Argent St George,
LCR and Exel

King's Cross Central
Heritage Baseline Study
Part 3
Historic Surfaces

International Heritage
Conservation and
Management
Argent St George, LCR and Exel

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Heritage Baseline Study
Part 3
Historic Surfaces

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1. INTRODUCTION

1.1 The Scope of the Evaluation

The heritage resources within the King’s Cross Central development site comprise the historic buildings and the contemporary ground surfaces and fixtures around them. Together they form a robust industrial landscape substantially dating to the mid-late 19th century. Most of the historic elements surviving today relate to the canal, railway, and gas industries. The importance of the resources is confirmed by many buildings being ‘listed’ and all of them being found within the King’s Cross and Regent’s Canal Conservation Areas.

This evaluation of the historic landscape surfaces, Part 3, is the second text of the heritage baseline study of the site. Part 1 identifies and evaluates the buildings; Part 2 contains historical site plans and building drawings; and Part 4 evaluates local views of the buildings and their immediate landscape settings.

The industrial landscape, though now significantly modified over 150 years and dramatically removed in recent times, is still interesting today. The landscape functions as a backcloth to the historic buildings and helps to create the physical and viewing linkages between them. Especially in relationship to the Goods Yard and the area to the north, the ‘outside’ environment is where much of the everyday working activities took place. The relict landscape surfaces also retain ‘artefacts’ illustrating the everyday activities of the two great railway companies in their heyday, of the Imperial Gas Light and Coke Company, and of the barge families living and working along the Regent’s Canal. The heritage components of the landscape therefore have a value in their own right, individually and groupwise, and significantly help to create a ‘sense of place’.

1.2 The Study Area

The study area is shown in Figure 1. It is based on the English Heritage inventory (Duckworth and Jones, 1988). This figure also defines the boundary of the King’s Cross Central planning application site. Regent’s Canal and Camley Street Natural Park lie outside the Site’s boundary but are an integral part of King’s Cross heritage. Generally, the boundaries around the north end and west side of the development site are determined by the CTRL permanent railway works and to a large extent create the backcloth to the more interesting historic areas to the south, traversing from the Goods Yard down to Euston Road between the two great railway stations.
2. BACKGROUND
The following section of the study describes background factors taken into account for the evaluation of the historic landscape surfaces. Section 3 below describes the methodology used.

2.1 Factors Taken into Account in the Landscape Surfaces Evaluation Study
The historic landscape surfaces baseline study for the site has taken into account:

- Identification and evaluation of the physical heritage resources as documented by English Heritage in 1988 and then first seen by the IHCM team in 2001.
- Features and artefacts still present in 2003/4, during CTRL and LUL development works at King’s Cross and St Pancras.
- A detailed evaluation of the historic buildings (reported in the heritage study Parts 1 and 2) and a review of historical context related to how the buildings and their surroundings were used.
- A predictive determination of the resources that may still be there but have not been seen by IHCM.
- A prediction of the landscape components that will be there in 2006/7, the baseline year for the Environmental Statement.
- Guidance documents regarding valuing heritage, both the resources and the historic landscape. (Section 8, References, below and the Bibliography in Part 1 together list the main consultation documents.)

2.2 The Documented Historic Landscape Surfaces
The components that determine the local landscape surfaces are highly varied and include:

- The ‘hard’ features forming the ground surface, including roads and pavements capped with granite setts and edged with granite or cast iron kerbs.
- Artefacts exposed on the ground surface – fittings and fixtures. This generally excludes artefacts attached to walls of the buildings and features within them, as these are identified in the building study, in Parts 1 and 2. Elements that are clearly post-World War II (modern, and not significantly related to the main heritage interests) are also excluded.
- Below-ground archaeological remains are predicted and discussed in the Environmental Statement, and are not considered in this study. During the development of King’s Cross Central, there is a potential for important and well-preserved features to become part of the retained historic landscape.

2.3 Assumptions
For the landscape heritage surfaces study, the following assumptions have been made:
• Inspection of the site has been from ground level only, the normal position that most people will be when viewing the historic environment.

• The AD 2006/7 baseline situation is regarded as the completion of the presently-known CTRL, LUL, and Railtrack permanent works throughout the St Pancras and King’s Cross area. The temporary and permanent construction impacts of these developments are having many effects on physical and cultural heritage resources within the site, and will continue to do so until 2006/7. These are planned for and can be generally taken into account. The major permanent new impacts are occurring in two areas, one south of the Regent’s Canal and the other throughout the north end of the site, beyond the Goods Yard (see: King’s Cross Central Proposals Drawings, Development Zones Figure KXC 005).

• Given the character of the landscaping surfaces, there is a risk that ad hoc works will affect them, for example, by the insertion and mending of services. These are generally not predictable several years in advance.

• There will be no removal of historic buildings other than those ‘consented’ in 2002/3 for CTRL, LUL, and Strategic Rail Authority undertakings. Generally from south to north, somewhat responding to the order of undertaking, the following are the more major works for these schemes which have or are occurring, or are planned for by 2006/7:
  - Insertion of the LUL Tube Ticket Hall.
  - Insertion of the LUL Northern Ticket Hall (work on which is presently suspended, April 2004).
  - CTRL and LUL ongoing service diversions in Pancras Road.
  - CTRL underground connection passages between the new St Pancras Terminus and the LUL Northern Ticket Hall, and the Northern Ticket Hall cross-cut tunnel to the Piccadilly and Victoria Tube lines.
  - LUL Ground remodelling of the Milk Dock.
  - Dismantling and storage of the Triplet gasholder guide frames.
  - Restructured roads, underground services, west facades of Stanley Buildings and the German Gymnasium.
  - CTRL ground remodelling north of Culross Buildings up to Goods Way, and including a temporary haulage road.
  - CTRL insertion of the gas governor and local remodelling of the site.
  - CTRL area ground reduction west of Camley Street (the former site of the Triplet gasholder guide frames).
  - CTRL ground remodelling east of Camley Street Natural Park and north of Goods Way to the canal side setting and including the resiting of the listed Water Point tower.
  - CTRL construction of haulage roads across Regent’s Canal around the front of Regeneration House and northwards parallel to York Way through the Potato Market site.
  - CTRL very large-scale ground remodelling north of Goods Yard for temporary and permanent works.
There will be a need to maintain structure and fabric of the listed buildings and other building of notable heritage value within the King’s Cross and Regent’s Canal Conservation Areas. All such works would be undertaken following any required local authority consents.

Salvaged materials from the CTRL undertakings (including granite setts, bricks, kerbstones, cast iron columns) and the dismantled Triplet gasholder guide frames are to be reinstated or will be available for reuse. The Argent St George development proposals provide a list of salvage, of potential reuse value within KXC.

There will be no accidental damage to the historic buildings, which will be retained in the period 2002-2006/7. There is some chance of accidental damage to hard landscaping artefacts as they are exposed and vulnerable to traffic wear.

2.4 Known and Assumed Heritage Losses by 2006/7

The following is a comprehensive list of heritage buildings, structures, and features that will be not present in 2006/7, or are assumed to be consented for removal by this time. The removal of these buildings and features will adversely affect the surrounding historic surfaces:

The Northern and Goods Yard Zones

- Horse stables.
- Former smithy.
- GNR Locomotive Superintendent’s House.
- Railway sidings, remnants of platforms, and end buffer structures.
- 20th century open-canopy sheds, cement batching plant, and single-storey sheds and semi-permanent portacabin type offices.
- Areas of granite setts.
- York Way road viaduct.
- Granite setts with embedded rail track along Wharf Road.
- Granite setts and other surface features on the old potato Market site.
- Cast Iron beam from the entry tunnel to the former Granary Basin off the Regent’s Canal and with some local removal of the Goods Yard retaining wall.

The Regent’s Canal Zone

- Rail bridge and embankment across the Regent’s Canal leading into and out of St Pancras Station.
- The repositioned St Pancras Water Point.

The Southern Zone

- The old alignment of Goods Way involving the removal of GNR stable buildings, areas of granite setts, and the gas works wall, north side.
- Part of the old route of Pancras Road to the east of Stanley Buildings and the German Gym.
• Cheney Road and Weller's Court.
• The Triplet gasholder guide frames with re-erection at a site to be determined.
• Dismantling of No. 8 gasholder guide frame with re-erection to be determined.
• Removal of the Water Point (re-erected achieved in 2002 in the Central Regent's Canal Zone).
• Midland Road retaining wall and arches under the Midland Railway lines.
• North and south stable blocks on Battle Bridge Road.
• Blacksmith’s forge at eastern end of Culross Buildings.
• Western Stanley Buildings block.
• The main entrance and stair to German Gym.
• Weller’s Court Warehouse south of the German Gym.
• Two-storey goods yard offices fronting Cheney Road.
• Milk Dock, including ‘V’ plan platforms, parcel transit area, horse wharf platform.
• The listed entrance canopies to the west side of King’s Cross Station and to the Great Northern Hotel (noting the Heritage Deed obligation for their reinstatement).
3. **THE METHODOLOGY USED FOR HISTORIC LANDSCAPE SURFACES SURVEY AND EVALUATION**

The IHCM site survey methodology responds to the need to evaluate all aspects of the site’s heritage, giving all aspects equal attention. The survey of the historic landscape surfaces has been undertaken systematically, and at the same time the team has been documenting the buildings and their many elements. The site work was originally undertaken in 2001-3. The site, from the Goods Yard southwards to Euston Road, has been revisited many times in 2003-4 recording many changes, principally resulting from CTRL and LUL development works. The area north of the Goods Yard has not been revisited in 2004 as the area is constantly changing due to the heavy CTRL engineering works there, with CTRL employing its own heritage team.

