*

9.8.12 New views, from areas not currently accessible to the public, are illustrated on Figures 9.8.18 to 9.8.21. These have been reproduced from the Urban Design Guidelines and give an indication of the scale and massing of the development and its relationship to the retained heritage buildings. The views also indicate the variety of vistas and panoramas that would be obtained by moving through the different spaces within the proposed development. They show a range of new skylines, views of heritage buildings alongside new development and glimpses of landmarks within and outside the site.
9.8.13 The ‘emerging view of the Granary along a main route northwards from the stations’ (Dev. Brief para 3.2.13) has also been illustrated – see Figure 9.8.18. This sequence of views is seen as important by the planning authorities (it is a ‘main view’ in the Joint Development Brief) and CABE as a means of drawing people into the scheme.

9.8.14 New views are generally considered to be ‘beneficial’ because of the proposed quality of the development and the ability to experience new and existing landmarks and features through the increased opportunity for public access.

Effects of Construction

9.8.15 In addition to the permanent effects of development, there are potential temporary adverse effects on the built heritage during the construction process from accidental damage, vibration or groundworks close to buildings and structures.

9.8.16 There is also the possibility of dilapidation to the existing buildings if they remain unused for long periods. Construction work may give rise to loss or damage to salvaged materials. It has been assumed that these effects would be controlled through the implementation of standard site management controls.

9.8.17 For the King’s Cross Central site, the extended period of construction is likely to produce a “building site” character to the site for 12-15 years or longer. The exact timing would be dependent upon market opportunities and other forces. It is inevitable that the appearance of site huts, cranes, construction plant and vehicles etc. would convey the impression of construction in progress and an unfinished site. The construction process would also affect local views through the demolition of existing buildings, (removing features but opening up new views), and the emergence of new buildings within the view. These effects would progressively diminish as the site is built out.

9.8.18 The consultation stage has shown that the public are concerned about the overall effects of construction including noise, dust etc (see Part 4 of this Environmental Statement). However there would also be positive effects on character and views, as the unused land is brought into beneficial use and occupation. After so many years of blight, the construction phase may be perceived by the local community as signalling an end to the period of uncertainty that has dogged the site.

9.8.19 The new occupiers of the site and visitors would also be affected by the construction works. However they would be made aware of the long-term nature of the proposals and it is assumed that the effects on this group would be managed as a normal part of phased site operations and are unlikely to be significant.

9.8.20 The overall effect of the construction stage is considered to be ‘neutral’ over the period of development with adverse effects on views balanced by the improvement in the appearance of the site. Any adverse effects (on character and views) are likely to occur in the early stages of development when the main site establishment and infrastructure works are in progress.
Effects on Trees

9.8.21 The effects on the tree population of the new development is considered to be 'beneficial'. The proposals would create a greater tree cover within the public realm, commensurate with the need to retain the robust urban character of the Conservation Areas.

Effects on Historic Surfaces and Structures

9.8.22 The context of historic materials/structures would be lost once they are re-used elsewhere on the site (e.g. Gasholder No.8). However, this effect would be mitigated by re-using the materials in an appropriate setting. For example, the development proposes the relocation of the guide frames of the Triplet and Gasholders No.8 to a canal-side location retaining its role as a landmark close to the approach to St Pancras Station.

9.8.23 Similarly historic paving materials and other existing street furniture would maintain their value by being retained in-situ or carefully re-used in areas within the setting of the retained heritage buildings in the Goods Yard complex. Materials not re-used within the scheme could be offered for re-use in other projects.

9.8.24 The re-use of salvaged materials would also provide townscape benefits by improving the setting and views of heritage buildings. The overall 'worst case' effect on historic surfaces and materials is considered to be 'adverse'; the loss of materials and context being only partly mitigated by the beneficial re-use.

9.8.25 Any re-use of salvaged materials, such as granite setts and kerbs, from the CTRL works is considered to be a 'benefit' of the scheme because it would retain these historic resources close to where they were originally located. The proposed re-use of the salvaged 'Triplet' guide frames, in association with the relocation of Gasholder No.8 guide frame is considered to be of major importance, re-establishing a group of gasholders as an icon of the Kings Cross area.

Effects on the Southern Character Area (Sub Areas 1, 2 and 3)

Introduction

9.8.26 The Southern character area is entirely located within the King’s Cross Conservation Area. By 2006/7 the area will have been largely modified by the CTRL and LUL works (see 9.5.41 and Figures 9.4.2 and 9.5.1) With the exception of a new forecourt to be built by CTRL between the two mainline stations the area will comprise vacant land and isolated buildings (German Gymnasium, Stanley Building, Culross Buildings and Gasholder No. 8).

9.8.27 In 2006/7 there will be views into the site from the adjacent Regent’s Canal Conservation Area and the Islington King’s Cross Conservation Areas (see Figure 9.1.2 and Figure 9.8.1).

9.8.28 The Joint Development Brief identifies ‘main’ views (See Table 9.6.5) views northward from Euston Road, from the German Gymnasium to St Pancras and the Barlow Shed, and emerging views toward the Granary travelling north through the site. ‘Secondary’ views include those from Pentonville Road towards the stations, from the German Gymnasium toward the Great Northern Hotel, and from Goods Way to King’s Cross Station (views 3 and 9 (Figs 9.8.4 and 9.8.12)).
9.8.29 Other existing local views from outside the southern character area include views from York Way and oblique views will be gained from the CTRL lines immediately north of the St Pancras station extension.

Proposals

9.8.30 The Great Northern Hotel, German Gymnasium and southern block of Stanley Buildings would be retained with the exception of two small ground floor and basement extensions to the Great Northern Hotel which would be removed. The remaining hotel building, German Gym and southern Stanley building would be refurbished for new land uses (Development Spec. para 3.9 and Annex E, Parts 9, 10 and 11). Together with the mainline stations they would enclose Station Square.

9.8.31 The northern block of Stanley Buildings would be demolished to permit the re-alignment of Pancras Road to the west side of Station Square and alongside the extension to St Pancras Station. The square would be re-modelled to include a revised taxi-servicing to King’s Cross Station (see Figures KXC007 and LPP101). The proposals would not prejudice the future King’s Cross Station Enhancement.

9.8.32 The Culross Buildings would be removed to make way for the creation of new north/south routes between the stations and the Goods Yard complex. The guide frame of Gasholder No.8 would be carefully dismantled for relocation to Zone N north of the canal (see Parameter Plans). The Gas Governor would be relocated within the canal corridor to Development Zone V.

9.8.33 Two new development zones (A and B) would occupy the land south of the canal. They would define the Boulevard, which would extend north towards Canal Square. The square would link to Granary Square via two new bridges over Regent’s Canal. Development zones A and B would also define the southern edge of Goods Way and give enclosure to Granary Square to the north of the canal – see Landscape Proposals Plan LPP105. Landscape Proposals Plans LPP103 and LPP105 show high quality landscape treatment, tree planting and water features for the Boulevard, with vertical elements at Canal Square to mark the crossing point of Goods Way.

9.8.34 Development zone B would define the new public space of Pancras Square to the north of the German Gymnasium. It would also provide a street frontage to Pancras Road and the extension to St Pancras station (see Landscape Proposals Plan LPP102).

Effects of the Proposals

9.8.35 A summary assessment of the effects arising from the proposed development on the character and resources of the Southern Character Area is set out in Table 9.8.1.

Heritage

9.8.36 The demolition of the (listed) northern block of Stanley Buildings and (unlisted) Culross Buildings and the removal of the listed Gasholder No.8 from its original site (loss of parts of the gasholder and loss of context) would have adverse effects on the heritage resources. However, these effects would be tempered by the embedment of the retained heritage buildings (Great Northern Hotel, German Gymnasium and southern block of Stanley Buildings) within the scheme, and their refurbishment for continued economic and social uses. The retention of the German Gymnasium with the southern block of Stanley Buildings would also conserve Clarence Passage and its views of the Barlow Shed (see Figure 9.8.7).
9.8.37 The overall setting of the heritage buildings would be enhanced through the re-alignment of Pancras Road to the western edge of Station Square – see Figure LPP101. The proposed arrangements would re-establish the former route of Pancras Road alongside St Pancras Station and free up Station Square for a more innovative design that also improves the setting of the German Gymnasium and retained Stanley Building.

9.8.38 The size of the proposed development would be in keeping with the monumental scale of the stations. It is considered that the overall massing would not have an adverse effect on the Group 1 buildings or the Conservation Area.

9.8.39 For St Pancras Station the proposed development (Zone B) would lie adjacent to the new station extension and there would be no direct effect on the historic station shed or St Pancras Chambers.

9.8.40 At its highest maximum point Zone B would be at 70m AOD, approximately 34m above the height of the station extension, at 36m AOD. Zone B would step down to the south to 56m AOD, which is about the same height as the Barlow Shed (54.9m AOD). Given the separation of the proposed development from the Barlow Shed, the modern character of the station extension and the stepping of building heights to the north, it is considered that there would be no adverse effects on the setting of St Pancras station.

9.8.41 Figures 9.8.2 to 9.8.5 – Views 1, 2, 3 and 4 show that there would be little effect on views of St Pancras and King’s Cross Stations from the Euston Road. View 10 (Figure 9.8.13) shows that, from the north, the existing setting of St Pancras is dominated by the extension concealing the end of the Barlow Shed. View 10 also illustrates how development in Zone B would retain and frame views of the tower of St Pancras Chambers.

9.8.42 Views from the proposed boulevard near the German Gym would also be affected by the proposed development (View 5) by focussing attention on the Great Northern Hotel, St Pancras Chambers and the Barlow Shed. Views of King’s Cross station would be revealed as one entered Station Square from the north (see Figures 9.8.20 and 9.8.21).

9.8.43 At King’s Cross Station (and the Great Northern Hotel) the taller elements of development would be separated from the station shed by the suburban platforms and canopy. Development in Zone A would step up to the north from a maximum height of 34m AOD adjacent to the station (below the station height of 42m AOD) to a maximum of 69m AOD at the northern end of the Station Shed. There would be little adverse effect on close views of the station from Station Square (see View 5) and the setting would not be jeopardised by the proposed buildings.

9.8.44 The more distant views of the station from Goods Way (View 7) and York Way (Views 13A and 13B) would be retained. In these views the proposed development would provide a backdrop to the station, framing views of the two station sheds and the tower of St Pancras Chambers. The station would no longer form the highest element of the skyline but it would still form a dominant feature in views to the south.

9.8.45 The group of ‘other buildings south of the canal’ (Group 2) would be adversely affected by the loss of the northern Stanley and Culross Buildings. However, the heritage effects would be primarily related to the loss of the historical associations (between two types of worker’s accommodation) and between the Culross Buildings and King’s Cross Station. There would be little loss of architectural interest. The removal of the Culross Buildings would allow the creation of new links between the stations and the Granary through Pancras Square and the Boulevard (see Figures 9.8.20 and 9.8.21). This beneficial effect is considered at paras 9.8.59 to 61.
The setting of the retained German Gymnasium and southern block of Stanley Buildings would be enhanced through the re-establishment of Pancras Road to the west and the creation of an improved public realm around the buildings.

Building heights in Zone B would be graduated down towards the south to help reduce the contrast between the new development and the smaller retained buildings. The German Gymnasium, Stanley Buildings and the southern end of Zone A would form a group of three buildings at 32.8 to 34m AOD (the St Pancras station extension is at 36m AOD). The proposed development to the north starts at a maximum height of 56m AOD, a step of approximately 20m above the German Gym (see View 9.8.18/9.8.19).

The taller buildings in Zones A and B would form the edge of the outer enclosure of Station Square with the German Gymnasium and southern part of Development Zone A forming the edges of the inner space. The broken character of the proposed development edge is designed to ‘embrace’ the heritage buildings and embed them within the proposals.

The effects on historic surfaces south of the canal are assessed as adverse. The granite setts, kerb etc. along Battle Bridge Road would be lifted for re-use in the Goods Yard but the area would lose one of the last remnants of the old street pattern and the only east/west street south of Goods Way. The Development Specification (para 4.34 and Figure KXC007) indicates a possible future east-west link close to the line of Battle Bridge Road. This pedestrian and cycle route is dependent on Network Rail providing a new connecting bridge over the railway.

The overall effects on heritage are considered to be adverse and of moderate significance, the loss of two heritage buildings being offset in part by refurbishment to three listed buildings and improvements in their setting.

Townscape Character

Provision of, and access to, the public realm, would be increased and enhanced through high quality design and commitment to long-term management. In particular there would be significant benefits from the re-alignment of St Pancras Road to restore its original relationship alongside St Pancras Station. The creation of Station Square, Pancras Square and the Boulevard would meet aspirations for greater connectivity between the north and south of the Area of Opportunity (ref. Joint Development Brief para 3.3.10) and help to draw people into the scheme.

The proposal would meet the objectives set out in the Joint Development Brief in the following ways:-

- protection of the setting of the Grade I listed Stations and other heritage buildings;
- retention and refurbishment of the Great Northern Hotel and removal of the ground floor additions. The Joint Brief suggests that these removals “could improve the character of the main building” (para 3.3.6);
- retention and refurbishment of the southern block of Stanley Buildings and the German Gymnasium;
- maintenance of the opportunity to create a new western concourse to King’s Cross Station and the removal of the old concourse;
- creation of high quality public realm;
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9.8.53 The proposals would replace the baseline character of open undeveloped land with a new urban framework of high quality buildings and public realm. This would improve the appearance of the area in a way that would meet the Council’s objectives for regeneration. The character of the area would be enhanced through the introduction of a mix of land uses with lively ground floor frontages to the public realm. The effects are considered to be beneficial and of major significance.

Strategic Views

9.8.54 Building heights would be set below the constraints set by strategic planning policy (see Main Site Development Specification, paragraph 4.70) and there would be no significant effect on Strategic Views. (Ref. Figure KXC015).

Local Views

9.8.55 Views 1, 2 and 3 are shown on Figures 9.8.2 to 9.8.4. Local views 2 and 3 from the Euston Road and Pentonville Road would remain unchanged as a result of the proposal but view 1 would include views of development Zone B (between the Great Northern Hotel and the station) as it steps down from the north; however, there would be little change to the skyline and no significant effect on the setting of the heritage buildings.

9.8.56 The view from King’s Cross Station (View 4 – Figure 9.8.5) towards St Pancras would be enhanced by the realignment of Pancras Road (towards St Pancras Station) and improvements in the quality of the open space between the stations. Similarly, views from the German Gymnasium (views 5 and 7 – Figures 9.8.6 and 9.8.7) to the two stations and the Great Northern Hotel would be retained and enhanced.

9.8.57 The views towards King’s Cross station and the tower of St Pancras Chambers, from the eastern part of Goods Way would also be maintained (View 9, 13A and 13B and Figures 9.8.12, 9.8.16 and 9.8.17) and framed by proposed development in Zone A. Views westwards along Goods Way to St Pancras station extension would be maintained and enhanced by the landscape treatment of the paths and open spaces along the road frontage.

- provision of strong physical and visual north/south routes towards the Granary;
- creation of a varied pattern of streets and spaces;
- relocation of the gas governor to less prominent position;
- relocation of the Gasholder No 8. guide frame and (the stored) Triplet of Gasholder guide frames, together, close to the canal;
- provision of new bridge links over the canal;
- creation of active frontage along the main routes and spaces.
Views from York Way looking west would be obstructed by the proposed development in Zone A (View 13A and 13B, Figures 9.8.16 and 9.8.17) but the station would still be a dominant feature in the foreground. From the platforms of King’s Cross station (View 12, Figure 9.8.15) the view of the gasworks tunnels would be retained but the existing view of the Granary and Regeneration House would be obstructed by development in Zone A. Zone F development would be visible above the tunnels.

New Views

New views would be created along vistas between the new development zones providing visual links to focal points within and beyond the character area.

Emerging views of the Granary (View 6) and gasholders are illustrated in Figures 9.8.18 and 9.8.19. These show a sequence of views from Euston Road to the Granary, travelling through Pancras Square and the Boulevard. The journey northwards would include views of the listed buildings from Euston Road and Station Square, and ‘lively’ ground floor uses and high quality pavings in Pancras Square and the Boulevard.

Views southwards from the Granary are shown on Figures 9.8.20 and 9.8.21. They illustrate how the Boulevard and routes through Pancras Square would create new vistas toward Station Square, and frame views of landmarks such as the Great Northern Hotel and the clock tower of St Pancras Chambers.

Given the significant enhancement in the appearance of the area and the increase in public access, it is considered that the extent and quality of new views would more than offset the obstruction of some local views from Goods Way and York Way; the overall effect on views is assessed as beneficial and of moderate significance.

King’s Cross Station Enhancement

King’s Cross Station Enhancement would remove the existing ‘temporary’ concourse and introduce a new covered concourse between the western façade of the Grade I listed station and the Great Northern Hotel. This would create a new civic space in front of the station, next to Euston Road. The new concourse building would replace part of the landscaped open space shown on the King’s Cross Central Parameter Plan KXC004, and Landscape Proposals Plan LPP101.

The effects of these proposals would be restricted to the areas immediately around the stations.

The potential (cumulative) effects of the King’s Cross Central development with King’s Cross Station Enhancement would be:-

- a major improvement in the setting of the landmark Euston Road frontage to Kings Cross station and St Pancras Station/St Pancras Chambers and views of them from within the King’s Cross and Islington Conservation Areas;
- a reduction in the extent of the proposed new public open space at Station Square;
- the loss or reduction of some local views of the Great Northern Hotel, German Gymnasium and the southern block of Stanley Buildings. For example a ‘secondary’ view identified in the Joint Development Brief from the German Gymnasium south toward the Great Northern Hotel, would be partly obscured by the new concourse structure. Southward views from the northern part of Station Square, and the southern part of the Boulevard to the Hotel would also be affected. The new
concourse building would however create a new focal point and provide an emphasis to the new western entrance of King’s Cross Station.

9.8.65 Overall the potential cumulative effects with the King’s Cross Station Enhancement on heritage, townscape and views are likely to be beneficial, with the benefits to the Euston Road frontage outweighing any adverse effects from additional built development within Station Square.
### Table 9.8.1 Southern Character Area: Summary of Effects

<table>
<thead>
<tr>
<th>ASSET/FEATURE</th>
<th>RECEPTOR</th>
<th>EFFECT</th>
<th>Importance/value</th>
<th>Sensitivity to change</th>
<th>Magnitude</th>
<th>Nature of Effect</th>
<th>SIGNIFICANCE</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage Buildings/Structures/Groups</td>
<td>Moderate to Very High</td>
<td>n/a</td>
<td>Medium to Large</td>
<td>Permanent</td>
<td>Adverse</td>
<td>Moderate</td>
<td>The demolition of one listed building and one unlisted building, dismantling of Gasholder No. 8 and interventions/amendment of other heritage buildings in the Conservation Area would be partially offset by the embedment of retained buildings and the proposed programme of refurbishment and re-use. Loss of historic landscape surfaces partially mitigated by re-use of materials elsewhere.</td>
<td></td>
</tr>
<tr>
<td>Townscape and Character</td>
<td>Moderate to Very High</td>
<td>Low to Moderate</td>
<td>Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Major</td>
<td>Overall improvement in scale and quality of public open space that is accessible to public. Replacement of undeveloped land by high quality development and active land uses. Loss of trees in vicinity of Great Northern Hotel and Culross Buildings more than offset by tree planting within Station Square and along the Boulevard and Goods Way.</td>
<td></td>
</tr>
<tr>
<td>Views</td>
<td>Moderate to Very High</td>
<td>n/a</td>
<td>Medium to Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Moderate</td>
<td>No effect on Strategic Views. Improved overall quality of townscape enhances visual amenity. Some local views of landmarks obscured, but more than offset by the extent and quality of the newly created views.</td>
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</tbody>
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### OVERALL ASSESSMENT

**High** Moderate permanent adverse effects on built heritage within area offset by wholesale improvements to other heritage and townscape features that create permanent beneficial effects.

**High** The removal of the temporary concourse and construction of the K/XSE would complete the comprehensive development of the area and enhance the setting of the Grade I Listed stations.
Effects on Regent’s Canal Corridor (Sub Areas 4 and 5)

9.8.66 The Regent’s Canal corridor and Camley Street Natural Park fall wholly within the Regent’s Canal Conservation Area. Adjacent conservation areas include Camden King’s Cross and Islington King’s Cross (see Figure 9.1.2). By 2006/7 the eastern end of the canal corridor will be relatively undisturbed by the CTRL and LUL works, retaining a strong sense of seclusion and enclosure. The western end will be affected by the new CTRL rail bridge, adjacent to St Pancras Basin, and views of the station extension. The listed steam locomotive water point has already been relocated adjacent to the canal basin as part of the CTRL works. The temporary bridge across the canal for construction traffic would be removed as part of the CTRL works.

9.8.67 The CTRL works have amended the western and southern boundaries of Camley Street Natural Park to achieve realignment of Goods Way and Camley Street, which has resulted in the loss of some trees and shrubs.

9.8.68 The predominantly recreational use of the Regent’s Canal corridor, and educational use of Camley Street Natural Park would continue at 2006/7.

9.8.69 In 2006/7 there will be views into the site from the adjacent King’s Cross Conservation Areas (Camden and Islington), and along the canal towpath from the Regent’s Canal (West) Conservation Area in Islington (see Figure 9.1.2). ‘Main’ and ‘Secondary’ views are identified in the Joint Development Brief (see Table 9.6.5). ‘Main’ views include those from the canal towpath and St Pancras Basin area toward local landmarks such as St Pancras clock tower and Chambers, the Barlow shed and St Pancras extension (see views 8B and 8C figs 9.8.9 and 9.8.10). A ‘Secondary’ view is identified from Camley Street to St Pancras station and St Pancras extension. The sunken level of the canal limits the extent of views from adjacent areas into the canal corridor (View 10 fig 9.8.13).

9.8.70 Other existing local views from outside the Regent’s Canal corridor include views from York Way and properties to the east. Glimpsed views are gained from Camley Street Natural Park toward the canal, but these are heavily screened by tree and shrub planting. Bridge parapets at the canal crossing are likely to prevent views from the CTRL.

Proposals

9.8.71 Changes arising from King’s Cross Central development would comprise landscaping, towpath improvement, lighting and other works along the canal, as shown on Parameter Plan KXC006 and LPP106. Proposals also include the creation of improved linkages between Wharf Road, Granary Square and the Gasholders zone with the canal towpath.

9.8.72 Three new bridges would be provided over the canal creating direct linkages between the south and north of the canal, and between the canal, Goods Yard complex and Camley Street. These proposals would require the removal, reduction or breaches of the Wharf Road/canal retaining walls at the bridging points, and would create direct stepped and ramped linkages between the disparate levels of the Goods Yard area and the canal towpath. There would also be changes to most of the wall on the south side of the canal (see Figure KXC011).

9.8.73 The canal would also be affected by a connection between the Lower Coal Drops and the towpath as shown on Landscape Proposals Plan LPP108, and also by improved connections between the relocated Gasholders and the towpath as shown on Landscaping Proposals Plan LPP109 (see Central Character Area assessment below).
Three development zones fall within the canal corridor; Zone V the relocated gas governor, is adjacent to the south-easter corner of Camley Street Natural Park; development Zone G, a pavilion within Granary Square, abuts the canal towpath to the east of the Fish and Coal Offices and Zone F is located on the existing filling station site near to Maiden Lane Bridge (See also Central Character Area assessment below). Parameter Plan KXC006 and Landscape Proposals Plan LPP106 identifies townscape improvements to the canal corridor and areas for proposed tree planting.

Although located in the Central Area rather than the canal corridor the relocated gasholders (Development Zone N) would have a significant effect on the canal and they have been considered in both character assessments.

Effects of the proposals

A summary assessment of the effects arising from the proposed development on the character and resources of the Regent’s Canal corridor is set out in Table 9.8.2.

Heritage

The main features of the canal would be retained, St Pancras Lock and Basin, the towpath, Camley Street Natural Park and the walls of the Coal and Fish building. Elsewhere, the King’s Cross Central proposals would require the demolition of lengths of the canalside retaining wall in part to enable the construction of bridges and creation of enhanced access between the Goods Yard area and the canal towpath, and between Goods Way and moorings on the southern bank of the canal. The loss of the existing canal walls is considered to be an adverse effect of the heritage of the canal but needs to be considered alongside proposals for greater access, safety and enclosure (see para 9.8.84 below). The Regent’s Canal Conservation Area Statement recognises the need for a balance between old and new.

“Current Issues

These sites raise issues about the future use of the canal and the types of canal side design which would reflect those uses whilst preserving its unique historic character. Much of the special character of the area is derived from its industrial past, which has produced an historic canal side building typology that tends to turn its back on the canal. The design of new buildings should positively address the canal side, whilst striking a balance with its established historic character. New uses are likely to be located on the canal to exploit the waterway and reconciling new development with the established character of the old will take skill and imagination.

Safety on the canal is an issue, which can be addressed through the development process. Certain sections of the canal have an intimidating character, and the council will support proposals for improving links and access to the canal side which complement its existing built heritage and character and improve the perceived sense of security for those using the canal.”

Relocation of the triplet gasholder and Gasholder No. 8 guide frames to the north of the canal would re-establish historic associations between the canal, the railways and the Gasholder Group and would also have significant beneficial effects on townscape and views.

The relocation of the existing gas governor (Zone V) into the canal corridor could have adverse effects but it is assumed that its enclosure would be designed to an appropriate standard, and that its effect would be neutral.
Development in Zone F would have a maximum height of 52m AOD, this is approximately 30m above the towpath level; it would replace the existing unsightly filling station provide enclosure to the canal and create a ‘gateway’ building on the corner of Goods Way and York Way. Its effect is considered to be beneficial.

The proposed pavilion in Development Zone G would have a maximum height of 35m AOD, approximately 14m above the towpath level and 11m above the upper ground level at Wharf Road. Development here would add a new feature within the canal corridor and help to provide enclosure to the canal and Granary Square. It replaces an existing storage shed immediately in front of the Granary (Figure KXC011 – building 7) and is assessed as having a beneficial effect.

The introduction of new development and proposed changes to the canal walks, would lead to a significant change in the character and appearance of the Conservation Area in this location and the loss of historic features (canal wall). This would be partially offset by improvements to the towpath, and repairs/reconstruction of the canal wall. By itself, the relocation of the gasholder No.8 guide frame is considered to be neutral, moving it from one side of the canal to the other. However, the erection of the dismantled Triplets guide frames to a position by the canal and railway is assessed as a major benefit to the heritage value of the site. The addition of new buildings within the Canal corridor would help to retain an enclosed character. The overall effects on heritage are considered to be beneficial and of moderate significance.

**Townscape Character**

The proposed works in the canal corridor are described on Parameter Plan KXC006 and Landscape Proposals Plans (LPP106, 107, 108 and 109). It is considered that the value of the Regent’s Canal open space would be enhanced by increased access between the canal towpath and new open spaces within the Goods Yard including Granary Square and the Gasholders zone. Increased activity and visual openness would provide a safe and attractive open space. Re-surfacing of the towpath and provision of lighting, particularly beneath existing and new bridges would improve the townscape quality and amenity of the corridor, and would also encourage wider use through improved security. The recreational value and vitality of the waterway would be further enhanced by the provision of additional moorings.

The proposed new pedestrian/cycle access through Camley Street Natural Park would result in the loss of up to 27 young trees and 22 saplings (see Appendix D: Tree Survey – Group 36). Replacement trees would be provided as appropriate. The proposed changes within Camley Street would be agreed with the Borough Council following the grant of planning permission (see Main Site Development Specification para 4.33 and Annex C – CAM1).
The proposal would meet the objectives for the Regent’s Canal corridor as set out in the Joint Development Brief (paragraphs 1.4.2 and 3.2.3) by:

- retaining and enhancing views to, from and along the Canal;
- improving the amenity and safety of the canal towpath;
- relocating the Gasholder Triplet and Gasholder No. 8 guide frames to provide a positive expression of historic associations (with the canal);
- creating and re-creating linkages between the Canal and the Goods Yard Area, and between the Goods Yard Area and Camley Street;
- enriching the vitality and increasing activity along the canal corridor;
- maintaining opportunities for increased water-based activities and moorings.

The overall effect of these changes is considered to be beneficial overall; the loss of land and trees at Camley Street Natural Park and the reduction in the tranquillity of the canal being more than offset by the greater level of access and security.

**Strategic Views**

The protected Strategic Views would not be affected by development within the canal corridor.

**Local Views**

Existing local views (see View 8C Figure 9.8.10) from the canal and towpath to St Pancras clock tower would be obscured by new development in Zone B to the south of Goods Way and the canopy of trees within Camley Street Natural Park.

The orientation of views to the guide frame of Gasholder No.8 would change, due to its relocation to the north of the canal. However, its overall impact would be enhanced by its juxtaposition with the relocated Gasholder Triplet guide frames, re-creating an iconic landmark close to the canal and railways. New views of the Gasholders from the canal would be made possible by the removal and/or reduction of height to the retaining walls that flank the canal.

Views from Camley Street (View 10 Figure 9.8.13) to St Pancras Station, the Barlow Shed and St Pancras Station Extension would be retained.

Views of the canal from Maiden Lane Bridge (View 11 – Figure 9.8.14) would change as a result of development south of Goods Way (Zone A and B) and at the site of the filling station (Zone F). Development would increase the scale of enclosure of the canal to the south and planting would provide greater enclosure to the north. Other views from the canal towpath would change as a result of the proposed development. The gas governor enclosure would become a new feature on the south bank of the canal and new development in Zone F would replace the unsightly filling station.
New Views

9.8.92 New views and landmarks would be created by improved connections between the towpath and the Gasholders zone, Granary Square and Coal Drops Yard and the greater level of public access. Bridges across the canal would create further landmarks and opportunities for views along the canal. The increased openness and activity would provide greater surveillance and personal security for users of the towpath and canal.

