

Argent St George,
LCR and Exel

King's Cross Central

Heritage Baseline Study
Part 4
Views

**International Heritage
Conservation and
Management**

Argent St George, LCR and Exel

King's Cross Central

Heritage Baseline Study

Part 4

Views

April 2004

International Heritage Conservation and Management

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1. INTRODUCTION

1.1 The Scope of the Baseline Evaluation

The heritage resources within the King's Cross Central development site comprise the historic buildings, the fixtures around them, and the contemporary ground surfaces. 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 railway and gas industries and to the Regent's Canal. The importance of the resources is confirmed by many buildings being 'listed' and all of them being found within King's Cross and Regent's Canal Conservation Areas.

Part 4 of the King's Cross Central heritage study addresses the identification and valuation of the views of the historic buildings and their immediate historic surfaces. Views of the individual buildings are to be found in Part 1, as frontispieces to the evaluation texts. The visual appreciation of the heritage resources is often the first evaluation action to occur when going around the site. However, for the heritage study the subject has been addressed later on, in Part 4, as informed evaluation utilises the baseline and evaluation information collected in Parts 1, 2, and 3.

Parts 1 and 2 of the heritage study undertaken for the King's Cross Central development site report on the comprehensive historic buildings baseline study. Part 3 of the study concerns the historic landscape surfaces and related heritage features around the buildings.

Viewing the historic buildings and their settings close-to is an important way of defining and appreciating their architectural and engineering treatments, identifying interesting components of their functions (small-scale), and defining group interest (large-scale).

The fieldwork for the heritage views study took place between 2001/2 and 2004. Some of the original observations relate to buildings and features no longer present in 2004, having been removed for CTRL and LUL construction works. Other known changes will be occurring up to the baseline situation in 2006/7.

In this report the observations are termed 'heritage views', to differentiate them from more broad-based 'strategic views' and 'local views' that concern the grain and character of large areas, the urban 'townscape' topography, and distant building/natural environment components. Strategic views and local views are addressed in the specialist townscape study and in Chapter 9 of the Environmental Statement.

Very long-distance views and local views of historic buildings outside King's Cross Central site, from public and private locations, are not evaluated in detail here.

This heritage views baseline study excludes a consideration of archaeology, elements of the site's heritage that are lightly buried and cannot be seen. Archaeological subjects are fully addressed in Sections 5 and 10 of the Environmental Statement. It is assumed that archaeological features, if discovered during development processes, will not be incorporated into the scheme to become new components of the landscape.

1.2 The Study Area

The study area and King's Cross Central 'Red Line' planning application boundaries (Main Site and Triangle Site) are shown in Figure 1 and relate to the base plan

situation of 2003/4. The site extends from Euston Road in the south, between King's Cross and St Pancras Stations, northwards across the Regent's Canal, through the Goods Yard and former locomotive depot, to its northern extent. The Regent's Canal and Camley Street Natural Park lie outside the site but are integral parts of the historic environment of King's Cross. Generally, the boundary around the north end of the site is being determined by the CTRL permanent railway works, and will be a new backcloth to the main development site in 2006/7.

2. BACKGROUND

2.1 Factors Taken into Account in the View Evaluation Study

The heritage views study of the heritage resources within the site takes into account:

- Identification and evaluation of the historic buildings as found today. Many of the buildings are listed, and they are all within the King's Cross and Regent's Canal Conservation Areas. Parts 1 and 2 of the heritage study report on the building studies in detail.
- A review of the historical context related to the functioning of the buildings and their related surroundings.
- Identification of related but non-physical heritage assets, principally primary source documents, and their matching to the extant site resources.
- A predictive determination of the physical resources and viewing constraints that will be present in 2006/7.
- Regulatory and technical advice, comprising laws and principles of heritage evaluation, conservation, and management now, and which may reasonably be predicted to be applicable in 2006/7.

2.2 The Historic Buildings and Landscape Being Taken into Account

The buildings and other features that determine the heritage views are highly varied and include:

- Buildings and other structures of many types and functions and spanning many years, principally of 19th and 20th century age and of a commercial/industrial character. They mainly comprise an assemblage related to the former Great Northern Railway Company, the Midland Railway Company, and the Imperial Gas Light and Coke Company. Most of the historic buildings are now within the Goods Yard north of the Regent's Canal, but south of it are Gasholder No. 8, the German Gymnasium, and the Great Northern Hotel.
- 19th century residential buildings - Culross and Stanley Buildings, south of the Regent's Canal.
- Historic surfaces and external fittings and fixtures related to the operation of the railway buildings. The elements are generally referred to as 'hard-landscaping' and 'street furniture' (see Part 3 of the heritage study).
- Though not strictly part of King's Cross Central, the Regent's Canal water body, towpath, St Pancras Lock, the relocated Water Point, St Pancras Basin, and fixtures and related features.
- King's Cross and St Pancras Stations, though not part of the site, are key historical buildings giving great heritage value to this part of London.