The study here is known to be occurring through archaeological Watching Brief observations (by Gifford and Partners for Union Railways (North) Ltd.). This commission has identified and will continue to identify and document heritage features encountered at ground level and in excavations made for temporary and permanent construction works.

The observations have been referenced to the documentation areas established by English Heritage in their study of King’s Cross (Duckworth and Jones, 1988). The areas are designated A to Z, and some of the sub-areas used there have been fully kept; but in some cases further divisions have been made, to define more precisely the locations of the historic landscaping features (Figures 2 to 7). These areas are also used in Part 4 of the heritage study, concerning local views of the heritage resources.

Many of the historic landscape features and artefacts have been photographed and illustrated in this study (Figures 8 to 48).

3.1 **Factors That Have Been Taken into Account when Evaluating the Surrounding Landscape Surfaces around the Historic Buildings**

In many respects, the aim of this evaluation of the historic landscape has been to confirm and supplement the 1988 English Heritage inventory of architectural and industrial features (Duckworth and Jones, 1988).

Inspection and recording of the hard landscape between and around the buildings has included the following factors:

**Building-related**
- The individual buildings (history, age, function, external form and treatment, materials, fixtures, and condition).
- Condition and character of the buildings.
- The building relationships formed by massing, orientation, facades, and single and group character.

**Area-related**
- Past or active working function – in respect of the railways, effectively being ‘areas of work’ as much so as was occurring within the buildings, especially so
when considering how the railway facilities functioned for wagon transporting, storing, and transferring of commodities.

- Content and character.
- Relationship with building functions and fixtures.
- Linkages to and between areas and buildings.

### 3.2 Valuation Terms

The hard landscaping valuation scale used in this evaluation comprises the following terms and definitions:

**No Value:** where the area is well away from the historical buildings and contains no old surfaces or industrial-aged artefacts.

**Minor Value:** generally a single or group of locally interesting feature not specifically related to the historic land uses or where modern works have significantly damaged or removed them.

**Moderate Value:** one or a group of features that contribute to the local and regional heritage resources and contribute to the visual quality of the listed buildings and the conservation areas.

**Major Value:** one or a group of features that make an important contribution to the local, regional and national heritage resources, are a significant component of a conservation area, and are of fundamental importance to an appreciation of listed buildings and their settings.

The above terms are used for evaluating both individual heritage components and groups.
4. THE HISTORIC LANDSCAPE SURFACES NORTH OF THE REGENT’S CANAL

The evaluation area (see Figure 1) comprises the large open area at the north end of the King’s Cross site, where presently the CTRL permanent and temporary works are occurring, and the Goods Yard containing many historic buildings and structures, principally of the Great Northern Railway Company but also a few of the Midland Railway Company, including the former railway locomotive depots.

This landscape embraces Areas A to J. Figure 1 shows the overall study area; Figures 2 to 5 locate individual areas north of the canal; and Figures 8 to 40 are photographs of selected surfaces and features.

4.1 Area A
(Figure 2)

Area A is located at the very north end of the King’s Cross Lands and is substantially an east-west route parallel to the North London Railway. The road ramps down off York Way at the north end of the viaduct structure, and at the west end were a group of old and new buildings.

4.1.1 Area: A1

General Location and Description: Access road to east of York Way with hard-standing and several lightweight temporary huts. North end of the KXC development site.

Identified Resources: Combined with Area B1 comprising granite setts with corroding rails running through, implying buried wooden sleepers that are probably highly decayed. Coping stones to edge of road access ramp to old rail level. English Heritage reported fire hydrant not seen.

Valuation of Resources: Minor group value features combined with heritage features in Areas B1 and B2 and York Way Viaduct.


Status 2006/7: Restructured by CTRL works.

4.1.2 Area: A2

General Location and Description: Modern stores and Depot with surrounding hard-standing to west of York Way. Located at the north end of the KXC development site.

Identified Resources: None identified.

Valuation of Resources: No value.

Status 2004: Continued use as a Depot.

Status 2006/7: It is assumed that the buildings are retained as found today.

4.1.3 Area: A3 (Figure 8)

General Location and Description: Ramped access road, access road to east of York Way under arch number 13, and retaining wall off York Way. North boundary of King’s Cross Lands and north end of the KXC site.
Identified Resources: Extensive patches of blue granite setts providing an overall coherency to the area. The retaining wall in gault brick with infilled panels to under-set arches. West end buttressed, and overall wall raised in brick to replace railings. Four round domed granite glinters at west end of retaining wall. On north side of ramp cast iron shield-shaped plaque inscribed “S.M. ?. BOUNDARY 1883”.

Valuation of Resources: Minor value.

Status 2006/7: to be restructured by CTRL works.

4.1.4 Area: A4

General Location and Description: Access road and hard-standing and modern shed, along north boundary of the site. North end of King’s Cross Lands and north end of the KXC site.

Identified Resources: None.

Valuation of Resources: No value.

Status 2004: Restructured by CTRL works.
Status 2006/7: Restructured by CTRL works.

4.1.5 Area: A5

General Location and Description: North-west corner of the King’s Cross Lands, beyond the KXC site.

Identified Resources: Mid-Victorian railway building (horse stables) fully surrounded by concrete hard-standing over extensive granite setts below.

Valuation of Resources: Minor value.

related to setting of historic railway buildings.

Status 2004: Fully restructured by CTRL works.
Status 2006/7: No further changes anticipated.

4.1.6 Area: A6

General Location and Description: Access road and storage compounds to the west of the concrete batching plant, with three workmen’s brick huts used in connection with the original management of railway sidings.

Identified Resources: extensive road area of granite setts, somewhat distorted by recent heavy lorry trafficking. One granite bollard at south end of assorted sheds.

Valuation of Resources: Minor group value.

Status 2004: Restructured by CTRL works.
Status 2006/7: Restructured by CTRL works.

4.1.7 Area: A7

General Location and Description: Access road continuing from Wharf Road along west side of King’s Cross Central site and parallel to the main St Pancras railway tracks, separated by old brick retaining wall.

Identified Resources: None.
Valuation of Resources: No value.
Status 2004: Restructured by CTRL works.
Status 2006/7: Restructured by CTRL works.

4.2 Area B

(Figure 2)

Area B is a broad swathe of land in the northern part of King’s Cross Lands. It lies immediately south of Area A1 access route. Traditionally this was a complex area of railway sidings fanning out after entering the site through a row of viaduct arches under York Way. In the centre of the site are a set of portacabin offices and various long open-sided sheds. In the west portion of the area is a large concrete ready-mix batching and discharge plant.

4.2.1 Area: B1

General Location and Description: To east of York Way, a triangular area formed by a brick arched viaduct to south and access road to north.

Identified Resources: Combined with Area A1 comprising granite setts with corroding rails running through, implying buried timber sleepers that are probably highly decayed. Coping stones to edge of road access ramp to old rail level.

Valuation of Resources: Minor group value.
combined with heritage features in A1 and B2 and York Way Viaduct.
Status 2004: Restructured by CTRL works.
Status 2006/7: Restructured by CTRL works.

4.2.2 Area: B2

General Location and Description: To east of York Way south of brick arched viaduct.

Identified Resources: A set of fanning-out sidings with some traversing under York Way and generally overgrown. One area of granite setts. GNR water column not seen by IHCM.

Valuation of Resources: Minor group value combined with features in Areas A1 and B1 and York Way Viaduct.

Status 2004: Restructured by CTRL works.
Status 2006/7: Restructured by CTRL works.

4.2.3 Area: B3

General Location and Description: Extensive area of former sidings with York Way viaduct to east.

Identified Resources: Extensive area of modern shed offices on concrete hard-standing. No heritage features in north half, with a central east-west pair of rails traversing from under York Way through to Area B4. Southern half comprising large area of clinker hard-standing devoid of rails, with south boundary formed by rails somewhat overgrown. Former rail siding and granite setts assumed to be removed rather than slightly buried. GNR fire hydrant noted in the English Heritage 1988 survey but not seen by IHCM.
Valuation of Resources: No value.

Status 2004: Restructured by CTRL works.

Status 2006/7: Restructured by CTRL works.

4.2.4 Area: B4

General Location and Description: A very large area of active industrial use containing offices and hard-standing surrounding concrete-batching plant.