9.8.93 Some local views south toward the landmark of St Pancras Chambers tower would be obscured by proposed development south of the canal. This would be offset by views of the gasholder Group and the creation of new views from the towpath and the proposed new canal bridges. The overall effect of the proposals on views is considered to be beneficial and of moderate significance.
### Table 9.8.2  Regent's Canal Character Area Summary of Effects

<table>
<thead>
<tr>
<th>ASSET/FEATURE</th>
<th>RECEPTOR</th>
<th>EFFECT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Importance/value</td>
<td>Sensitivity to change</td>
</tr>
<tr>
<td>Heritage</td>
<td>Very High</td>
<td>n/a</td>
</tr>
<tr>
<td>Townscape and Character</td>
<td>Very High</td>
<td>Low to Moderate</td>
</tr>
<tr>
<td>Views</td>
<td>High</td>
<td>n/a</td>
</tr>
<tr>
<td>OVERALL ASSESSMENT (Regent's Canal)</td>
<td>High</td>
<td>Low to Moderate</td>
</tr>
</tbody>
</table>
Effects on Central Character Area (Sub Area 6)

9.8.94 The Central Character Area falls wholly within the Regent’s Canal Conservation Area. This area will be much less affected by the CTRL works than the area to the south of the canal and existing land uses will remain.

9.8.95 Views into the area are gained from the Camden and Islington King’s Cross Conservation Areas to the south and south-east, respectively. A small area of the Islington King’s Cross Conservation Area also lies to the north-east of the Central Character Area and has views toward the East Handyside Canopies (see Figure 9.4.2).

9.8.96 Table 9.6.5 lists the ‘main’ and ‘secondary’ views as identified in the Joint Development Brief. ‘Main’ views include those toward local landmarks such as St Pancras clock tower and Chambers, the Barlow train shed, and St Pancras extension from viewpoints in the Goods Yard complex (including Wharf Road, Granary open space and the upper level of the Coal Drops). No ‘secondary’ views are identified within the Central Character Area.

Proposals

9.8.97 One of the main changes to the Central Character Area is the re-erection of the Triplet gasholder (and Gasholder No.8) guide frames within development Zone N facilitated by demolition of the Western Goods Shed. This zone is partly in the Central and partly in the Northern character areas. The creation and establishment of Granary Square as a major area of public realm (Main Development Specification paragraph 4.9 and Landscape Proposals Plan LPP107), with new connections to the Regent’s Canal towpath would also create substantial change within the Central Character Area. The introduction of a major water feature within Granary Square would echo in some respects, the Granary Basin which formed the historic origins of the open space.

9.8.98 The majority of the existing heritage buildings would be retained and re-used as shown on Parameter Plan KXC011 including zones I, K, L and M (Coal and Fish Offices, Midland Goods Shed, East and West Handyside Canopies, the Granary, Flanking Offices and Transit Sheds, Regeneration House and the Eastern and Western Coal Drops). The Train Assembly Shed would be demolished, as would the Western Goods Shed (to make way for the Triplet Gasholder guide frames). The Plimsoll Viaduct and the northernmost bay of both the East and West Handyside Canopies would be removed. Figure KXC011 also shows the proposed demolition of the storage shed and electricity substation south of the Granary and the modern buildings to the west and various lengths of wall and fence.

9.8.99 New development zones would include two new pavilions (Zones G and H) within Granary Square, Zone J to the east of the Handyside Canopies, Zone O Market Square and Zone N, earmarked for the relocation and re-erection of the four Gasholder guide frames. New public realm would be established between the Coal Drops, and a new open space (Market Square) would be created to the north of the Coal Drops.

Effects of the Proposals

9.8.100 Table 9.8.3 sets out a summary assessment of the effects arising from the proposed development on the character and resources of the Central Character Area.
Heritage

9.8.101 The proposed development would require the demolition of structures and components within the curtilage of the listed Granary (the Train Assembly Shed and small parts of the Eastern and West Handyside Canopies) and unlisted buildings (Western Goods Shed and Plimsoll Viaduct) within the Conservation Area. These adverse effects would be offset by the refurbishment and re-use of the retained heritage buildings (the Granary, Coal and Fish Offices, Eastern and Western Transit Sheds, Regeneration House, Eastern and Western Coal Drops, Midland Goods Shed and the main part of the East and West Handyside Canopies) within the scheme.

9.8.102 To the west the loss of the Western Goods Shed would be offset by the relocation of the Gasholders guide frames. The benefits of re-establishing the Gasholder triplet guide frames (with Gasholder No. 8) as landmarks within the canal corridor have previously been noted (at para 9.8.79). This benefit would be of major significance.

9.8.103 The loss of the Train Assembly Shed, to make way for redevelopment in Zone L, is also considered to be beneficial. The maximum height of the new building(s) would be approximately the same as the Granary (50m AOD in Zone L compared with 48m AOD for the Granary). The set-back of Zone L from the south, west and east elevations of the Granary group would reduce the impact of development on views from the public realm (see Figure 9.5.5) and create a development zone of similar mass to the stations buildings to the south. Zone L (and the Gasholders at 65m AOD) would also provide a transition in height from the Transit Sheds, Handyside Canopies and Coal Drops (at 35 to 38m AOD) to proposed development in the north; Zones R, P and S (at a maximum height of 72.5m to 84m AOD). These areas of higher development would be separated from the Goods Yard by Goods Street, Holders Street and Market Square. The footprint of the proposed blocks would be no greater than the Granary block and Parameter Plan KXC007 governs how the zones would be divided into individual building blocks at the detailed design stage.

9.8.104 To the east, new development in Zones J and Q would be compatible in height with development on the eastern side of York Way.

9.8.105 South of the canal development in Zones A and B would obstruct open views from Wharf Road and Granary Square towards the stations but they would also help to create a sense of spatial enclosure; this has been absent since the Gas production works south of the canal and other areas to the south were demolished in 1911.

9.8.106 The overall effect of the proposals on the setting of the Goods Yard is considered to be beneficial, providing the historic buildings with a robust new urban context and greater connectivity to the canal.

9.8.107 At a more detailed level, the removal of modern ancillary buildings would enhance the setting of the Granary. The retention and/or re-use of historic pavings and features around the Coal Drops and Granary Square would mitigate the local disturbance to historic surfaces and help to provide a high quality public realm.

9.8.108 The Group value of the Goods Yard (Group 4) complex would be retained and the proposals would increase public access to this fine group of heritage buildings. Establishment of high quality open spaces within the setting of, and between the buildings would enhance appreciation of the individual buildings as well as the group.

9.8.109 In summary the proposals would result in a beneficial effect on heritage of major significance.
**Townscape and Character**

9.8.110 Re-erection of the Gasholder guide frames would establish a major landmark within the Central Character Area that would be visible from much of the area above the adjacent Coal Drops. The gasholder group would provide a focal point when viewed from Granary Square, Market Square, Wharf Road and the CTRL approaches to St Pancras station.

9.8.111 The creation of a new civic space south of the Granary building would be a feature of major significance in this part of London. It would enhance the Conservation Area and open up this area to public use, providing the hub of the new development.

9.8.112 The conservation and redevelopment of the Coal Drops and Wharf Road areas would increase public access to this historic area and give it new life and vitality. The landscape proposals would retain the old levels and retain the historic setting of the buildings.

9.8.113 The proposals would meet the objectives set out in the Joint Development Brief in the following ways (paragraphs 3.3.26 and 3.3.29):

- retention and refurbishment of listed Granary and its setting;
- retention and refurbishment of associated buildings including the East and West Handyside Canopies, Regeneration House, Eastern and Western Transit Sheds, Eastern and Western Coal Drops and the Coal and Fish Offices;
- re-erection of the Triplet Gasholder guide frames near the canal and the Midland Main Line;
- creation of active frontages along the main routes and spaces;
- creation of a major high quality open space in front of the Granary;
- creating opportunities for greater east-west movement through the area;
- provision of new bridge links over the canal.

9.8.114 The overall effect on townscape character is considered to be a benefit of major significance.

**Strategic Views**

9.8.115 Strategic Views would not be affected by the proposals.

**Local Views**

9.8.116 There are no public rights of way within the Central Area but access to Wharf Road is relatively unconstrained.

9.8.117 Local views from Wharf Road (views 8A and 8B, Figures 9.8.8 and 9.8.9) towards St Pancras clock tower would be obscured by development to the south of Goods Way. The extension to St Pancras station would be visible in part from Granary Square, the upper level of the Coal Drops, Gasholders zone, Market Square and Wharf Road. From Wharf Road the view of Gasholder No. 8 (to the south) would be replaced by a view of the Gasholder Group to the north (see view 8D, Figure 9.8.11).

9.8.118 Views from outside the area, including those from the King’s Cross Conservation Area to the south and the railway to the west, would be enhanced by the re-establishment of the iconic Gasholder group. The Gasholder group would also be visible from the Regent’s Canal towpath, St Pancras Basin and Camley Street Natural Park.
9.8.119 Views of the Central Area from Maiden Lane bridge (View 11, Figure 9.8.14) would be partially screened by proposed tree planting along the canal (see Figure 9.8.14). This planting, together with the proposed pavilion (Development Zone G) would create a greater sense of spatial enclosure and help to soften views of the larger scale development south of the canal (see Figure 9.8.8).

New Views

9.8.120 The proposal would provide extensive public access (See Figure 9.5.5) and substantially increase the opportunity for views of the heritage buildings within the Conservation Area. This would be a major benefit of the scheme.

9.8.121 The Granary and Granary Square would be a major feature in the sequence of views from the principal north/south and east/west routes through the site; this is illustrated in Figures 9.8.18 to 9.8.21.

9.8.122 The loss of some local views towards St Pancras Chambers would be more than offset by the creation of new views, including views of the Gasholder group. This would be reinforced further by the significant enhancement of the character and quality of the area, creating an overall beneficial effect on views of moderate significance.
### Table 9.8.3 Central Character Area Summary of Effects

<table>
<thead>
<tr>
<th>ASSET/FEATURE</th>
<th>RECEPTOR</th>
<th>EFFECT</th>
<th>SIGNIFICANCE</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Heritage Buildings/Structures/Groups</strong></td>
<td></td>
<td></td>
<td></td>
<td>Demolition/partial demolition of structures within the curtilage of the listed Granary, and intervention to other heritage buildings in the Conservation Area would be offset by the removal of inappropriate modern structures and the refurbishment of the main building group. Relocation and re-establishment of Gasholders group of guide frames is of major significance. Retention and enhancement of setting of the Goods Yard/Granary group. Re-use of salvaged materials in the area.</td>
</tr>
<tr>
<td><strong>Townscape and Character</strong></td>
<td></td>
<td></td>
<td></td>
<td>Transformation and enhancement of Granary Square as public open space.</td>
</tr>
<tr>
<td><strong>Views</strong></td>
<td></td>
<td></td>
<td></td>
<td>High quality design and materials would define and enhance the character of external spaces and routes. Enhanced public access with increased activity and vitality.</td>
</tr>
<tr>
<td><strong>OVERALL ASSESSMENT (Central)</strong></td>
<td></td>
<td></td>
<td></td>
<td>Loss of heritage buildings within central character area offset by relocation of the Gasholders and overall conservation of heritage features, character and views to create permanent beneficial effects.</td>
</tr>
</tbody>
</table>
Effects on Northern Character Area (Sub Areas 7 and 8)

9.8.123 The Northern Character Area is not within a Conservation Area and includes no listed buildings or structures. In the baseline year (2006/7) the area will be vacant and will remain in private ownership, Sub Area 7 having previously formed a construction compound for the CTRL works. The York Way viaduct will have been removed and the road realigned to the west as part of the CTRL works. The CTRL embankments and bridges will also have been completed.

9.8.124 Adjacent Conservation Areas are shown on Figure 9.1.2 including the northern part of the Islington King’s Cross Conservation Area which lies to the east of York Way. Views will be gained from the Conservation Areas towards the Northern Character Area (see Figure 9.4.2).

9.8.125 No ‘main’ or ‘secondary’ townscape views are identified in section 3.2 of the Joint Development Brief for the Northern Character Area (see Table 9.6.5). However, the detailed section of the Joint Development Brief dealing with Sub Area 5 – York Way and the Triangle refers to the local view LV7 across the site from Dartmouth Park Hill.

9.8.126 Local views of the proposed development from outside the Northern Character Area would include long views up York Way (as the road bends to the west) and from the north, above the railway embankment. There will also be views across the Triangle Site from the elevated CTRL embankment (Eurostar) at 2006/7.

Proposals

9.8.127 The assessment as set out in Table 9.8.4 is based on the implementation of the King’s Cross Central proposals in accordance with both Development Specifications and Parameter Plans for the Main Site and the Triangle Site. However, changes to this assessment are noted should the two sites not proceed together and are described within the overall assessment below.

9.8.128 Development in the north (Area 7) would consist of buildings arranged in a grid pattern around a central spine of open space – Long Park (see KXC004 and Landscape Proposals Plan LPP110). Development on the western boundary would follow the line of the CTRL embankment. ‘North Square’ would be formed at the junction of Long Park with York Way.

9.8.129 The vacant land of the Triangle Site would be replaced by three development blocks (A, B, and C) that would encircle an open amenity space. Retail floorspace would occupy much of the ground floor level, increasing activity and animation along the frontage of York Way. Health, fitness and leisure facilities would occupy the south eastern frontage. Residential units would be constructed above the retail units. Building heights would range from 8 residential storeys above retail units along York Way, to 11, 14 and 17 residential storeys (above ancillary space) along the northern boundary (see Triangle Parameter Plan TS006).

9.8.130 Landscape Proposals Plan LPP113 sets out townscape enhancements and tree planting proposals along the western frontage of York Way.

Effects of the proposals

9.8.131 A summary assessment of the effects arising from the proposed development on the character of the Northern Character Area is set out in Table 9.8.4.
Heritage

9.8.132 No heritage buildings would be directly affected by proposed changes to the Northern Character Area. The guide frames of Gas holder No.8 would be relocated within part of the Northern Area and the effect of this proposal has previously been discussed in the description of effects in the Central Area.

Townscape and Character

9.8.133 The proposals would transform the Main Site area through the introduction of comprehensive development and public realm (see Parameter Plans KXC004 and KXC005) in an area of vacant land. Long Park would extend the principal north-south route through the site, linking Euston Road and Granary Square with York Way and the Triangle Site. The development would also establish new east/west routes between York Way and areas to the west of CTRL. The proposed development and public realm on the Main Site would be aligned with the Coal Drops and Granary complex to reflect their former relationship with the railway sidings. This would reinforce the geometry of the Goods Yard Complex and extend the influence of the heritage buildings.


9.8.135 The maximum height of development along the western York Way frontage would be 45m to 78.5m AOD compared with 34.7m to 42.4m AOD on the east side of York Way. Proposed building heights are higher at the northern end of York Way to create a ‘gateway’ to the development.

9.8.136 The Triangle Site development would replace vacant land and provide a new focal point along York Way. The built form would create and emphasise the northern approach to King’s Cross Central, and would form a suitable foil to views along Long Park. Maximum building heights would be 67m AOD at York Way and 85m AOD by the railway. This arrangement is designed to form the eastern part of the ‘gateway’ to King’s Cross Central without creating a ‘canyon’ effect along York Way. Open space on the south side of the Site could contribute to a new urban square immediately to the south of the Triangle Site.

9.8.137 The proposals would meet the objectives set out in the Joint Development Brief (paragraphs 3.3.37-3.3.45):

- create a broad mix of uses, and a variety of open spaces and building forms;
- create new connections between the Northern Character Area, York Way and routes to the east;
- create a strong north-south axis to link the Granary area with York Way/CTRL bridge area;
- create a central public space (Long Park) within the Main Site;
- create mixed new frontage uses along York Way and establish a well-designed, attractive and safe public realm;
- provision of varied building heights and mixed uses within the Triangle Site;
- creation of natural habitat areas.
9.8.138 The overall effect on the townscape character of the area is considered to be beneficial and of major significance.

*Strategic Views*

9.8.139 Strategic Views would not be affected by the proposals.

*Local Views*

9.8.140 There would be no adverse effect on view LV7 from Dartmouth Park Hill.

*New Views*

9.8.141 The proposed primary and secondary routes through the northern development zones would create narrow vistas toward heritage buildings in the Goods Yard complex and the re-established Gasholders group. Views would also be created to and from features such as the Coal Drops and Camley Street Natural Park, and along Copenhagen Street/Goods Street.

9.8.142 Along York Way the proposed buildings, public realm and tree planting along the western road frontage would frame and enhance views along the road, creating a greater sense of enclosure and enhancing the environment of this busy and presently unattractive thoroughfare.

9.8.143 Views from adjacent Conservation Areas would be enhanced by the high quality townscape and new built form. Given the significant enhancement in the structure, character and appearance of the area and creation of new static and sequential views, it is considered that the effect of the proposals is assessed as beneficial and of major significance.

**Difference in Effects without the Triangle Site Development**

9.8.144 Should the Triangle development not proceed some of the benefits of comprehensive development would be lost, for example the, ‘gateway’ to the site would be weakened by the lack of definition to the east. However, given the scale of the proposals for the Main site the benefits (without the Triangle site) would still be assessed as of major significance.
Table 9.8.4 Northern Character Area Summary of Effects

<table>
<thead>
<tr>
<th>ASSET/FEATURE</th>
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<th>EFFECT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Importance/value</td>
<td>Sensitivity to change</td>
</tr>
<tr>
<td>Heritage Buildings/Structures/Groups</td>
<td>None</td>
<td>n/a</td>
</tr>
<tr>
<td>Townscape and Character</td>
<td>Very Low</td>
<td>Low</td>
</tr>
<tr>
<td>Views</td>
<td>Low</td>
<td>n/a</td>
</tr>
</tbody>
</table>

**OVERALL ASSESSMENT**

| Low | Low | Large | Permanent | Beneficial | Major | Permanent beneficial effects would accrue throughout and establishment of high quality, coherent townscape on existing vacant land to the east and west of York Way. |
Overall Assessment

9.8.145 Table 9.8.5 provides a summary of the overall assessment for the site, combining effects on all character areas within the whole document. The table generally identifies the overall effects without the King’s Cross Station Enhancement in place; the effects with the King’s Cross Station Enhancement are set out in the sections on the Southern Character Area and the Overall summary at the bottom of the table.

9.8.147 The effects on the Triangle Site are not considered to be material to the assessment of heritage effects. However, in townscape terms they contribute to the creation of a northern gateway and improvements to York Way.

9.8.148 Implementation of the proposed development would lead to the complete demolition of one listed building and three unlisted heritage buildings considered to make a positive contribution to conservation areas (see Main Site Development Specification, paragraph 4.51). The majority of listed and unlisted heritage buildings and material, particularly within the Central Character Area (the Goods Yard complex), would be refurbished and embedded within the new development. The Gasholder Triplet and Gasholder No. 8 group of guide frames would be re-established north of the canal. The proposals would achieve conservation and long-term management of the valued heritage resource. This would enhance the status and setting of these buildings, promoting their renewed contribution to the townscape and community.

9.8.149 The proposed network of streets and civic spaces would replace fragmented areas of vacant and under-used land with a comprehensively planned and high quality environment for residents, workers and visitors within the site. It would also create routes across the King’s Cross Opportunity Area, linking communities to the east and west of the site.

9.8.150 The townscape proposals would result in a net increase in urban tree planting, mainly in the new development areas. The areas around the historic railway buildings would generally have a low density of planting in order to retain their robust urban character. Historic surfaces would be restored in-situ or re-used within the Conservation Areas. Materials not re-used within the scheme could be offered for re-use in other projects.

9.8.151 It is inevitable that the overall character of the Conservation Areas would change as a result of the proposals, but their appearance would be enhanced by the quality of the proposed development.

9.8.152 Some local views of landmarks would be lost but others would be created as a result of the development. The overall appearance of the site would be improved and greater public access would create more opportunities to appreciate views of the heritage buildings and their settings.

9.8.153 Overall the net effects of the King’s Cross Central development on heritage, townscape and views are considered to be beneficial and of moderate significance.
### Table 9.8.5 Summary of Overall Heritage and Townscape Effects

<table>
<thead>
<tr>
<th>CHARACTER AREA</th>
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<th>EFFECT</th>
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<th>COMMENTS</th>
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<td>Medium to Large</td>
<td>Permanent Beneficial</td>
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<tr>
<td>Historic Surfaces &amp; Materials</td>
<td>High</td>
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<td>Permanent Adverse</td>
</tr>
<tr>
<td>Trees</td>
<td>Low</td>
<td>n/a</td>
<td>Medium to Large</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Views</td>
<td>High</td>
<td>n/a</td>
<td>Medium</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Southern Character Area (without KXSE)</td>
<td>High</td>
<td>Low to Moderate</td>
<td>Medium to Large</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Southern Character Area (with KXSE)</td>
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<td>Low to Moderate</td>
<td>Medium to Large</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Regent's Canal Character Area</td>
<td>High</td>
<td>Low to Moderate</td>
<td>Medium to Large</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Central Character Area</td>
<td>High</td>
<td>Low</td>
<td>Large</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Northern Character Area (with and without the Triangle site)</td>
<td>Low</td>
<td>Low</td>
<td>Large</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Overall Summary (without KXSE)</td>
<td>High</td>
<td>n/a</td>
<td>Large</td>
<td>Permanent Beneficial</td>
</tr>
</tbody>
</table>

Demolitions and interventions would be more than offset by refurbished and re-use of retained buildings, greater public access and improvements in setting.

Adverse effects on historic surfaces and materials partially offset by beneficial re-use and enhancements of townscape, leaving an overall adverse effect.

Permanent beneficial effects of moderate significance accrue through overall increase in number and quality of trees in appropriate locations.

Adverse effects on high valued views offset by high quality townscape character and creation of new views and vistas, creating an overall permanent beneficial effect of moderate significance.

Adverse effects on built heritage within area offset by wholesale improvements to other heritage and townscape features that create permanent beneficial effects.

Adverse effects on historic canalside walls and seclusion offset by comprehensive improvements to canal corridor of permanent beneficial effects.

Loss of buildings within central character area offset by overall retention of and improvements to heritage features and character that create permanent beneficial effects.

Beneficial effects accrue through establishment of high quality, coherent townscape on existing derelict land to the east and west of York Way.

Adverse effects on built heritage within site offset by wholesale improvements to other heritage and townscape features that create permanent beneficial effects of moderate significance.
<table>
<thead>
<tr>
<th>CHARACTER AREA</th>
<th>RECEPTOR</th>
<th>EFFECT</th>
</tr>
</thead>
<tbody>
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<td></td>
<td>Importance/value</td>
<td>Sensitivity to change</td>
</tr>
<tr>
<td>Overall Summary</td>
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<td>n/a</td>
</tr>
</tbody>
</table>

* See Tables 9.8.1, 9.8.2, 9.8.3 and 9.8.4
9.9 **Opportunities for Further Mitigation Measures**

9.9.1 Further heritage mitigation could be provided through the publication of the site history and illustrative information about the construction process. This material could be presented in the form of a small permanent or temporary exhibition. Interpretative material could also be located on signs and plaques at viewpoints and places of interest to explain the heritage interest (Ref. Joint Development Brief para 3.2.9).

9.9.2 Other possible compensation for the loss of heritage buildings could be provided by public uses in the listed and other heritage buildings providing greater access to the heritage resources.

9.9.3 Further mitigation of effects on views of landmarks could be achieved through the provision of public viewing opportunities in some of the taller buildings, though this is likely to depend upon security and other matters (ref. Joint Development Brief para 3.2.12). Other opportunities for enhancement include a co-ordinated approach to floodlighting of key buildings (English Heritage Position Statement 1997) and greater re-use of salvaged materials in appropriate locations.

9.9.4 For townscape issues, the future detailed stages of the scheme presents opportunities to address matters such as building lines, frontages (to the public realm and railway lines), set-backs and roofscape through application of the proposed Urban Design Guidelines.
9.10 Monitoring

9.10.1 Construction and implementation activities would be monitored as set out in section 4 of the Environmental Statement.

9.10.2 Heritage buildings and features would be monitored and works to them controlled through planning procedures and processes as set out in listed buildings and conservation area legislation and policy related to Listed Building Consent and Conservation Area Consent applications.
### 9.11 References

Argent St George (December 2001) *Parameters for Regeneration*

Argent St George (July 2001) *Principles for a Human City*

Argent St George (September 2002) *A Framework for Regeneration*


Argent St George (2003) *A Statement of Community Engagement*

Argent St George (2003) *Framework Findings*

British Geological Survey *1:10,000 Survey Drift Geology map, sheet TQ38*

British Railways Board (February 1993) *King's Cross Project. General Conditions of Contract for the provision of Archaeological Consultancy Services* (containing an Archaeological Impact Assessment).

British Standards Institute (1991) *BS5837 Trees in Relation to Construction*

Channel Tunnel Rail Link (CTRL) Act (1996)

Countryside Agency (2002) *Guidance for Landscape Character Assessment*


CTRL *Environmental Minimum Requirements for Design and Construction Annex 4(ii) Heritage Deed – St Pancras Terminus*

CTRL Heritage Deed 100/CAM/3/H2

Department of Culture, Media and Sport DCM, London (December 2001) “A Force for our Future”

Department of the Environment and Department of National Heritage (September 1994) *Planning and the Historic Environment PPG 15*


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English Heritage (1995) *Conservation Area Practice*

English Heritage (1997) *Conservation Area Appraisals*

English Heritage (June 2002) letter to Argent St George

English Heritage (March 1997) *King’s Cross Railway Lands Position Statement*

English Heritage Web Site [www.english-heritage.org.uk](http://www.english-heritage.org.uk) – Buildings at Risk Register

English Heritage/CABE (March 2003) *Guidance on Tall Buildings*

English Heritage (December 2000) *Power of Place*

HMSO (10th November 1988) *Investigation into the King’s Cross Underground Fire (the Fennell Report)*

Hunter and Thorne (eds) (1990) *Change at King’s Cross (from 1800 to the Present)*

King’s Cross Partnership (August 2000) *Canal Action Plan*


London Borough of Camden (1998) *Conservation Area Statement for King’s Cross (includes the Regent’s Canal)*

London Borough of Camden (October-November 2002) *Unitary Development Plan (post inquiry draft)*
London Borough of Camden * London Borough of Islington (December 2003) *King’s Cross Opportunity Area – Planning and Development Brief (Recommended for Adoption)*
London Borough of Camden (September 2003) *King’s Cross Conservation Area – Conservation Area Statement*
London Borough of Islington (January 2002) *Islington’s Conservation Area Design Guidelines*
London Borough of Camden (2000) *Adopted Unitary Development Plan Chapter 13*
London Borough of Camden (2003) *Unitary Development Plan Chapter 9 (replaces Adopted UDP Chapter 13)*
Mayor of London (February 2004) *London Plan, Greater London Authority*
Network Rail (2003) *King’s Cross Station Enhancement Project Environmental Scoping Report*
P & O Developments Limited (August 2001) *Regent Quarter Environmental Statement*
NOTE:
Listed Gasholder Tripot stored
on site for future re-use.
Based on information available
at October 2003

Baseline at 2006/7
-Above Ground

Figure No. 9.5.2

Drawing No. JWR.0623.01-6
Principal Public Realm Areas

Figure No. 9.7.1

Drawing No. JWR.0625:194-1
Development Zones

Figure No. 9.7.2

Development Zones include areas of public realm, as shown in drawing KXC 004. For example, Development Zone M includes the Coal Drops Yard, between the Eastern and Western Coal Docks, which would be refurbished as part of the public realm.

Indicative Position & Orientation for Gas Holder Guide Frames, which would be re-erected within Development Zone N.
Conservation Plans

Figure No. 9.7.3

Drawing No. JWR.0625:196-1

Key:

Building Groups & Structures which are the subject of Initial Conservation Plans submitted in support of the application.

Planning Application Boundary
Figure No. 9.7.4

Demolition and Relocation Proposals for Listed Building and Conservation Area Consent

Key:
- Planning Application Boundary
- King's Cross and Regent's Canal Conservation Areas
- Demolition proposals for which conservation area consent is being sought
- Demolition proposals for which listed building consent is being sought
- Building No. 8, for which listed building consent and planning permission is being sought, to dismantle, relocate and then re-erect the guide frame.
- Telegraph Poles
One example of potential massing

Figure No. 9.7.8

Drawing No. JWR.0625.201-1
(Extract from 'Framework')
View from Euston Road looking north along St. Pancras Road along the side elevation of Barlow Shed

At completion

January 2004

Key
Maximum building height.
See parameter plan KXC014

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge

View 1
Figure No. 9.8.2
Drawing No. JWR.0625:110-7
View from Euston Road towards the stations and Great Northern Hotel.

January 2004

At completion

Maximum building height.
See parameter plan KXC014

Massing taken from the
Guidelines showing a
worked example of how a
development, in line with the
maximum quantum of floor
space and massing parameters
in KXC 013 may emerge
View from Pentonville Road, the Lighthouse Block area and Gray’s Inn Road, toward the stations.

At completion

January 2004

Key

Maximum building height.
See parameter plan KXC014

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge
View from the west elevation of King’s Cross station towards the German Gymnasium and Barlow Shed.

January 2004

At completion

Key
- Maximum building height. See parameter plan KXC014
- Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge
View from immediately north-east of the German Gymnasium to the stations and Great Northern Hotel.

January 2004

At completion

Key

Maximum building height. See parameter plan KXC014

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge

View 5
Figure No. 9.8.6
Drawing No. JWR:0625:123-5
A glimpsed view from between the German Gymnasium and the southern Stanley Building to the north end of the Barlow train shed and St. Pancras extension.

January 2004

At completion

Key

Maximum building height. See parameter plan KXC014

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge
View from Granary Square towards Boulevard.

January 2004

At completion

Key

Maximum building height. See parameter plan KXC014

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge
View south from Wharf Road viaduct.