2.3 Assumptions

2.3.1 General

For the heritage views study the following assumptions have been made:

- Views are determined from close to ground level only, the normal eye-level position from which most people view the historic environments.
- The assumption is that the weather and lighting affects the 'mood' of the view. The evaluation took place mostly in early spring to late autumn conditions – at times when it was variably sunny, overcast, or lightly raining. The site has not been systematically studied at times of very heavy rain, when blowing a gale, at times when it was snowing, or at night. Often such 'bleak' conditions can enhance a view of industrial buildings.
- The heritage views are assumed to be those existing at the time of the survey and most of which will still be present in the year 2006/7. That year is expected to see the completion of the presently-known CTRL and LUL 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 cultural heritage resources within the site, but these are substantially known, and can be taken into account. The major permanent impacts are in two areas, one south of the Regent's Canal and the other throughout the north end of the site, beyond the Goods Yard.
- Prior to 2006/7 there will be no more removal of historic buildings and elements of the landscape other than those already 'consented' for CTRL and LUL undertakings and those retained will be appropriately protected and maintained. Generally, from south to north the following major works for CTRL and LUL schemes are mostly occurring in the period 2001 to 2004, and are assumed to be:
 - 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 LUL 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.
 - CTRL general restructuring of roads, underground services, and parts of the western 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 remodelling of the gas governor site.
 - CTRL area ground reduction west of Camley Street (the former area of the stored Triplet gasholder guide frames).

- CTRL ground remodelling east of Camley Street Natural Park and north of Goods Way to the canalside, including the resiting of the two-storey Water Point from the viaduct north of St Pancras Station.
- CTRL construction of haulage roads across the Regent's Canal, around the front of Regeneration House and northwards parallel to York Way through the former Potato Market site.
- CTRL very large-scale ground remodelling to the north of the Goods Yard, including the construction of a major rail embankment.

2.3.2 Known or 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, are assumed to be consented for removal by this time, and therefore there will no longer be views of them:

The Northern Zone

- Horse stables.
- Former smithy.
- GNR Locomotive Superintendent's House.
- Railway sidings, remnants of platforms, and end buffer structures.
- 20th century open-canopy sheds, concrete batching plant, and single-storey sheds and semi-permanent portacabin type offices.
- Areas of granite setts.
- York Way road viaduct.

The Goods Yard Zone

- Granite setts with embedded rail tracks along Wharf Road, in front of the east side of the former Granary Basin and Regeneration House, and along to York Way.
- Granite setts and other surface features on the old Potato Market site.
- Modern sheds and features of hard landscaping, for example, in the Granary Basin area, around the north end of Regeneration House, and to the east of the Eastern Coal Drops.

The Southern Zone

- Realignment of Goods Way involving the removal of GNR stable buildings, areas of granite setts, and the gasworks wall, north side.
- Removal of Cheney Road and Weller's Court.
- Dismantling of the Siamese Triplet gasholder guide frames with re-erection at a site to be determined.
- Dismantling after consent of No. 8 gasholder guide frame with re-erection at a site to be determined.
- Removal of the Water Point (re-erection achieved in 2002 in the Central Regent's Canal Zone).
- Midland Road retaining wall and arches under the Midland Railway lines.

- Stable blocks, Battle Bridge Road.
- Blacksmith's forge at the eastern end of Culross Buildings.
- Western Stanley Buildings block.
- The main entrance, stair, and ancillary buildings of the German Gymnasium.
- Weller's Court warehouse south of the German Gymnasium.
- Two-storey goods yard offices fronting Cheney Road.
- Milk Dock including 'V' plan platforms, parcel transit area, horse wharf platform.
- Dismantling of 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).

2.3.3 Known or Assumed New Structures and Features by 2006/7

The following is a list of structures and features that will be new by 2006/7 and will affect the views of the heritage components:

The Northern Zone

- CTRL embankment.
- Realigned York Way.