Identified Resources: No heritage features were identified within the area and those present at the time of the English Heritage survey have been removed or buried. Opposite the Goods Yard Locomotive Superintendent’s House is a roll-formed buffer structure probably of early 20th century date and with associated cast iron post set in concrete with nameplate: 'Mather and Smith Ltd, Ashford Kent' with 'St. P. B.C' within shield.

Valuation of Resources: Minor value.

Status 2004: Restructured by CTRL works.

Status 2006/7: Restructured by CTRL works.

4.3 Area C

(Figure 2)

Area C is a broad swathe of land in the centre of the site north of the Goods Yard and its shape reflects the earlier fanning-out of the railway siding elements, after entering the site under two viaduct arches, with surviving tracks in Area B to the north and Area D to the south. The sidings in this area were generally integrated to 'Top Shed' (a very large maintenance depot) and a very large 'round house', these used for housing and servicing steam locomotives and having been demolished several decades go. The area is presently used for concrete batching. The east end is presently covered with wild shrubs.

General Location and Description: Treated as a single area and described above.

Identified Resources: None. No sign of turntable identified by English Heritage.

Valuation of Resources: None.

Status 2004: Restructured by CTRL works.

Status 2006/7: Restructured by CTRL works.

4.4 Area D

(Figure 3)

Area D borders the Goods Yard to the north, and traditionally was an area of sidings integrated with those to the north and also with those entering the Goods Yard, especially the Western Shed. Presently it is an area used for informal lorry and car parking. Several railway tracks survive.

4.4.1 Area: D1

General Location and Description: an area containing several sets of bifurcating tracks passing under York Way and into the KXC site. Informal hard-standing to the north, with vegetated ground traversing east to the Gasworks Tunnel portal.
Identified Resources: Rail track only.

Valuation of Resources: Minor value, as a surviving element of a once-extensive system of sidings.

Status 2004: Restructured by CTRL works.

Status 2006/7: Restructured by CTRL works.

4.4.2 Area: D2

General Location and Description: North of the Goods Yard Transit and Assembly Sheds hard-standing. Recently used as a golf driving range.

Identified Resources: None exposed. It is most unlikely that railway siding materials such as rails are buried below the slightly elevated fill. Timber sleepers would be assumed to be highly decayed if still present.

Valuation of Resources: None.

Status 2004: Restructured by CTRL works.

Status 2006/7: Restructured by CTRL works.

4.4.3 Area: D3

General Location and Description: A north-east to south-west trending area of sub-parallel railway sidings, passing into the site under York Way viaduct and terminating at the stepped north façade of the Western Goods Shed.

Identified Resources: Several sets of bifurcating sidings still in position and working order. Separated by some areas of informal vegetation. Possible occasionally used for freight transport from hard-standing in Area D6. Several late 19th and 20th century abandoned and decaying huts at the east end.

Valuation of Resources: Moderate value Last significant area of sidings retaining the character of the Great Northern Railway and associated with the Goods Yard.

Status 2004: Restructured by CTRL works.

Status 2006/7: Restructured by CTRL works.

4.4.4 Area: D4

General Location and Description: Between Areas D3 and C, a sub-triangular area orientated north-east to south-west. Mostly hard-standing for car and lorry parking, with shrub cover and clinker surfaces to the east.

Identified Resources: Railway tracks removed. Remnants of huts surviving at east end. The English Heritage report notes remnants of platform of Western Goods Shed, GNR portable cast iron weighing machine with LNER plate below cast GNR lettering, and capstan by eastern wall. These features have not been seen by the IHCM team.

Valuation of Resources: Moderate group value if not now removed.

Status 2004: Restructured by CTRL works.

Status 2006/7: Restructured by CTRL works.

4.4.5 Area: D5

General Location and Description: Not part of the site. A triangular area between Wharf Road and the Regent’s Canal. Retained behind a high wall, overgrown and not accessible.
4.4.6 Area: D6 (Figures 9 to 11)

General Location and Description: A sub-rectangular area immediately to the north-west of the Western Goods Shed. Bounded by Area C to the north and Wharf Road to the west. Mostly hard-standing for lorry and car parking and with associated temporary repair garage and associated scrap-yard. North-west corner contains good example of a decoratively-treated railway building.

Identified Resources: Railway sidings have been removed to allow for parking, with no evidence of there being buried timber railway sleeper elements. The west end set within loose granular blacktop, features of terminal sidings structures including:

- Granite setts to the sides and between the routes of the rails, also indicating the location of shallow sumps.
- Two rail buffer structures.

Valuation of Resources: Minor group value.

as important surviving features of a once extensive landscaping of railway sidings.

Status 2004: Restructured by CTRL works.

Status 2006/7: Restructured by CTRL works.

4.5 Area E
(Figure 3)

Area E is the Western Goods Shed, the surroundings of which are evaluated in Areas D, F, and J. Features at its north end are defined in Area D4.

4.6 Area F
(Figure 4)

Area F is the landscape between the Western Goods Shed and the Western Transit Shed of the Granary, Area G. The area is complex, being on two levels and containing the Western Coal Drops (F2/1 and F2/2), the Eastern Coal Drops (F1/1 and F1/2), and three railway viaduct structures between (F6, F7 and F8).

F1/1-2 and F2/1-2 are not covered in this report, but are described in Part 1 of this heritage baseline study.

4.6.1 Area: F3/1 (Figure 14)

General Location and Description: Hard-standing and access road generally around the south end of the Eastern Coal Drops, and staggered retaining wall of the former Granary Basin platform.

Identified Resources: In the ramp down off Wharf Road are the following features:
• Road ramp surface with a 70% coverage with granite setts, having one central broad strip of concrete capping and one narrow tarmac capping down the spine and edged with setts – both related to repair of buried services. Granite setts are not too old (there is no evidence of former weighing-machine structures).

• North pavement with granite setts. South side masked by compounds associated with the Cross Wine Bar.

• Curved zone of setts marking an area in front of the south end of Eastern Coal Drops.

• North retaining wall to Granary Basin platform contains features of the former hydraulic accumulator tower and basement boiler rooms.

• On the east side of the Eastern Coal Drops the granite setts have 100% coverage with some repair around manholes.

Valuation of Resources: Major value, providing an important landscaping associated with the functions of the Coal Drops. Generally constructed to maintain the character of area.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

4.6.2 Area: F3/2

General Location and Description: North end of Area F, where rail tracks once approached the three viaducts. Now with informal uses related to scrap-metal sorting and scaffold storage. West half has a concrete hard-standing, and east half has a loose clinker/gravel surface.

Identified Resources: No heritage landscape features have been identified here.

Valuation of Resources: None.

Status 2004: Informal surface with ad hoc use.

Status 2006/7: Change of use may occur but it is assumed there would be no physical changes at ground level.

4.6.3 Area: F4 (Figures 15, 16, 19 and 20)

General Location and Description: This comprises the lower-level area traversing from the Eastern Coal Drops Viaduct under the Plimsoll Viaduct and under the Western Coal Drops Viaduct.

Identified Resources: Extensive surface of rectangular black-white and mixed-colour granite setts arranged in bordered areas. Well-defined road traversing from the east to the south of the Eastern Coal Drops. Some areas are formed by longitudinal setts leading to occasional cast iron drain manholes. Setts generally pass under cast iron circular kerbs around cast iron columns of the Western Coal Drops Viaduct. Some kerbs carry maker’s name: “Richards and Son of Leicester”. Some areas are interrupted by piers of Plimsoll Viaduct. Under the Western Coal Drops Viaduct the rectangular setts are placed east-west, normal to the route with an eastern north-south edging of seven rows of setts. Along east side of the area, the setts have been lifted and well-replaced, related to works done to the drains of the Eastern Coal Drops Viaduct.
Valuation of Resources: Moderate to major value as an important surface providing a coherency to the functioning of the surrounding heritage buildings.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

4.6.4 Area: F5 (Figures 17 and 18)

General Location and Description: North-south passageway to the east of the Eastern Coal Drops.

Identified Resources: Throughout the northern area triangular areas of granite setts cambered (but now distorted) in four directions to sub-central local drainage cast iron manhole covers. The arrangement is in good order and probably is of 19th century date. In centre and southern portion of the passageway the area is of rough concrete and tarmac surfaces with local evidence of granite setts below and slightly dissected by modern drain run intrusions. Exposed are top surfaces of several semi circular granite kerbs around the base of cast iron columns. This is suggestive of the modern road surface having been raised by some 0.2 m.

Valuation of Resources: Major value related to the character and functions of the Eastern Coal Drops.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

4.6.5 Area: F6 (Figures 12 and 13)

General Location and Description: Upper surface of the Western Coal Drops Viaduct and forming a link to the area to the north (F3/2) and to the loading bays of the Western Coal Drops (F2/1).