At completion of King’s Cross Central

Key
- Maximum building height. See parameter plan KXC014
- Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge

January 2004
View south from canal towpath.

At completion

January 2004

Key

Maximum building height.
See parameter plan KXC014

Massing taken from the
Guidelines showing a
worked example of how a
development, in line with the
maximum quantum of floor
space and massing parameters
in KXC 013 may emerge
New view of Gasholders.

January 2004

At completion

Key

- Maximum building height. See parameter plan KXC014
- Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge

New view of Gasholders.

View 8D
Figure No. 9.8.11

Drawing No. JWR.0625:157-4

January 2004. Photo showing boundary fence.

At completion

View from Goods Way to King's Cross Station.

Key

Maximum building height. See parameter plan KXC014

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge
View from Camley Street (where the ground rises) to St. Pancras Station, Barlow shed and St. Pancras extension.

January 2004

At completion

View 10

Figure No. 9.8.13

Drawing No. JWR.0625:151-4

Key

- Maximum building height
  See parameter plan KXC014

- Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge.
At completion

View from Maiden Lane Bridge on York Way to The Granary, Coal and Fish Offices and Camley Street Natural Park

January 2004

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge

Key

Maximum building height.
See parameter plan KXC014

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge
View from King’s Cross Station platform to the portals of gasworks tunnels.

January 2004

At completion

Key
- Maximum building height. See parameter plan KXC014
- Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge
View from York Way looking south toward King's Cross Station.

At completion

January 2004

View 13A
Figure No. 9.8.16

Drawing No. JWR.0625:191-2

Key

Maximum building height.
See parameter plan KXC014

Massing taken from the
Guidelines showing a
worked example of how a
development, in line with the
maximum quantum of floor
space and massing parameters
in KXC 013 may emerge
View from York Way south of Wharfdale Road, looking south-west to King's Cross station shed and over tracks to new development.

January 2004

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge.

Key
- Maximum building height. See parameter plan KXC014
- Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge

At completion
Illustrative views of route from Euston Road to Granary Square via Boulevard.

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters may emerge.
Illustrative views of route from Euston Road to Granary via Pancras Square.

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters may emerge.

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View A
View E
View F
View G
Illustrative views of route from Granary Square to Station Square via Boulevard.

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters may emerge.

Illustrative views of route from Granary Square to Station Square via Boulevard.
Illustrative views of route from Granary Square to Station Square via Pancras Square

Massing taken from the Guidelines showing a worked example of how a development, in line with the maximum quantum of floor space and massing parameters in KXC 013 may emerge.
Appendices

A Consultee Reponses to Draft Historic Character Assessment
B Topographic Framework
C Key Features of the Existing Buildings
D Tree Survey: 2004
E Character Areas – references
F Contribution to the Conservation Area
G Character Sub Area Descriptions
H Detailed Assessment of Effects on Character Areas
Appendix 9.A

Consultee Responses to Draft Historic Character Assessment
**Introduction**

9A.1 The table below lists the issues raised in response to the submission of the Draft Scoping Report and the Heritage Character Assessment in April 2003. The consultees are:-

<table>
<thead>
<tr>
<th>Ref</th>
<th>Topic</th>
<th>Raised by</th>
<th>Issue raised in Consultation</th>
<th>Addressed in ES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Archaeology</td>
<td>EH/LBC</td>
<td>Detailed assessment of archaeology required.</td>
<td>See ES Part 10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Assumptions about any uncertainties should be clarified.</td>
<td>Para 9.2.19</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EH</td>
<td>Baseline should include:-</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>LBC</td>
<td>▪ Industrial archaeology</td>
<td>See ES Part 10</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>▪ Historic surfaces</td>
<td>Para 9.4.58 to 60</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>▪ Effect and setting of Conservation Area and Listed Buildings</td>
<td>Section 9.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>▪ Views into and outside the site – including longer views</td>
<td>Section 9.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>KXCAAC</td>
<td>Historic surfaces and material should be included in the baseline.</td>
<td>Paras 9.4.58 to 60</td>
</tr>
<tr>
<td>3.</td>
<td>Area of Study</td>
<td>EH</td>
<td>The Study Area should include St Pancras Old Church and St Pancras Gardens plus views from other conservation areas.</td>
<td>Paras 9.4.67 to 85</td>
</tr>
<tr>
<td>4.</td>
<td>Views</td>
<td>EH/KXCAAC</td>
<td>Panoramic views should be assessed.</td>
<td>Figures 9.8.2 to 9.8.17</td>
</tr>
<tr>
<td></td>
<td></td>
<td>EH</td>
<td>The value of views should be reviewed.</td>
<td>Table 9.6.5</td>
</tr>
</tbody>
</table>

EH English Heritage
LBC London Borough of Camden
LBI London Borough of Islington
KXCAAC King’s Cross Conservation Area Advisory Committee
<table>
<thead>
<tr>
<th>Ref</th>
<th>Topic</th>
<th>Raised by</th>
<th>Issue raised in Consultation</th>
<th>Addressed in ES</th>
</tr>
</thead>
<tbody>
<tr>
<td>EH</td>
<td></td>
<td>EH</td>
<td>Landmarks and ‘detractors’ should be clarified.</td>
<td>Figure 9.5.6</td>
</tr>
<tr>
<td>EH</td>
<td></td>
<td>EH</td>
<td>Need to consider views from the North into and out of the Goods Yard Complex</td>
<td>Para 9.8.142 to 144</td>
</tr>
<tr>
<td>EH</td>
<td></td>
<td>EH</td>
<td>Need to consider views into and out of areas to the south and east of the Islington Triangle</td>
<td>Para 9.8.142 to 144</td>
</tr>
<tr>
<td>LBC</td>
<td></td>
<td>LBC</td>
<td>Further discussion is needed on local views.</td>
<td>Para 9.6.26 to 33</td>
</tr>
<tr>
<td>EH</td>
<td></td>
<td>EH</td>
<td>New views should be identified.</td>
<td>Para 9.8.12 to 9.8.14</td>
</tr>
<tr>
<td>LBI/LBC/ KXCAAC</td>
<td></td>
<td>The loss of existing views and the ‘domination’ by proposed buildings needs to be clarified.</td>
<td>Part 9.8</td>
<td></td>
</tr>
</tbody>
</table>

5. Evaluation

| EH  |       | EH        | Designations should be taken into account in assessing importance and building values should be reviewed | Table 9.6.1 Para 9.6.6 |
| EH  |       | EH        | Open spaces values should be reviewed | Table 9.6.2 Para 9.6.6 |
| EH  |       | EH        | Group values should be reviewed | Table 9.6.3 Para 9.6.11 to 17 |
| EH  |       | EH        | Views and historic surfaces etc. should be listed as a resource | Para 9.4.6 |
| EH  |       | EH        | Architectural interest should follow PPG15 6.10 to 6.15 | Para 9.6.3 |

6. Proposals

| EH  |       | EH        | In line with PPG15, as much information as possible should be provided about the proposals. | Part 9.7 |
| KXCAAC | | KXCAAC | Concerned about the height of buildings impacting on the Goods Yard (and especially) the Granary and the Canal. | Para 9.8.102 to 104 |

7. Evolution of the Scheme

| KXCAAC |       | KXCAAC | The input of the EIA process on the scheme should be explained. | ES Part 3 Para 9.3.20 and 21 |

8. Salvaged material

| EH/LBC |       | EH/LBC | There is the expectation that the Gasholder Triplet will be re-erected and that a reasonable amount of materials salvaged from CTRL will be re-used. | Para 9.7.15 Para 9.7.40 and 41 |

9. Mitigation

<p>| EH |       | EH | The relationship between adverse effects and mitigation should be clarified. | Table 9.7.1 |</p>
<table>
<thead>
<tr>
<th>Ref</th>
<th>Topic</th>
<th>Raised by</th>
<th>Issue raised in Consultation</th>
<th>Addressed in ES</th>
</tr>
</thead>
<tbody>
<tr>
<td>EH</td>
<td></td>
<td>EH</td>
<td>There should be building recording and analysis before any demolition.</td>
<td>Para 9.7.56</td>
</tr>
<tr>
<td>KXCAAC</td>
<td></td>
<td>KXCAAC</td>
<td>Salvage of materials should be a mitigation not a benefit. Context is important to the re-use of salvage materials.</td>
<td>Para 9.2.55</td>
</tr>
<tr>
<td>LBC</td>
<td></td>
<td>LBC</td>
<td>The list of mitigation measures needs to be more detailed.</td>
<td>Table 9.7.1</td>
</tr>
<tr>
<td>10.</td>
<td>Assessment of Effects</td>
<td>KXCAAC</td>
<td>The effects of development on the seclusion and tranquillity of the Canal should be considered.</td>
<td>Para 9.8.77 to 94</td>
</tr>
<tr>
<td>LBC</td>
<td></td>
<td>LBC</td>
<td>Effects of construction should be expanded.</td>
<td>ES Part 4</td>
</tr>
<tr>
<td>LBC</td>
<td></td>
<td>LBC</td>
<td>The list of effects should be expanded.</td>
<td>Part 9.8</td>
</tr>
<tr>
<td>LBC</td>
<td></td>
<td>LBC</td>
<td>Consider effects on the setting of St Pancras Chamber.</td>
<td>Para 9.8.36 to 9.8.50</td>
</tr>
<tr>
<td>11.</td>
<td>References</td>
<td>EH</td>
<td>All reference documents should be listed including CASs and Planning Brief.</td>
<td>Part 9.11</td>
</tr>
<tr>
<td>12.</td>
<td>Construction</td>
<td>EH</td>
<td>Mention should be made of vibration damage during construction.</td>
<td>ES Part 4</td>
</tr>
</tbody>
</table>
Appendix 9.B

Topographic Framework
Topographic Framework

9B.1 The following account charts, in outline, the history of the King’s Cross Central site from the earliest large-scale printed maps (c.1750) and other documentation to the present day. A series of eleven maps has been selected to illustrate some of the major changes over the last 150 years (see Figures 9B.9 to 9B.19). In many cases, particularly on the early and small-scale maps, the quality and the level of both detail and accuracy is understandably variable. However, in all cases the maps are now reproduced at a common scale so as to enable better general comparisons to be made. An outline of the site boundary has been added for reference and orientation.

Pre 19th Century (Figures 9B.1 and 9B.2)

9B.2 Rocque’s 1746 map, the first large-scale survey available for the suburbs of London, shows the whole of the King’s Cross Central site as substantially open fields adjacent to York Way. York Way itself was known as Longwich Lane in the late 16th century and by 1735 was called Maiden Lane (later becoming York Road and then York Way). Nearby were the small settlements of Battle Bridge and the ‘Brill’. Rocque’s map also records the presence of St Pancras Old Church, which was the original early Medieval parish church for an area stretching from Hampstead and Highgate in the north to Bloomsbury and Tottenham Court Road in the south and south west.

9B.3 The three early historic influences that remain key to the present townscape are:

i) The River Fleet channel and associated minor valley. These dominated the natural topography of Camden and remained remarkably intact north of King’s Cross through to the late 18th century. The river ran east of the present St Pancras Station and then traversed eastwards to flow on southwards just east of Gray’s Inn Road. The river channel and valley are now buried and only vestigial surface-undulations illustrate the original topography. The Fleet was a notable river starting off from springs on Hampstead Heath, then at most times tranquilly meandering through farmland. The generally flat topography resulted in winter flooding. The upper reaches were once famed for trout and the whole river was noted for its medicinal wells - most converted to fashionable spas and giving the river its common name – ‘the valley of the springs’. Close to the present King’s Cross, and shown on Rocque’s map of 1746 were the hamlets of the ‘Brill’ (later absorbed into the St Pancras urban fabric) and Battle Bridge located at a major crossing point of the Fleet east of King’s Cross Station, now coinciding with the present complex road junction. These well-known hamlets/inns attracted the inhabitants of the City at weekends. Prior to early urban development a road had been formed to follow the east bank of the river from Battlebridge up to Kentish Town (this road was often named Gray’s Inn Road, the name it retains south of Battlebridge). At the south end it was first partly developed in the late 18th century as a series of terraced buildings, one terrace being named Pancras Place and another Weston Place. In the mid 18th century, the street was called Old Pancras Road and in 1872, it was given its present name of Pancras.
Road. The external curve of the Great Northern Hotel follows the alignment of the original road bordering the Fleet River (and later the Fleet sewer). The road was realigned parallel to St Pancras Station in the 1870’s.

ii) The Medieval route, once called Maiden Lane and now York Way. This was one of the traditional routes out of London, a natural extension of Gray’s Inn Road and traversing north over the Hampstead hills and joining routes to the hinterland of England. It is said to have a Roman origin but there is minimal evidence for this. This road parallels the situation to the west and east - Tottenham Court Road/Hampstead Road and St. John’s Street/Upper Street/Holloway Road respectively. King’s Cross Station and the road layout to the east respond to the alignment of Maiden Lane.

iii) The insertion of Euston Road by the closing years of the 18th century. This was rapidly constructed under an Act of 1756, but was not immediately built up. Until 1857 this was called ‘The New Road’. For a short time it was colloquially called Islington Road, as it led from Paddington to Islington. It was created to allow for rapid transit of commercial goods including farm animals - so avoiding the congested streets through central London. This road was carved through extant fields, West South West – East North East at the north limit of urban London that was being dramatically created north of High Holborn-St Giles - Oxford Street in the mid to late 18th century. Euston Road was orientated on the same development alignment, part of the same large scale planning process encouraged by the great land-owners including the Duke of Grafton. The new road in due course, led to the extension of urban London to the north, with a development pattern fully conforming to the grid road layout to the south, and including similar squares, crescents, three/four storey middle class blocks of terraced housing, and well laid out private gardens. The new road is shown on the 1801 map (Figure 9.10) and at this time there were still large pockets of undeveloped land.

9B.4 Limited development on the southern part of the King’s Cross Central site took place in the late 18th century, stimulated by ‘The New Road’. This development was substantially one of low quality two storey terraced housing the layout of which responded to field and property boundaries, the somewhat ad-hoc exploitation of soils for brick/tile making, the Fleet Sewer, and the Small Pox Hospital grounds. The Small Pox Hospital was built here in 1793-4 (having moved out from a building off Tottenham Court Road). This is also shown on the 1801 map. A Fever Hospital was built alongside the Small Pox Hospital in 1802. Today, the orientations of the German Gymnasium and Stanley Buildings, and their surrounding local roads, are based on this first phase development pattern.

Early 19th Century (Figures 9B.3 and 9B.4)

9B.5 The construction of the Regent’s Canal, begun in 1812 through fields north of the urban development, was the next major influence on the grain of the area. The section at King’s Cross did not begin until 1819 and the scheme was completed in 1820. It ran from the River Thames at Limehouse to join the existing Grand Junction Canal near Paddington Basin. This, like Euston Road, was a facility traversing the outskirts of London as a
transport link, with an international capability via the newly established dock complexes in east London. (The West India Docks were but one of five large dock complexes not counting the canal’s own dock at Limehouse itself). Its precise location responded to the then limits of urban growth, the complexities of land ownership and acquisition, and the subtleties of topography and surface geology - especially important when considering lock and tunnel locations. The canal emerges from the Islington Tunnel at Muriel Street some 450m to the east of King’s Cross Central and St Pancras Lock is located immediately south of the Western Goods Shed.

9B.6 More so than today the canal had many lateral basins and ‘docks’. To the east, Battlebridge Basin was in use by 1822 and was originally called the Horsfall Basin after William Horsfall the owner of the land upon which it was built. On the King’s Cross Central site, a basin south of the canal to service the gasworks was in use by 1824, followed in 1850-1 by two to the north, the Granary Basin and the Coal and Stone Dock, as shown on the 1862 map. These provided interchange with the new railway, but previously, in the 1840’s, a short-lived basin next to Somers Bridge served a brick field on part of the Goods Yard site. Outside the King’s Cross Central site to the west, St Pancras Basin first appears on the 1871 OS map following the insertion of the railway lines serving the new St Pancras Station. Battlebridge Basin and St Pancras Basin survive today and are functional as leisure moorings.

9B.7 A prominent feature of the area’s growing industrial importance is seen in the map of 1827 with the arrival of the Imperial Gas Light and Coke Company. Their Imperial Gas Works, the largest of its time, was sited adjacent to the canal for the delivery of coal by barge. The structures shown include the following facilities: furnace and retorts, condenser plant, scrubber stack, lime purifier, and gasholders. The nearby settlement of Battle Bridge was known to be unattractive in the 19th century owing to its proximity to the River Fleet and the trades that gathered there, such as paint manufacture, refuse sorting, bone collecting and pottery making. While these activities were essential to the servicing of the growing city, they retarded building development locally. At this time, north of the canal was still open land.

9B.8 There was further piecemeal expansion of the King’s Cross residential area in the second and third decades of the 19th century, including the areas of terraced housing around Suffolk and Norfolk Streets south of the gas works, and Stephenson Street east of the gas works. This followed a street pattern diagonally placed across the previous agricultural field pattern.

9B.9 In a move to raise the image of the area, as part of the promotion of a more select development south of the New Road, a statue of the late King George IV was erected at the Battle Bridge crossroads in 1830, and the name ‘King’s Cross’ was coined. The statue attracted ridicule and it was demolished in 1842, but the new name stuck.
Mid 19th Century (Figures 9B.5 and 9B.6)

9B.10 By the middle of the century the area was completely developed. The industrial revolution had profoundly changed the King's Cross area with the need to transport large quantities of goods cheaply across the country. The dominance of the canal was short-lived with the arrival of the railways.

9B.11 A dramatic change in the urban fabric of London occurred abruptly in 1849-52 with the building of the Great Northern Railway. Only the second railway to enter London from the North, its facilities were on a far larger scale than that of the London and Birmingham line that had opened into Euston in 1837-8. It reflected the nation's ever-growing industrial and agricultural prosperity and the proven role of the railway as the principal means of long distance communication for both passengers and goods, with a full confidence in its continuing growth. Its immediate catchment area was the farmland of eastern England and the coalfield and industries of Yorkshire, but its onward connections made it the trunk of the East Coast route to Scotland. It brought a new level of activity to the area.

9B.12 The first temporary station was north of the canal on the Goods Yard site, opened in 1850 in good time for the Great Exhibition traffic of 1851. To the south of the Regent's Canal the key feature was then the insertion of King's Cross Station (completed 1852) pushing as far south as possible and nearly abutting Euston Road. It was made possible through the expensive and time consuming relocation of the Small Pox and Fever Hospitals. The railway was able to make use of the relatively less-developed strip of land along the west side of York Road (Maiden Lane). The station therefore respected, as far as possible, the residential landscape further west and the Imperial Gas Works property and it followed the alignment of York Road (Maiden Lane). The station therefore respected, as far as possible, the residential landscape further west and the Imperial Gas Works property and it followed the alignment of York Road (Maiden Lane). By this time and shown on the Stanford's map 1862 (Figure 9.13), development had occurred to the east of Maiden Lane, comprising a complex integration of commercial, light industrial and residential properties set in a North-South, East-West grid of streets.

9B.13 To the north of the canal the open landscape changed to a railway landscape. The Medieval field pattern and old clay pits were obliterated by the cut and fill terrace of the Goods Yard. Approaching the site from the north-east through a ridge of ground, the railway emerges from Copenhagen Tunnel in cutting. Beyond York Way, the Goods Yard was laid out, on a level to assist with the marshalling of wagons. It is embanked above the canal at the south end, to achieve a balance of cut and fill while also facilitating the transfer of coal by gravity from rail to canal and putting the yard on a level with the road bridges over the canal.

9B.14 The passenger line, deflecting southwards, has to descend steeply from the tunnel mouth into a further tunnel (Maiden Lane or Gasworks Tunnel) to pass below the canal and so approach the main station at the level of the New Road.

9B.15 The Goods Yard was opened to traffic in 1850 and was substantially complete by 1852. Its plan was governed by the restricted approach from Copenhagen Tunnel, so that its numerous lines fanned out from the mouth of the cutting as they passed below York Way. Much space was given to sidings for trains of awaiting wagons, while across the
south end were placed the various transhipment facilities and offices of the Goods Station, conveniently situated next to the canal and the roads south into town. Stables for the delivery and shunting horses were located in vaults below the station platforms and below the perimeter roadway.

9B.16 The central feature of the original goods station, the Granary and Goods Yard, was placed axially on the direct line from the original central bore of Copenhagen Tunnel, as if to emphasise the supreme importance of goods traffic. The original Eastern Coal Drops were aligned parallel to this axis, but the Temporary Passenger Station and its carriage shed were deflected eastwards, while the approaches to the Coal and Stone Basin were deflected westwards.

9B.17 North of that the sidings were fanned out to the west, across the whole northern area of King’s Cross Central, and associated with the railway locomotive sheds - the Top Shed, and the later Midland Round House, and other buildings including stables etc. The Goods Yard complex was substantially completed by 1850/52. Further coal sidings and stables were added across the remaining northern area of King’s Cross Central shortly after 1862. It was here that some of the cattle were unloaded on their way to the Metropolitan Cattle Market, established in 1855 about three quarters of a kilometre north of the site. The former temporary Passenger Station was adapted for use as a Potato Market, with several phases of expansion. More coal drops were added in 1859 and 1866, the latter for the large coal merchant Samuel Plimsoll, to his improved design. Some of the earlier coal drops were then converted for warehousing.

9B.18 Architecturally, the Granary reflects its function, but its siting and its bold sandstone cornice make a clear statement promoting the railway company. Originally it faced over a canal basin laid out axially, with four tunnels leading beneath it to barge docks beneath the buildings. The transit sheds on each side, with their large dimensions and flanking blind arcades, support the composition. Flanking office ranges were added within a few years to supplement the original administrative office block (which is now renamed Regeneration House).

9B.19 Contemporaneously with the Great Northern Railway and completed in 1851, the North London Railway was built to connect the Euston line to the Docks, largely skirting the built-up area through open country. It had its own independent facilities, including, from 1887 to 1917, a passenger station served by trains from the City.

9B.20 The Midland Railway, based in Derby, had first gained access to London via the London and Birmingham Railway, but in 1857 transferred its allegiance to the Great Northern Railway, which provided accommodation for its goods and coal at King’s Cross Goods Yard. This proved unsatisfactory and in 1862 the Midland opened its own goods station to the west of King’s Cross Central, initially accessed from the King’s Cross Goods Yard. The Midland’s own main line to London was completed to St Pancras in 1868.

9B.21 The insertion of St Pancras Station in 1866-8 was the last of the great developments that has shaped the townscape character, as shown in the first edition of the Ordnance Survey map of 1871. This, like King’s Cross Station, was set as far south as possible and its alignment responded to the surrounding built development. It displaced mainly low-quality houses. But having to bend aside to avoid the newly extended gas works, it was forced to build over a sizeable rear portion of the old St Pancras burial ground. Adjoining
Part 9 – Cultural Heritage and Townscape Specialist Report

Appendix 9B

streets caused it to terminate slightly askew to Euston Road. The impressiveness over its rival was achieved by the erection across the front of the station of the Midland Grand Hotel (now St Pancras Chambers) completed in 1876, in bright red brick and ‘Gothic Revival’ style (with fairy-tale like towers) and also by being set high above the surrounding roads, the railway company having decided its trains would approach the terminus on a viaduct i.e. to go over, rather than under, the Regent’s Canal. The railway hotels, here and at King’s Cross, provided an essential service for long-distance travellers.

9B.22 Both the great railway termini were sited upon Euston Road because of the barrier of fully developed land to the south, reinforced by the decision of a Parliamentary Commission in 1846 that the central area should not be desecrated by surface railways. Increasing congestion on the direct road link to and from the City was relieved by the construction of the world’s first underground railway, beneath Euston Road and along the Fleet Valley to Farringdon Street, opened in 1863 and soon duplicated and extended (the metropolitan Railway). Both the main-line railways made direct connections to this facility for commuter and goods traffic, via underground tunnels (of which the present Thameslink line remains in use).

9B.23 The existing housing between the two stations remained for a few more years. The erection in 1864-5 of the original five blocks of Stanley Buildings, an early project of Sir Sidney Waterlow’s philanthropic and profit-restricted Improved Industrial Dwellings Company, responded to existing poor local housing conditions and the imminent dispossession of sites by the Midland Railway. The German Gymnasium, part of a contemporaneous redevelopment on Pancras Road, reflected other aspects of mid-Victorian Society.

9B.24 This period also saw the consolidation and expansion in the area of the gas industry, and expansion of industrial activity with businesses using canal and rail transport. For example, to the east on Battlebridge Basin at this time a coal merchant, a lime merchant and a firewood dealer used Belmont Wharf, and a coal merchant and a manure dealer used Middlesex Wharf. Other businesses surrounding the Basin included iron foundries, stone yards, timber yards, stables, corn and salt merchants and a sawmill. One of the businesses was an icehouse (at present housing the London Canal Museum) built after 1858 by Carlo Gatti for storage of ice imported from Norway. Flour mills were established on the canal opposite the railway’s Granary, while opposite King’s Cross Station, along York Road (York Way), there were various manufacturing establishments and engineering works. These were well provided with stabling for the draught horses that delivered the local products.

The Late 19th Century (Figure 9B.7)

9B.25 Major increases in rail traffic, and consequent congestion, necessitated the widening of the lines into King’s Cross Station. The Maiden Lane or “Gasworks Tunnel” under the canal was duplicated, on the east side, in 1876-8 and then triplicated, on the west side, in 1890-2. Additional platforms had largely filled up the main train shed, so an extension for local traffic was built adjoining its west side in 1874 and re-built larger in 1895. Further platforms and sidings were added to the west of this before 1894 including new “docks” for express milk traffic and for horses and carriages (which subsequently became a
Motorail terminal). To improve road traffic circulation around the station, a new bridge was built across the enlarged “throat” of the station, with a western approach along the southern edge of the gas works. This was officially named Battle Bridge Road in 1873, possibly in advance of its construction. These works displaced the remaining pocket of back-street houses so that the railway extended west as far as Edmund Street (named Cheney Street on the 1894 Ordnance Survey map).

9B.26 Pressure on land made it more difficult for railway workers to find decent affordable housing close to their place of work, and to that end the Great Northern Railway in 1891-2 erected a tenement-style block of flats along the new Battle Bridge Road called Culross Buildings. It was accompanied by a mission hall, Culross Hall, one of three provided by the company for its employees’ spiritual needs. Culross Buildings were totally unrelated to the few remaining earlier buildings in the area, such as the German Gymnasium (1864/5) and the Stanley Buildings (1864/5).

9B.27 Excepting the conversion of the Midland Goods Shed of circa 1857, the goods sheds north of the canal avoided significant extension for nearly 50 years, because traffic was dispersed to other smaller goods stations erected elsewhere in London. However, in 1898-9, a major enlargement was undertaken, in the form of the Western Goods Shed, initially used for all outward traffic. It was arranged on two levels for greater accommodation, on the site of a canal basin until then used for coal and stone transhipments. Transhipments to the Regent’s Canal had dwindled, with the construction of a direct rail connection to the gasworks before 1871 and the growth of London’s rail network, with well provided coal depots. Closure of the Coal and Stone Basin was followed around circa 1920 by the infilling of the Granary Basin. The Midland Railway’s coal basin, close to that of the Great Northern Railway, continued in use.

20th Century (Figures 9B.8 and 9B.9)

9B.28 1906 and 1907 saw the opening of the two deep underground tube railways serving King’s Cross, which are now called the Piccadilly Line and the Northern Line. Their surface installations added to the clutter of miscellaneous small buildings in front of King’s Cross Station, which had accumulated since Pancras Road was realigned in the 1880’s. These made way for the present concourse building in 1974, but that was given only temporary planning permission in the hope of a permanent solution more favourable to the station’s notable façade. The Victoria Line was opened in 1968 but the Piccadilly Line’s small York Road Station, near the northern end of King’s Cross Central, was closed in 1932.

9B.29 The gas works ceased making coal gas in 1904, with a brief revival in 1907, and its manufacturing plant was demolished in 1911. The gasholders remained in use, linked to trunk mains. The Great Northern Railway then established road-cartage stables on the gasworks site. In 1921, a new road called, Goods Way, was completed across the gasworks site from east to west, allowing the bridge across the railway at Battle Bridge Road to be taken down and the cutting widened for new locomotive sidings, finalised in 1924 (but not shown on maps until 1938). The railway became part of the London and North Eastern Railway in 1923. For the next 40 years, the King’s Cross ‘throat’ was the
much photographed departure point of Sir Nigel Gresley's esteemed “Pacific” express locomotives.

9B.30 The Goods Yard was joined to Goods Way by a new canal bridge, and road delivery lorries used the filled-in site of the Granary Basin. The Eastern and Western Transit Sheds and former Assembly Sidings between them, which had handled inwards goods traffic since 1899, were remodelled with new platforms in 1936-8. The Western Goods Shed had been lengthened before and during World War I, at the peak of railway goods traffic.

9B.31 The years before and after WWII saw areas of housing to the east and west redeveloped by the local authorities, but there was relatively little change in the area between the Stations (except for a small, prototype block of steel-framed flats at Battle Bridge Road, sponsored by the gas company in 1938 and demolished in 2001 as part of the CTRL works). Many small temporary structures were also built between the two stations in WWII for air-raid shelters and for storage of fire fighting water. A parcels office was built on the site of the garden in front of the Great Northern Hotel.

9B.32 After the economic depression between the Wars, the havoc of wartime and the Nationalisation of 1948, the railways suffered an accelerated decline. This especially occurred in the 1950’s in the face of road competition, leading to major changes in the 1960’s. Steam traction was replaced by relatively cleaner diesels, with the closure and demolition of the locomotive depots (and in turn replaced by electric traction with much improved services on the Great Northern suburban routes in 1976-7 and on the main lines more recently).