The Central Regent's Canal Zone

- New embankment and bridge across the Regent's Canal, serving St Pancras Station.
- The extended train shed canopy and platforms of St Pancras Station.
- The repositioned Water Point.
- Rerouting of Pancras Road to the east of Stanley Buildings and the German Gymnasium.

The Southern Zone

- The extended St Pancras Station terminus train shed.
- Various entry and venting structures to the new LUL Northern Ticket Hall and Tube Ticket Hall.

The extended St Pancras Station platforms and roof canopy will be listed structures, due to their physical attachment to the existing Grade I Victorian station structure. This will also apply to any new structures that become physically attached to other listed buildings, for example King's Cross Station.

3. VIEW EVALUATION METHODOLOGY

To ensure that the heritage views study was thoroughly undertaken, the following approach was adopted.

3.1 Factors Taken into Account for Evaluating the Heritage Buildings

The following factors have been taken into account for the 'views' evaluation of the buildings within the site. This is consistent with the methodology used for the detailed evaluation of the buildings reported on in Part 1.

- History and age.
- Function.
- Structural form and construction materials.
- Façade character as found.
- External fixtures.
- Condition.
- External architectural style and treatment.

Note: In respect of industrial-aged buildings, the degree to which they 'look nice' because of their architectural treatment, is not always a main evaluation parameter. The strong character and appearance value of industrial buildings stems more from function, form, and fabric.

3.2 Factors Taken into Account for Evaluating the Surrounding Hard Landscape Surfaces around the Heritage Buildings

Inspection and recording of areas, spaces and hard landscape between and immediately around the buildings has included the following factors:

- The building relationships formed by facades and their single and group character.
- Functions of the buildings and of the spaces between them.
- The ground surface materials including architectural and/or engineering treatment and textures, often seen from highly oblique sighting.
- Surviving upstanding heritage fixtures.
- Condition.

More detailed reporting on the methodology and results of the hard landscaping surface evaluation is presented in Part 3 of the heritage study. The study has excluding a consideration of the 'soft' landscaping – principally trees and other patches of ad hoc vegetation.

3.3 Factors Taken into Account when Evaluating Views of the Heritage Resources

The following factors have been taken into account when evaluating heritage views, ranging from physical features to intangible attributes:

- The 'physical' content, determined from the evaluations of the buildings and the landscape surfaces.
- Composition, principally now related to an industrial railway history of national importance.
- Character, including the mood and 'emotive' excitement they create.
- The expectation of finding hidden features and the sense of discovery attained from exploration, once seen.

The study has not taken into account whether the views are from points of public or private access, as this has no influence on view quality.

3.4 Evaluating the Heritage Interest of the Views

The heritage interest categories used in this section of the study are:

No Heritage Interest, a view containing only modern structures and features that usually significantly dominate, mask, or spoil the view.

Minor Heritage Interest, a view containing small features of the historic environment or where non-notable modern features have no positive effect on viewing heritage assets.

Moderate Heritage Interest, a view containing significant features that contribute to the local and regional heritage resources.

Major Heritage Interest, a view making an important contribution to the assessment of local, regional, and nationally valued heritage resources

3.5 Viewing Locations

Heritage views within King's Cross Central are fully dependent upon sighting locations, and these are infinitely variable. Therefore, 'best', 'worst', and 'interesting' view locations are somewhat an arbitrary, personal, and subjective matter. For this study, the viewing locations have been 'regularised' as being from centre-points, or as near as possible to them, of a network of areas over the whole site. The areas have been generally defined using the following factors:

- A division of the site, based on the A to Z areas defined in the 1988 English Heritage Inventory of Architectural and Industrial Features. It has been found necessary to subdivide the 26 areas so that more highly-tuned observations and analysis can be made. The areas are those also used for evaluating the hard landscaping surfaces in Part 3 of the heritage study (Part 3, Figures 2 to 7).
- Having a well-defined past or present-day relationship to the historic buildings and associated landscape.
- Dividing up the waste and open land north of the Goods Yard into somewhat arbitrary blocks, some of which are large compared with those set around the Goods Yard, for example.

- Taking account of the public roads surrounding the site and the Regent's Canal corridor.

The viewing locations are totally independent of those used for the heritage and townscape assessment.

In total, 79 viewing locations have been established and these are shown on Figures 2 to 8.