Identified Resources: At north end, concrete slabs and kerbs of no heritage interest. Opposite the north end of Western Coal Drops the road is formed of small irregular sharp-angled trapezoidal granite setts. This sett pattern is found nowhere else in the Goods Yard. To the south the granite setts, large rectangular mixed-colour, are substantially intact and with evidence of laying pattern (with central join line) and with edging detail. The surface is slightly irregular, impeding local drainage and with some areas where joints are weathered out. The narrow pavement to the west is edged with vertical iron plates. The pavement appears to be tarmac and concrete over, in some places cast iron grillages. These appear to be similar to the structures supporting skylight glass blocks and may have been a mechanism for getting natural light under the Western Coal Drops Viaduct. There are up to 147 cast iron and steel stanchions, as reported by English Heritage in 1988, with raised lettering “GNR”, “LNER”, or “BR”; some are fractured and repaired with straps.

Valuation of Resources: Major value related to the road functions servicing the reused upper level Western Coal Drops, the Plimsoll Viaduct, and sidings to the north.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

4.6.6 Area: F7

Plimsoll Viaduct, see building baseline heritage study Parts 1 and 2.
4.6.7 Area: F8

**General Location and Description:** Upper surface of Eastern Coal Drops Viaduct.

**Identified Resources:** Features of former running track removed, and now bitumen that is crazed and follows concrete skim over crown brickwork of the viaduct. North end is a few feet higher, formed with clinker. This has been removed over most of viaduct length related to its use and stepped entry into the Eastern Coal Drops upper-storey rooms (Bagley Nightclub). Open channels cross the springing points/vault wall underneath and pass through a brick-capped concrete parapet wall in glazed pottery pipes. Three capstans at the south end are set on concrete. The central capstan has a cast iron baseplate highly suggestive of a hydraulic mechanism and with some associated pipes. It is lettered “TANNETT – WALKER. LEEDS. 1 TON”. Five capstans are noted in the English Heritage inventory, all manual, and with one set into wall but not seen during the fieldwork.

**Valuation of Resources:** Three surviving capstans, of major value.

**Status 2004:** No changes from the as found situation in 2002.

**Status 2006/7:** No changes anticipated from the situation in 2004.

4.7 Area G

(Figure 4)

Area G comprises the large building complex formed by the Granary, the two Transit Sheds, and the Train Assembly Shed. The hard landscaping comprises the former Granary Basin to the south, former railway sidings to the north, and a road to the west of the Western Transit Shed. The south and north areas are now hard-standing for lorries.

Areas G1-G4, being buildings, are covered in Parts 1 and 2 of this study.

4.7.1 Area: G5/1 (Figures 21 to 27)

**General Location and Description:** A sub-triangular area to the south of the Granary and north of the Regent’s Canal retaining wall. Generally referred to as the site of the former Granary Basin.

**Identified Resources:**

- Central and slightly domed area: This is covered with cast concrete slabs and the form reflects on the shape of the former Granary Basin. The concrete appears to lap over the basin retaining wall coping stones. The edge reflects on the junction between the surrounding granite setts and a slightly dished drainage behind the dock wall structure. On the concrete are various ‘modern’ structures, some of which have services set below the concrete slabs. The slabs are commonly cracked, which may have resulted from consolidation of the dock’s infill. Surrounding the zone of concrete are extensive areas of well-worn granite setts, of several types, set below a tarmac cover. Related to the functioning of the Granary and Basin are many heritage artefacts.

- East side: A general area of red granite setts within and to the sides of the north-south single rail track. The area contains one turntable with locking clip, and now infilled with concrete. Nearby is a cast iron hydraulic gearing chamber with cast iron capstan set above to one corner.

- South and west sides: Extensive areas of granite setts, with those to the south with a pattern curving around the position of the former basin retaining wall.
Elsewhere, assumed from the degree of tarmac intactness, are extensive slightly-buried areas of square red granite setts and rails. Where the setts are exposed there is no evidence of the former bridge abutment and approach rail structure. Two very tall wooden telegraph and lighting poles, in good condition, now only with lightening conductors.

- **North side:** Here, there are areas of multi-phased granite setts representing original yard surface (small red setts) and the numerous repairs and alterations. The main area of setts is the main road in front of the Granary. Here there is a slightly domed area crossing the road, and suggestive of vaulting above one of the underground canal tunnels that went between the Granary Basin and the Granary. On the south side of the road there is one pair of rails with a central zone of setts and with a border of setts to the north. One key element is the coping edge structure, formed of large round edged creamy-coloured granite blocks joined with leaded butterfly clamps. At the west end of the former basin is a turntable infilled with tarmac. Associated with the coping stones and turntable is a cast iron crane base (or capstan) – located to the west off track leading to dock edge. There are nine inserted, but broken-off, bollards (set over the former basin area) of a cannon type. The bases are set on concrete, and associated with granite kerbstones and York stone pavement flags. There is an area of possibly the original rectangular red granite setts - found at the door sill to the western flanking office and with a gritstone glinter to the east, one of 16 along the Granary facade. GNR fire hydrant cast iron plate set in square setts.

**Valuation of Resources:** major value related to the functioning of the former Granary Basin, the Granary and Transit Sheds.

**Status 2004:** Granite setts and rails along Wharf Road have been removed for CTRL road works. High-voltage cable inserted through area and road west of Western Transit Shed.

**Status 2006/7:** No change anticipated from the situation found in 2004.

### 4.7.2 Area: G5/2  
(See H/7)

### 4.7.3 Area: G5/3 (Figure 28)

**General Location and Description:** Passage way between the Western Transit Shed and modern fletton brick wall, the south part of which is the upper storey of an office building perhaps built in the 1920s.

**Identified Resources:** Granite setts, rails and decayed timber sleepers below bitumen road surface and assumed to run full length of route. Two local excavations record:

- **East side:** 120 mm blacktop over 120 mm of granite setts over 0.25 to 0.35 m of concrete. Inserted drainage manhole with cast iron lid and fletton brick surround.

- **West side:** 30 mm blacktop over 50 mm concrete and 100 mm concrete or 0.4m of modern soil fill and mixed loose lumps of concrete set between railway sleepers.

**Valuation of Resources:** Major value for illustrating historic uses.

**Status 2004:** No changes from the as found situation in 2002.

**Status 2006/7:** No changes anticipated from the situation in 2004.
4.7.4 Area: G5/4 (Figure 29)

**General Location and Description**: General area around the north end of the Transit and Assembly Sheds. Traditionally an extensive area of railway tracks and ballast hard-standing leading into and out of the buildings and running along both sides.

**Identified Resources**: One pair of rails axial to the original entry to the Western Transit Shed. Elsewhere nothing identified but slightly raised area of tarmac, unlikely to be masking an extensive area of granite setts and rails. Uses of past few decades may have considerably disturbed the old surfaces.

**Valuation of Resources**: Moderate value as the last evidence of rails running into the railway buildings.

**Status 2004**: No changes from the as found situation in 2002.

**Status 2006/7**: No changes anticipated from the situation in 2004.

4.8 Area H

(Figure 4)

Area H comprises the land surrounding the Midland Goods Shed to east and west. On the west side is the ground surface under the West Handyside Canopy, up to its north end. On the east side, the area contains the surface under the East Handyside Canopy, the area of the former Potato Market and access routes running north-south adjacent to York Way.

4.8.1 Area: H1/1

Area H1/1 is Regeneration House and, with H2 (the Midland Goods Shed), is described in Parts 1 and 2 of this study.

4.8.2 Area: H1/2

**General Location and Description**: To the west of the Midland Goods Shed under the West Handyside Canopy.

**Identified Resources**: Two sets of rails with the western track running through to the Granary Basin east side and set in concrete. Eastern track within granite setts with welded buffer fittings at south end in front of Midland Goods Shed. The overall area with extensive uniform pattern, square, mixed-colour granite setts. Automatic lorry-washing machine has removed an extensive area of the setts. Most entrances into Eastern Transit Shed provided with glinters the full length of the Eastern Transit Shed, 12 in total. In Areas H5, H1, and H7, there are nine cast iron drain covers in different designs along west pavement edge. English Heritage reported fire hydrant covers and cast iron “No Smoking” notice, but these were not seen by the IHCM team.

**Valuation of Resources**: Major value, forging a link between the various areas and buildings.

**Status 2004**: No changes to heritage areas from as found in 2002, with rebuilding of lorry washer (including remodelling of shallow sump) in August 2003.

**Status 2006/7**: No changes anticipated from the situation in 2004.

4.8.3 Area: H2

Area H2 is the Midland Goods Shed, described in Parts 1 and 2 of this study.
4.8.4 Area: H3 (Figure 35)

General Location and Description: Full length under the East Handyside Canopy.

Identified Resources: Areas of exposed granite setts with linkage through to area H5. There are predicted other areas of setts under surface formed of poorly cast concrete slabs. There is no evidence of tracks running into the north end of the Midland Goods Shed, nor of tracks that once ran down the east side of the Shed. Three LNER manhole covers reported by English Heritage have not been identified. Three cable runners protecting telegraph poles.

Valuation of Resources: Moderate value.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

4.8.5 Area: H4

General Location and Description: Decayed hard-standing to the east of the East Handyside Canopy, formerly part of the Potato Market site.