9B.33 The biggest change was the rapid phasing out of the traditional railways goods traffic, following Dr. Beeching’s Report of 1963. The future was seen in containers, and a small freightliner depot to handle these was established in the Goods Yard in the mid 1960’s. The handling of small items as “rail express parcels” continued in the sheds north of the Granary until 1981, and road groupage services continued there for a few more years. Smokeless zones had also dramatically reduced the use of coal in the early 1950’s, and the coal depots at King’s Cross had closed by the mid 1960’s, although a new traffic, in aggregates and cement for ready-mixed concrete had developed at the north end of King’s Cross Central. In the south part of the Goods Yard, therefore, most of the rail lines were lifted in the 1980s and new temporary uses were found for a majority of the buildings, with warehouse storage continuing particularly in the Granary.

9B.34 The Potato Market site was largely cleared in 1970, with final demolition in 1988-91, while the hydraulic pumping-station, south west of the Granary, was demolished around 1980. There has also been localised fire damage, but, otherwise the long-lived complex of buildings at the south end of the Goods Yard remain essentially intact. In contrast, the former Midland Railway goods and coal yard west of the Midland Main Line, and the Maiden Lane goods yard site north of the North London Line, were redeveloped mainly for public housing in the 1970’s. The British Library commenced construction in 1982. Immediately south of the canal, the Camley Street Natural Park was established in the 1980s on the cleared site of Mr Plimsoll’s coal drops. Nearby, six of the gasholders continued in service until 2000, in a unique landscape of guide frames.
21st Century (Figures 9B.10 and 9B.11)

9B.35 In July 2001, construction work started on the Channel Tunnel Rail Link and associated extension of St Pancras Station. To the south of the canal, several buildings were demolished around Wellers Court including the street entrance to the German Gymnasium for works in connection with CTRL. The triplet of Listed gasholders were dismantled and components carefully stored. Other unlisted gasholders were dismantled and removed for disposal. The listed railway water tower which stood north of St Pancras Station has been moved to a new location near to St Pancras Basin. The remaining buildings between the canal and the stations, including the listed Gasholder No 8, are unused and they sit within areas of relative dereliction caused by the latest major changes to the area.

9B.36 By the Baseline Year of 2006/7, the CTRL will be operational arriving into St Pancras on a set of embankments forming the northern boundary of the site. The two listed stations will be in full use as an increasingly important group of passenger terminals, serving the Midlands, the North East and Scotland, East Anglia, and Europe.
Open fields adjacent to York Way which was then known as Maiden Lane.

St Pancras Old Church was serving a wide community.

Settlements of Battle Bridge and Brill were established.
Two disused gas holders were removed in the 1950's from adjacent to No. 8.
Three taxi ranks re-configured in front of Kings Cross Station.
A new concourse was created in front of King's Cross Station.
The road vehicle depot north of Battlebridge Road enlarged in the 1950's was now disused.

Chenery Street car park was created.
Potato Market was mostly demolished.
Carnley Street Natural Park was added (1980's).
Following cessation of goods and parcels traffic, the railway lines in to the southern part of the Goods Yard were removed.
- The Western Goods Shed was built over the Coal and Stone Basin in 1897-9
- The Granite Basin was filled in c.1920
- Goods Way was extended across the gasworks site with a new bridge over the Canal, in 1920-1. Batterbridge Pond was then drained.
- The gas works was closed down and removed in the period 1967-1984 but its gasholders remained in full use.
- York Road was re-named York Way in 1987.
- Cambridge Street was re-named Camley Street and Chisney Street was re-named Chisney Road
The alignment of Pinners Road had been moved 1872 away from the curved frontage of the Great Northern Hotel, parallel to St Pancras Station.

* Further railway lines passed through to a new goods station west of St Pancras (now the British Library).
* The Glenworks Tunnel under the canal had been duplicated.
* The tramway running alongside St Martin and Norfolk Streets had given way to additional suburban lines in the Milk Dock area.

Suffolk Street was replaced by Southwark Bridge Road, leading through to York Way with the residential gardens and buildings creating a wash along its new road frontage.

* The Gas Works continued to expand with the upward enlargement of its gas holders.
* The Handyside (Lind) Canopy and the Midland (Middle Market) Canopy had been added to either side of the Midlands Goods Shed.
St Pancras Station and its associated railway lines created another major change to the transport links to the area, reinforcing its industrial character.

The German Gymnasium and the five residential Stanley Buildings were built between the stations in the mid 1860's, but the adjoining tightly packed terraced housing along Bathole and Norfolk Streets remained.

The Gas Works expanded further and the Pimlico viaduct crossed the Canal to service coal drops on the northern side.

**Historic Maps:**

**1871 - Ordnance Survey**

**Figure No. 9.B6**
The period after 1840 saw the comprehensive development of the area for railway use.

- King's Cross Station, with its extensive railway lines, was built in 1851-2 and the Great Northern Hotel in 1854.
- St Pancras Road had become a major route, industry was established east of York Road (formerly Moirden Lane).
- The gas works holder station was expanding to the west, crossing over York Road.
- Most of the Goods Yard complex north of Camden was opened in 1850, with all the main buildings completed by 1860.
- The railway tracks from the north fanned out to serve the Goods Yard buildings after crossing under the York Way viaduct.

Historic Maps:
1862 - Stanford
Figure No. 9,B5
Drawing No. JVR 05/06/95
- Key transport routes were the Regent's Canal, Maiden Lane (now York Way) running south to north, Paternoster Place running north west and the New Road (now Briston Road) running east west.
- The street pattern was essentially a grid except between Brewer Street and Maiden Lane where a more complex pattern had developed.
- North of the Canal was still predominantly agricultural land.
The area developed soon after the construction of the Regents Canal, with residential development to the south and north east. The brick and tile making activities had moved on northwards.

The Imperial Glass Light and Coke Works was established north of Suffolk Street, adjacent to the Regents Canal.
• By the start of the 19th century there was a significant amount of urban development at the south end of the site, at Somers Town adjacent to the New Road (constructed 1796, now Euston Road) and along the old road past St. Pancras Church.

• At the site of King's Cross Station was a Smallpox Hospital and pleasure ground.

• At the site of St. Pancras Station site was an enormous tile kiln, with a brick field to the north.

• The rest of KXC itself was still very much an area of open fields.
Appendix 9.C

Key Features of the Existing Buildings
Introduction

9C.1 The following tables summarise the main points of historic architectural interest of the heritage buildings relevant to the King's Cross Central Proposals. The information has been derived from the work of IHCM and described in their Heritage Study Parts 1 and 2. The Heritage Study document does not form part of the Environmental Statement.

9C.2 The building locations are shown at Figure 9.67.

9C.2 Further information on the built heritage is provided in the Development Specification for the Main Site: Annex E.
Appendix 9.C Building Value (For building references see Fig. 9.4.1)

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Resource</th>
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<tbody>
<tr>
<td>6 and 7</td>
<td><strong>St Pancras Station and Midland Grand Hotel (Chambers) (1868-76)</strong></td>
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</table>

**Train Shed**

- Engineering design by W. H. Barlow, assisted by R. M. Ordish, with architectural design input from George Gilbert Scott. Constructed 1866-8.
- Tracks brought in over Regent’s Canal on bridging, producing a street-level undercroft which was originally used for storing beer barrels and other goods. Hydraulic beer hoist for raising and lowering railway trucks to north of train shed, infilled in 1980s.
- Train shed roof carried on curved wrought iron lattice girder arch ribs, rising 100 feet to meet at a slightly pointed apex, with clear span of 240 feet and length of 690 feet. Longest-spanning roof in world when built.
- Train shed floor of wrought iron buckle plates on riveted wrought iron girders, spanning onto hollow circular cast iron columns on 14 feet 8 inches square grid. Transverse girders also tie together the roof ribs.
- Original roof covered with glazing over central half, and Welsh slates on either side of this. Glazing layout altered after World War II, resulting in more gloomy train shed.
- Being adapted to accommodate Channel Tunnel Rail Link (CTRL) trains, involving construction of northern extension to platforms with new flat roof, conversion and northward extension of undercroft to serve as concourse, parking, etc for international travellers. Train shed and associated buildings to be restored as part of these works.

**Associated Buildings**

- Fine Gothic Revival booking hall on west side, with linenfold panelling (relocated within the original hall in late 20th century) and originally with open timber roof, replaced in 1930s with timber ‘Belfast’ trusses, now concealed. Original roof posts sprung from column corbels, with highly carved capitals.
- Wrought iron and glass porte-cochère over roadway immediately to west of booking hall, restored in early 1990s.
- Office block immediately to north of booking hall (now Barlow House) with Dennett fireproof concrete floors.
- East side buildings of two storeys, now much altered, including rebuilding of north end after fire damage.
- Façades along Midland Road and Pancras Road similar to those on Chambers and Euston Road forecourt frontage, but areas in poor condition. To be restored as part of CTRL works, with new buildings in sympathetic style to be constructed along part of west side of station.

**Midland Grand Hotel (now known as St Pancras Chambers)**

- To an 1865-7 design of George Gilbert Scott, the winner of a competition.
- A complex Gothic Revival design incorporating elements of Lombardic, Venetian, and Milanese brick Gothic, and adopting details from many English and French cathedrals.
Six storeys generally, over street level ‘basement’ that housed hotel kitchens, services, and storage.

Spectacular façades in vermilion red brick, with common work of Gripper’s Patent Nottingham bricks with arched openings and other details using ‘rubber’ bricks shaped and bonded with fine and highly precise mortar jointing. Gothic windows with a complex integration of materials, including dressings in Ancaster and Ketton limestones and Mansfield sandstone, and shafts of polished grey and red Peterhead granite.

Tower over arched entrance to station booking hall at west end of forecourt, for cabs carrying departing travellers. Second arched entrance into train shed, further east, served cabs collecting arriving travellers. Clock tower at east end of Euston Road façade.

Exterior cleaned and restored 1991-5.

Lavishly internally decorated, although much altered or degraded, especially during use as railway offices and other accommodation after hotel closed in 1935. Imposing and ornately decorated main staircase at west end of building, partly restored 1994-5.

Some floors in Moreland’s ‘fireproof’ construction, with concrete jack arches on curved corrugated-iron soffits and wrought iron beams. Elsewhere, wrought iron beams and timber flooring generally.

Innovative also for having hydraulic lifts and central heating.

Forecourt of Chambers dismantled 2001, retaining Euston Road façade wall, for construction of new Western Ticket Hall of King’s Cross St Pancras Underground Station. Forecourt surfacing and Pancras Road façade to be reinstated on completion.

Great Northern Hotel (1854)

Early surviving example of a grand railway hotel. By the architect Lewis Cubitt.

Built on a curved plan, following the former line of Old St Pancras Road, but facing away from it. Originally with small garden in front of the main entrance, which faced main entrance and booking hall of King’s Cross Station.

Six-and-a-half storey brick structure over a basement, unusually tall for its time.

Yellowish stock brick, with a mix of classical embellishments in stone. With careful articulation of the numerous windows into horizontal and vertical bands. Hipped slate roof with dormers above a bold cornice. Tall chimneys

Always used as a hotel, and upgraded since construction, but currently vacated during the construction works for the Northern Ticket Hall. In reasonably sound condition.

Two ice-houses below ground in the courtyard to the north, built for the Fever and Smallpox Hospitals that previously occupied the site. Incorporated into the hotel and accessed via a vault. Being dismantled during construction of the Underground Northern Ticket Hall, which will occupy this area below ground level.
<table>
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<tr>
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<tr>
<td>10</td>
<td><strong>King’s Cross Temporary Concourse (1970s)</strong></td>
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<tr>
<td></td>
<td>- Recent single-storey lightweight framed ‘shed’, physically attached to station and therefore regarded as listed. This replaced an earlier clutter of huts and shelters, which in turn had replaced an iron and glass canopy.</td>
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<td></td>
<td>- Of no heritage value; detrimentally affects the character and quality of original façade treatment of the station.</td>
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<tr>
<td>10</td>
<td><strong>King’s Cross Local Station</strong> (now platforms 9 to 11)</td>
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<tr>
<td></td>
<td>- Built for GNR’s suburban services.</td>
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<td></td>
<td>- Rebuilt larger in 1894-5.</td>
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<tr>
<td></td>
<td>- Trussed girder roof and with a light and elegant iron and glass porte-cochère.</td>
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<tr>
<td>10</td>
<td><strong>King’s Cross Station (1852)</strong></td>
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<tr>
<td></td>
<td>- At the time of construction the largest station in Britain.</td>
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<tr>
<td></td>
<td>- Designed by Lewis Cubitt, architect, in collaboration with Joseph Cubitt, engineer (son of Sir William Cubitt and the engineer of the GNR).</td>
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<tr>
<td></td>
<td>- Tracks brought into station through tunnel (since tripled) under Regent’s Canal (this contrasts with St Pancras Station, which was brought in over the canal on a viaduct).</td>
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<tr>
<td></td>
<td>- The façade is a grand example of plain austere ‘Italianate villa’ style, with two enormous glazed arches at Euston Road gable end, reflecting the internal roof arrangement of two train sheds (originally one for arrival, one for departure), with heavy end buttresses and central lighter clock tower 36m (120 feet) high.</td>
</tr>
<tr>
<td></td>
<td>- South and west façades built in London yellowish stock bricks and sandy limestone detailing. The two train sheds were originally roofed with bolt-laminated timber arch ribs of 31.5m (105 feet) span at 6m (20 feet) spacing, springing from iron spandrels in the two side walls. The train sheds are 21.6m (72 feet) high and 240m (800 feet) long, with three-quarters of their length glazed, and the rest slate-covered.</td>
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<td></td>
<td>- Train shed timber arches replaced in 1869-70 (east) and 1886-7 (west) with the present wrought iron ribs (as a result, it is variously suggested, of rot from locomotive steam, or corrosion of bolt fixings by water and sulphurous gases in locomotive smoke.</td>
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<tr>
<td></td>
<td>- Side walls of the train shed have tall, round arched arcades, as also the central brick spine wall, which is pierced at four locations by elliptical arches, two bays wide, used in 19th century for transfer of carriages between the two sides.</td>
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<tr>
<td></td>
<td>- Former booking office, main entrance, and offices on west (original departure) side are housed in a long brick-built range of three and four storeys over a basement, with a wrought iron trussed porte-cochère over the entrance. This block is noted as having “the thin, somewhat, debased Venetian windows of the classical revival on its last legs” (Cherry and Pevsner, The Buildings of England, London 4, North, 1998).</td>
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<td><strong>German Gymnasium (1864-5)</strong></td>
</tr>
<tr>
<td></td>
<td>- East range originally a cab road for arriving travellers. Two floors were added in 1869 in yellow stock brick above the original reddish stock brick arcaded cab drive. This ramped cab approach was brought back into use in 2001 as the Underground station redevelopment took possession of the then taxi rank net to the 1970s concourse.</td>
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<td>- Growing suburban and perishable freight traffic accommodated on west side (the present cleared Milk Dock site), with sidings and open platforms.</td>
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<td>- German Gymnasium (1864-5)</td>
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<tr>
<td></td>
<td>- Built for German Gymnastic Society in Prussian neo-medieval vernacular brick style (architect E. Grüning). It was the only such building erected outside Germany.</td>
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<tr>
<td></td>
<td>- Surviving bolt-laminated timber roof arches spanning hall, with hooks for original climbing ropes formed on ends of bolts.</td>
</tr>
<tr>
<td></td>
<td>- Horizontal cast iron bracing trusses within eaves ceiling either side of timber arches provide lateral restraint to control arch spread under load.</td>
</tr>
<tr>
<td></td>
<td>- Originally gallery at first floor level, infilled throughout at this level when hall taken over by Great Northern Railway during World War I. Further later alterations, including part additional gallery inserted on south side in 1974 when building occupied by Circle 33 Housing Association (All these insertions are ‘reversible’).</td>
</tr>
<tr>
<td></td>
<td>- Block to west of hall housing offices, etc, and the corridor and stairway to the Pancras Road entrance were all dismantled 2001-2 as part of CTRL works. Some elements of these buildings salvaged by CTRL contractor for possible re-use within the area.</td>
</tr>
<tr>
<td></td>
<td>- West wall of the hall has been restored by CTRL as external wall. Rest of structure assumed to be left by CTRL in a structurally stable condition.</td>
</tr>
<tr>
<td>14</td>
<td><strong>Stanley Buildings (1864-5)</strong></td>
</tr>
<tr>
<td></td>
<td>- Two of the original five of these five-storey blocks remain, built as philanthropic housing for urban workers by the Improved Industrial Dwellings Co Ltd (builder Matthew Allen). Other three blocks lost, one each to World War II bombing, road widening, and Channel Tunnel Rail Link terminal works.</td>
</tr>
<tr>
<td></td>
<td>- Walk-up blocks with open central spiral staircase giving balcony access with elegant balustrades.</td>
</tr>
<tr>
<td></td>
<td>- Flat roofs for clothes-drying and secure children’s play area.</td>
</tr>
<tr>
<td></td>
<td>- Two flats per floor, originally four.</td>
</tr>
<tr>
<td></td>
<td>- Early example of ‘fireproof’ floor construction with concrete to balconies, stairs, and corridors lightly reinforced with iron strips (timber flooring in habitable rooms).</td>
</tr>
<tr>
<td></td>
<td>- Concrete also used for window lintels, etc.</td>
</tr>
<tr>
<td></td>
<td>- In reasonable structural condition.</td>
</tr>
<tr>
<td>15</td>
<td><strong>Culross Buildings (1891-2)</strong></td>
</tr>
<tr>
<td></td>
<td>- Built by GNR as ‘on-site’ accommodation for its workers during the expansion of King’s Cross Station west of the train shed/local station and to re house inhabitants displaced by development, as required by new legislation.</td>
</tr>
</tbody>
</table>
### Ref. Resource

- The Mission Hall, an interesting example of employer's self-interest in providing 'respectable' social facilities for its workers.
- Functional character but austerity ameliorated by use of colourful materials - yellow stock brick with bright red brick and Portland stone.
- Open landings to staircases, with wrought iron railings.
- In considerable need of renovation externally (interiors yet to be inspected).
- No apparent structural distress from the outside.

#### Gasholder No. 8 (1883)

- Designed by John Clark, works engineer at St Pancras gas works, in the general style devised 25 years earlier by his father Joseph Clark, as the engineer at Shoreditch Gas Works.
- Replaces at least two earlier phases of gas holders, originating with opening of St Pancras Gas Works by the Imperial Gas Light Coke Company in 1824.
- Stylistically based on the 'Siamese triplet' gasholders (see below) - the frames of which are currently dismantled and in store pending re-erection.
- Ironwork built by Westwood and Wrights, above an existing (1850s) brick tank that was deepened for the new holder.
- Guide frame has two levels of wrought iron riveted lattice girders linking the columns.
- A three-sectioned telescopic bell sitting in brick-lined water tank. The top of the bell is a traditional dome probably supported on lightweight iron trusses resting upon a central pillar. When inflated the bell was supported on the pressure of the gas.
- Dry well immediately to the south-south-west, for entry of pipework into its bottom tank, had a traditional hand-operated pump (present location to be confirmed).
- Remnants of brick boundary road south side of Goods Way (likely to be demolished in further CTRL works).

#### Coal and Fish Offices (c. 1851 to 1860s)

- Built as a row on a curved site in several phases, massed in five units of considerably varying height (one to three storeys above Wharf Road cellars) and length. There is a visually pleasing fall of roof levels from east to west.
- The original Coal Office is particularly tall with parapet and prominent chimneys, to reflect the importance of coal traffic.
- Entrances at viaduct level from Goods Yard but not from canal towpath. The cellars give an effective increase in elevation from the canal. The buildings follow the curve of the canal and rise sheer from the towpath, making a significant contribution to the local canalscape.
- There is a good relationship with the Eastern Coal Drops area, which the Coal and Fish Offices all face towards.
Part 9 – Cultural Heritage and Townscape Specialist Report

Appendix 9C

IHCM/RPS/Arup JR4237B/Environmental Statement
May 2004 King’s Cross Central

### Elegant and austere but well-composed brick elevations in a classical tradition, in stock brick. Slate roofs (renewed after fire damage.)

### Windows vary considerably in size and proportion, between the different units, and subtly reflect the proportions of the units themselves.

### Interiors largely gutted following fire damage in 1980s, with floors and roofs rebuilt and finishes stripped, but some surviving original or early features such as cast iron beams and stone staircases. Documentary and photographic records may allow for an appreciation of ‘finishes’ prior to fire and in 19th century.

#### Wharf Road Viaduct and Arches

- This forms the boundary structure between Goods Yard (part of King’s Cross Central Site) and the Regent’s Canal towpath (not part of the site).

- Reddish stock brick wall of circa 1850 serves as a retaining wall to the raised ground level in the east part of the Goods Yard. It is integral with the Coal and Fish Office and forms part of a road viaduct in the west part of the Goods Yard. Further west it reverts to being a retaining wall.

- At the west end of the viaduct, at the tail of St Pancras Lock, is the entry to the former Coal and Stone Basin, now the site of the Western Goods Shed, with cast iron bridge and guard-house as previously described in the lower level of that building (see 24).

- Main viaduct carried on stock brick segmental arches or vaults used from 1851 as stables for railway horses. Stabling rings in arch soffits, and possible other related fixtures.

- The structure indicates the northward widening of Wharf Road, with three cast iron cantilever brackets of circa 1860 date at west end. In remainder the vaults were widened in Gault brick in late 19th century, and from this rolled steel joists were cantilevered to create a footway. These were renamed in mid-20th century.

- There are steps down to the lower level opposite the Coal and Fish Offices with two cast iron bollards embossed “GNR”.

- Abutment of former Somers Bridge, facing towpath, has mid-late 19th century padstones, for bridge girders (removed in 1920s).

- Entry to former Granary Basin visible from towpath with brick relieving arch over very large (16m long) cast iron beam with exposed bottom flange. Blocked up below beam, and towpath bridge removed c.1920. Beam recently severed, and larger section removed to facilitate construction of temporary bridge for haulage road serving CTRL works.

- Reinforced concrete girder bridge of 1920 from Goods Way, replacing Somers Bridge as the access to the Goods Yard on this side.
24 Western Goods Shed (1897-99)

- Surviving example of a two-level goods station, formerly with railway tracks entering from north at both levels (lower level via cutting, now roofed over). Considerably increased the goods handling capacity of the Goods Yard.
- Early and large example of a partially steel-framed building with compound columns and various types of girders. Multiple ranges of pitched roof trusses are composite, of wrought iron and timber, well detailed, in development of earlier tradition. Original roof timber boarding and slate coverings still mostly in place.
- Rugged austere brick elevations (would be much improved if cleaned up). Neatly detailed with arched windows and some brick panelling.
- Unique ‘Hanseatic warehouse’ style of sawtooth-roofed, timber-weatherboarded north extension erected during World War I.
- Large clear internal spaces.
- Generous headroom.
- Survival of original upper level track routes (largely covered-over) and raised platform level.
- ‘Oriel’ style timber supervisor’s office overlooking goods loading area and weatherboarding at north end of offices.
- East wall is modified original wall of Western Coal Drops.
- Lower level, effectively a basement. Heavy grid of steel girders on traditional cast iron columns. Built over the former Coal and Stone Basin of circa 1851 and which was infilled 1897-8.
- South-west wall retains former skew bridge over canal basin entrance of cast iron beams on rusticated piers, guard-house with grandly modelled stone cornice, and Wharf Road causeway with cast iron anchor plates to tie-rods.

25 Western Coal Drops (1859-60)

- Built originally as coal drops and converted to goods shed in 1897-8.
- Two-level planning in original phase, with railway wagons at upper level discharging via hoppers to road vehicles below.
- Functional London stock brick elevations of two tiers of arches.
- South office façade with round headed windows (upper level replaced but reinstatable).
- Light composite timber and cast and wrought iron roof trusses.
- Surviving cast iron beams, originally supporting railway tracks and suspended coal hoppers.
- Original cellular plan layout of coal drops at lower level with some evidence of coal hoppers.
- Evidence (slight) of wagon traverser at upper level in modified southernmost bay.
- Survival of raised platform for loading railway wagons from road vehicles at upper level, and stays for two former platform cranes.
Rolled steel and timber canopy on east side at upper level, with cast iron filigree brackets and timber valance, installed in 1898 to shelter unloading from road vehicles at platform.

- Surrounded at lower and upper levels by extensive areas of granite setts.
- For associated viaduct see 26 below.

**Western Coal Drops Viaduct**

- Viaduct attached to the east side of Western Coal Drops was originally sited on the west side of that building, for railway coal wagons returning from the coal drops, and re-erected on the east side in 1897-8 for road vehicles delivering to the goods shed platform. Fabricated wrought iron plate girders and cast iron columns (perhaps of the 1880s), with slotted joints offering provision for thermal expansion at mid-length.

- Covered area to south of Western Coal Drops, built in 1897-8, with compound steel girders and cast-iron columns, with girders and columns located to allow road vehicle access routes at lower level into Western Goods Shed and alongside east side of Western Coal Drops building.

- Cast iron railing standards of various periods (pre-1923), in good condition.

**Plimsoll Viaduct**

- Central (Plimsoll) viaduct provided 1865-6 to serve Samuel Plimsoll's improved coal drops located on the south side of the canal (now the site of the Camley Street Natural Park). It originally had timber piers but these were replaced in late 19th or early 20th century by ‘engineering’ blue brick piers. A reinforced concrete deck was added in mid-20th century. An unusual feature was the opposed gradients on outward and return tracks, to assist horse traction, with 0.75m level difference at north end. The concrete work now in a decayed condition.

**Eastern Coal Drops (1851)**

- A building providing for the transfer of coal from rail to road, on an exceptional scale of operation (about 152m x 14.6m) with 4 parallel rail tracks and 96 cells. Uniquely, for the period, it was under the cover of an overall roof. The southern half was converted to warehouses in the late 19th century.

- Demonstrates well its function. Two-level planning, with railway wagons at upper level discharging via hoppers to road vehicles below, particularly evident at unaltered northern end despite fire damage of 1985.

- It has functional London stock brick elevations with large open-sided arches at upper level and attractive brick detailing. Lower-level arches spring off cast iron columns and shaped capitals, with blind brick roundels in the spandrels.

- Timber roof trusses with wrought-iron hanger rods, spanning 13.7m (48 feet).

- Slate roof cover intact in southern half.
### Ref. Resource

- Rail tracks at upper level supported on heavy timber way beams in four longitudinal pairs (remaining vestigially in fire-damaged areas, and remaining but repositioned in warehouse part).
- Original cellular layout plan at lower level with vestigial survival of coal hoppers at unaltered northern end (much altered to south).
- Warehouse in the south half created by infilling of the earlier structure, with repositioned timber beams and repositioned stanchions. Cast-iron window frames. Three floor levels now, upper level largely open plan in three divisions.
- Wrought iron wallcrane on east side.
- Cantilevered timber canopy with valancing on west side above a loading platform.
- Some evidence of former wagon traverser at upper level, southernmost bay, with large timber beams.
- For associated viaduct see 26 above.

### Setting

- Single-storey office in Gault brick at south end rebuilt in late 19th century.
- Two-storey red-brick 1920s-1930s building to east, of less merit. Concrete elements are significantly decaying.
- 1850s retaining wall behind upholding change in ground level (higher to east).
- Surrounded by extensive areas of granite setts.

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Western Transit Shed and Eastern Transit Shed (both 1850)</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Built to handle the whole of London merchandise traffic of the GNR, the “Outwards Shed” to the west and the “Inwards Shed” to the east. They were planned with an extensive train marshalling and assembly area between these two sheds (see 30 below).</td>
</tr>
<tr>
<td>31</td>
<td>On an unprecedented scale, being 174m (580 feet) long and 23.4m (78 feet) clear width, and nearly 7.5m (25 feet) clear height.</td>
</tr>
<tr>
<td></td>
<td>They are bold single-storey structures with stock brick elevations of giant blind arcades regularly punctuated with vehicle and pedestrian entrances, several of which have been enlarged in the 20th century.</td>
</tr>
<tr>
<td></td>
<td>Light steel trusses have replaced original long-span timber pitched roof trusses, set behind parapet.</td>
</tr>
<tr>
<td></td>
<td>Modern roof coverings to both transit sheds, of no particular heritage value.</td>
</tr>
<tr>
<td></td>
<td>Former platforms have been removed or relocated.</td>
</tr>
<tr>
<td></td>
<td>Both sheds offer large clear spaces, although currently sub-divided for different tenancies.</td>
</tr>
<tr>
<td></td>
<td>Several overhead runways for the former sliding doors remain in situ.</td>
</tr>
<tr>
<td></td>
<td>Clock face in north gable end of Western Transit Shed for timing of departures.</td>
</tr>
<tr>
<td>Ref.</td>
<td>Resource</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>Original canal docks and underground stables not currently accessible, but may survive in reusable form.</td>
</tr>
<tr>
<td></td>
<td>Section of Western Transit Shed damaged by fire in mid-2001, and part demolished (see also 30, Train Assembly Shed).</td>
</tr>
<tr>
<td>29</td>
<td><strong>The Granary (1851-2)</strong></td>
</tr>
<tr>
<td></td>
<td>Built for storage of grain brought in sacks from Eastern England.</td>
</tr>
<tr>
<td></td>
<td>Grand six-storey structure with classically designed brick elevations by Lewis Cubitt. In excellent condition. perhaps only a little too dirty.</td>
</tr>
<tr>
<td></td>
<td>Southern elevation has four lines of loading doors for goods handling. Canopies to hoists have stone cornices and Roman tiles.</td>
</tr>
<tr>
<td></td>
<td>Hipped roof in two ranges on timber trusses behind raised parapet and cornice of grit-stone ashlar.</td>
</tr>
<tr>
<td></td>
<td>Internal frame of cast iron columns and inverted-T-section beams supporting heavy timber joists. Fire-protected staircases with iron doors.</td>
</tr>
<tr>
<td></td>
<td>Extensive evidence of former means of goods distribution and servicing within building by hydraulic hoists, vestiges of machinery and trap doors. Three gantries spanning valley of the roof.</td>
</tr>
<tr>
<td></td>
<td>Relieving arches over ends of former canal docks under granary visible at low level on northern elevation (other surviving evidence not yet established).</td>
</tr>
<tr>
<td></td>
<td>Evidence for former rail tracks and turntables within building at ground level, with two loading backs remaining.</td>
</tr>
<tr>
<td></td>
<td>Goodly collection of street furniture to south, east and west including early turntables, rails, and remains of shunting capstans set in granite setts. Kerb stones alongside the infilled Basin.</td>
</tr>
<tr>
<td></td>
<td>Canal Basin to south infilled c.1920; structure assumed to be retained under lorry park.</td>
</tr>
<tr>
<td></td>
<td>Somewhat altered north façade, that could be reinstated or better integrated with transit sheds to north.</td>
</tr>
<tr>
<td></td>
<td>Two office blocks of three storeys added by 1871 at south end either side of the Granary, but asymmetrical. Stock brick, sash windows and slate roofs with eaves and gable ends in characteristic style of GNR. East office believed damaged in World War II, with evidence notably part-rebuilt elevations. Some fireplaces remaining internally.</td>
</tr>
</tbody>
</table>
30  **Former Train Assembly Shed with Offices over (1850 and later)**

- Originally built for marshalling incoming and outgoing railway wagons that were loaded and unloaded in the Transit Sheds (28 and 31). It had 12 lines of rails and transverse lines of wagon turntables, now removed. Reconstructed in 1938 as Outward Goods Station, with finger platforms.
- Four-ridged pitched roof is mid-20th century replacement, on widely-spaced steel columns, and with modern roof fabric.
- Generous headroom.
- North elevation of four wide openings, between stock brick piers and with York stone caps of 1850.
- Raised platform level of 1938 survives, although modified for more recent use as go-kart circuit.
- Southern end transected by wide east-west road access route of 1938, also serving Western and Eastern Transit Sheds.
- First floor offices on west side (1897) supported on cast iron columns and steel girders. Severely damaged by fire in mid-2001 and largely demolished, together with adjacent area of Western Transit Shed. Precious 1850 wrought iron roof trusses, raised and re-used from Train Assembly Shed, have been destroyed.