The evaluation was undertaken by standing at the viewing point and visually 'absorbing' the content of the view in a full 360° eye-scan. The evaluation of the view was then undertaken using the factors defined above, and the 360° all-round view was divided up into sectors of differing value. All members of the IHCM team were involved, to ensure a consensus, recognising that such an evaluation is subjective.

4. THE FINDINGS

Figures 2 to 8 below show the viewing locations and the 360° heritage view evaluation results at each. At each location the scan identifies “no/minor/moderate/major” heritage interest. The following points comment on and illustrate the findings of the heritage views evaluation.

4.1 General Observations

- In 2006/7, views from all locations will contain something of local heritage interest. The character of the views can considerably change, depending on the mood created by the season, lighting, and weather conditions.
- There are both very important broad vistas composed of several or many smaller elements, and very specific views of a single or dominant heritage feature.
- The heritage interest of views is mostly determined by the buildings, individually and groupwise, and not by the hard landscaping surface. Making observations from ground level normally means that features and elements of landscaping are not fully visible or understandable. The exception to this is in the lower Goods Yard area, between the Eastern and Western Coal Drops. Here, ground-level views from Wharf Road, for example, look down into a lower portion of the site set approximately at canal towpath level.
- Modern buildings and features detract from the interest of views but do not totally mask the heritage buildings and related landscape surfaces. For example, the entrance guardroom and lifting barrier gates to the Granary Basin lorry park, and the petrol station at the east end of Goods Way, do not totally interfere with otherwise good views of the nearby historic buildings. These modern buildings can also be passed-by to obtain better views of the old ones.
- Views made in very confined spaces tend to focus on local building features and are of importance related to ‘reading’ building fabric and construction techniques, but not so much for looking at building relationships.
- Focussed views of the site and St Pancras and King’s Cross Stations made from railway trains entering or exiting them are of a major heritage interest (not shown on the evaluation figures). Such views only occur for a few seconds but contribute to a sense of place – and can be as important as some views seen for a long time.
- Generally, the cleaning, conservation, and removal of modern clutter and modern fixtures on facades would enhance the views by improving legibility.
- The distant townscape backcloth, containing mostly ‘modern’ buildings, does not detract from the value of close-to views. Rather, the new buildings tend to provide a feeling of this being a unique London location.

4.2 The Northern Zone (Figures 2, 3, and 4)

- North of the Goods Yard, and looking north, locates very few features of heritage interest on site and nearby. (Some of the identified features have since been removed by CTRL works, for example the stables building in the north-west corner of the site.)
- Looking south from the north end of the site illustrates that the best views from here relate to the very interesting complex formed by the north ends of the Goods Yard buildings, and not the more distant features such as Culross and Stanley Buildings. The Regent's Canal cannot be seen.
- In the north-west corner of the site, and at various locations along York Way, and as a result of locally slightly-elevated positions, there are heritage views to the south, with King's Cross and St Pancras Stations forming a magnificent backcloth to the close-to railway landscape.
- The 'Triangle Site' to the east of York Way contains many railway-related structures and facilities of visual interest. Some of the views here take into account trains running through to King's Cross Station and along the North London Line.

4.3 The Goods Yard Zone (Figures 4, 5, and 6)

- Throughout the Goods Yard are many major interest general and specific heritage views, and as a whole these identify the full area as being of exceptional value for viewing the historic buildings and landscape.
- View of the Granary Building and the Eastern Coal Drops are of particularly major heritage interest.
- There are only a very limited number of heritage views that do not positively contribute to appreciating the site's heritage.
- There is a significant zone of panoramic importance, looking in all directions between the north retaining wall of the Regent's Canal and the facades of the many buildings that face south.
- When viewed from trains running into St Pancras Station, the Western Good Shed's west elevation and its southern elevation in relationship to St Pancras Lock is of major heritage interest (particularly following CTRL clearance works).
- There are major interest views of the Midland Goods Shed and the East Handside Canopy when seen from York Way.
- Panoramic views from Maiden Lane Bridge over the Regent's Canal are of major heritage interest in illustrating the architectural treatment of the several office buildings in the Goods Yard (attached to the front of the Midland Goods Shed and the Eastern and Western Transit Shed Offices, Regeneration House, and the Coal and Fish Offices).
- Southward views have in the foreground a zone of trees related to the Regent's Canal and this helps to define the canal's position, even though it cannot be seen unless standing near to its retaining wall. The panoramic

views looking south are enhanced by seeing through the tree canopy – the character of this view varies highly between summer and winter conditions.