Identified Resources: Ventilation shaft in fletton brickwork, surrounded by rubbish tips, buddleia bushes, and other vegetation. Hard-standing for huts and skips on west side against the East Handyside Canopy.

Valuation of Resources: None.

Status 2004: Area substantially remodelled for CTRL involving ground works that would have disturbed industrial-period archaeological features.

Status 2006/7: No changes anticipated from the situation in 2004.

4.8.6 Area: H5 (Figures 30 and 32)

General Location and Description: North end of the ground under the West Handyside Canopy.

Identified Resources: Two sets of bifurcating rail tracks extending south into area H1/2 and possibly with the single track extending north under a modern surface. At the ‘points’, the granite setts are on a slight rise and illustrating how wagons could roll southwards under gravity. The granite setts at north end are very large with big gaps, and are well-worn. There has been some patching with old setts. Towards the north-west are two manual capstans of different sizes and shapes. There is no evidence of tracks running into the north end of the Midland Goods Shed.

Valuation of Resources: Moderate value, with the surface illustrating good textures and functions.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

4.8.7 Area: H6

General Location and Description: Hard-standing to the south of the Midland Goods Shed.

Identified Resources: Granite setts under weathered concrete slabs. One glinter at south-east corner of the Midland Goods Shed.

Valuation of Resources: Moderate value, related to the hard-standing at the south end of East Handyside Canopy.
Status 2004: Significantly disturbed by an engineering trial pit and then CTRL works. The area is presently covered with pavement and road with inserted storm water drain. To the west there are piles or rubble with three electricity substations (and implying underground cables), and nearby is a manhole. All granite setts are now assumed to be removed.

Status 2006/7: No changes anticipated from the as found 2004 situation.

4.8.8 Area: H7 (Figures 33 and 34)
(Also G5/2)

General Location and Description: Between Eastern Transit Shed and around Regeneration House, and to the south of the latter.

Identified Resources: Replaced pavement around Regeneration House set with small square red setts with patching in black. York stone paving around north entrance. At foot of west entrance steps is a cast iron cover: “GNR Electric Light”. Iron grille skylight covers to Regeneration House basement. On the west side of area is a single pair of exposed rails set in rectangular well-worn speckled black and white setts and with small red patching setts. Manual capstan and glinter located at the south west corner of Eastern Transit Shed Office. One very tall wooden light and telegraph pole, in good condition, but with removed ladder with metal-frame access security guide, “crowsnest” platform, two bracket lights, and lightening conductor

Valuation of Resources: Major value remnants related to features surviving within the Granary Basin area (G5/1).

Status 2004: No changes from the as found situation in 2002.
Status 2006/7: No changes anticipated from the situation in 2004.

4.9 Area I
(Figure 4)

Area I comprises the strip of land west of York Way flanked on its west side by Areas H4 and G5/4. Originally, the area contained the temporary King’s Cross passenger station, and was later used by the Potato Market and ancillary facilities.

4.9.1 Area: I1

General Location and Description: Area of hard-standing north of Wharf Road.

Identified Resources: Areas of granite setts under concrete slabs. Former entrance gates to the Midland Goods Shed.

Valuation of Resources: Moderate value related to the entrance off York Way.

Status 2004: Ground totally remodelled for CTRL road, removing of granite setts, and now under 0.5 m of crushed rubble. Entrance features removed by hoardings along inside pavement edge of York Way.

Status 2006/7: No changes anticipated from the situation in 2004.

4.9.2 Area: I2

General Location and Description: Compounds to the east of the tunnel air vent shaft in H4.

Identified Resources: Crushed clinker hard-standing with no heritage features.
Valuation of Resources: None.

Status 2004: Ground totally remodelled for CTRL works. New road crosses diagonally through the south end with spur entry to area H4, and to the north is a tarmac-surfaced car park.

Status 2006/7: No changes anticipated from as found situation in 2004.

4.9.3 Area: I3 (Figures 36 and 37)

General Location and Description: Original access road parallel to York Way.

Identified Resources: Basalt setts (possibly whinstone) along full length of road with ramp and related viaduct arches to York Way at north end.

Valuation of Resources: Moderate value related to its good survival and illustrating an element of the circulatory ‘edge’ road system around the Great Northern Railway’s property.

Status 2004: Totally restructured as a modern road for lorry connections to construction site to north.

Status 2006/7: No changes anticipated from the situation in 2004.

4.9.4 Area: I4

General Location and Description: Compounds generally running north from second air shaft.

Identified Resources: Crushed clinker hard-standing with no heritage features. Upstanding air shaft of 20th century construction.

Valuation of Resources: None.

Status 2004: Ground totally remodelled for CTRL road. With works compound and office portacabins in north devoid of any surface features.

Status 2006/7: No changes anticipated from the situation found in 2004.

4.10 Area J

(Figure 5)

Area J is Wharf Road traversing from beyond the Western Goods Shed in the west to York Way in the east. It runs parallel to the Regent’s Canal. It is the main access to the Goods Yard and its various buildings and areas of hard-standing variously accessed on the north side of the road.

4.10.1 Area: JA

General Location and Description: Access road along west side of the site connecting to Areas A7 in north and JB at south.

Identified Resources: Concrete pavements and tarmac-surfaced road with wear holes showing there to be granite setts below. Boundary wall to west appears brick 19th century with 20th century shed additions and with stone and brick copings.

Valuation of Resources: Of minor value with an interest related to the understanding of the functioning of the former railway sidings.

Status 2004: Substantially modified by CTRL works.

Status 2006/7: No changes anticipated the situation in 2004.
4.10.2 Area: JB

General Location and Description: Ramp area and hard-standing off the south-west entrance into Western Goods Shed.

Identified Resources: Triangular concrete platform south of Wharf Road with brick divisions representing walls and floors of sheds built against Regent’s Canal retaining wall. Granite setts and kerbstones forming ramp up to main entrance with well-preserved runs of cartwheel-worn grooves in setts and kerbs on north side. Wharf Road may contain setts under tarmac.

Valuation of Resources: Major value granite setts.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

4.10.3 Area: JC

General Location and Description: Wharf Road in front of the Western Goods Shed.

Identified Resources: North pavement of tarmac over concrete with 1.2 m long black and white granite kerbstones. The road comprising 70 mm of tarmac with many concrete patches and occasional exposures along spine of black and white granite setts. South tarmac pavement 120 mm high, 1.2 m long granite kerbstones. Kerb edge railing posts of old rail track on a 2 m spacing.

Valuation of Resources: Moderate value.

Status 2004: Steel mesh barrier at east end related to security for new use of Western Goods Shed for antique storage.

Status 2006/7: No changes anticipated from the situation in 2004.

4.10.4 Area: JD (Figure 38)

General Location and Description: Wharf Road and circulation area in front of the south-east entrance to Western Goods Shed and south end of the Western Coal Drops Viaduct.

Identified Resources: Exposed areas of small square mixed-colour granite setts. North side pavement formed with cast iron and granite kerbs backed with narrow tarmac pavement. Kerb castings marked with raised lettering “Richards & Son Leicester”.

Valuation of Resources: Major value, part of a general area demonstrating points of function linkages.

Status 2004: No changes identified from the situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

4.10.5 Area: JE (Figure 39)

General Location and Description: Wharf Road west of Coal and Fish Offices.

Identified Resources: South side pavement reformed with wide-spaced square granite setts. Patches of exposed basalt (or whinstone) setts showing through wear holes on tarmac road surface. Three rail tracks of the Plimsoll Viaduct crossing Wharf Road.

Valuation of Resources: Moderate related to traditional land use.

Status 2004: No changes from the as found situation in 2002.
Status 2006/7: No changes anticipated from the situation in 2004.

4.10.6  Area: JF (Figure 40)
General Location and Description: Wharf Road in front of Coal and Fish Offices.
Identified Resources: Potential granite setts under tarmac road surface. Two white-painted crystalline sandstone glinters on north fence line. Concrete pavements. Two tall cast iron bollards at top of steps marked “GNR”, and two “DRIVE SLOWLY” blue enamelled signs previously noted in English Heritage inventory.
Valuation of Resources: Moderate value related to traditional landscape.
Status 2004: No changes from the as found situation in 2002.
Status 2006/7: No changes anticipated from the situation in 2004.

4.10.7  Area: JG
General Location and Description: Wharf Road, south side of Granary Basin and with canal retaining wall on south side.
Identified Resources: Possible granite setts under the tarmac road surface.
Valuation of Resources: Moderate related to traditional land use.
Status 2004: Significantly remodelled for the insertion of CTRL temporary bridge and upgraded road.
Status 2006/7: Removal of temporary CTRL bridge and reinstatement of canal retaining wall. Otherwise, no changes anticipated from the situation in 2004.