31  **Eastern Transit Shed - see 28, where it is described with the Western Transit Shed**

32  **West Handyside Canopy (1888)**

- Wrought iron and glazed roof, clear spanning the tapering space between Eastern Transit Shed and Midland Shed. Was used for loading and unloading of fish and other perishables directly to road vans.
- Erected in 1888 by Andrew Handyside of Derby.
- Light and elegant pitched trusses supported on spectacular lattice girders clear-spanning up to about 39m (130 feet), carried on cast iron columns attached to the walls of the Eastern Transit Shed and the Midland Goods Shed.
- Granite sett paving of several types and ages with embedded rail tracks and with several shunting fairleads towards north end.

33  **Regeneration House (1850)**

- Large well-lit rooms with generous headroom on upper floors.
- Bi-symmetrical plan.
- Entrance steps and basement area grilles largely survive, with some original or early wrought iron railings.
Some cast iron internal structural elements.

Stone staircase with decorative cast iron balusters

Replacement roof fabric.

Later small ancillary buildings around Regeneration House are definitely not enhancing the character of the Conservation Area, and should be removed.

---

**Midland Goods Shed, East Handyside Canopy and Site of Former Potato Market**

**Midland Shed (1850s, much altered later)**

- A goods shed provided for the use of the Midland Railway in 1857, during its troubled and short-lived sharing of the GNR’s facilities, but reverting to GNR use in 1860s. South end converted to a two-storey glass bottle warehouse c.1870, before re-conversion to a goods shed c.1900.

- Two-storey stock brick building on the footprint of 1850 carriage shed of former temporary Maiden Lane passenger station. Altered in several campaigns. Lower parts of side walls probably from the original shed.

- East and west facades of two tiers of panelled brickwork with complexity of details illustrating complex and interesting history of construction and alteration as goods shed and warehouse.

- Original roof replaced in 1950s by 23m pitched steel trusses, forming entirely open and spacious 90m long first floor with reasonable headroom and top-lighting.

- First floor inserted in late 19th century on substantial plate girders and cast iron columns.

- Original raised platform level survives with some evidence of railway tracks within building.

- Numerous large vehicular doorways on both long sides, in three phases, with some original cast iron girders.

- Hydraulic accumulator in brick tower added c.1880 at north-east corner of building. Hydraulic equipment reportedly surviving although not currently accessible. The major surviving element of the once-extensive hydraulic power system serving the goods yard.

- Three-storey ‘narrow’ office block at south end of shed. Erected c.1870 on the site of a former office. Top storey added slightly later. Stock brick façade with sash windows and a gabled slate roof in a distinctive GNR style (one of several).

**East Handyside Canopy (1888)**

- A second Handyside wrought iron roof of uniform span, that filled the gap between the temporary passenger station and the Midland Goods Shed.

- Supported on the east wall of the Midland Goods Shed and on the cast-iron arcade of the 1850 departure platform, although supporting columns of the arcade were replaced in the 20th century by steel stanchions.

- Light and elegant roof trusses as in the other Handyside roof (32 above).
Curved plan and lightness of roof gives pleasing recessional perspective effect similar to that on notable major stations curved on plan (e.g. York, Newcastle-upon-Tyne, Waterloo International). Perpetuates the curve and roof form of the 1850 station that was used by visitors to the Great Exhibition, and by Queen Victoria.

Remnants of granite setts, substantially removed at south end by the temporary works of CTRL.

**Site of Former Potato Market (1850)**

Site of original temporary Maiden Lane passenger station prior to opening of King’s Cross; roof incorporated in overall roof of subsequent Potato Market (1864 and 1896) that covered site but was almost entirely demolished between c.1970 and 1991. It was designed by Lewis Cubitt, and had substantial glazed pitched roofs of wrought iron and timber on cast-iron arcades.

On the west side of the site survives a north-south line of haunched cast iron beams from the original roof, carried on later steel columns (as noted for East Handyside Canopy Roof above).

Free-standing stock brick buttress wall at north end of this arcade previously supported last bay of 1850 roof. Of historical interest, as added to the scheme as a precaution following notable 1850 roof collapse at Lewis Cubitt’s Bricklayers’ Arms Station, in south London.

Two cast iron columns at a former York Way entrance to Potato Market, erected 1896 for a covered roadway, are only other survivors of Potato Market roof.

Brick retaining wall on top of east side of site, upholding York Way, with sloped buttresses and horizontal arches, within one of which is a ventilation shaft for the second Gasworks Tunnel out of King’s Cross Station, capped by an iron grille.

Two upstanding red-brick cylindrical towers cap further ventilation shafts for the second Gasworks Tunnel out of King’s Cross Station (1876–8).

Recently removed stone/brick vestiges of base of 1860s gate lodge at junction of Wharf Road and York Way.
Appendix 9.D

Tree Survey: 2004
Introduction

9D.1 RPS have been appointed by Argent St. George to undertake a survey to locate and assess the condition of trees at the King’s Cross Central site.

9D.2 The tree survey was undertaken on 5th January 2004 in accordance with guidelines adapted from BS 5837:1991 ‘Trees in Relation to Construction’. The survey relates to all trees identified within the site boundary and records details of species, height, spread, girth, condition, amenity and BS category values. BS 5837 defines trees that are less than 75mm diameter (roughly comparable to a girth of 0.25m measured 1.5m above ground level) as normally of insufficient size to include within a tree survey. However many trees on the King’s Cross Central site fall within this category, but were included to provide a more accurate representation of the vegetation on site.

9D.3 No trees were found to be covered by a Tree Preservation Order (TPO), however all trees lie within either the King’s Cross Conservation Area or the Regent’s Canal Conservation Area.

9D.4 Planning Policy Guidance: Planning and the Historic Environment (PPG15) states that:

‘Many trees in conservation areas are the subject of tree preservation orders, which means that the local planning authority’s consent must be obtained before they can cut down, topped or lopped. In addition to these controls, and in view of the contribution that trees can make to the character and appearance of a conservation area, the principal Act makes special provision for trees in conservation areas which are not the subject of tree preservation orders. Under section 211, subject to a range of exceptions, (including small trees and ones that are dead, dying or dangerous), anyone proposing to cut down, top, or lop a tree in a conservation area is required to give six weeks’ notice to the local planning authority. The purpose of this requirement is to give the authority an opportunity to consider bringing the tree under their general control by making a tree preservation in respect of it. Penalties for contravention, which may include a requirement to replant, are similar to those for tree preservation orders.’

9D.5 ‘Tree Preservation Orders, A Guide to the Law and Good Practice by the Office of the Deputy Prime Minister further defines ‘small trees’ as ‘a tree with a diameter not exceeding 75mm’.

9D.6 The following Tree Survey schedules, and plans and photographs at Figures 1 to 16 contain all survey information.
## Schedules

### Assessment

<table>
<thead>
<tr>
<th>Condition</th>
<th>Graded 1 – 4</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 = Good</td>
<td>Full Healthy canopy; but possibly including some suppressed growth or physical damage</td>
<td></td>
</tr>
<tr>
<td>2 = Moderate</td>
<td>Slightly reduced leaf cover, minor dead wood, or isolated major dead wood</td>
<td></td>
</tr>
<tr>
<td>3 = Poor</td>
<td>Overall sparse leafing or extensive dead wood</td>
<td></td>
</tr>
<tr>
<td>4 = Very Poor</td>
<td>Large areas of crown dead</td>
<td></td>
</tr>
</tbody>
</table>

### Amenity Value

<table>
<thead>
<tr>
<th>Graded 1 – 4</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 = Good</td>
<td>Good overall form and profile with positive contribution to surrounding area. Strong potential within future development</td>
</tr>
<tr>
<td>2 = Moderate</td>
<td>Fair appearance and character that contributes to the immediate area. Some potential and worthy of retention within future development</td>
</tr>
<tr>
<td>3 = Poor</td>
<td>Overall character contributes little to the surrounding area and is possibly worthy of retention, but its loss would not be significant.</td>
</tr>
<tr>
<td>4 = Very Poor</td>
<td>Bad appearance and form does not contribute to the surroundings. No contribution to be made within future development</td>
</tr>
</tbody>
</table>
BS 5837

Category
Graded 1 – 4

1 = Good
i. vigorous healthy trees of good form, and in harmony with proposed space and structure;

ii. healthy young trees of good form, potentially in harmony with proposed development;

iii. trees for screening or softening the effect of existing structures in the near vicinity, or of particular visual importance to the locality;

iv. trees of particular historical, commemorative or other value, or good specimens of rare or unusual species;

2 = Moderate
i. trees that might be included in the high category, but because of their numbers or slightly impaired condition are downgraded in favour of the best individuals;

ii. immature trees, with potential to develop into the high category;

3 = Poor
i. trees in adequate condition, or which can be retained with minimal tree surgery, but are not worthy for inclusion in the high or moderate categories;

ii. immature trees, or trees of no particular merit;

4 = Very Poor
i. dead or structurally dangerous trees;

ii. trees with insecure root hold;

iii. trees with significant fungal decay at base or on main bole;

iv. trees with a cavity or cavities of significance to safety;

v. trees that will become dangerous after removal of other trees for the reasons given in items 1 to 4.
## Tree Survey

<table>
<thead>
<tr>
<th>Tree or Group Ref.</th>
<th>Species</th>
<th>Height (m)</th>
<th>Spread (m)</th>
<th>Girth (m)</th>
<th>Condition</th>
<th>Amenity Value</th>
<th>BS 5837 Category</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>London Plane – Platanus acerifolia</td>
<td>12</td>
<td>14</td>
<td>1.6</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>Mature street tree typical of central London. Wide spreading crown some damage/pollarding on north side.</td>
</tr>
<tr>
<td>2</td>
<td>London Plane – Platanus acerifolia</td>
<td>12</td>
<td>10</td>
<td>1.5</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>Mature street tree typical of central London. Canopy suppressed on north side. Tree leaning to the south.</td>
</tr>
<tr>
<td>3</td>
<td>London Plane – Platanus acerifolia</td>
<td>9</td>
<td>8</td>
<td>1.0</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>Moderately mature street tree typical of central London. Main branches have been pollarded and reduced by a third. Some regrowth.</td>
</tr>
<tr>
<td>4</td>
<td>Sycamore – Acer pseudoplatanus</td>
<td>4</td>
<td>2</td>
<td>0.1</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>Young recently planted specimen. Poor condition. Out of character as street tree.</td>
</tr>
<tr>
<td>5</td>
<td>Silver birch – Betula pendula</td>
<td>4</td>
<td>2</td>
<td>0.1</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>Young recently planted specimen. Poor condition. Out of character as street tree.</td>
</tr>
<tr>
<td>6</td>
<td>Oak – Quercus robur</td>
<td>4</td>
<td>2</td>
<td>0.1</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>Young recently planted specimen. Poor condition. Out of character as street tree.</td>
</tr>
<tr>
<td>7</td>
<td>Mountain ash – Sorbus aucuparia</td>
<td>4</td>
<td>2</td>
<td>0.1</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>Young recently planted specimen. Poor condition. Out of character as street tree.</td>
</tr>
<tr>
<td>8</td>
<td>Norway maple – Acer platanoides</td>
<td>4</td>
<td>2</td>
<td>0.1</td>
<td>2</td>
<td>4</td>
<td>3</td>
<td>Young recently planted specimen. Poor condition. Out of character as street tree.</td>
</tr>
<tr>
<td>9</td>
<td>Leyland cypress – X Cupressocyparis leylandii</td>
<td>10</td>
<td>8</td>
<td>1.5</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>Moderately mature specimen with broad dense canopy. Not typical of central London character.</td>
</tr>
<tr>
<td>Tree or Group Ref</td>
<td>Species</td>
<td>Height (m)</td>
<td>Spread (m)</td>
<td>Girth (m)</td>
<td>Condition</td>
<td>Amenity Value</td>
<td>BS 5837 Category</td>
<td>Comments</td>
</tr>
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</tr>
<tr>
<td>10</td>
<td>Leyland cypress – X Cupressocyparis leylandii</td>
<td>10</td>
<td>4.8</td>
<td>1.1</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Moderately mature specimen with broad dense canopy. Not typical of central London character.</td>
</tr>
<tr>
<td>11</td>
<td>Leyland cypress – X Cupressocyparis leylandii</td>
<td>10</td>
<td>5.8</td>
<td>1.2</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Moderately mature specimen with broad dense canopy. Not typical of central London character.</td>
</tr>
<tr>
<td>12</td>
<td>Crack willow – Salix fragilis</td>
<td>6</td>
<td>7</td>
<td>Multi stem</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Moderately mature tree overhanging canal. Vigorous well branched crown.</td>
</tr>
<tr>
<td>13</td>
<td>Ash – Fraxinus excelsior</td>
<td>8</td>
<td>7.5</td>
<td>0.9</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Moderately mature trees. Good form and well balanced.</td>
</tr>
<tr>
<td>14</td>
<td>Hawthorn – Crataegus monogyna</td>
<td>5</td>
<td>4</td>
<td>0.7</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Mature tree slightly suppressed by trees 13 and 15.</td>
</tr>
<tr>
<td>15</td>
<td>Hawthorn – Crataegus monogyna</td>
<td>5</td>
<td>6</td>
<td>Multi stem</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Mature tree, broad dense crown.</td>
</tr>
<tr>
<td>16</td>
<td>Ash – Fraxinus excelsior</td>
<td>7</td>
<td>6.2</td>
<td>0.9</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Moderately mature tree. Generally well balanced crown.</td>
</tr>
<tr>
<td>17</td>
<td>Ash – Fraxinus excelsior</td>
<td>7</td>
<td>8.3</td>
<td>0.8</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Moderately mature tree. Twin trunks, wide spreading crown.</td>
</tr>
<tr>
<td>18</td>
<td>Sycamore – Acer pseudoplatanus</td>
<td>7</td>
<td>3.4</td>
<td>Multi stem</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Moderately mature tree. Suppressed by tree 17.</td>
</tr>
<tr>
<td>19</td>
<td>Sycamore – Acer pseudoplatanus</td>
<td>7</td>
<td>6</td>
<td>0.9</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Moderately mature tree. Good form and well balanced.</td>
</tr>
</tbody>
</table>
### Tree or Group Ref. | Species | Height (m) | Spread (m) | Girth (m) | Condition | Amenity Value | BS 5837 Category | Comments
--- | --- | --- | --- | --- | --- | --- | --- | ---
20 | Hawthorn – Crataegus monogyna | 5 | 5.4 | 0.8 | 1 | 2 | 2 | Mature tree, broad spreading crown
21 | Hawthorn – Crataegus monogyna | 5 | 5 | Multi stem | 1 | 2 | 2 | Mature tree, suppressed by trees 20 and 22.
22 | Sycamore – Acer pseudoplatanus | 8 | 4.5 | 0.6 | 1 | 2 | 3 | Moderately mature tree. Slightly suppressed by trees 21 and 23.
23 | Ash – Fraxinus excelsior | 8 | 6.1 | Multi stem | 1 | 2 | 2 | Moderately mature tree. Three trunks form wide spreading crown.
24 | Apple – Malus sp. | 4 | 4.4 | 0.6 | 4 | 4 | 4 | Ivy covered tree with large amounts of dead and dying wood.
25 | Ash – Fraxinus excelsior | 8 | 5.3 | 0.5 | 1 | 2 | 2 | Moderately mature multi stemmed tree. Well balanced crown.
26 | Sycamore – Acer pseudoplatanus | 8 | 5.8 | 0.8 | 1 | 2 | 2 | Moderately mature tree. Well balanced crown.
27 | Group of approximately 12 no Cherry – Prunus avium | 4-7 | 4-6 | Mainly multi stem | 3 | 4 | 3 | Trees which have been repeatedly cut to the ground and cut back resulting in extremely unsightly specimens with some fungal disease. Area beneath trees used by barge owners for storage/tipping.
28 | Crack willow – Salix fragilis | 8 | 8 | approx 0.8 | 1 | 2 | 2 | Moderately mature tree growing from canal side. Suppressed by bridge structure and tree 28.
29 | Sycamore – Acer pseudoplatanus | 13 | 14 | approx 1.5 | 1 | 2 | 2 | Large mature tree. Well balanced dense crown in prominent location.
<table>
<thead>
<tr>
<th>Tree or Group Ref.</th>
<th>Species</th>
<th>Height (m)</th>
<th>Spread (m)</th>
<th>Girth (m)</th>
<th>Condition</th>
<th>Amenity Value</th>
<th>BS 5837 Category</th>
<th>Comments</th>
</tr>
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<tbody>
<tr>
<td>30</td>
<td>Group comprising:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4 no. Sycamore – Acer pseudoplatanus</td>
<td>6</td>
<td>3</td>
<td>Multi stem</td>
<td>I</td>
<td>3</td>
<td>3</td>
<td>Self sown multi stemmed tree seedlings grown form top of road embankment. Young and vigorous.</td>
</tr>
<tr>
<td></td>
<td>1 no. Ash – Fraxinus excelsior</td>
<td>6</td>
<td>4.5</td>
<td>Multi stem</td>
<td>I</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Crack willow – Salix fragilis</td>
<td>9</td>
<td>10</td>
<td>Multi stem</td>
<td>I</td>
<td>2</td>
<td>2</td>
<td>Moderately mature tree. Well balanced, wide spreading crown.</td>
</tr>
<tr>
<td>32</td>
<td>Group comprising:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>45 no. Alder – Alnus glutinosa</td>
<td>8</td>
<td>2</td>
<td>approx 0.2</td>
<td>I</td>
<td>2</td>
<td>3</td>
<td>Young vigorous trees closely spaced in narrow strip beside canal. Dense understory of buddlia.</td>
</tr>
<tr>
<td></td>
<td>4 no. Goat willow – Salix caprea</td>
<td>5</td>
<td>1.5</td>
<td>approx 0.15</td>
<td>I</td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3 no. Silver birch – Betula pendula</td>
<td>6</td>
<td>1.5</td>
<td>approx 0.15</td>
<td>I</td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 no. Crack willow – Salix fragilis</td>
<td>6</td>
<td>2</td>
<td>approx 0.15</td>
<td>I</td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Sycamore – Acer pseudoplatanus</td>
<td>10</td>
<td>3.7</td>
<td>0.6</td>
<td>I</td>
<td>3</td>
<td>3</td>
<td>Moderately mature twin stemmed tree suppressed by tree no 34.</td>
</tr>
<tr>
<td>34</td>
<td>Sycamore – Acer pseudoplatanus</td>
<td>10</td>
<td>10</td>
<td>1.2</td>
<td>I</td>
<td>2</td>
<td>2</td>
<td>Mature tree, broad spreading crown, in prominent location.</td>
</tr>
<tr>
<td>35</td>
<td>Group comprising:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>3 no. Ash – Fraxinus excelsior</td>
<td>5</td>
<td>2.5</td>
<td>approx 0.2</td>
<td>I</td>
<td>3</td>
<td>3</td>
<td>Self sown tree seedlings growing from top of retaining wall. Young and vigorous.</td>
</tr>
<tr>
<td>Tree or Group Ref.</td>
<td>Species</td>
<td>Height (m)</td>
<td>Spread (m)</td>
<td>Girth (m)</td>
<td>Condition</td>
<td>Amenity Value</td>
<td>BS 5837 Category</td>
<td>Comments</td>
</tr>
<tr>
<td>-------------------</td>
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</tr>
<tr>
<td>36</td>
<td>Group comprising:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 no. Crack willow – Salix fragilis</td>
<td>6-8</td>
<td>5-8</td>
<td>Multi stem</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
<td>Group of young vigorous trees planted as part of a mixed native woodland at Camley Street Natural Park</td>
</tr>
<tr>
<td>12 no. Crack willows (coppiced)</td>
<td>4</td>
<td>4</td>
<td>Multi stem</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8 no. Alder – Alnus glutinosa</td>
<td>6</td>
<td>1.5-3.5</td>
<td>approx 0.2</td>
<td></td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>9 no. Aspen – Populus tremula</td>
<td>8</td>
<td>4-5</td>
<td>approx 0.3</td>
<td></td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>2 no. Cherry – Prunus avium</td>
<td>7</td>
<td>5</td>
<td>approx 0.3</td>
<td></td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>2 no. Silver birch – Betula pendula</td>
<td>10</td>
<td>6</td>
<td>approx 0.8</td>
<td></td>
<td>1</td>
<td>2</td>
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</tr>
<tr>
<td>1 no. Downy birch – Betula pubescens</td>
<td>6</td>
<td>3</td>
<td>approx 0.2</td>
<td></td>
<td>1</td>
<td>2</td>
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<td></td>
</tr>
<tr>
<td>1 no. Hawthorn – Crataegus monogyna</td>
<td>3</td>
<td>1.5</td>
<td>approx 0.2</td>
<td></td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>5 no. Elder – Sambucus nigra</td>
<td>3</td>
<td>1-2</td>
<td>approx 0.3</td>
<td></td>
<td>1</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Small leaved lime – Tilia cordata</td>
<td>8</td>
<td>6.5</td>
<td>0.9</td>
<td></td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>38</td>
<td>Goat willow – Salix caprea</td>
<td>6</td>
<td>7.4</td>
<td>Multi stem</td>
<td>2</td>
<td>4</td>
<td>4</td>
<td>Mature tree growing from base of wall. Previously cut back resulting in poor shape.</td>
</tr>
<tr>
<td>39</td>
<td>Sycamore – Acer pseudoplatanus</td>
<td>7</td>
<td>4.5</td>
<td>0.7</td>
<td></td>
<td>3</td>
<td>3</td>
<td>Moderately mature tree growing from base of wall. Suppressed by tree 40.</td>
</tr>
<tr>
<td>40</td>
<td>Large leaved lime – Tilia platyphyllos</td>
<td>10</td>
<td>9.4</td>
<td>1.3</td>
<td></td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
Conclusions

9D.7 The survey has identified 157 trees either as individuals or in groups, all of which lie within either the King’s Cross Conservation Area or the Regent’s Canal Conservation Area. However, 87 of the 157 trees on the King’s Cross Central site are less than 75mm in diameter and therefore fall within the category which is normally considered too small to include within a tree survey, but were included to provide a more accurate representation of the vegetation on site.

9D.8 The majority of trees on site are considered to be in good condition (even if many are juvenile) and are of moderate amenity value. A summary of the relevant BS categories is as follows:

High – 2 trees
Moderate – 67 trees
Low – 86 trees
Fell – 2 trees

9D.9 The small number of high quality trees and the limited area covered by vegetation in general reflects the site’s relative lack of importance in soft landscape terms. The majority of trees are concentrated along the canal corridor and are probably self-sown seedlings. The 3 London planes (ref. 1, 2 and 3) were planted as typical city street trees and the 2 lime trees (ref. 37 and 40) by the canal lock were planted for ornament. Camley Street Natural Park is a statutory Local Nature Reserve and a non-statutory Site of Metropolitan Importance. The trees within group ref. 36 were planted for their ecological and educational value.

9D.10 The trees of greatest importance which should be retained as a priority within the site due to their size, species, quality and character are 1, 2, 3, 37 and 40. Trees within group ref. 36, although not individually significant, are important as part of Camley Street Natural Park and should be retained where possible.

9D.11 Following the completion of this stage of the tree survey the next stage needs to identify which trees are likely to be lost as part of the development proposals.
Figure 1

Photo 1

Photo 2

Photo 3
Figure Photo 4

Photo 5. Tree Group 27

Photo 6. Tree 29

RPS Planning, Transport and Environment

King's Cross Central

Job Number: 4237
Figure: 90.13
Appendix 9.E

Character Areas - References
9E.1 Introduction

The following quotes describe how a range of people and authorities regarded the historic and townscape character of the King’s Cross area up to 2003:

9E.2 Overall Character of the Site

9E.2.1 Robustness:


“King’s Cross is a hard, robust urban area with a strong existing townscape character which provides a clear and physical and historical framework for the future development of the area as whole”. - EH Position Statement 1997.

“Part of the special character is also the historic robust streetscapes including areas of granite setts, York stone paving and distinctive bollards” - 1998 LB Camden Conservation Area Statement for King’s Cross.

9E.2.2 Unique Victorian heritage of industrial development:


“The unique facilities for the interchange and distribution of goods and the inter-relationship between the canal, railways and road system serviced the substantial expansion of this part of London as a whole” - EH Position Statement 1988.

“The two stations, both grade 1 listed, form a part of our architectural and historical heritage and are of national importance; they form a national set piece…Together with the Great Northern Hotel, this group reflects the power of the Railway age and is of notable historic value…

Together with the Goods Yard complex in Regent’s Canal Conservation Area, the industrial landscape is a major heritage resource both nationally and internationally. They are a very important area of nineteenth century canal, railway industrial, commercial and (former) residential buildings and structures…” 2003 Draft LB Camden Conservation Area Statement for King’s Cross (Paragraphs 4.2.31-32).
9E.2.3 The importance of the two mainline stations:

“The two stations, both grade I listed, form a part of our architectural and historical heritage and are of national importance; they form a national set piece…” – LB Camden Conservation Area Statement for King’s Cross 2003 (Paragraph 4.2.31).

“… These distinctive features include the Camley Street Natural Park and the site’s industrial heritage, most importantly the Grade 1 listed buildings of King’s Cross and St. Pancras Stations and the Regent’s Canal”. UDP Chapter 13 Post Inquiry Draft Oct-Nov 2002 (paragraph 13.29)

“The area proposed for redevelopment is dominated by the two main line termini at St Pancras and King’s Cross, and the lines that serve them.

The two main line termini are familiar to almost everyone but other parts of the area are less well known.” – An Inventory of Architectural and Industrial features EH 1988 (or 98?).

9E.2.4 Urban form and grain:

“But the character and appeal of King’s Cross does not depend upon individual buildings. The appeal is that of historic urban grain, of ordinariness and the typical, enhanced by peculiar topographical circumstances which generate dramatic contrasts.

For King’s Cross is more than just a chunk of late Georgian London, enhanced and cut about by the more exuberant and more uneven architectural expressions of later generations… It is an area of unique topographical and social significance in the development of the capital and its busy, noisy streets provide a foil to some of the greatest monuments of industrial and transport history of the land. Monuments should not be seen in isolation. They arose in a particular context, and the context of the Victorian railway builders is the ordinary London of the early 19th century.” – M Hunter & R Thorne, Change at King’s Cross, 1990 (pages 35 and 37).

Robert Thorne, updating the Jack Simmons’ book ‘St Pancras Station’ captures the character change resulting from the CTRL works in 2003 (page 174):

“Most of the gasholders have gone, the frames of some of them stacked ready to be re-erected. Roads have been diverted from their familiar routes. The original viaduct that brought trains in to the station has been half demolished, to be replaced by the new concrete substructure of the station extension. In the far distance the routes for international trains and Thameslink across the King’s Cross Goods Yard are beginning to take shape. And as if that were not enough, in front of St Pancras a huge excavation of the forecourt verifies that at last the long-promised improvements to the underground station are in progress.”
9E.3 Southern Area Character

Pre CTRL (2001)

9E.3.1 The main characteristics of the area between the Regent’s Canal and the stations were the variety of uses and the dominance of the railways and Gasholders.

Variety of uses dominated by the railways:

“South of the canal there is a greater mixture of uses but the presence of the railway is just as strongly felt.

Although this area is occupied by a variety of land usage, it is dominated by two principal elements; the presence of the railways, and the groups of gasholders, (now dismantled for relocation under the CTRL contract)”. – Inventory EH 1988.

9E.3.2 Industrial character:

“To the south of the canal the high stock brick walls of the gas works define views along Goods Way and are reminiscent of the high walls found around dockyard sites. The walls contribute to the strong industrial character of the area”. - LB Camden Conservation Area Statement for Regent’s Canal: Sub-Area Three – The Railway Land.