4.4 The Central Regent's Canal Zone (Evaluated on both Towpath and Water)

(Figures 5 and 6)

- Narrow-angled long views along the route in both directions are important for appreciating the Regent's Canal. This encompasses all bridges, the towpath, trees, St Pancras Lock, the Lock-keeper's Cottage, the relocated Water Point, and moored narrow-boats (regarded in the study as being permanent fixtures). Significant elements of the views are of natural history features within a historical urban context. This is an important part of the urban heritage within the Regent's Canal Conservation Area.
- Long views are importantly set in a context of building facades to the north (especially the Coal and Fish Offices and the Western Goods Shed), and Camley Street Natural Park to the south. These components provide a vertical element that gives a depth to the canal structure – creating a 'gorge-like' 'confining-structure' and differing from the broad open landscape of industrial elements to the north and south.
- It is not possible to view from canal level the significant 'basal' elements of the Goods Yard and the rest of the site to the south (including the King's Cross and St Pancras Stations), Gasholder No. 8, and other historic buildings. The fact that upper-level elements of these can be glimpsed between trees provides an industrial heritage context, and also an incentive to get off boats to better see them from more elevated/accessible heritage locations.

4.5 The Southern Zone

(Figures 5, 7, and 8)

- The construction work of CTRL has removed large areas of historic landscaping, and therefore heritage views nearly totally relate now and in 2006/7 to a few isolated historic buildings only. Some reinstatement of landscaping features by 2006/7 will not significantly change this evaluation.
- South- and north-looking panoramic views of major interest relate, separately and jointly, to King's Cross Station and St Pancras Station and Chambers. There is some masking of these structures when viewed from trains entering King's Cross Station from a low track level after exiting southwards out of the Gasworks Tunnel. Observations from the elevated track entering St Pancras Station are of major heritage interest, and include the western/southern façades of the very large Western Goods Shed, King's Cross Station, the repositioned Water Point, Gasholder No. 8, and the elongated Culross Buildings.
- The panoramic views from the north, including the two great railway stations and their funnelling relationship effect, provide a significant sense of having arrived in the Metropolis.
- The twin King's Cross Station train sheds are very spectacular when seen from the eastern end of Goods Way – above the Gasworks Tunnel portal. This includes also the railway infrastructure and trains.

- Views of the two stations from the south, from along Euston Road, are spectacular and are enhanced by the Great Northern Hotel.
- Modern accretions to the front of King's Cross Station detract from the view of its south-facing main façade.
- Views of the west façade of King's Cross Station, the east façade of St Pancras Station, the German Gymnasium, Stanley Buildings and the rear elevation of Culross Buildings are significantly masked by the Great Northern Hotel.
- Between the stations to the north of the Great Northern Hotel are many major-interest heritage views of the German Gymnasium, Stanley Buildings, and Culross Buildings, but these are now seen as isolated structures removed out of context with former gas industry features and many other lost urban heritage features. The opening-up of this area by recent demolition and clearance has detracted from viewing these as a tight-knit urban industrial landscape.

5. VIEWING CHANGES BROUGHT ABOUT BY CTRL AND LUL WORKS BY 2006/7

By 2006/7, the works of CTRL will have significantly changed the historic landscape by removing several buildings and many features present at the time of the first IHCM site survey in 2001/2. A list of the significant changes has been presented above. The following comments can be made.

5.1 The Northern Zone

- Looking northwards from anywhere in the area does not significantly change the overall heritage view content and value. Some local losses are in respect of viewing the former horse stables and York Way road viaduct.
- The new CTRL embankment will have a major impact when looking south from beyond it.
- There will be no changes looking south to the Goods Yard from south of the new CTRL embankment. Removal of modern structures and rubbish will make a slightly neater foreground for viewing the Goods Yard.
- There will be new views of the Goods Yard for passengers in trains arriving and departing London via trains on the new CTRL embankment.

5.2 The Goods Yard Zone

- Between 2001 and 2004 there have not been, and by 2006/7 will not be, significant effects on heritage views of the Goods Yard buildings, singly or groupwise.

5.3 The Regent's Canal Zone

- The temporary CTRL haulage bridge is to be removed and the canal retaining wall made good. There will be significant viewing changes when looking west, off site, and towards the new bridge and the new approach embankment to St Pancras International Station.