4.10.8  Area: JH
General Location and Description: Wharf Road and road bridge across the Regent’s Canal.
Identified Resources: Wharf Road generally all tarmac surface over granite setts with many routes of inserted services. Full area of granite setts over the canal bridge, with edge and kerb detailing, and with evidence of wear and undulations from vehicle trafficking. Two blue enamelled British Railway “No Entry” notices reported by English Heritage not identified.
Valuation of Resources: Moderate value related to traditional hard-standing around buildings.
Status 2004: All granite setts along Wharf Road now removed by CTRL road construction works. This involved removal of segments of rails traversing south from east side of Eastern Transit Shed. Granite setts under south side pavement now significantly removed by foundations of canal wall hoarding.
Status 2006/7: No changes anticipated from the situation in 2004.

4.10.9  Area: JI
General Location and Description: Wharf Road and hard-standing in front of Regeneration House.
Identified Resources: Generally all tarmac surface over granite setts with many new lines of inserted services. GNR electric lighting manhole cover (but LNER manhole covers not identified).
Valuation of Resources: Moderate value related to traditional hard landscaping around buildings.

Status 2004: All granite setts along Wharf Road now removed by CTRL road construction works. Granite setts under south side pavement now significantly removed by foundations of canal wall hoarding. Small areas of small square basalt setts (possibly whinstone) surviving in front of Regeneration House.

Status 2006/7: No changes anticipated from the situation in 2004.

4.10.10 Area: JJ

General Location and Description: Wharf Road entry to Goods Yard.

Identified Resources: No setts identified; several phases of junction remodelling would suggest an absence. Limestone ashlar block and capped gatepost to the south. Other English Heritage identified features no longer present, including second gatepost and two stone and two iron bollards.

Valuation of Resources: Gatepost is of moderate value as last vestige of main Great Northern Railway entry to the Goods Yard.

Status 2004: Substantially remodelled for CTRL works.

Status 2006/7: No changes anticipated from the situation in 2004.
5. THE HISTORIC LANDSCAPE SURFACES OF THE REGENT’S CANAL AREA

This landscape embraces Area K and is shown on Figure 5.

5.1 Area K

Area K is the Regent’s Canal property comprising the retaining wall to the Goods Yard, the towpath, and the many features of the canal, St Pancras Lock complex and St Pancras Basin. For this study, as the property is not within the development site, only those features with a ‘physical contact’ with the Goods Yard are evaluated – those on the towpath. The area subdivision matches alongside the subdivision letters used in Area J.

5.1.1 Area: KA

General Location and Description: Towpath opposite St Pancras Basin.

Identified Resources: None.

Valuation of Resources: None.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

5.1.2 Area: KB

General Location and Description: Modern towpath and lock mooring point at the north end of St Pancras Lock.

Identified Resources: None.

Valuation of Resources: None.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

5.1.3 Area: KC

General Location and Description: North side of St Pancras Lock fronting the Western Goods Shed.

Identified Resources: None. No signs of an old cottage and sheds built against the Goods Yard retaining wall and shown on 19th century Ordnance Survey plans.

Valuation of Resources: None.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

5.1.4 Area: KD

General Location and Description: Immediately downstream of St Pancras Lock in front of east end of the Western Goods Shed.

Identified Resources: Side bridge for off-canal entry into the former Coal and Stone Basin, with a cast iron arch present in the Goods Yard retaining wall. Ashlar
abutments, large coping-stones, with rope-worn grooves over engineering bricks, and with ashlar stones at water level.

Valuation of Resources: Major value and part of basin entry features including security office under Wharf Road.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

5.1.5 Area: KE

General Location and Description: In front of the former Plimsoll Viaduct.

Identified Resources: None (concrete towpath slabs and two phases of concrete coping stones).

Valuation of Resources: None.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

5.1.6 Area: KF

General Location and Description: To immediate south of Coal and Fish Offices.

Identified Resources: None (concrete towpath slabs and two phases of concrete coping stones).

Valuation of Resources: None.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

5.1.7 Area: KG

General Location and Description: West of the concrete bridge across the Regent’s Canal.

Identified Resources: Precast concrete slab footpath widening out to the old emergency stoplock with remnants of hinges and gates on both sides. Sheet steel piles survive showing the original canal alignment with granite sett path for following the arc of the gate closure path. Nearby is the old entry to the former Granary Basin – showing in the Wharf Road retaining wall and old canal bridge fixtures.

Valuation of Resources: Moderate related to the WWII history of emergency/risk preparedness works.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.

5.1.8 Area: KH

General Location and Description: East of concrete bridge across the Regent’s Canal.

Identified Resources: Informal mooring section of the canal bank. Not inspected, as all potential features anticipated to be modern, associated with present uses.

Valuation of Resources: Unknown.

Status 2004: No changes from the as found situation in 2002.
Status 2006/7: No changes anticipated from the situation in 2004.

5.1.9 Areas: KI and KJ

General Location and Description: Mooring and turning basin east end abutting Maiden Lane Bridge.

Identified Resources: Modern mooring bollards. Three cast iron tie-rod plates identified by English Heritage and marked “GNR” on retaining wall but now masked by soil bunds and not seen.

Valuation of Resources: Minor to moderate value features.

Status 2004: No changes from the as found situation in 2002.

Status 2006/7: No changes anticipated from the situation in 2004.
6. THE HISTORIC LANDSCAPE SURFACES SOUTH OF THE REGENT’S CANAL

This landscape area embraces Areas L to Z and is shown on Figures 6 and 7, with Figures 41 to 48 illustrating selected surfaces and features.

6.1 Area L
(Figure 6)

6.1.1 Camley Street Natural Park
Area L is not included within the evaluation, as it is outside the site. It is noted that the listed brick Water Point has been relocated on the north edge of this Area.

6.2 Area M
(Figure 6)

South side of The Regent’s Canal bank, located to the east of Camley Street Natural Park and Goods Way.

6.2.1 Area: M1
General Location and Description: South canal bank, retaining wall, and land to Goods Way, located opposite the Coal and Fish Offices.

Identified Resources: The area has not been accessed. The only visible feature seen here is the World War II emergency stoplock gate along Regent’s Canal. Part of gasworks wall on the canal bank removed in 2002.

Valuation of Resources: Minor to moderate value features.

Status 2004: Site totally remodelled for CTRL works, this having involved the relocation of Goods Way to the north.

Status 2006/7: No further changes anticipated from the situation in 2004.

6.2.2 Area: M2
General Location and Description: Goods Way.

Identified Resources: Gas works wall on the south side of Goods Way is of 19th century date built in red stock brick. Eastern end removed and western end on feeder road off relocated Goods Way. Contains arched openings, with cast iron wall tie-plates, each vertically elongated with rounded ends and with central ribbed boss and three bolt holes. South side of Goods Way retained by a brick wall adjoining Gasworks Tunnel.

Valuation of Resources: Moderate value and last surviving infrastructure element in area.

Status 2004: Wall and features present but vulnerable to accidental damage in a narrow lorry access road.

Status 2006/7: No further changes anticipated from the situation in 2004.
6.3 Area N
(Figure 6)
Two areas of former gasholders east and west of Goods Way, west end.

6.3.1 Area: N1
General Location and Description: West of Goods Way, once containing the listed ‘Siamese Triplet’ gasholder group, two other gasholders, and ancillary infrastructure.
Identified Resources: None identified in 2002. The guide frames of the Triplet gasholders now stored in Area N2. The site has been fully excavated to below levels of built heritage and archaeological interest.
Valuation of Resources: No value.
Status 2004: No heritage interest.
Status 2006/7: No heritage interest.

6.3.2 Area: N2
General Location and Description: The site of two telescopic gasholders south of Goods Way.
Identified Resources: No. 8 gasholder is listed with some potential for granite sett survival to the east. (The structure is evaluated in Part 1 of this study.) The area now houses the stored guide frames of the Triplet gasholders.
Valuation of Resources: Minor value assuming most heritage surfaces are no longer present.
Status 2004: Gasholder No. 8 present but with substantial ground remodelling around this on all sides, so having removed ground level and underground features of the gas works. One manual pump is still in place. New gas governor and compound.
Status 2006/7: No further changes anticipated from the situation in 2004.

6.4 Areas O, P and Q
(Figure 6)
General Location and Description: South of Goods Way, to the north of Culross Buildings. The three areas area generally now used for parking and CTRL supporting services.
Identified Resources: In 2002 all surface and subsurface features associated with the former gas works and LNER stables, motor maintenance depot, and railway track/sidings/landscaping were removed for works associated with CTRL.
Valuation of Resources: No value.
Status 2004: No heritage interest.
Status 2006/7: No heritage interest.

6.5 Area R
(Figure 6)
This area is outside the King’s Cross Central site and has therefore not been evaluated.
6.6 Area S
(Figure 7)

6.6.1 Area: S1
Area S1 is occupied by Culross Buildings, described in Parts 1 and 2 of this study.

6.6.2 Area: S2
General Location and Description: Former road vehicle depot north of Stanley Buildings.

Identified Resources: In 2002 all surface and subsurface features were removed for works associated with CTRL.

Valuation of Resources: No value.

Status 2004: No heritage interest.
Status 2006/7: No heritage interest.