“Despite the changes that have occurred, the area retains a robust industrial character, mostly Victorian”. King’s Cross Conservation Area Draft Conservation Area Statement (paragraph 4.2.30, September 2003)

9E.3.3 In contrast with the general commercial character of the area the Stanley and Culross Buildings provide examples of industrial dwellings;

“The value of Stanley and Culross Buildings should be assessed in conjunction with one another, as representing two contrasting treatments of the same building type, the multi-storey nineteenth century philanthropic industrial dwelling” – Inventory EH 1988.
9E.3.4 The German Gymnasium is a unique purpose-built structure for the German Gymnastic Society outside Germany and part of the movement towards the establishment of the modern Olympic Games.

“The German Gymnasia is already acknowledged to be of great historical and aesthetic interest. It would undoubtedly benefit from the removal of later internal structures, to reveal its original form.” – Inventory EH 1988.

Post CTRL
9E.3.5 Changes wrought by CTRL on the southern character area are noted in the King’s Cross Conservation Area Draft Conservation Area Statement (paragraph 4.2.28, September 2003):

“This part of the King’s Cross Conservation Area has experienced, and will continue to experience, the greatest degree of change between the passing of the CTRL Act and the completion of the works at the end of 2006. Some of the buildings and structures and hard landscaping that contributed to the urban grain between the stations have been dismantled or removed and the street layout has been in part altered.”

9E.4 Central Area Character

Pre CTRL (2001)
9E.4.1 The Goods Yard area north of the canal is noted for its private, secluded character and the group value of the buildings and spaces that have survived largely intact.

9E.4.2 Secret, quiet area:

“… the goods yard which, as long as it was in railway use, remained a cut-off, rather secret world” - Inventory EH 1988.

“It is an area of surprising quiet. This quality is reinforced by the vistas of the great train sheds from the railway lands and canal towards Euston Road framed by the intricate steelwork of the gasometers on the site of the old Imperial Gas Works. Providing one of the most striking London landscapes”, - LB Camden Conservation Area Statement for Regent’s Canal: Sub-Area Three – The Railway Land.

9E.4.3 Well preserved building group:

“This is an exceptionally well preserved example of a comprehensive goods interchange, of an early date.
The survival of so much of the early complex is due to the fact that much of the later expansion of goods facilities occurred adjacent to, rather than in place of, the 1850s buildings. The GNR also built a City goods depot at Farringdon St., which drew some traffic away from the King’s Cross yard. The current appreciation of the 1850s buildings is uneven, with much greater status being accorded to the granary and eastern coal drops, than to the western coal drops, transit sheds, and carriage shed [Midland goods shed]. It is desirable that redevelopment of the site acknowledges the architectural and operational coherency, and the massive scale of this early goods complex.” - Inventory EH 1988.

“The buildings and the spaces of the Goods Yard have survived remarkably intact and it is the totality of this historic urban grain, comprising both Listed and unlisted structures, which contributes in large part to the unique character of the Conservation Area. Any significant erosion of part of this urban landscape would be likely to severely undermine the remainder. The structures and surfaces on site are of interest in themselves but it is the experience of them as a group that is the essence of the character of the Conservation Area.” - LB Camden Conservation Area Statement for Regent’s Canal: Sub-Area Three – The Railway Land.

9E.4.4 Strong urban design and form:

“The buildings on the railway lands are all goods sheds and ancillary offices which are broadly aligned on the fan form of the railway sidings which they served. Contemporary illustrations of the Granary Building and Eastern Coal Drops clearly show that the design of the buildings, though functional, incorporated and understanding of formal urban design with The Granary Building’s dominant, stripped classical elevation providing a strong relationship with both the canal and the former basin in front of the building. The resultant site layout has created a defined space in front of the Granary enclosed by the Eastern Coal Drops and the Fish and Coal Offices akin to a city square.” - LB Camden Conservation Area Statement for Regent’s Canal: Sub-Area Three – The Railway Land.

“Whereas the Granary was designed to look south, the railway tracks were a reminder that most of its life-blood came from the other direction. This was even more true for the transit sheds which flanked it and the huge train assembly shed which filled the space to its rear.” M Hunter & R Thorne, Change at King’s Cross, 1998 (page 99).

9E.4.5 Robust detailing:

“The floor to the goods yard site is extensively finished in granite setts, which mark the industrial history of the site. To the front of the Granary Building the plan of the original canal basin is clearly visible as a concreted area surrounded by setts, which is largely devoid of planting. The floor treatment being complimented by the utilitarian quality of the goods sheds. In addition to the setted surfaces there are a number of other features which contribute to the character of the former Goods Yard including cast
iron and granite bollards, capstan bases, GNR manhole and fire hydrant covers and the remains of trackways.

The complexity of this space is added to by the ramps which access the lower yard areas below the eastern coal drops and by the elevated sections of railway which remain on the edge of the space. This adds a sculptural quality to the urban space between the existing buildings on the site and form a very important art of the character of the Goods Yard". - LB Camden Conservation Area Statement for Regent’s Canal.

9E.4.6 This character extends to the Regent’s Canal:

“Running through the heart of the King’s Cross development site are the quiet, mysterious, waters of the Regent’s Canal” – M Hunter & R Thorne, Change at King’s Cross, 1998 (page 41).

9E.5 Northern Area Character

9E.5.1 The Northern Area lies outside of the Conservation Area and is characterised by its openness and industrial uses (concrete batching plant).
Appendix 9.F

Contribution to the Conservation Areas
Contribution to the Conservation Areas

Introduction

9F.1 The following tables set out the main attributes of the heritage buildings and their contribution to the Conservation Areas.

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Heritage Resource</th>
<th>Key Attributes of Heritage Importance</th>
<th>Surrounding Hard Landscape and Local Views</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Great Northern Hotel</td>
<td>An early and grand example of a railway hotel in austere neo-classical style as adopted for King’s Cross Station. Location and footprint related to the Fleet valley and the line of Old St Pancras Road.</td>
<td>No surviving significant features of contemporary associated hard landscaping. High quality local views combined with King’s Cross and St Pancras Stations.</td>
</tr>
<tr>
<td>13</td>
<td>German Gymnasium</td>
<td>A structure of unusual style, form and detailing. Significant historical and cultural links to the development of sport and the international Olympic movement. Bolt-laminated timber roof arches.</td>
<td>Most surrounding granite setts and local street furniture lifted and being stored for future reinstatement within CTRL works. Quality local views of east façade</td>
</tr>
<tr>
<td>14</td>
<td>Stanley Buildings</td>
<td>An early case of ‘tenement’ housing with interesting architectural form, style, massing and use of materials. Early use of reinforced ‘breeze’ concrete providing fireproof construction to balconies, stairs, and corridors.</td>
<td>Most surrounding granite setts and local street furniture lifted and being stored for future reinstatement within CTRL works.</td>
</tr>
<tr>
<td>15</td>
<td>Culross Buildings and Mission Hall</td>
<td>Surviving example of ‘tenement’ form of railway housing in its original form, with hall providing communal meeting place.</td>
<td>Granite sett road to the north and illustrating heritage features of wear. Association with Milk Dock to the immediate south now significantly destroyed by LUL works. There are views of the north façade from close to, from north of Regent’s Canal and York Way (near to north end of King’s Cross Station).</td>
</tr>
</tbody>
</table>

IHCM/RPS/Arup JR4237B/Environmental Statement

May 2004

King’s Cross Central
<table>
<thead>
<tr>
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<tbody>
<tr>
<td>16</td>
<td>Gasholder No. 8</td>
<td>Guide frame, bell and internal features providing group value related to the gasholder 'triplet' guide frames stored here at time of survey, and to the gas industry generally.</td>
<td>No surviving landscape features immediately surrounding the gas holder. Parts of Goods Way south side brick wall currently surviving the CTRL works with local new openings. New quality views of the gas holder from all directions.</td>
</tr>
<tr>
<td>20</td>
<td>Coal and Fish Offices</td>
<td>Architecturally integral to its setting and the relationship between canal &amp; goods yard. Good quality architectural style size and massing, providing important views. Functionally important – preserves evidence of the flow of goods administered on the site.</td>
<td>Material features of wharf Road to north and Canal to the south. With high quality views to and from the building in all directions.</td>
</tr>
<tr>
<td>21</td>
<td>Wharf Road Viaduct</td>
<td>Preserves early history of the goods yard as a point of interchange with the canal and as stables. Structurally integral to the Western Goods Shed, the Coal and Fish Offices and the earlier canal basin. Forms the traditional boundary between canal and goods yard. Structure and use of materials.</td>
<td>Granite sets to north and with Canal landscape features to the south (towpath, water body, lock).</td>
</tr>
<tr>
<td>24</td>
<td>Western Goods Shed</td>
<td>Very early example of steel framing on upper level. Roof structure has direct developmental relationship with both Eastern and Western Coal Drops. Theme of large-scale weatherboarding in north extension, top floor offices (on east &amp; north walls) and on original east wall. Functionally integral to the history of the operation of the goods yard. Large scale preservation of internal workings.</td>
<td>Local areas of granite sets to south and west. Railway siding tracks and buffer to the immediate west. High quality views of all facades, illustrating phases of construction and styles of 19th century industrial building construction.</td>
</tr>
<tr>
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<tr>
<td>25</td>
<td>Western Coal Drops</td>
<td>Strong developmental relationship with Eastern Coal Drops – shows development of use of materials and form.</td>
<td>Railway landscaping to the east comprising areas of granite setts along the Western Viaduct and tracks along the Plimsoll Viaduct. High value local views along eastern façade from south and north.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Retains evidence of the original two-storey arrangement and later modifications related to the Western Viaduct and new uses integral to the other goods yard elements.</td>
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<tr>
<td></td>
<td></td>
<td>Evidence of historic use and fixtures (e.g. track) preserved in structure. South façade upper storey partially rebuilt, affecting its integrity.</td>
<td></td>
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<tr>
<td>25</td>
<td>Western Coal Drops Viaduct and access to 1st floor of Western Goods Shed</td>
<td>Preserves line of earlier viaduct. Strong functional relationships with converted Western Coal Drops and Western Goods Shed. Structural interest – wrought iron girders and cast iron columns with provision for thermal expansion.</td>
<td>Set in extensive areas of granite setts. High quality views along its underside length from south and north. Moderate quality views to the east through the structure of Plimsoll Viaduct. High quality views along the viaduct from wharf road well illustrate a high value landscape of railway tracks in associated with the Western Coal Drop structure.</td>
</tr>
<tr>
<td>26</td>
<td>Plimsoll Viaduct</td>
<td>Preserves line of earlier 1864 viaduct and function servicing coal drops to the south of the canal, although fabric is of little importance (evidence for earlier viaduct is preserved on and within the Wharf Road viaduct).</td>
<td>Set in extensive areas of granite setts. Moderate quality views from the east in associated with enclosed surroundings formed by Wharf Road Viaducts, Eastern Coal Drop Viaduct, and Western Viaduct. Views along the viaduct from Wharf Road well illustrate a high value landscape of railway tracks.</td>
</tr>
<tr>
<td>26</td>
<td>Eastern Coal Drops Viaduct</td>
<td>Preserves evidence of the position and function of the original viaduct (including capstans). Makes ‘sense’ of the west elevation of the Eastern Coal Drops, and is therefore functionally part of it.</td>
<td>Fronted by large areas of granite setts. High quality views from the west in associated with enclosed surroundings formed by Wharf Road Viaducts, Plimsoll Viaduct, and Western Viaduct.</td>
</tr>
<tr>
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</tr>
<tr>
<td>27</td>
<td>Eastern Coal Drops&lt;br&gt;&lt;i&gt;positive&lt;/i&gt;</td>
<td>High quality construction and architectural detailing. Important related to size, integrity, use of materials, and relationship with other buildings (roofs, coal drop development, general form). Important in the development of the coal drop as a building type, with rail delivery above storage hoppers and ground level road vehicle loading. Functionally integral to the goods yard and embodies much evidence of its function &amp; fixtures (especially at north end).</td>
<td>Surrounded by granite setts of various materials, styles, and ages and substantially surviving intact. High quality views of east and south facades locally from Granary Basin and Coal and Fish Office. High quality views from the west in associated with enclosed surroundings formed by Eastern Coal Drops Viaduct, Wharf Road Viaduct, Plimsoll Viaduct, and Western Coal Drops Viaduct.</td>
</tr>
<tr>
<td>27</td>
<td>Office at southern end of Eastern Coal Drops&lt;br&gt;&lt;i&gt;positive&lt;/i&gt;</td>
<td>Materials and construction harmonise with surrounding architecture, although it is later and of less importance than the surrounding elements.</td>
<td>Surrounding granite setts of various ages. Valued views in associated with eastern Coal Drops.</td>
</tr>
<tr>
<td>28</td>
<td>Western and Eastern Transit Sheds&lt;br&gt;&lt;i&gt;positive&lt;/i&gt;</td>
<td>Integral to the original design of the goods yard. Exceptional grandeur and symmetrical planning of early construction date; related to ground level and basement functions. Canal access at lower level resulted in road-rail-water freight interchange. Exemplar of goods station layout and with strong physical interrelationship with other Granary group buildings.</td>
<td>(See also: Eastern Coal Drops, Granary, Midland Shed.) Bounded by areas of granite setts which on both sides are known to include rail tracks supported on buried timber sleepers.</td>
</tr>
<tr>
<td>29</td>
<td>Granary&lt;br&gt;&lt;i&gt;positive&lt;/i&gt;</td>
<td>The centrepiece of the original goods yard. Very high level of preservation – preserves evidence of original layout, structural system, function, operational detail and fixtures. High quality architecture for a railway building.</td>
<td>Surrounded by granite setts of various types and ages and with associated rail, sleepers, turntables, winches, and glinters. High quality views of the south façade from Granary Basin, Coal and Fish, and from south of Regent's Canal.</td>
</tr>
<tr>
<td>29</td>
<td>Flanking offices&lt;br&gt;&lt;i&gt;positive&lt;/i&gt;</td>
<td>Functionally integral to the Granary group. Two of several similar buildings.</td>
<td>(See Granary and Transit Sheds and Granary Basin.)</td>
</tr>
<tr>
<td>Ref.</td>
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<tr>
<td>30</td>
<td>Train Assembly Shed</td>
<td><strong>positive</strong></td>
<td>Refers to previous shed in same location, but fabric relatively unimportant, except earlier elements (e.g. remnants of offices and north brick piers). Importance compromised by the substantial 20th century rebuild. Mezzanine office of typological importance offset by hybrid character, lost following recent fire damage. No surviving internal ground surface features. Areas of granite setts may survive below tarmac to north. Good quality views to the northern elevation in association with the ends of the two Transit Sheds.</td>
</tr>
<tr>
<td>32</td>
<td>West Handyside Canopy</td>
<td><strong>positive</strong></td>
<td>Quality construction, size, length of span, use of materials. Survival related to long spans in buildings other than stations, and function related to unloading of fish. (See also Midland Goods Shed.) Good quality views of the structure from underneath.</td>
</tr>
<tr>
<td>33</td>
<td>Regeneration House</td>
<td><strong>positive</strong></td>
<td>Integral part of the original design and operation of the goods yard. Importance related to typology and function within the history of goods yards. Use of quality materials internally (stone, cast iron). Surrounded by areas of granite setts. The setts are of various sizes and material types. Truncated by inserted service runs and modern patching. To the west are surviving rails (and assumed sleepers under the surface) and cast iron winch. High quality views of building from south-west and south-east.</td>
</tr>
<tr>
<td>34</td>
<td>Midland Goods Shed</td>
<td><strong>positive</strong></td>
<td>An integral part of the original goods yard, with narrow frontal office. Phased development encapsulates the complex history of the site, including the initial use of the goods yard by the Midland Railway. Hydraulic accumulator remains. Surrounded by areas of granite setts. The setts are of various sizes and material types. Truncated by inserted service runs and modern patching. To the north and west are surviving rails (and assumed sleepers under the surface) and cast iron winches. High quality views of east west and south-east.</td>
</tr>
<tr>
<td>35</td>
<td>East Handyside Canopy</td>
<td><strong>positive</strong></td>
<td>Quality construction, size, length of span, use of materials. Preserves curved alignment and some iron work (spandrel beams) of the 1850 Maiden Lane temporary passenger station, which in particular served those travelling to the Great Exhibition of 1851. (See Midland Goods Shed setting fabrics.) High quality views along its curved length from north and south.</td>
</tr>
<tr>
<td>-</td>
<td>20th century buildings in front of Granary</td>
<td><strong>negative</strong></td>
<td>Of no importance – detract from the setting of the Granary. Original good quality granite setts to west and north, and rail tracks to west.</td>
</tr>
<tr>
<td>Ref.</td>
<td>Heritage Resource</td>
<td>Key Attributes of Heritage Importance</td>
<td>Surrounding Hard Landscape and Local Views</td>
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<tr>
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</tr>
<tr>
<td>Site of Granary Basin <strong>positive</strong></td>
<td>Original construction materials and structures assumed to be fully surviving until otherwise proved.</td>
<td>The resources comprise surrounding granite setts with some truncation from inserted service runs. Basin coping stones and crane base and tracks with turntables to north. Large open expanse allows for high quality local views of The Granary, Eastern Coal Drops, Coal and Fish Office, Regeneration House and Midland Goods Shed front office.</td>
<td></td>
</tr>
<tr>
<td>Red brick building between Eastern Coal Drops and Granary <strong>negative</strong></td>
<td>Common brick and concrete building type with a form and function of little heritage interest.</td>
<td>Good quality granite setts to east and west (see Transit Sheds and Eastern Coal Drops).</td>
<td></td>
</tr>
<tr>
<td>Cake factory north of Western Coal Drops <strong>negative</strong></td>
<td>No heritage value. Founded on elements of an older structure.</td>
<td>No immediately surrounding hard landscaping of heritage value. Structure detracts from heritage views.</td>
<td></td>
</tr>
<tr>
<td>Canal Boundary Wall <strong>positive</strong></td>
<td>Boundary function, integrity and materials related to the early phases of the canal.</td>
<td>(The wall is regarded as a landscape feature.)</td>
<td></td>
</tr>
<tr>
<td>Entries into former Granary and Stone Basins <strong>positive</strong></td>
<td>Major preserved and unique structural features related to early phases of operations within the goods yard, with links to the canal system.</td>
<td>Granite setts and elements of old rails above. Significant aspects removed or otherwise affected by works of CTRL.</td>
<td></td>
</tr>
</tbody>
</table>
Appendix 9.G

Character Sub Area Descriptions
Character Sub Area 1 - Station Forecourt

Maps
- See Figure 9G.1.

Boundaries
- Northern boundary defined by the front (north-east) façade of the Great Northern Hotel.
- Eastern boundary defined by King’s Cross Station.
- Southern boundary defined by Euston Road.
- Western boundary defined by St Pancras Station.

Historic Development
- 1834 King’s Cross Station site occupied by housing and Smallpox and fever Hospitals.
- Route of Pancras Road (named Pancras Place in 1834) established following alignment of Fleet River; residential development to west of road (St Pancras Station site).
- King’s Cross Station and Great Northern Hotel replace Smallpox and fever Hospitals and residential (1862); residential development continues to west of road.
- King’s Cross Station front façade adjacent to road.
- Great Northern Hotel adjacent to and facing away from the widened and re-named Old St Pancras Road, with front of hotel/main entrance facing main entrance/booking hall for King’s Cross Station. Pleasure gardens established to front of hotel (opposite side to Pancras Road).
- St Pancras Station established (1871) replacing housing to west of Old St Pancras Road.
- St Pancras Old Road re-aligned (1894) parallel to King’s Cross Station to join Euston Road.
- St Pancras Station façade and Great Northern Hotel no longer directly adjacent to St Pancras Old Road.
- Pleasure gardens to front of Great Northern Hotel replaced with built development (part of King’s Cross Station) by 1940.

Remnant Features
- Great Northern Hotel.

Land Use (2006/2007)
- Station forecourts.
- Hotel.
• Car parking and transitory zone.
• Proposed King’s Cross concourse.

Public Access
• Public access along roads.
• Open public access to Station forecourts.

Buildings
• Great Northern Hotel.
• King’s Cross and St Pancras Stations adjacent to area.

Spaces/townscape

Enclosure
• Strong enclosure on two sides created by adjacent Stations, open to north and south.
• Main body of area spatially open, framed only by Great Northern Hotel.

Scale
• Medium scale created by Hotel; adjacent large-scale Stations influence area.

Grain
• Medium irregular grain created by Euston Road, Pancras Road and Cheney Street.

Landmarks
• Stations.
• Great Northern Hotel.

Links/Movement
• North-south vehicular and pedestrian movement provided by Pancras Road.
• Pedestrian access through forecourt areas and around Hotel.

Views
• Southward and northward views funnelled between Stations, interrupted by Great Northern Hotel.
• East and west views prevented by King’s Cross and St Pancras Stations.
• Miscellaneous and incoherent structures/land uses around King’s Cross Station create visual clutter and detract from visual quality.
• Internal views dominated by Great Northern Hotel.
2006/2007 Character and Sense of Place

Strong associations with the adjacent Grade I listed stations which define the boundaries and create a strong historic reference, although the internal area is disjointed and less well defined.

The awkward juxtaposition of the Great Northern Hotel to the stations as a result of the Pancras Road realignment and the lack of an identifiable setting to the hotel suggest a lack of coherence. The fragmented urban grain and truncated street pattern lack a distinct sense of arrival or departure at this key transport node.

Opportunities for Change

The character of this hard urban heritage landscape has been undermined by the introduction of more recent buildings (e.g. the King’s Cross temporary concourse).

There are significant opportunities to create an appropriate setting and civic space to the station forecourts and to increase the legibility of the area including the setting of the Great Northern Hotel. Reference to the form, fabric and architectural detail of the stations and the use of appropriate paving and street furniture would reinforce the historic character and sense of place.
2007 Character and Sense of Place

Strong associations with the adjacent Grade I Listed stations which define the boundaries and create a strong historic reference, although the internal area is disjointed and less well defined.

Twentieth century interventions have diluted the relationships between the Great Northern Hotel and the stations. The fragmented urban grain and truncated street pattern lack a distinct sense of arrival or departure at this key transport node.

Opportunities for Change

The character of this hard urban heritage landscape has been undermined by the introduction of more recent buildings (e.g. the King’s Cross temporary concourse).

There are significant opportunities to create an appropriate setting and civic space to the station forecourts and the hotel and to increase the legibility of the area. Reference to the form, fabric and architectural detail of the stations and the use of appropriate paving and street furniture would reinforce the historic character and sense of place.

Sub Character Area 1
Station Forecourt

Figure No. 9.G1

Drawing No. JF/1.06/02/164/6
Character Sub Area 2 – South Central

Maps

- See Figure 9G.2.

Boundaries

- Northern boundary defined by southern (rear) façade of Culross Buildings parallel to Battle Bridge Road.
- Eastern boundary defined by King’s Cross Station.
- Southern boundary defined by the front façade of the Great Northern Hotel.
- Western boundary defined by St Pancras Station and Extension.

Historic Development

- Predominantly housing (1834 - 1862) with Great Northern Stables to north of Edmund Street (later renamed Cheney Road).
- Redevelopment of stables and some housing to create printing works, munitions factory, German Gym and Stanley Buildings by 1871.
- Roads realigned to east of Gym and Stanley Buildings to form Cheney Street, and Battle Bridge Road created along the southern boundary of the gas works by 1894.
- All housing to east of new Cheney Street removed to create rail sidings and Culross Buildings along southern edge of Battle Bridge Road (1894).

Remnant Features

- German Gym (part).
- Two of the five Stanley Buildings.

Land Use (2006/2007)

- Pancras Road realigned into reversed ‘S’ bend from parallel to St Pancras Station to east of German Gym and Stanley Buildings.
- Remainder of area is open land used for CTRL construction compound; no defined after use.
Public Access
- Public vehicular and pedestrian access north-south along Pancras Road.
- Open public access between Stations including St Pancras Extension.

Buildings
- German Gym.
- Remaining Stanley Buildings.

Spaces/townscape

Enclosure
- King’s Cross and St Pancras Stations create strong enclosure to east and west.
- Great Northern Hotel and Culross Buildings which are outside of the area create enclosure to the south and north respectively.

Scale
- Small scale internally created by German Gym and Stanley Buildings.

Grain
- Medium curvilinear grain created by realigned Pancras Road not related to prevailing built form.

Links/Movement
- Limited north-south vehicular and pedestrian movement provided by realigned Pancras Road.
- Culross Buildings creates a barrier to general north-south movement.
- No distinct east-west linkages; wider movement restricted by King’s Cross and St Pancras Stations.

Views
- Southward views funnelled between Stations toward landmark of St Pancras Chambers.
- Views to north prevented by (uninspiring) rear façade of Culross Buildings.
- Views to east and west prevented by the Stations.
- Internal views focused on German Gym and Stanley Buildings.
2006/2007 Character and Sense of Place

This is a hard urban heritage landscape that has been significantly altered by building demolitions and the realignment of Pancras Way. The setting of the buildings has been extended as a result of the demolitions. The relatively small and intimate scale of the German Gym and Stanley Buildings reflects the former historic grain and rectilinear street pattern and contrasts sharply with the large scale of the adjacent stations and their geometry including the St Pancras extension. The curvilinear alignment of the new Pancras Road appears incongruous, and there is little sense of place. Clearance of historic buildings and features within the area has divorced the remaining historic buildings from their cultural context and changed the scale and character of the spaces between them.

Opportunities for Change

There are significant opportunities to re-establish a new and coherent space and fabric within this once comprehensively developed area, to create a high quality townscape and a highly attractive public space between the stations. A new urban grain could be created which resolves the juxtaposition of the geometries of St Pancras, King’s Cross Station, and the intervening grain of the German Gym/Stanley Buildings. Reference to the scale and alignment of the stations and the use of appropriate paving materials would reinforce the historic urban character and sense of place.
2007 Character and Sense of Place
This is a hard urban heritage landscape that has been considerably altered by building demolitions and the realignment of Pancras Way. The relatively small scale of the German Gym and Stanley Buildings reflects the former historic grain and rectilinear street pattern and contrasts sharply with the large scale of the later rail stations and their geometry. The curvilinear alignment of the new Pancras Road appears incongruous in this setting.

Opportunities for Change
There are significant opportunities to establish a coherent space and fabric within this once comprehensively developed area, to create a high quality townscape and a highly attractive public space between the stations. A new urban grain could be created which resolves the juxtaposition of the geometries of St Pancras, King’s Cross Station and the intervening grain of the German Gym / Stanley Buildings.

Sub Character Area 2
South Central
Figure No. 9.G2
Drawing No. JWR.003.S.105/6
Character Sub Area 3 – Canal South

Maps
- See Figure 9G.3.

Boundaries
- Northern boundary defined by southern edge of Camley Street Natural Park and Regent’s Canal.
- Eastern boundary defined by ECML track bed.
- Southern boundary defined by southern edge of Culross Buildings off Battle Bridge Road and southern boundary of Goods Way over ECML.
- Western boundary defined by St Pancras Station Extension.

Historic Development
- Area formerly dominated by Imperial Gas Works (pre-1834), with terraced housing agricultural land at west.
- King’s Cross Station (and ECML) built 1850.
- St Pancras Station (and MML) built 1865.
- Pancras Road widened to become major route.
- No public access historically other than along roads.
- Former Suffolk Street East and Battle Bridge Road used to extend (1894) across ECML to junction with York Way.

Remnant Features
- Gasholder No.8.
- Culross Buildings.

Land Use (2006/2007)
- Gasholder and gas governor.
- Realigned Goods Way.
- CTRL/Railtrack car park.
- Culross Buildings.
- Realigned St Pancras Road.
- St Pancras Station Extension external circulation.
- Petrol Filling Station (PFS).
Public Access

- Public access along roads.
- Open public access, excluding gas governor and gas holder compounds.
- No access to southern bank of Regent’s Canal.

Buildings

- Listed Gasholder No. 8 – sole survivor of CTRL works.
- New gas governor and cabinet.
- Culross Buildings.
- Petrol Filling Station.
- St Pancras Station Extension outside of site area, but provides strong visual and physical influence.

Spaces/townscape

Enclosure

- Main body of area spatially open, interrupted only by gas holder and governor and Culross Buildings.
- Petrol Filling Station enclosed by Canal and ECML walls and canopy over forecourt.

Scale

- Generally small to medium scale but dominated by large-scale gasholder and Culross Buildings.

Grain

- Coarse rectilinear grain created by Pancras Road, Culross Buildings/Battle Bridge Road and Goods Way which is transverse to the prevailing north-south grain.

Links/Movement

- North-south vehicular and pedestrian movement provided by Pancras Road – elsewhere restricted by Regent’s Canal. Potential linkage to north via Canal bridge. General southward movement restricted by Culross Buildings.
- East-west vehicular and pedestrian movement restricted to Goods Way linking area west of St Pancras Station to York Way.
- Battle Bridge Road truncated by ECML so movement restricted.

Views

- Southward views are limited to those funnelled between Culross Buildings/Stanley Buildings/St Pancras Station toward the landmark of St Pancras Chambers. The German Gym is glimpsed beyond Stanley Buildings. General southward views obstructed by Culross Buildings.
- Views to canal prevented by canalside walls.
• Views northward to Granary.
• Westward views would be blocked by St Pancras Station Extension.
• Views to east of low quality – across ECML towards York Way business units.
• Gas governor and Petrol Filling Station create visual detractors.
• Internal views dominated by landmark gasholder and controlled by Culross Buildings.

2006/2007 Character and Sense of Place

This area generally displays a utilitarian C20th character which is emphasised by functional structures including the gas governor and Petrol Filling Station, and the new Goods Way and Pancras Road alignments. The listed (Victorian) gasholder and the adjacent, functional Culross Buildings are surviving and isolated remnants of historic development.

The character is influenced by adjacent buildings and land uses outside of the character area including St Pancras Station (and the new extension when complete).