5.4 The Southern Zone

- The assumption is that the entrance canopy of the Great Northern Hotel and porte-cochere of the western range of King's Cross Station will be reinstated, so restoring views of the heritage resources to their 'as-found' arrangement. New entrances, vent shafts, roads, and street furniture will have been designed to satisfy legal requirements. As yet, it is not possible to comment on the detailed designs of such elements in relationship to heritage concerns. Generally, it is hoped they will have no further impact on heritage views as seen in 2002 before the development works started there.

6. CONCLUSIONS

The heritage views of the historic buildings and the associated hard landscape surfaces are an integral part of the heritage assets of King's Cross Central. They allow the viewer from public or private domains to see, understand, and value the 'historical story' resulting from great 19th century commercial and industrial enterprises. These views now principally relate to the implant of the Regent's Canal, the Great Northern Railway, the Midland Railway and the works of the Imperial Gas Light and Coke Company. Together, the many surviving features form an important urban industrial landscape.

The heritage views that have been identified and evaluated, in total 79, form the baseline conditions and one part of the heritage study undertaken by the IHCM team. They are located and evaluated on Figures 2–8 of this report.

The evaluation has shown that:

- Throughout the site are innumerable heritage views of major and moderate heritage interest. They all help to present the historical story of King's Cross.
- From heritage interest, the 'no interest' and minor heritage interest views are principally found to the north of the Goods Yard.
- The Goods Yard, the Regent's Canal, and a zone between King's Cross Station and St Pancras Station are especially rich in major value views of heritage resources of combined local to international heritage content.
- Overall, along with views of King's Cross Station and St Pancras Station/Chambers, the content and character of many of the heritage views within King's Cross Central site make them stand out as being of exceptional interest.

The study supports the findings of the specialist assessment of strategic and local views found in Chapter 9 of the Environmental Statement.

7. REFERENCES

A Bibliography of all documents used in the heritage study is included in Part 1. In this Part 4 of the heritage study, the following documents have been specifically useful.

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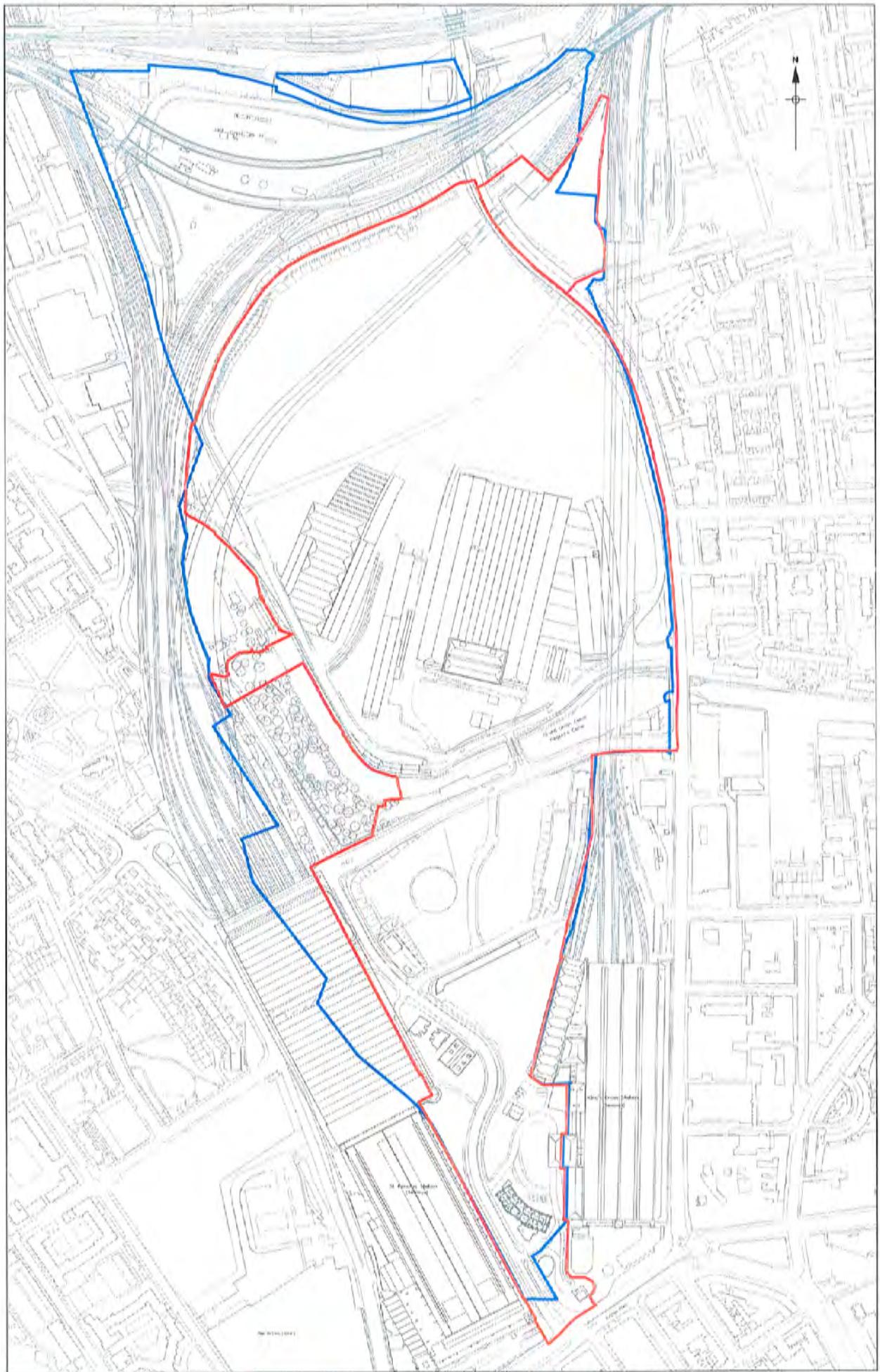
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- Planning Application Boundary
- The study area based on the 1988 English Heritage Inventory