6.6.3 Area: S3 (Figure 41)
General Location and Description: Battle Bridge Road.

Identified Resources: Gasworks wall with several phases of repairs. Good quality cobbled road surface, with only limited areas of modern repairs and insertion of new services, with nicely-worn kerbs and with well-incised wheel grooves in front of Culross Buildings. Old traffic-cracked York stone pavement at west end of Culross Buildings.

Valuation of Resources: Moderate to major, related to a sense of place and showing interesting detailing related to the gasworks and the use of the road.

Status 2004: Rebuilt road and pavement around south west end. It is understood a parking sign and granite bollard have been removed for later reinstatement.
Status 2006/7: No further road restructuring anticipated from the situation in 2004. The use of the road for haulage may result in general decay and wear.

6.7 Area T
(Figure 7)

General Location and Description: King’s Cross Suburban Station Sidings, commonly called Milk Dock.


Valuation of Resources: Moderate.

Status 2004: Nothing visible of the former sidings at ground level with historic landscape surfaces and fixtures having been removed for the LUL administrative compounds, for the Underground Station Redevelopment. Cast iron lamp standard and column removed and stored as salvage. Granite setts are in storage. Some areas of setts may still be present under new concrete slabs.

Status 2006/7: No changes anticipated from the situation in 2004.
6.8  Area U
(Figure 7)

General Location and Description: Cheney Road.

Identified Resources: Granite setts and kerbstones with some areas of York stone paving with recent tarmac and concrete remodelling. Pavement flanked by walls to north and south. Group of six parish boundary marker posts, of octagonal/square cross section with raised letters: “S.P.P. 1854” and one additional unmarked post of rectangular section similar to those of Stanley Passage.

Valuation of Resources: Moderate, related to sense of place.

Status 2004: Posts, kerbstones and setts removed as salvage and put in storage by CTRL and LUL.

Status 2006/7: Reinstatement of ground level but with altered road layout. No reuse of salvage surface materials anticipated.

6.9  Area V
(Figure 7)

General Location and Description: Stanley Buildings and surroundings that are now part of the new St Pancras Station and the re-aligned road.

Identified Resources: Flagstones in Stanley and Clarence Passages over west two-thirds length. In Stanley Passage: four cast iron parish markers of octagonal cross section with raised shield lettered “St. P. P. M.” In Clarence Passage: six cast iron octagonal section parish markers with different raised shield, also “St. P. P. M.”

Valuation of Resources: Moderate, providing a sense of place around the heritage structures.

Status 2004: Partly retained with flagstones mostly removed and others assumed to be under concrete temporary passageway surface. Parish markers assumed to be in storage.

Status 2006/7: No further engineered changes. Decay may occur if the area is not kept in a clean and good order.

6.10  Area W
(Figure 7)

General Location and Description: German Gym and Pancras Road frontage.

Identified Resources: None.

Valuation of Resources: No value.

Status 2004: No heritage interest.

Status 2006/7: No heritage interest.

6.11  Area X
(Figures 7 and 42)

General Location and Description: Weller’s Court Warehouse and surrounding car parks.
Identified Resources: Weighbridge at rear of taxi parking area.

Valuation of Resources: Minor value.

**Status 2004:** Whole area cleared and deeply excavated, and surface remodelled for connections between Northern Ticket Hall and CTRL.

**Status 2006/7:** Ground level remodelled following completion of CTRL and LUL works.

### 6.12 Area Y
(Figure 7)

**General Location and Description:** Pancras Road, now realigned; part within the new St Pancras Station.

**Identified Resources:** A number of features have been identified in the original road:

- Granite setts at north end of Great Northern Hotel.
- Two cast iron coal-hole covers made by “Syer” and “Sampson”.
- At Euston Road junction west side – London County Council Tramways inspection cover.
- Opposite Weller’s Court – Vestry of St. Pancras Electricity Department.
- Two cast iron round and ribbed marker posts bearing raised letters “SOMMERS TOWN 1817”, each with granite bollard.
- Four fluted cast iron marker posts lettered “St. P. P. M” with granite bollards at the former entrance to the former Midland Railway road vehicle depot.
- Four fluted cast iron marker posts lettered “St. P. P. M” with granite bollards on pedestrian island at junction of Pancras Road and Euston Road.

**Valuation of Resources:** Major associated with the setting of St Pancras Station, listed Grade I.

**Status 2004:** Marker posts and bollards removed and stored for potential reinstatement. Not possible to evaluate which covers have been removed, associated with the restructuring of roads.

**Status 2006/7:** Not known, but anticipating modern surface treatment only and suggestive that covers will not be reused.

### 6.13 Area Z
(Figures 7, 43 to 48)

**Location and General Description:** King’s Cross Station Western Forecourt, including the Great Northern Hotel.

**Identified Resources:** Two “Hayward’s Patent Self-locking Plate” cast iron coal-hole covers in pavement to north of Great Northern Hotel, and two plain ones. Cast iron railings around north and west side of Great Northern Hotel with supporting posts capped with shields and segmented balls, with shield bearing single rampant and triple couchant lions. Railings on north and west of Great Northern Hotel with raised letters “GNRS” on the stanchions. Some areas of granite setts near suburban station entry at south-east end of Cheney Road.
Valuation of Resources: Moderate.

Status 2004: Most hard-standing and heritage features removed for construction of the Northern Ticket Hall and in store, for reinstatement.

Status 2006/7: Not known; the construction of the Northern Ticket Hall is currently suspended, pending design review.
7. DISCUSSION OF THE IDENTIFIED RESOURCES

7.1 Type of Resources

The hard landscaping ‘outside’ heritage resources, identified by fieldwork and by assessment of the English Heritage 1988 inventory and other documents, are of two types:

**Man-made ground level surfaces:**
- Granite setts of three or more material types and many laying patterns.
- Granite, basalt, and cast iron kerbs.
- Stone paving slabs.

**Artefacts:**
- Manual and hydraulic capstans, with underground cast iron or steel pipes assumed for the latter.
- Rails and assumed related but not visible sleepers and rail clamps.
- Turntables.
- Rail buffer stops.
- Stone (granite and hard sandstone) glinters and cast iron bollards/parish markers.
- Telegraph poles.
- Railings.
- Manhole covers and drain covers, with assumed contemporary underground pipes.

7.2 Status of Preservation

The significant losses over the last few years are of railway and gas industry buildings, railway tracks, ballast, sidings, granite setts and other surface features north of the Goods Yard and south of the Regent’s Canal.

Historic landscape artefacts from the CTRL and LUL works, that have a potential for reuse, have been stored. Argent St George has indicated the intention to assess the salvaged materials for the potential to reuse them where practicable.

Surfaces and artefacts of the ‘industrial period’ are vulnerable to damage and removal. This stems from the past emphasis on protecting the more obvious buildings. Surfaces are prone to traffic wear and tear and to disturbance. Once this has occurred they are not reinstated to heritage preservation standards. Artefacts, usually without function and association, and often in the way or decayed, are discarded or removed by railway enthusiasts.

In the King’s Cross Lands, despite modern concrete and tarmac finishes and capping to recent ground penetrating works, surfaces contemporary with the functioning of the buildings in their heyday are:
• In the north part of the site where the ground surface has been remodelled over the last two decades, such historic surfaces are just about totally absent.

• Within the Goods Yard, surviving historic surfaces are extensive and excellently illustrative of its overall character.

• Surviving historic surfaces are largely absent along the Regent’s Canal towpath.

• Surviving historic surfaces are substantially now absent south of the Regent’s Canal, as the result of CTRL and LUL development works, although these have acknowledged requirements and recommendations for the reinstatement of salvaged setts, kerbstones, and artefacts.

The historic surfaces and related artefacts, excepting those in the Goods Yard, are remnants of what was originally there and now illustrate only facets of the overall 19th century functioning of the King’s Cross Railway Lands.

It is very difficult to prescribe a date to most of the hard landscaping features. Generally, it is felt that not much survives of mid 19th century age. It is likely that most granite setts and pavements are of the late 19th century when, for example, the Western Goods Shed and the two Handyside canopies were built. Extensive resetting of the cobbled surface would also have occurred when rotten railway sleepers were replaced – probably once every 30 years or so, for example when the Western Goods Shed and other structures were inserted. Ground remodelling also occurred when buildings and structures were removed, including the locomotive sheds, provender stores, and many weighing machines.

7.3 Heritage Value

Individually, the many features of the hard landscaping are of minor and moderate London and regional value.

7.3.1 Goods Yard

The major value features are mostly those within the Goods Yard. Granite setts are still common in London, but capstans and turntables are becoming increasingly uncommon. The importance of all the identified components lies especially with their grouping and associations. They are related to the industrial materials and the important functions of both the buildings and surrounding lands. Taken all together, they have a major heritage value.

The value of many of the historic surfaces is confirmed by the components being attached to and within the setting of many listed buildings. The surfaces also give an important texture and character to the Regents Canal Conservation Area, providing important clues to past and present activities associated with the buildings within it. Such types of 19th century surfaces are vulnerable to destruction and in London are rapidly dwindling, as the traditional materials are not quarried and as surfaces are replaced by concrete, tarmac, and precast concrete paving slabs. The high cost of salvaged granite setts, kerbstones and York stone paving slabs often means that they are sold off for private garden landscaping, and therefore are removed out of their original and important historical context.