The area does not display a coherent or distinguishable sense of place.

Opportunities for Change

Significant opportunities are presented in the establishment of a strong urban grain and form that relates to the new St Pancras extension and the Regent’s Canal to the north. There is also an opportunity to re-use Gasholder No.8 in combination with the relocated Triplet to the north of the canal (see Appendix B and Character Sub Areas 6 and 7). The area south of the canal provides opportunities to link the station Areas 1 and 2 with any new crossing of the Regent’s Canal and/or new access to heritage resources in the Goods Yard Complex (Area 6). Opportunities for establishing broader linkages are limited by Culross Buildings, which lies transverse to the wider urban grain.
2007 Character and Sense of Place

This area generally displays a utilitarian 20th century character which is emphasised by functional structures including the gas governor and petrol filling station, and the new Goods Way and Pancras Road alignments. The listed (Victorian) gas holder and the adjacent Culross Buildings are surviving remnants of historic development.

The character is influenced by adjacent buildings and land uses outside of the character area including St Pancras Station (and the new extension when complete).

The area does not display a coherent or distinguishable sense of place.

Opportunities for Change

Significant opportunities are presented in the establishment of a strong urban grain and form that relates to the new St Pancras extension and Regent's Canal to the north. There is also an opportunity to re-use Gasholder No.8 in combination with the relocated triplet to the north of the canal (see Character Sub Areas 6 and 7). The area south of the canal provides opportunities to link the station (Areas 1 and 2) with any new crossing of the Regent's Canal and/or new public access to heritage resources in the Goods Yard Complex (Area 8).
Character Sub Area 4 - Camley Street Natural Park

Maps
- See Figure 9G.4.

Boundaries
- Northern and Eastern boundaries defined by Regent’s Canal and basin.
- Southern boundary defined by Goods Way.
- Western boundary defined by St Pancras Extension and CTRL.

Historic Development
- Area in agricultural use 1834.
- Area developed for housing by 1862.
- Redeveloped as coal drops for the Midland Railway Company/St Pancras Station.

Remnant Features
- Former rail water point relocated adjacent to St Pancras Basin/Lock.

Land Use (2006/2007)
- Camley Street Natural Park - native shrub and tree planting with wild flowers, grass swards and ponds.

Public Access
- Public access during hours of opening.
- Open public access along Camley Street.

Buildings
- Visitor centre.

Spaces/townscape

Enclosure
- Intimate enclosed space created by dense tree and shrub planting around edge of Natural Park boundary.
- Adjacent St Pancras Station Extension would create partial enclosure.

Scale
- Small intimate scale.

**Grain**
- No defined grain due to informal nature of land use.

**Links/Movement**
- Vehicular and pedestrian movement permitted north-south along Camley Street.

**Views**
- One view identified from Park towards Canal.
- Dense tree canopy and shrub growth prevent wider views out to surrounding landmarks.
- Internal views controlled by vegetation.

**2006/2007 Character and Sense of Place**
The densely vegetated boundaries of the area create an intimate, inward-looking and relatively private semi-natural space which encloses and circles the central ponds. The Natural Park possesses a strong sense of place and haven for wildlife. The meandering paths create an air of secrecy and anticipation as new spaces and views are revealed. This tranquillity provides a marked contrast to the activity of the surrounding urban townscape.

**Opportunities for Change**
Opportunities for change include the enhancement of visitor facilities to fulfil the objectives of the Park in providing an educational resource for the whole community. Such additions or amendments need to be sensitive to the ecology of the Park, to promote accessibility, and to assist in the effective management of increasing visitor numbers. Overall changes should enhance the Natural Park’s contribution to the Regent’s Canal (and vice versa). There is the potential for the creation of a new Canal crossing point to provide improved access to the Canal towpath (possibly linking to water-borne transport) and to the Goods Yard Complex to the north.
2007 Character and Sense of Place

The densely vegetated boundaries of the area create an intimate, inward-looking and relatively private semi-natural space which encloses and enircles the central ponds. The Natural Park possesses a strong sense of place and haven for wildlife. The meandering paths create an air of secrecy and anticipation as new spaces and views are revealed. This tranquility provides a marked contrast to the activity and bustle of the surrounding urban townscape.

Opportunities for Change

Opportunities for change include the enhancement of visitor facilities to fulfill the objectives of the Park in providing an educational resource for the whole community. Such additions or amendments need to be sensitive to the ecology of the Park, to promote accessibility, and to assist in the effective management of increasing visitor numbers. Overall changes should enhance the Natural Park’s contribution to the Regent’s Canal (and vice versa). There is the potential for the creation of a new Canal crossing point to improve links between Islington to the east and Camden to the west.

Sub Character Area 4
Camley Street Natural Park

Figure No. 9.G4

Drawing No. JMR 0625-1077
Character Sub Area 5 - Regent's Canal

Maps

- See Figure 9G.5.

Boundaries

- Northern boundary defined by Open Land and the Goods Yard Complex.
- Eastern boundary defined by York Way/Maiden Lane Bridge.
- Southern boundary defined by Camley Street Natural Park and Goods Way.
- Western boundary defined by CTRL/Oblique Bridge.

Historic Development

- This section of canal built 1812 to 1820.
- Canal established 1834, with small basins serving the gas works and land to the west of Maiden Lane Bridge and (St Pancras) Lock.
- Granary Basin created by 1862 and Gasworks Basin enlarged.
- St Pancras Lock Basin created by 1871 and Gasworks Basin re-modelled, additional bridging structure created to south of St Pancras Lock.
- Wharf Road Bridge removed and Wharf Road (south) realigned after 1894.

Remnant Features

- Main body of canal and St Pancras Lock and Basin extant.
- Granary and Gasworks Basins infilled.

Land Use (2006/2007)

- Informal recreational canal side uses.

Public Access

- Open public access along towpath to north of canal for cyclists and pedestrians.

Buildings

- St Pancras Lock and Lock Keepers' Cottage, bridge linking Goods Way and Wharf Road, Maiden Lane Bridge adjacent to area.
- Steam locomotive water point relocated to St Pancras Basin.
Spaces/townscape

Enclosure

- Canal side retaining walls/ remnant building walls and adjacent tree and shrub planting at Camley Street Natural Park create strong sense of enclosure along much of canal route, reinforced by reduced level of canal compared to adjacent land.

Scale

- Small to medium scale.

Grain

- Linear nature of area and sinuous form of canal does not lend itself to definition of grain.

Links/Movement

- Water-based movement along canal.
- Pedestrian and cyclists’ route along towpath to north of canal.
- North-south movement across canal restricted to Oblique Bridge to the west, Goods Way/Wharf Road bridge and Maiden Lane Bridge to the east.

Views

- From the Regent’s Canal and towpath to the Stations, and in particular from Camley Street Lock to St Pancras Station and shed.

2006/2007 Character and Sense of Place

The level of the Regent’s Canal below the areas surrounding it and the boundary walls and intermittent vegetation create a strong enclosure to the waterway which emphasises its linearity. The slow-moving waterbody, canalside activities and features such as the Lock, towpath, mooring bollards and distance markers add to the character of the area. The Canal is an intimate space which possesses a strong sense of place. This tranquillity provides a marked contrast to the activity of the surrounding urban townscape.

However, poor lighting and the relative remoteness of the canal leads to crime or fear of crime.

Opportunities for Change

There are some opportunities for change to and enhancement of the canal which would need to respect the particular character and sense of place that the canal possesses at the time of survey.

There are opportunities to improve access to the canal and the condition and appearance of canalside features to create a safe and pleasant place to
walk or cycle and to gain access to KXC and surrounding areas. The Regent’s Canal Action Plan outlines some opportunities. Accessibility could be enhanced through the creation of new links or crossings to the south including Camley Street Natural Park, to improve the frequency and nature of access from the elevated land of the Goods Yard heritage complex to the north.
2007 Character and Sense of Place

The level of the Regent's Canal below the areas surrounding it and the boundary walls and intermittent vegetation create a strong enclosure to the waterway which emphasises its linearity. The slow-moving waterbody, canal-side activities and features such as the Lock, towpath, mooring bollards and distance markers add to the historic character of the area. The Canal is an intimate space which possesses a strong sense of place. This tranquillity provides a marked contrast to the activity of the surrounding urban townscape.

However, poor lighting and the relative remoteness of the canal leads to crime or fear of crime.

Opportunities for Change

There are some opportunities for change to and enhancement of the canal which would need to respect the particular character and sense of place that the canal presently possesses.

There are opportunities to improve access to the canal and the condition and appearance of canal-side features so as to create a safe and pleasant place to walk or cycle and to improve links between KXG and surrounding areas. The Regent's Canal Action Plan outlines some opportunities. Accessibility could be enhanced through the creation of new access points and crossings to improve the frequency and nature of connections from the elevated land of the Goods Yard heritage complex to the north.

Sub Character Area 5
Regent's Canal

Figure No. 9.65

Drawing No. JRM/2023.1037
Character Sub Area 6 - Goods Yard Complex

Maps
- See Figure 9G76.

Boundaries
- Northern boundary defined by Northern Area - no distinct physical boundary.
- Eastern boundary defined by Northern Area / ECML (below ground).
- Southern and Western boundary defined by Regent’s Canal/ Northern Area.

Historic Development
- Open agricultural land in 1834 to the north of the Regent’s Canal.
- Extensive and wholesale development by 1862 including Coal and Fish Offices, Goods Depot (Granary) building and Basin, Eastern and Western Coal Drops, Regeneration House and Midland Goods Shed and potato warehouses (between Granary and York Road - re-named from Maiden Lane), associated with rail lines and freight handling to north.
- Land uses continue through 1871 to 1894, albeit with greater intensity of rail sidings development.

Remnant Features
- Fish and Coal, Goods Yard including outline of former Granary Basin, Eastern and Western Coal Drops and their Viaducts, Plimsoll Viaduct (part), Western Goods Shed, Regeneration House, Midland Goods Shed and Handyside Canopies.
- Street furniture, paving and embedded rails.

Land Use (2006/2007)
- Private commercial land uses in Granary / Goods Yard complex.

Public Access
- Partial public access along Wharf Road to commercial premises.
- Remainder is privately owned and therefore there is no public access.

Buildings
- Coal and Fish.
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Appendix 9G

- Granary/ Eastern and Western Transit Sheds/ Train Assembly Shed.
- Eastern Coal Drops and Viaduct.
- Western Coal Drops and Viaduct.
- Western Goods Shed.
- Plimsoll Viaduct (part).
- Regeneration House.
- Midland Goods Shed.
- East and West Handyside Canopies.
- Modern two storey offices (by Regeneration House).
- Miscellaneous/ storage buildings in front of The Granary.

Spaces/townscape

Enclosure
- Strong enclosure between and around buildings.

Scale
- Large and medium scale buildings; large scale open spaces.

Grain
- Strong north-south grain created by built form associated with former rail alignment.
- No established east-west grain.

Links/Movement
- Movement limited to Wharf Road /York Way access route.
- No wider east - west or north-south movement due to Canal and CTRL.

Views
- Views to canal restricted by canal side walls/reduced levels.
- Southward views from old Granary Basin area (from private land) toward landmark of St Pancras Chambers.
- Other southward views and east-west views (from private land) controlled by built form.
- Modern buildings mar views of The Granary.

2006/2007 Character and Sense of Place

This area possesses a strong, robust historic industrial character. The character is emphasised by the grouping, scale and orientation of buildings, the historic surfaces and spaces, the use of common building materials and the surviving
historic street furniture. Modern low quality buildings in front of the Granary and adjacent to Regeneration House detract from the character.

A strong sense of place is created by this assemblage of buildings and the varying scale and intimacy of spaces between and around the structures, together with the complex variation in ground levels associated with former rail, road and canal connections.

**Opportunities for Change**

There are significant opportunities for opening up the area to the public and the re-use and refurbishment of the buildings, both those presently in use and/or vacant. Such change would need to be managed sensitively to respect the historic integrity of the collective grouping and individual building qualities, historic surfaces and associated spaces and townscape. Significant opportunities exist for the creation of a major new urban space in front of the Granary - ‘Granary Square’ - through the re-introduction of high quality paving and the removal of modern structures and features that detract from the collective historic townscape. Ground level changes around the coal drops could provide the basis for intriguing public open spaces. Possible relocation of the gasholder Triplet in this area would provide a memory of historic land use and building associations and re-establish this distinctive landmark in views from the railway and canal.
2007 Character and Sense of Place

This area of private land possesses a strong, robust historic industrial character. The character is emphasised by the grouping, scale and orientation of buildings and spaces, the use of common building materials and the surviving historic street furniture and paving materials.

A strong sense of place is created by this assemblage of buildings and the varying scale and intimacy of spaces between and around the structures, together with the complex variation in ground levels associated with former rail, road and canal connections.

Opportunities for Change

There are significant opportunities for opening up the area to the public and the re-use and refurbishment of the buildings, both those presently in use and/or vacant. Such change would need to be managed sensitively to respect the historic integrity of the collective grouping and individual building quality and associated spaces and townscape. Significant opportunities exist for the creation of a major new urban space in front of the Granary - 'Granary Square' - through the introduction of high quality paving and the removal of modern structures and features that detract from the collective historic townscape. Ground level changes around the coal drops could provide the basis for intriguing public open spaces. Possible relocation of the gas holder Triplet in this area would provide a memory of historic land use and building associations and re-establish this distinctive landmark in views from the railway and canal.

Sub Character Area 6
Goods Yard Complex

Figure No. 9.G6

Drawing No. SWR/E285 10348
Character Sub Area 7 - Northern Area

Maps
- See Figure 9G.7.

Boundaries
- Northern boundary defined by CTRL line and embankments.
- Eastern boundary defined by York Way.
- Southern boundary defined by Regent’s Canal and Goods Yard Complex.
- Western boundary defined by CTRL.

Historic Development
- Open agricultural land in 1834 to the north of the Regent’s Canal.
- Rail sidings active from 1862 to 1970s.

Remnant Features
- Brick-built air shafts to ECML remain.

Land Use (2006/2007)
- Northern Area to north following temporary CTRL construction site uses.

Public Access
- Land is privately owned and therefore there is no public access.

Buildings
- Brick-built ECML air shafts.
- No other historic buildings will remain following CTRL.

Spaces/townscape

Enclosure
- Weak enclosure to north and west created by CTRL.
- Weak enclosure to east created by buildings along York Way (York Way viaduct will be removed by CTRL works).
- Some sense of enclosure provided by adjacent buildings to south.

Scale
Large scale open land.

Grain
- No features present to define grain.

Links/Movement
- No wider westward or northward movement due to CTRL.
- No access points from Northern Area onto York Way to east.
- Southward movement dictated by Goods Yard Complex.

Views
- Northward views (from private land) will be restricted by CTRL embankment.
- Southward views to Goods Yard – these buildings restrict views to wider townscape to the south.

2006/2007 Character and Sense of Place
This area possesses a weak, barren character, and there are no surviving features of historic development, other than small scale and isolated features such as the ECML ventilation shafts. The bulk of the Goods Yard Complex buildings, the barriers created by rail lines to the north and west, and high stone walls combine to create an exclusive, fortress-like air. The area possesses no distinctive sense of place as a result of changing land use and site clearance.

Opportunities for Change
The area presents a ‘blank canvas’ with significant opportunities for change and enhancement. Whilst there are no significant features or attributes that require sensitive treatment within the area, any changes would need to have regard to the function of the area as a backdrop and setting to the adjacent Goods Yard Complex and views into and out of the area to the south. The realignment and reduced levels of York Way will provide opportunities for improved linkages to this area and the overall enhancement of the York Way frontage. Linkages to the north and west will continue to be barred by the rail corridors.
2007 Character and Sense of Place

This area possesses a weak, barren character and there are no surviving features of historic development, other than small scale and isolated features such as the ECML ventilation shafts. The bulk of Goods Yard Complex buildings, the barriers created by rail lines to the north and west, and high stone walls combine to create an exclusive, fortress-like air. The area possesses no distinctive sense of place as a result of changing land uses and site clearance.

Opportunities for Change

The area presents a ‘blank canvas’ with significant opportunities for change and enhancement. Whilst there are insignificant features or attributes that require sensitive treatment within the area, any changes would need to have regard to the function of the area as a backdrop and setting to the adjacent Goods Yard Complex. The realignment and reduced levels of York Way will provide opportunities for improved linkages to the east and the overall enhancement of the York Way frontage. Linkages to the north and west will continue to be barred by the rail corridors.

Sub Character Area 7
Northern Area

Figure No. 9.07

Drawing No. JWR 2023 11/06
Character Sub Area 8 - The Triangle Site

Maps

- See Figure 9G.8.

Boundaries

- Northern boundary defined by CTRL line and embankments.
- Eastern boundary defined by ECML line and earthworks.
- Southern boundary defined by Randell’s Road.
- Western boundary defined by York Way (realigned).

Historic Development

- Open agricultural land in 1834, bounded by Maiden Lane (now York Way) to the west.
- Extensive and wholesale development by 1862 including housing (Randell’s Road) to the east of Maiden Lane also miscellaneous rail buildings and rail lines to the west of Maiden Lane; including rail lines - entrance to Maiden Lane Tunnel (ECML) to King’s Cross to east.
- Land uses continue through 1871 to 1894, albeit with greater intensity of rail sidings development.

Remnant Features

- ECML tunnel portal and rail lines.

Land Use (2006/2007)

- Vacant open land following CTRL construction site uses.

Public Access

- No public access to internal area.

Buildings

- No buildings remain within area.

Spaces/townscape

Enclosure
- Weak enclosure created by York Way and ECML (York Way viaduct will be removed by CTRL works).
- CTRL embankment will create strong enclosure to north.
Scale
- Small scale open land.

Grain
- No features present to define grain.

Links/Movement
- ECML prevents eastward movement.
- NNL prevents northward movement.

Views
- No views identified as area is private land.

2006/2007 Character and Sense of Place
This area possesses a weak character and there are no surviving features of historic development. York Way viaduct will be removed and the road realigned as part of the CTRL works. The area possesses no distinctive sense of place, although it is strongly influenced by adjacent rail corridors.

Opportunities for Change
The area presents considerable opportunities for change and enhancement. There are no significant features or attributes that require sensitive treatment within the area. Any changes would need to have regard to the juxtaposition of the rail infrastructure and surrounding views. The realignment and reduced levels of York Way would provide opportunities for improvements to the York Way site frontage.
2007 Character and Sense of Place
This area possesses a weak character and there are no surviving features of historic development. York Way viaduct will be removed and the road realigned as part of the CTRL works. The area possesses no distinctive sense of place, although it is very strongly influenced by adjacent rail corridors.

Opportunities for Change
The area presents considerable opportunities for change and enhancement. There are no significant features or attributes that require sensitive treatment within the area. Any changes would need to have regard to the juxtaposition of the rail infrastructure. The realignment and reduced levels of York Way would provide opportunities for improvements to the York Way frontage.

Sub Character Area 8
The Triangle Site

Figure No. 9.38

Drawing No. JWR-0525 11/7
Appendix 9.H

Impact Assessment on Character Areas
### Table 9H.1 Southern Character Area Assessment

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
<th>RECIPIENT</th>
<th>EFFECT</th>
<th>SIGNIFICANCE</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HERITAGE BUILDINGS/ STRUCTURES</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demolition of amendments to Listed buildings (northern Stanley Building and parts of Great Northern Hotel, dismantling of Gasholder No.8) and demolition of Culross Buildings (unlisted).</td>
<td>High to Very High</td>
<td>Large</td>
<td>Permanent</td>
<td>Gasholder No.8 would be dismantled and relocated in grouping with Gasholder Triplet to north of Regent’s Canal. Northern Stanley Building removed to allow St Pancras Road to be re-aligned. Culross Buildings demolished to allow creation of a north-south route between the stations and the Granary (and land to north).</td>
</tr>
<tr>
<td>Loss of context for heritage materials (Battle Bridge Road).</td>
<td>Moderate</td>
<td>Medium</td>
<td>Permanent</td>
<td>Battle Bridge Road would be lost to create new public realm. Heritage materials would be reclaimed for future re-use.</td>
</tr>
<tr>
<td>Refurbishment of retained heritage buildings (German Gymnasium, southern Stanley Building).</td>
<td>High</td>
<td>Small to Medium</td>
<td>Long Term</td>
<td>Would be subject to listed Building Consent and undertaken to a high standard.</td>
</tr>
<tr>
<td>Public access to private buildings (German Gymnasium, southern Stanley Building).</td>
<td>High</td>
<td>Small</td>
<td>Long Term</td>
<td>Buildings named include proposals for D1 non-residential institution uses (in part). Development would enable public access to, and appreciation of, important heritage buildings.</td>
</tr>
<tr>
<td>Body of knowledge available/provided by built heritage resources.</td>
<td>High</td>
<td>Small</td>
<td>Permanent</td>
<td>Planned losses/ demolition would be controlled, and losses through accidental damage small. Would be offset and controlled through an agreed programme of works. Possible publication of works/ establishment of public exhibition recommended within site as further mitigation.</td>
</tr>
</tbody>
</table>
### Asset Feature

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
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<th>COMMENTS</th>
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<tr>
<td></td>
<td>Importance</td>
<td>Magnitude</td>
<td>Nature of Effect</td>
</tr>
<tr>
<td></td>
<td>Value</td>
<td>Effect</td>
<td></td>
</tr>
<tr>
<td>Context and visual connections to heritage buildings (German Gymnasium, southern Stanley Building, Gasholder No.8).</td>
<td>High</td>
<td>Large</td>
<td>Permanent</td>
</tr>
<tr>
<td>Loss of the ability to appreciate original function of the buildings.</td>
<td>High</td>
<td>Small</td>
<td>Permanent</td>
</tr>
<tr>
<td>ASSET FEATURE</td>
<td>RECEPTOR</td>
<td>EFFECT</td>
<td>SIGNIFICANCE</td>
</tr>
<tr>
<td>---------------</td>
<td>----------</td>
<td>--------</td>
<td>--------------</td>
</tr>
<tr>
<td>Relocation of Buildings/structures within vicinity of original site (Gasholder No.8).</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Re-use of heritage buildings and embedment in new townscape structure (Great Northern Hotel, German Gymnasium, southern block of Stanley Buildings.)</td>
<td>High to Very High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Removal of inappropriate/unsympathetic additions and treatments (Great Northern Hotel) and relocation of gas governor and removal of petrol filling station.</td>
<td>Negative Value</td>
<td>Small</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Loss of the ability to appreciate original grouping/interrelationships of the buildings (applies to hotels, and Group 2 other buildings south of canal).</td>
<td>Moderate to Very High</td>
<td>Medium</td>
<td>Permanent Adverse</td>
</tr>
<tr>
<td>ASSET FEATURE</td>
<td>RECEPTOR</td>
<td>EFFECT</td>
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</tr>
<tr>
<td></td>
<td>Importance/Value</td>
<td>Magnitude/Scale</td>
<td>Nature of Effect</td>
</tr>
<tr>
<td>Retention and enhancement of established heritage groupings (Group 1 Stations and Great Northern Hotel).</td>
<td>Very High</td>
<td>Small</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td>Re-establishment of historic building/structure (Group 3 groupings).</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>OPEN SPACES</td>
<td>Loss to/impairment of existing incidental open space.</td>
<td>Low to Moderate</td>
<td>Small</td>
</tr>
</tbody>
</table>
### Table 9H.1 Continued

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
<th>RECEPTOR</th>
<th>EFFECT</th>
<th>SIGNIFICANCE</th>
<th>COMMENTS</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Important Value</td>
<td>Magnitude / Scale</td>
<td>Nature of Effect</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Moderate</td>
<td>Large</td>
<td>Permanent Benefit</td>
<td>Creation of four major new open spaces (Station Square, Pancras Square, the Boulevard and Canal Square), other open spaces and pedestrian/ cycle routes providing increased permeability and access.</td>
</tr>
<tr>
<td></td>
<td>High</td>
<td>Large</td>
<td>Permanent Benefit</td>
<td>Improved quality and definition of existing open space that is accessible to public.</td>
</tr>
<tr>
<td></td>
<td>High to Very High</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Relocation of materials mitigated by. Re-use of materials in heritage context (Goods Yard) but loss of historic road pattern.</td>
</tr>
<tr>
<td>VIEWS</td>
<td>Loss to/ impairment of Strategic Views</td>
<td>-</td>
<td>-</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>From Euston Road north along Pancras Road to side elevation of Barlow Shed (Main local view*). (See View 1)</td>
<td>Very High</td>
<td>Small</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td></td>
<td>Series of views from King’s Cross station frontage, Great Northern Hotel, St Pancras Chambers and Barlow Shed (Main local view*). (See View 4).</td>
<td>Very High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
</tr>
<tr>
<td></td>
<td>Emerging view of the Granary along main route northwards from the stations, of the Granary (Main local view*). (See View 6).</td>
<td>High</td>
<td>Medium</td>
<td>Permanent Beneficial</td>
</tr>
</tbody>
</table>
### Table 9H.1 Continued

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Glimpsed view from north of German Gymnasium to the north end of the Barlow train shed and St Pancras extension (Main local view*). (See View 7).</td>
<td>High</td>
<td>Small</td>
<td>Permanent Neutral</td>
<td>Views retained and enhanced through refurbishment and re-use of buildings and creation of high quality public realm.</td>
</tr>
<tr>
<td>From York Way, south of Wharfedale Road, looking south-west to King’s Cross Station shed and over tracks to new development (Main local view*). (See View 13).</td>
<td>High</td>
<td>Medium</td>
<td>Permanent Neutral</td>
<td>Development Block A would prevent views across southern character area but would provide new high quality facade that forms backdrop to views of King’s Cross Station and tracks.</td>
</tr>
<tr>
<td>From Euston Road towards the stations, St Pancras Chambers and the Great Northern Hotel (Main local view*). (See View 2).</td>
<td>Very High</td>
<td>Small</td>
<td>Permanent Neutral</td>
<td>Views retained and enhanced through refurbishment and re-use of Great Northern Hotel, and creation of high quality public realm to north of Great Northern Hotel.</td>
</tr>
<tr>
<td>From Pentonville Road, the Lighthouse Block area and Gray’s Inn Road towards the stations (Secondary local view*). (See View 3)</td>
<td>High</td>
<td>Medium</td>
<td>Permanent Neutral</td>
<td>Views retained and enhanced through creation of high quality public realm to west of Great Northern Hotel.</td>
</tr>
<tr>
<td>Newly opened view immediately north of German Gymnasium to Great Northern Hotel (Secondary local view*). (See View 5).</td>
<td>High</td>
<td>Medium</td>
<td>Permanent Neutral</td>
<td>View enhanced by realignment of Pancras Road, creation of high quality public realm of Station Square which forms foreground to views.</td>
</tr>
</tbody>
</table>
### Table 9H.1 Continued

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Glimpsed views from middle and eastern parts of Goods Way to King’s Cross station (Secondary local view*), (See Views 9A and 9B).</td>
<td>Moderate</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Views from eastern end to King’s Cross Station and west along Goods Way to St Pancras extension enhanced by new high quality townscape of Goods Way. New development would obscure views from middle section of Goods Way towards the stations to the south. Views to King’s Cross station from eastern end of Goods Way retained.</td>
</tr>
<tr>
<td>From Camley Street (where ground rises) to St Pancras Station, Barlow Shed and St Pancras Extension (Secondary local view*), (See View 10).</td>
<td>Moderate</td>
<td>Small</td>
<td>Negligible</td>
<td>Realignment of Pancras Road would extend vista along side elevation of St Pancras Station and extension. High quality public realm would enhance views.</td>
</tr>
<tr>
<td>Views from King’s Cross station platforms and from trains to the portals of gasworks tunnels (Secondary local view*), (See View 12).</td>
<td>Moderate</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>New development would enclose view to east with high quality buildings. Petrol filling station replaced by new structures would form backdrop. Glimpsed views retained to Regeneration House.</td>
</tr>
<tr>
<td>Views from adjacent Conservation Areas (See Views 8A, 8B, 8C 11, 13).</td>
<td>High</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Views from Conservation Areas to north and east obscured by new development. Visual connections with heritage buildings within the Southern Character Area would be lost. However, vacant and derelict land would be replaced by high quality buildings and a structured townscape that would moderate and offset adverse effects.</td>
</tr>
<tr>
<td>Creation of new views – general.</td>
<td>Low to High</td>
<td>Large</td>
<td>Major</td>
<td>Extensive areas of new public realm and variety of new routes through the area would create a range of new views, including the Boulevard and Pancras Square sequence toward the Granary in accordance with the joint Development Brief.</td>
</tr>
</tbody>
</table>

**CHARACTER**

RPS JR437B/Environmental Statement

May 2004

King’s Cross Central
<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
<th>Importanc e/ Value</th>
<th>Magnitude/ Scale</th>
<th>SIGNIFICANCE</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establishment of new high quality townscape character (throughout Southern Character Area).</td>
<td>High</td>
<td>Large</td>
<td>Major Permane nt Beneficial</td>
<td>Use of coherent design and materials to define character of external spaces and routes throughout area. Replacement of vacant and undeveloped land to high quality townscape and public realm. Some loss of historic context but already affected by CTRL works.</td>
</tr>
<tr>
<td>Diversification of land uses (throughout Southern Character Area).</td>
<td>High</td>
<td>Large</td>
<td>Major Permane nt Beneficial</td>
<td>Increased diversity of land uses and distribution replaces 'empty' site to create a vibrant and animated area.</td>
</tr>
</tbody>
</table>
## Table 9H.1 Continued

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
<th>RECEIVER</th>
<th>EFFECT</th>
<th>SIGNIFICANCE</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOWNSCAPE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mass</td>
<td>High</td>
<td>Large to Small</td>
<td>Permanent Neutral</td>
<td>Creation of new urban quarter of mixed scale and interest provides foil to, and balances large scale of stations and small scale of German Gymnasium/ Southern Stanley Building.</td>
</tr>
<tr>
<td>Height</td>
<td>High</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Maximum building heights lowered close to heritage buildings and step up to the north.</td>
</tr>
<tr>
<td>Density</td>
<td>Moderate</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Density of development increased similar to levels found elsewhere in station redevelopments in London.</td>
</tr>
<tr>
<td>Grain</td>
<td>Moderate</td>
<td>Small</td>
<td>Permanent Neutral</td>
<td>Grain drawn from historic context and retained heritage buildings/ spaces but emphasis given to north/ south routes.</td>
</tr>
<tr>
<td>Edges</td>
<td>Low</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Existing and proposed buildings create and define open space and route edges.</td>
</tr>
<tr>
<td>Spaces</td>
<td>Moderate</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Major open spaces created to enhance setting of heritage buildings and/or public realm and to improve overall townscape quality throughout area.</td>
</tr>
<tr>
<td>Connectivity &amp; Links</td>
<td>High</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Creation of new linkages to north and south, and a variety of routes through and across the area.</td>
</tr>
<tr>
<td>Mix of uses</td>
<td>High</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Mixed land uses with active ground floor frontages along public routes in accordance with UDP objectives. Improves activity and increases safety/ reduces fear of crime.</td>
</tr>
<tr>
<td>Public Access</td>
<td>High</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Increased public realm provides improved public access.</td>
</tr>
<tr>
<td>Landmarks</td>
<td>High</td>
<td>Medium</td>
<td>Permanent Adverse</td>
<td>New built form would obscure and/or reduce prominence of established landmarks currently facilitated by openness of site. As mitigation, new landmarks would be created to provide interest and orientation. Embedment of heritage buildings within high quality urban form complemented by new high quality buildings.</td>
</tr>
<tr>
<td>Vistas</td>
<td>Moderate</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Routes and edges define and frame vistas to heritage buildings and new landmarks within site and from adjacent areas. Vistas are revealed on movement through the area.</td>
</tr>
<tr>
<td>ASSET FEATURE</td>
<td>RECIPIENT</td>
<td>EFFECT</td>
<td>SIGNIFICANCE</td>
<td>COMMENTS</td>
</tr>
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</tr>
<tr>
<td></td>
<td>Importance/Value</td>
<td>Magnitude/Scale</td>
<td>Nature of Effect</td>
<td></td>
</tr>
<tr>
<td>Trees</td>
<td>Low</td>
<td>Large</td>
<td>Long-term Beneficial</td>
<td>Loss of limited number of poor quality trees offset by co-ordinated programme of tree planting and management throughout new public realm.</td>
</tr>
</tbody>
</table>

* Views – ‘main’ and ‘secondary’ views as identified within the London Boroughs of Camden and Islington joint Planning and Development Brief (December 2003).