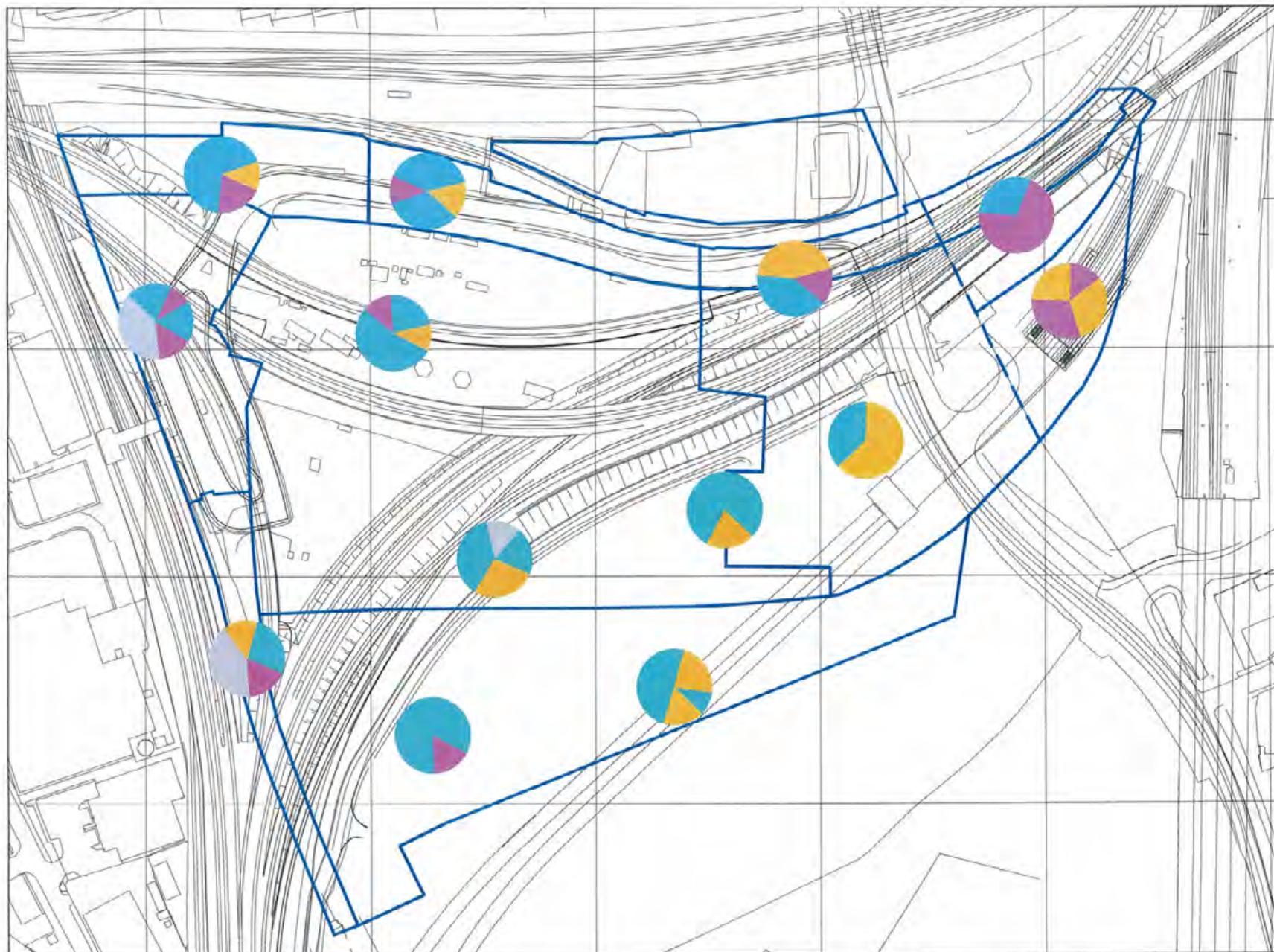
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ARGENT ST GEORGE, LCR & EXEL