The artefacts are important surviving elements – effectively with an antique quality, with increasing value related to rarity. They provide a strong character, helping with the interpretation of the heritage buildings and with the traditional functioning of surrounding spaces.
As a whole, the hard landscaping surface resources significantly contribute to a 'sense of place' within the Goods Yard complex.

### 7.3.2 South of the Regents Canal

Within the Kings Cross Conservation Area, south of the Regent’s Canal, the construction works of CTRL and LUL have significantly removed the features forming the historic landscape surfaces. While much material has been salvaged with the possibility of reinstatement and reuse, the CTRL work would only partially ‘put back’ an authentic character.

### 7.4 Future Discoveries

It is certain that during the course of King’s Cross Central development, discoveries will be made regarding the historic landscape. There will also be a need to re-evaluate the found resources reported on so far. The opportunity to make new discoveries would occur during the detailed mapping and documentation of the heritage structures and surroundings, when more historical research is undertaken, during engineering site investigations, and in archaeological watching briefs. It is likely that new discoveries would encompass totally new resources and elements that directly add on to the presently known ones:

- Granite setts, cobbles, drainage manholes under present tarmac, and concrete paving.
- Layers of old surfaces representing accretions and maintenance over two or more centuries – and more ‘original’ than the presently exposed historic surfaces.
- Railway, gasworks, and canal remains and artefacts that have been obscured, for example, by modern elements. In particular, it is anticipated that features will be found around the Granary Basin and Gasholder No. 8 guide frame, and under the Western Goods Shed.

New resources may be of varying value and importance for retaining *in situ*, keeping as industrial artefacts, or salvaging for reuse locally and elsewhere. It is likely that new resources would be more decayed than the obvious ones reported on in this study, having been more subject to accident, alteration, and through being buried by the vagaries of nature. It is unlikely that new discoveries would significantly change our understanding of the overall historic landscape of King’s Cross Central.
8. REFERENCES

A Bibliography of all documents used in the heritage study is included in Part 1. In this Part 3 of the heritage study, the following documents have been specifically useful.


King’s Cross Conservation Area Advisory Committee. Conservation Objectives for the King’s Cross Railway Lands. 1990.

Area A3 Granite setts at the foot of the northern vaulted entrance ramp.
Area D6 Remains of an old buffer structure.

Area D6 Protected buffer structure.

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King’s Cross Central
Heritage Study, Part 3
Historic Surfaces Area D6
Figure 9
Area D6 Protected old buffer structure.

Area D6 Wooden track-side running-board along a surviving siding.
Area D6 Old buffer structure removed from its original position.

Area D6 Well preserved buffer structure.

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Heritage Study, Part 3
Historic Surfaces Area D6
Figure 11
Area F6 Granite setts in the central area of F6 – with construction joint, joint erosion, and repointing.

Area F6 Granite setts at north end of F6 – with construction and repair detailing.

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Heritage Study, Part 3
Historic Surfaces Area F6
Figure 12
Area F6 Kerb detail with wrought iron edging and granite setts, placed to create open drain channel.

Area F6 Pavement detail showing cast iron frame for holding glass lenses - allowing light to descend to otherwise dark areas below the viaduct.
Area F3  Base of road ramp showing the character of granite setts and the treatment of surface water drainage. ‘Recent’ trenching is seen to the left.
Area F4 Central drain and gully collector channels formed in granite setts.
Area F4 Kerb edge under Western Coal Drops Viaduct.

Area F4  Surface granite sett textures, surrounding cast iron kerbs protecting cast iron columns, on east side of Western Coal Drops Viaduct.
Area F5 North end showing central drainage arrangement and 'quartered' area of granite setts.

Area F5 Central section: Kerb details with raised tarmac road surface.

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Heritage Study, Part 3
Historic Surfaces Area F5
Figure 17
Area F5 Kerb details, at southern end, probably with granite setts below modern tarmac.
Area F4 Surface character of the general area.
Area F4 Granite sett approach road, with central demarcating of the route, around the southern end of the Eastern Coal Drops. Also showing rain run-off erosion of joints down the central spine.
Area G5/1 The complex historic surface half way along the east-west road in front of the Granary.

Area G5/1 The reformed pavement and bases of later inserted cast iron bollards in front of the Western Transit Shed Office and the Granary.

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Heritage Study, Part 3
Historic Surfaces Area G5/1
Figure 21
Area G5/1 Granite sett edging around the former Granary Basin and showing local repointing.

Area G5/1 Turntable and rail tracks within a well-preserved area of granite setts and illustrating various phases of repairs.

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King’s Cross Central
Heritage Study, Part 3
Historic Surfaces Area G5/1
Figure 22
Area G5/1 Western Transit Shed Office entry. Original setts to left and patching to right. Also showing vent under concrete step and gilter to the right.
Area G5/1 The surviving Turntable, at the north east corner of the former Granary Basin, illustrating survival of approach rails and surrounding granite setts below modern tarmac (looking west).

Area G5/1 Details of the Turntable locking catch and wrought iron frame.

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Heritage Study, Part 3
Historic Surfaces Area G5/1
Figure 24
Area G5/1 Hydraulic capstan at the north eastern corner of the former Granary Basin. Cast iron base structure with concrete infill.

Area G5/1 Track running south from the Turntable at the north eastern corner of the former Granary Basin illustrating extensive areas of well-preserved granite setts.
Area G5/1 Well-preserved areas of granite setts around the south side of the former Granary Basin and illustrating rainwater collector channels and ‘recent’ inserted cables.
Area G5/1 Two types and landscaping textures of granite setts, south of the former Granary Basin and also illustrating a cast-iron drain cover and water collector channel.
Area G5/3 One of the side entries into the Western Transit Shed illustrating the use of engineering bricks for reinforcing the quoins, with a glinter in the foreground, and pilaster repairs in the background.
Area G5/4 Remnants of the approach rail track to the Western Transit Shed, illustrating tarmac crack patterns proving the track is more extensive than seen.
Area H5 Northernmost of two manual capstans, north of the Midland Goods Shed.

Area H5 Typical large granite sett surface, north end on east side.
Area H5 Twin-track points now set in concrete with older granite setts to the left.

Area H5 Southern manual capstan, east side of area, north of the Midland Goods Shed.
Area H5 Points detail looking north.

Area H1 Details of the former buffer structure with two or more phases of granite setts – just to the north of Regeneration House.
Area H7 Manual capstan at the south-east corner of the Eastern Transit Shed Office.
Area H7 An original cast-iron cover for GNR Electric Lighting facilities – possibly not in its original position.

Area H7 Pavement details towards the north end of Regeneration House.
Area H3 Two manual capstans off the north end of the West Handyside Canopy.
Area I3 The buttressed and vaulted retaining wall of York Way showing a manual capstan set in concrete and surrounded by granite setts.

Area I3 Granite sett ramped road off York Way with inclined buttressing and blind vaulting of the York Way retaining wall.
Area I3 The very large granite glinter at the entry to the site off York Way.
Area J6 ‘Outcrops’ of granite setts showing through the worn modern tarmac surface of Wharf Road.

Area J6 Details of the granite and cast-iron kerb in front of the Western Goods Shed. Probably with granite setts below the modern tarmac road surface.

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Heritage Study, Part 3
Historic Surfaces Area J6
Figure 38
Area J8 Poorly reset granite setts at the west end of the Coal and Fish Offices.
Area J7 An ‘outcrop’ of granite setts showing through the worn tarmac road surface just east of where the Plimsoll Viaduct tracks cross Wharf Road.

Area J8 One of the glinters in front of the Coal and Fish Office, and with granite setts showing through the worn tarmac of Wharf Road.
Area S3 Well-preserved granite sett road on north side of Culross Buildings illustrating new protection to the original kerb and pavement.
Areas W, X and Z showing the modern tarmac road surface, looking east to the west range of King’s Cross Station.
Area Z West side of Great Northern Hotel, showing a detail of the surrounding cast iron railings.
Area Y One of a series of cast-iron service covers along the west side of Pancras Road.

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Heritage Study, Part 3
Historic Surfaces Area Y
Figure 44
Area Y One of a series of cast-iron service covers along the west side of Pancras Road.

Area Y One of a series of cast-iron service covers along the west side of Pancras Road.

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Heritage Study, Part 3
Historic Surfaces Area Y
Figure 45
Area Y One of a series of cast-iron service covers along the west side of Pancras Road.

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Heritage Study, Part 3
Historic Surfaces Area Y
Figure 46
Area Y One of a series of cast-iron service covers along the west side of Pancras Road.

Area Y One of a series of cast-iron service covers along the west side of Pancras Road.

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Heritage Study, Part 3
Historic Surfaces Area Y
Figure 47
Area Y One of a series of cast-iron service covers along the west side of Pancras Road.