# Fulfilment of development objective(s) set out in the London Boroughs of Camden and Islington joint Planning and Development Brief (December 2003).
### Table 9H.2  Regent’s Canal Character Area Assessment

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Importance/Value</td>
<td>Magnitude/Scale</td>
<td>Nature of Effect</td>
<td></td>
</tr>
<tr>
<td>HERITAGE BUILDINGS/STRUCTURES</td>
<td>Moderate</td>
<td>Medium to Large</td>
<td>Permanently Adverse</td>
<td>Partial demolition to improve interface between canal towpath and Granary Square and to stabilise weak structure. Demolitions would be offset by increased accessibility of canal towpath through ramp and step construction (see below). Where appropriate, walls would be re-built using reclaimed material.</td>
</tr>
<tr>
<td>Demolition of/amendments to canal walls</td>
<td>Moderate</td>
<td>Small to Medium</td>
<td>Permanently Adverse</td>
<td>Partial removal or reduction of canalside walls and loss of bricks.</td>
</tr>
<tr>
<td>Loss of Heritage Materials</td>
<td>Moderate</td>
<td>Small</td>
<td>Permanently Neutral</td>
<td>Planned losses/demolition would be controlled, and losses through accidental damage small. Would be offset through an agreed programme of works. Possible publication of works/establishment of public exhibition within site as further mitigation.</td>
</tr>
<tr>
<td>Body of knowledge available/provided by built heritage resources</td>
<td>Moderate</td>
<td>Small</td>
<td>Permanently Neutral</td>
<td>Reduced historic context left following CTRL works (removal of gas holders etc.). Would be replaced by new views created to relocated Gas Holders north of canal. Stronger links established with Gas holders and Granary, canal and railway.</td>
</tr>
<tr>
<td>Context and visual connections to heritage buildings. Relocation of Gasholder No 8 and the Triplet</td>
<td>High</td>
<td>Small</td>
<td>Permanently Beneficial</td>
<td>Sympathetic towpath surfacing would enhance townscape value and heritage setting of corridor. Removal of petrol filling station would enhance character and appearance of the canal.</td>
</tr>
</tbody>
</table>

GROUPS
### ASSET FEATURE

<table>
<thead>
<tr>
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<th>SIGNIFICANCE</th>
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<tr>
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<td>Importanc e/ Value</td>
<td>Magnitud e/ Scale</td>
<td>Nature of Effect</td>
<td></td>
</tr>
<tr>
<td>Retention and enhancement of established heritage groupings (Lock Keeper’s Cottage and St Pancras Lock).</td>
<td>High</td>
<td>Small</td>
<td>Permanen t</td>
<td>Setting of group enhanced by canal corridor townscape improvements.</td>
</tr>
<tr>
<td>Re-establishment of Group 3: Gasholder.</td>
<td>High</td>
<td>Large</td>
<td>Permanen t</td>
<td>Re-establishment of a Group of Gasholders close to the canal and railway would restore this iconic landmark.</td>
</tr>
</tbody>
</table>
### Table 9H.2 Continued

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>OPEN SPACES</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Definition and creation of new spaces and routes (between canalside edge and Canal Square/Granary Square).</td>
<td>Very High</td>
<td>Large</td>
<td>Permanently Neutral</td>
<td>Reduction in sense of enclosure changing character of space. Removal of barriers to canalside access from adjacent open spaces, and provision of new pedestrian routes/bridges across canal linking Canal Square and Granary Square. Loss of enclosure by walls offset by increased enclosure from buildings (Dev. Zones V, G and F). Also increased access for all and activity and animation along canal, in keeping with overall objectives of improving public access to the Goods Yard area.</td>
</tr>
<tr>
<td>Enhancement of existing public open spaces (canal and towpath).</td>
<td>Very High</td>
<td>Medium</td>
<td>Permanently Beneficial</td>
<td>Improved quality and accessibility. New clean, high quality public realm promotes openness, which enhances passive surveillance and improves personal safety. Also see above.</td>
</tr>
<tr>
<td>Physical interventions to hard landscaping for creating new co-ordinated surfaces throughout the area.</td>
<td>Low</td>
<td>Large</td>
<td>Permanently Benefit</td>
<td>Low value of existing materials along the towpath. Improvements to surfacing provide opportunity for re-introduction of historic features.</td>
</tr>
<tr>
<td>VIEWS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
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### Asset, Feature

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<th>SIGNIFICANCE</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Glimpsed views of local landmarks such as St Pancras clock tower and Chambers, the Barlow shed and St Pancras extension from the canal towpath, canal and St Pancras lock area. (Main local view* - (see View 8C)</td>
<td>High</td>
<td>Medium</td>
<td>Permanent Beneficial</td>
<td>Loss of views to St Pancras Chambers would be offset by creation of new views to relocated Gas Holders. High quality townscape of Goods Way and improvements to canal corridor would generally enhance views from the canal. New buildings, bridges and a new pavilion (development zone G) would also create new landmarks and focal points along the canal corridor. Potential opening up of archways beneath Wharf Road viaduct would create visual interest and enhance sense of exploration.</td>
</tr>
<tr>
<td>Views south from Camley Street.</td>
<td>Moderate</td>
<td>Small</td>
<td>Permanent Neutral</td>
<td>Little change in views south to St Pancras Chambers.</td>
</tr>
</tbody>
</table>
Table 9H.2 Continued

<table>
<thead>
<tr>
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<td>Importance/ Value</td>
<td>Magnitude/ Scale</td>
<td>Nature of Effect</td>
<td></td>
</tr>
<tr>
<td>Views from adjacent Conservation Areas. (See View 11)</td>
<td>High</td>
<td>Small</td>
<td>Permanent Neutral</td>
<td>Generally views from Conservation Areas to south and east limited by reduced level of canal and by intervening new development. Views gained from areas immediately adjacent to canal would be improved by refurbishment and enhancement of towpath with high quality development surfacing, lighting and tree planting.</td>
</tr>
<tr>
<td>CHARACTER</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establishment of new high quality townscape character (throughout Regent’s Canal character area)</td>
<td>High</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Loss of enclosure from canal wall would have a moderate effect on the character of the canal. This would be offset by new enclosure from buildings, and the use of coherent design and materials to emphasise and improve character of canal corridor. Increased openness and public activity (including new moorings) would create a high quality, clean and safe environment in contrast to the present enclosed, secretive and unsafe/threatening corridor.</td>
</tr>
<tr>
<td>TOWNSCAPE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scale</td>
<td>High</td>
<td>Large</td>
<td>Permanent Neutral</td>
<td>Removal and amendment of sections of canal retaining walls opens up scale of enclosure and creates/links new spaces. New buildings would increase scale of enclosure.</td>
</tr>
<tr>
<td>Height</td>
<td>High</td>
<td>Moderate to High</td>
<td>Permanent Neutral</td>
<td>Heights of buildings along canal increased but tallest buildings (Development Zones A and B) set back from canal edge. Gasholders and Development F add height to create landmarks.</td>
</tr>
</tbody>
</table>
### ASSET/FEATURE

| Density | High | Medium | Permanent Neutral | Density of canalside development increased with Development Zones V, G and F and new bridges. Indicates a return to the more built up character of the late 19th Century with the gasworks to the south and three bridges (one road and two rail) across the canal. |

---

**Table Note:**
- **Importance/Value:** Refers to the significance or value of the asset or feature being evaluated.
- **Magnitude/Scale:** Refers to the scale or size of the effect being considered.
- **Nature of Effect:** Describes the type or nature of the impact on the receptor.

---

**Additional Information:**
- **Density:** The density of development is an important factor in evaluating the impact on cultural heritage and townscapes.
- **Importance/Value:** High indicates a significant level of importance or value.
- **Magnitude/Scale:** Medium suggests a moderate level of magnitude or scale.
- **Nature of Effect:** Permanent Neutral signifies a neutral or consistent effect over time.

---

**Conclusion:**
- The increase in density of canalside development with new bridges and expansion of Development Zones V, G, and F signifies a return to the more built-up character of the late 19th Century, with notable changes in the townscape due to the gasworks to the south and three bridges (one road and two rail) across the canal.
### Table 9H.2 Continued

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<td>Nature of Effect</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Value</td>
<td>Scale</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grain</td>
<td>High</td>
<td>Small</td>
<td>Permamnent Neutral</td>
<td>Grain amended by introduction of new bridge(s) and opening up of land to the north (Granary Square steps and Gasholder ramps etc).</td>
</tr>
<tr>
<td>Edges</td>
<td>High</td>
<td>Large</td>
<td>Permamnent Neutral</td>
<td>Strong edges formed by canalside walls removed in places to increase access to canal and towpath - these would be replaced by new high quality edges and buildings producing an overall neutral effect.</td>
</tr>
<tr>
<td>Spaces</td>
<td>High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Public realm of towpath/ canal would be retained and enhanced by connections to Granary Square, Gas Holders zone, Coal Drops Yard and Canal Square.</td>
</tr>
<tr>
<td>Connectivity &amp; Links</td>
<td>High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Connectivity improved by linkage and choice of direct access (ramps or steps) to Granary Square, Canal Square and Gas Holders area. Possible link to lower Coal Drops beneath Wharf Road viaduct. Bridges across canal improve access to areas north and south.</td>
</tr>
<tr>
<td>Mix of uses</td>
<td>Moderate</td>
<td>Small</td>
<td>Permanent Beneficial</td>
<td>Possible windows opened up in arches beneath Wharf Road Viaduct create variety and extends mix of uses. Possible increase in private and public moorings subject to discussion with British Waterways.</td>
</tr>
<tr>
<td>Public Access</td>
<td>High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Increased quality of public realm would improve and promote usage and security. Public access created by direct link from canal towpath to formerly private land of Granary Square, Gas Holders area and possibly, lower Coal Drops.</td>
</tr>
<tr>
<td>ASSET FEATURE</td>
<td>RECEPTOR</td>
<td>EFFECT</td>
<td>SIGNIFICANCE</td>
<td>COMMENTS</td>
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</tr>
<tr>
<td></td>
<td>Importance/Value</td>
<td>Magnitude/Scale</td>
<td>Nature of Effect</td>
<td></td>
</tr>
<tr>
<td>Landmarks</td>
<td>High</td>
<td>Negligible</td>
<td>Permanent Beneficial</td>
<td>Loss of views to St Pancras station and Chambers offset by creation of views to new landmark of relocated Gas Holders. Opportunity for keynote structures such as bridges and new buildings (G and F) to create further landmarks. No effect upon established landmarks of Locomotive Water Point or St Pancras Lock, improved setting.</td>
</tr>
<tr>
<td>ASSET FEATURE</td>
<td>RECEPTOR</td>
<td>EFFECT</td>
<td>SIGNIFICANCE</td>
<td>COMMENTS</td>
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<td>Importance/Value</td>
<td>Magnitude/Scale</td>
<td>Nature of Effect</td>
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<td></td>
<td>Medium</td>
<td>Medium</td>
<td>Permanent</td>
<td>Beneficial</td>
</tr>
<tr>
<td>Trees</td>
<td>Low</td>
<td>Large</td>
<td>Long-term</td>
<td>Beneficial</td>
</tr>
</tbody>
</table>

* Views – ‘main’ and ‘secondary’ views as identified within the London Boroughs of Camden and Islington joint Planning and Development Brief (December 2003).

# Fulfilment of development objective(s) set out in the London Boroughs of Camden and Islington joint Planning and Development Brief (December 2003).
<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
<th>EFFECT</th>
<th>SIGNIFICANCE</th>
<th>COMMENTS</th>
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</thead>
<tbody>
<tr>
<td>HERITAGE BUILDINGS/ STRUCTURES</td>
<td></td>
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</tr>
<tr>
<td>Demolition of amendments to Listed buildings (one bay of both East and West Handyside canopies) and unlisted buildings (Train Assembly Shed, Western Goods Shed, Plimsoll Viaduct).</td>
<td>High</td>
<td>Large</td>
<td>Permanent Benefit</td>
</tr>
<tr>
<td>Loss of context for heritage materials (surfacing).</td>
<td>High</td>
<td>Small</td>
<td>Permanent Neutral</td>
</tr>
<tr>
<td>Interventions to retained heritage buildings (The Granary, Coal &amp; Fish offices, Eastern and Western Coal Drops and viaducts, Eastern and Western Transit Sheds, East &amp; West Handyside Canopies, Regeneration House and Midland Goods Shed).</td>
<td>High to Very High</td>
<td>Small to Large</td>
<td>Long Term Beneficial</td>
</tr>
<tr>
<td>Public access to private buildings (Coal &amp; Fish Offices, Midland Goods Shed, Regeneration House and Handyside Canopies, Granary and East and West Transit Sheds, and Eastern &amp; Western Coal Drops).</td>
<td>High to Very High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
</tr>
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</table>
### Asset/Feature

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
<th>RECIPIENT</th>
<th>EFFECT</th>
<th>SIGNIFICANCE</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Body of knowledge available/provided by built heritage resources.</td>
<td>High</td>
<td>Small</td>
<td>Moderate</td>
<td>Planned losses/demolition would be controlled, and losses through accidental damage small. Losses would be offset and controlled through an agreed programme of works. Possible publication of works/establishment of public exhibition within site as further mitigation.</td>
</tr>
</tbody>
</table>
### Table 9H.3 Continued

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
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<tbody>
<tr>
<td></td>
<td>Importance/Value</td>
<td>Magnitude/Scale</td>
<td>Nature of Effect</td>
<td></td>
</tr>
<tr>
<td>Context and visual connections to heritage buildings (all as listed above).</td>
<td>High to Very High</td>
<td>Small</td>
<td>Permanent Beneficial</td>
<td>Strong established historic context would be enhanced through removal of inappropriate development to Granary frontage. New development zones minimised and strategically located to enhance context of heritage buildings.</td>
</tr>
<tr>
<td>Loss of the ability to appreciate original function of the buildings.</td>
<td>High to Very High</td>
<td>Small</td>
<td>Permanent Neutral</td>
<td>Major</td>
</tr>
<tr>
<td>Relocation of buildings/structures within vicinity of original site (Gasholder Triplet - Gasholder No.8 to west in Northern Character Area).</td>
<td>High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Major</td>
</tr>
<tr>
<td>Retention, restoration and re-use of heritage buildings and embedment in new townscape structure (all as listed above).</td>
<td>High to Very High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Major</td>
</tr>
<tr>
<td>Removal of inappropriate/unsympathetic additions and treatments (Recent 2 storey offices adjacent to Regeneration House and miscellaneous/storage buildings in front of Granary).</td>
<td>Negative value</td>
<td>Small to Medium</td>
<td>Permanent Beneficial</td>
<td>Moderate</td>
</tr>
<tr>
<td>Loss of the ability to appreciate original grouping/interrelationship of the buildings</td>
<td>High to Very High</td>
<td>Small</td>
<td>Permanent Adverse</td>
<td>Minor</td>
</tr>
<tr>
<td>ASSET FEATURE</td>
<td>RECEPTOR</td>
<td>EFFECT</td>
<td>SIGNIFICANCE</td>
<td>COMMENTS</td>
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</tr>
<tr>
<td>Retention and enhancement of established heritage groupings (Group 4 - Goods Yard Complex).</td>
<td>Very High</td>
<td>Medium to Large</td>
<td>Permanent Neutral</td>
<td>Major</td>
</tr>
<tr>
<td>Re-establishment of historic building/structure groupings (Group 3 - Gasholder Triplet and Gasholder No.8 guide frames).</td>
<td>High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Major</td>
</tr>
</tbody>
</table>
### Table 9H.3 Continued

<table>
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<tbody>
<tr>
<td>OPEN SPACES</td>
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</tr>
<tr>
<td>Definition and creation of new spaces and routes (Granary Square and Market Square).</td>
<td>Low</td>
<td>Large</td>
<td>Major</td>
<td>Granary Square open space created to form key element in north-south route through site. Space and thoroughfares open to public use.</td>
</tr>
<tr>
<td>Physical interventions to hard landscaping for creating new co-ordinated surfaces throughout the area.</td>
<td>High</td>
<td>Large</td>
<td>Moderate</td>
<td>Re-use of materials in situ is a neutral effect. Re-use of salvaged materials mitigates loss of context.</td>
</tr>
<tr>
<td>VIEWS</td>
<td></td>
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</tr>
<tr>
<td>Loss of views of local landmarks such as St Pancras clock tower and Chambers, the Barlow shed and St Pancras extension from viewpoints in the Goods Yard complex (including Wharf Road, Granary open space and the upper level of the Coal Drops (Views 8A and 8B).</td>
<td>High</td>
<td>Small to Medium</td>
<td>Minor</td>
<td>Development to south of canal would obscure views from Granary to St Pancras Chambers. However, new public views would be created from other areas of Goods Yard complex.</td>
</tr>
<tr>
<td>Creation of new views through insertion of relocated Gasholder north of canal. (See View 8D)</td>
<td>High</td>
<td>Large</td>
<td>Major</td>
<td>Relocation and re-erection of gasholder guide frames re-creates iconic King’s Cross/ St Pancras heritage feature and landmark in proximity to, and associated with, Regent’s Canal and railway. Gasholders would be visible from various areas of public realm within and without the Southern Character Area.</td>
</tr>
<tr>
<td>Views from adjacent Conservation Areas. (Views 11)</td>
<td>High</td>
<td>Medium</td>
<td>Minor</td>
<td>The views of the Central area from Maiden Lane bridge would be partially screened by the proposed trees. This would reduce views of the Granary but soften the impact of built development on the canal.</td>
</tr>
<tr>
<td>CHARACTER</td>
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<td>ASSET FEATURE</td>
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</tr>
<tr>
<td>Establishment of new high quality townscape character (throughout central character area) including that created by Gasholders.</td>
<td>High</td>
<td>Large</td>
<td>Major</td>
<td>Use of coherent design and materials to define and enhance character of external spaces and routes throughout the area. Replacement of existing building and derelict land with relocated Gas Holders (Group 3) to create high quality townscape and public realm.</td>
</tr>
</tbody>
</table>
## Table 9H.3 Continued

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
<th>RECEPTOR</th>
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<tr>
<td></td>
<td>Importance/ Value</td>
<td>Magnitude/ Scale</td>
<td>Nature of Effect</td>
<td></td>
</tr>
<tr>
<td>Diversification of land uses (throughout central character area).</td>
<td>High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Increased diversity of land uses and distribution replaces under-used site to create a vibrant and animated area.</td>
</tr>
<tr>
<td><strong>TOWNSCAPE</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Scale</td>
<td>High</td>
<td>Minor</td>
<td>Permanent Neutral</td>
<td>Few interventions to established scale of area. Increased scale of the Gasholders (compared with the Western Goods Shed they would replace) seen as a benefit because it recreates a landmark.</td>
</tr>
<tr>
<td>Density</td>
<td>High</td>
<td>Minor</td>
<td>Permanent Neutral</td>
<td>No notable variation to existing building footprint/density.</td>
</tr>
<tr>
<td>Height</td>
<td>High</td>
<td>Low</td>
<td>Permanent Neutral</td>
<td>Relocation of the Gasholder introduce localised increase in height.</td>
</tr>
<tr>
<td>Grain</td>
<td>High</td>
<td>Negligible</td>
<td>Permanent Neutral</td>
<td>No major interventions or amendment to established grain.</td>
</tr>
<tr>
<td>Edges</td>
<td>Low</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Existing and proposed buildings create and define open space and route edges. New pavilions strengthen edges of Granary Square. Development to the north sufficiently separated from Goods Yard buildings to avoid adverse effects.</td>
</tr>
<tr>
<td>Spaces</td>
<td>Very High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Major open spaces developed to enhance setting of heritage buildings and/or public realm and to improve overall townscape quality throughout area.</td>
</tr>
<tr>
<td>Connectivity &amp; Links</td>
<td>High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Creation of new linkages to south (via new canal bridges), canal towpath and routes to north through and across the area.</td>
</tr>
<tr>
<td>Mix of uses</td>
<td>High</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Mixed land uses with active ground floor frontages where appropriate to heritage buildings and along public routes in accordance with UDP objectives. Improves activity and increases safety/reduces fear of crime.</td>
</tr>
<tr>
<td>ASSET FEATURE</td>
<td>RECEPTOR</td>
<td>EFFECT</td>
<td>SIGNIFICANCE</td>
<td>COMMENTS</td>
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</tr>
<tr>
<td>Public Access</td>
<td>High</td>
<td>Large</td>
<td>Major</td>
<td>Public access permitted to former private land adds overall increase to public realm. Connections improved between Central Character Area and canal towpath to enhance public access. New ramps and steps would increase accessibility between the Goods Yard and the canal towpath.</td>
</tr>
</tbody>
</table>
### Table 9H.3 Continued

<table>
<thead>
<tr>
<th>ASSET FEATURE</th>
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<th>EFFECT</th>
<th>SIGNIFICANCE</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landmarks</td>
<td>High</td>
<td>Large</td>
<td>Permanent Beneficial Major</td>
<td>Creation of Granary Square would enhance value of Granary as a landmark, enhanced by Canal Square to the south. Relocation Gasholder Triplet would re-establish iconic King’s Cross/ St Pancras landmark.</td>
</tr>
<tr>
<td>Vistas</td>
<td>Low to Medium</td>
<td>Large</td>
<td>Permanent Beneficial Moderate</td>
<td>Routes and edges define and frame vistas to heritage buildings and new landmarks within site and from adjacent areas. Vistas are revealed on movement through the area.</td>
</tr>
<tr>
<td>Trees</td>
<td>Low</td>
<td>Large</td>
<td>Long-term Beneficial Moderate</td>
<td>Loss of limited number of trees in Camley Street Natural Park offset by replacement planting, and co-ordinated programme of tree planting and management throughout new public realm within Granary Square.</td>
</tr>
</tbody>
</table>

* Views – ‘main’ and ‘secondary’ views as identified within the London Boroughs of Camden and Islington joint Planning and Development Brief (December 2003). |

# Fulfilment of development objective(s) set out in the London Boroughs of Camden and Islington joint Planning and Development Brief (December 2003).
### Table 9H.4 Northern Character Area Assessment

<table>
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<th>SIGNIFICANCE</th>
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<tbody>
<tr>
<td><strong>HERITAGE BUILDINGS/ STRUCTURES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Context and visual connections to heritage buildings (Gas Holder Triplet guide frames) - see views.</td>
<td>High</td>
<td>Medium</td>
<td>Moderate</td>
</tr>
<tr>
<td><strong>GROUPS</strong></td>
<td></td>
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</tr>
<tr>
<td>Re-establishment of Group 3 - gasholders.</td>
<td></td>
<td></td>
<td>Gasholder No.8 guide frames relocated to position adjacent to relocated Gasholder Triplet. Historic grouping further enhanced by proximity to Regent’s Canal. (See Regent’s Canal Central Areas)</td>
</tr>
<tr>
<td><strong>OPEN SPACES</strong></td>
<td></td>
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</tr>
<tr>
<td>Loss to/ impairment of incidental open space.</td>
<td>None</td>
<td>Large</td>
<td>Permanent Neutral</td>
</tr>
<tr>
<td>Definition and creation of new spaces and routes (Long Park).</td>
<td>High</td>
<td>Large</td>
<td>Permanent Neutral</td>
</tr>
<tr>
<td><strong>VIEWS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Views from adjacent Conservation Areas (See View R)</td>
<td>High</td>
<td>Large</td>
<td>Permanent Neutral</td>
</tr>
<tr>
<td>Creation of new views within, to, and from area.</td>
<td>Moderate</td>
<td>Large</td>
<td>Permanent Neutral</td>
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<tr>
<td>ASSET/FEATURE</td>
<td>RECEPTOR</td>
<td>EFFECT</td>
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Importance/Value | Magnitude/Scale | Nature of Effect |
**Table 9H.4 Continued**

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<td>CHARACTER</td>
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</tr>
<tr>
<td>Establishment of new high quality townscape character (throughout northern character area and along western footway of York Way).</td>
<td>Very Low</td>
<td>Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Major</td>
<td>Transformation and replacement of derelict unused land through coherent design and materials to establish and define character of external spaces and routes throughout the area with high quality townscape and public realm. Tree planting to soften and enhance public realm.</td>
</tr>
<tr>
<td>Diversification of land uses (throughout northern character area).</td>
<td>Low</td>
<td>Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Major</td>
<td>Creation of diverse land uses distributed across the area replaces unused sites to east and west of York Way to create a vibrant and animated area.</td>
</tr>
<tr>
<td>TOWNSCAPE</td>
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</tr>
<tr>
<td>Scale</td>
<td>Low</td>
<td>Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Moderate</td>
<td>Existing large scale openness created by vacant land. New development would establish architectural scale in keeping with London context.</td>
</tr>
<tr>
<td>Density</td>
<td>Negligible</td>
<td>Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Moderate</td>
<td>New development establishes density appropriate to inner London context.</td>
</tr>
<tr>
<td>Grain</td>
<td>Negligible</td>
<td>Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Major</td>
<td>New development establishes grain related to former Goods Yard railway sidings and historic pattern to south. Extends and draws on grain from areas to east of York Way.</td>
</tr>
<tr>
<td>Height</td>
<td>Low</td>
<td>Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Moderate</td>
<td>Effects of development height on the Goods Yard addressed in the Central Area section – see Table. Maximum heights built up to the north to create a 'gateway'.</td>
</tr>
<tr>
<td>Edges</td>
<td>Negligible</td>
<td>Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Major</td>
<td>New development establishes edges within and to site particularly along hitherto weak York Way frontage, to define and balance spaces and public routes.</td>
</tr>
<tr>
<td>Spaces</td>
<td>Negligible</td>
<td>Large</td>
<td>Permanent</td>
<td>Beneficial</td>
<td>Major</td>
<td>New development establishes new spaces (Long Park, North Square and Triangle Site open space) and spatial hierarchy.</td>
</tr>
<tr>
<td>Connectivity &amp; Links</td>
<td>Negligible</td>
<td>Large</td>
<td>Permanent</td>
<td>Major</td>
<td>New development opens up and establishes pedestrian.</td>
<td></td>
</tr>
<tr>
<td>ASSET FEATURE</td>
<td>RECEPTOR</td>
<td>EFFECT</td>
<td>SIGNIFICANCE</td>
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<td>Nature of Effect</td>
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<tr>
<td></td>
<td>Beneficial</td>
<td></td>
<td>cycle and vehicular links to adjacent areas. Overall increase in routes through and across Main Site.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mix of uses</td>
<td>Negligible</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>New development establishes varied uses, replacing long-term dereliction and dis-use.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Access</td>
<td>Negligible</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>New development promotes public access to hitherto privately owned land.</td>
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</tbody>
</table>
### Table 9H.4 Continued

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<tr>
<td>Landmarks</td>
<td>Negligible</td>
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<td>Permanent Beneficial</td>
<td>Major</td>
</tr>
<tr>
<td>Vistas</td>
<td>Negligible</td>
<td>Large</td>
<td>Permanent Beneficial</td>
<td>Moderate</td>
</tr>
<tr>
<td>Trees</td>
<td>None</td>
<td>Large</td>
<td>Long-term Beneficial</td>
<td>Major</td>
</tr>
</tbody>
</table>

* Views – ‘main’ and ‘secondary’ views as identified within the London Boroughs of Camden and Islington joint Planning and Development Brief (December 2003).

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