**King's Cross Central
Heritage Study, Part 4
Location of Study Area**

Figure 1



LOCAL VIEWS

-  No Heritage Interest
-  Minor Heritage Interest
-  Moderate Heritage Interest
-  Major Heritage Interest

Note: 360° views from centres of the 'pie charts'

Prepared by IHCM 2002-2003



Baseplan: 2006/2007 post CTRL baseline plan
 English Heritage 1988 Inventory Areas

**ARGENT ST GEORGE,
 LCR & EXEL**
 King's Cross Central
 Heritage Study, Part 4
 Local Heritage Views: Areas A, B and C
 Figure 2



LOCAL VIEWS

- No Heritage Interest
- Minor Heritage Interest
- Moderate Heritage Interest
- Major Heritage Interest

Note: 360° views from centres of the 'pie charts'

Prepared by IHCM 2002-2003



Baseplan: 2006/2007 post CTRL baseline plan
— English Heritage 1988 Inventory Areas

**ARGENT ST GEORGE,
 LCR & EXEL**
 King's Cross Central
 Heritage Study, Part 4
 Local Heritage Views: Areas D and E
 Figure 3



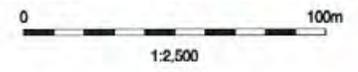
LOCAL VIEWS

- No Heritage Interest
- Minor Heritage Interest
- Moderate Heritage Interest
- Major Heritage Interest

Note: 360° views from centres of the 'pie charts'

**ARGENT ST GEORGE,
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Local Heritage Views: Areas F, G, H and I
Figure 4





- LOCAL VIEWS**
- No Heritage Interest
 - Minor Heritage Interest
 - Moderate Heritage Interest
 - Major Heritage Interest

Note: 360° views from centres of the 'pie charts'

Prepared by IHCM 2002-2003



Baseplan: 2006/2007 post CTRL baseline plan
— English Heritage 1988 Inventory Areas

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Local Heritage Views: Areas J and K. Wharf traverse
 Figure 5



- LOCAL VIEWS**
- No Heritage Interest
 - Minor Heritage Interest
 - Moderate Heritage Interest
 - Major Heritage Interest

Note: 360° views from centres of the 'pie charts'

Prepared by IHCM 2002-2003



Baseplan: 2006/2007 post CTRL baseline plan
 — English Heritage 1988 Inventory Areas

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Local Heritage Views: Areas J and K. Towpath traverse
 Figure 6

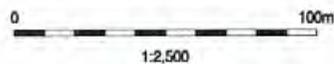


- LOCAL VIEWS**
-  No Heritage Interest
 -  Minor Heritage Interest
 -  Moderate Heritage Interest
 -  Major Heritage Interest

Note: 360° views from centres of the 'pie charts'

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Local Heritage Views:
Areas L,M,N,O,P,Q and R
Figure 7

Prepared by IHCM 2002-2003



Baseplan: 2006/2007 post CTRL baseline plan
 English Heritage 1988 Inventory Areas



Prepared by IHCM 2002-2003



Baseplan: 2006/2007 post CTRL baseline plan
— English Heritage 1988 Inventory Areas

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 Local Heritage Views:
 Areas S,T,U,V,W,X,Y and Z
Figure 8