



Figure 5.2 View along the railway cutting towards King's Cross Station.



Figure 5.4 View along Wicklow Street.



Figure 5.5 View of the Site from Britannia Street.



Figure 5.3 View along Britannia Street.

CONTRIBUTION OF THE SITE TO THE CONSERVATION AREA

- 5.21 The Site currently comprises a vacant plot of land and an adjacent stretch of railway cutting. The vacant plot is currently in use as a surface car park.
- 5.22 The CA Statement considers that certain elements in the public realm, such as original pavement materials, boundary walls, signage and mature trees, contribute greatly to the area's quality, character and appearance. To this end, the CA Statement identifies the 'London stock brick walls above railway cutting' on Wicklow Street, within the Site, as an element of the streetscape that makes a positive contribution to the CA and thought should be given to their retention.
- 5.23 The railway cutting itself also possesses some heritage value both as a vestige of the railway development which runs through the heart of the CA and as a unique element within the townscape.
- 5.24 The adopted CA Statement identifies the 'car parking area to the east of railway cutting' on the Site as a feature that detracts from the character of the CA as it does not contribute to the dense mix of industrial, residential, institutional, and commercial uses which characterises much of the CA. Therefore, the Proposed Development provides an opportunity for enhancing the contribution that the Site makes to the CA through the redevelopment of the car park with a high quality, sustainable development.



Figure 5.6 View of the Site from Wicklow Street.

OTHER HERITAGE ASSETS – POTENTIAL SETTING EFFECTS

CONSERVATION AREAS

BLOOMSBURY CONSERVATION AREA (LB CAMDEN)

- 5.25

The Bloomsbury CA was first designated in 1968 and its boundary has since undergone several extensions. It is subject to a Conservation Area Appraisal and Management Strategy document adopted in 2011.
- 5.26

The Bloomsbury CA covers an area of approximately 160 hectares extending from Lincoln’s Inn Fields and High Holborn to Euston Road and from King’s Cross Road to Tottenham Court Road.
- 5.27

The character of this area is a product of London’s early expansion northwards, which began in the 1660s and continued through the Georgian and Regency periods to around 1840. This period is of major historical importance in the context of London’s development, and is manifest in the consistency of the street pattern, spatial character, and predominant building forms that make up the CA. The character of the area has been further enhanced by several larger-scale institutional and landmark buildings, dating from the 19th and 20th centuries, which are interspersed throughout the residential streets and squares. Several taller, modern office and residential blocks are clustered around the Euston Road, a busy arterial route constructed as a bypass in the 18th century.
- 5.28

Due to its size and complexity, the CA has been broken down into 14 different character areas which contain subtle variations relating to the historic pattern of development and uses. The Site is closest to Sub Areas 13 and 14 of the CA.
- 5.29

Sub area 13 is located to the west of the Site and comprises a formal early 19th century street pattern and layout of open spaces around Cartwright Gardens/Argyle Square, which is lined with relatively intact surviving terraces of houses. It is characterised by relatively consistent, and uniform, streets of early-19th century terraced houses interspersed with mansion block flats from the turn of the 20th century.
- 5.30

Sub Area 14 is located to the south of the Site and comprises an area of mainly terraced housing built on the Swinton and Calthorpe Estates to the east of Gray’s Inn Road between the late-18th century and the mid-19th century. A notable pattern is the progression of development from west to east and the gradual variation in the detailed treatment of the frontages. In the 1860s the excavation for the new Metropolitan Railway cutting
- bisected Swinton Street and Acton Street towards their eastern end. This railway cutting continues beyond the boundary of the CA.
- SIGNIFICANCE
- 5.31

The significance of the Bloomsbury Conservation Area resides principally in its planned 18th century residential street layout, which is a defining feature of its character and appearance. The CA predominantly comprises formal landscaped squares and an interrelated grid of streets lined with Georgian and Victorian terraced townhouses, and mews to the rear, is widely considered to be an internationally significant example of town planning. The area’s significance is compounded by the influence of major institutional uses that have been established more recently in the district such as hospitals, universities and other academic sites, as well as cultural institutions including museums, and offices.

5.32

The long-standing presence of residential and institutional buildings, historic streets and green spaces contributes to the cultural interest of the area, which is further enhanced by many of its former residents. This includes the early-20th century ‘Bloomsbury Group’, made up of leading writers, artists and intellectuals such as Virginia Wolf, E.M. Forster and John Maynard Keynes.

5.33

The CA is generally appreciated from within its boundaries, through the experience of moving between streets, squares and other spaces, and the contrast created between enclosure and open spaces. Where there are landmark buildings (such as The British Museum and St George’s Church in Bloomsbury Way) these generally reveal themselves abruptly within the streetscape.

5.34

Bloomsbury CA was developed as one of the first inner-London suburbs and its setting is defined by its proximity to the older areas of Soho and Covent Garden, which had been developed during second half of the 17th century, to the south and to the City of London to the south-east. The historic area of Clerkenwell to the east. To the west is Fitzrovia, another area of 18th century residential development, which represents a continuation of Georgian suburban development to the north-west of the City. To the north of the Conservation Area, the great Victorian railway termini of King’s Cross, St Pancras and Euston line the northern side of Euston Road which represent the continued outward expansion of London.

5.35

All of these areas have developed concurrently during the 17th–19th centuries, albeit with later 20th century infill, and this has subsumed Bloomsbury into what is now known as central London. The wider urban context of the Bloomsbury CA is important for understanding its historical development as an early suburb.

5.36

The pervading historic character of these adjacent areas has been recognised through several CA designations which about the Bloomsbury CA. Bloomsbury, therefore, knits well into these adjacent conservation areas which are distinguished by existing major roads and established borders. That said, the boundaries between these conservation areas are often defined by buildings of a more recent buildings of greater scale and more generic qualities which have a neutral to negative impact on their setting.

5.37

As discussed above, the Site is located nearest to Sub Areas 13 and 14, on the northern edge of Bloomsbury CA, which about the King’s Cross/ St Pancras CA to the west and south respectively. Here, there is a greater density and scale of development, associated with industrial and commercial activity around the railway stations, which limits intervisibility between the Site and the nearest sub areas of the Bloomsbury CA.

5.38

Overall, there is currently no setting relationship between the Site and the Bloomsbury CA due to lack of intervisibility, extent of interposing development, and subtle change of character as one travels east from Bloomsbury towards King’s Cross.

5.39

NEW RIVER CONSERVATION AREA (LB ISLINGTON)

The New River CA was first designated in November 1968 and its boundaries were amended in 2005. It is subject to a Conservation Area Design Guidelines document that was adopted by LB Islington in 2002.

5.40

The New River CA is one of the largest in Islington and includes within its boundaries the site of the New River Head with its industrial heritage, through to the Sadler’s Wells Theatre. The rest of the CA comprises residential estates built by the New River Company, the Brewer’s Company and the Lloyd Baker Estate during the late-18th and early-19th centuries. The appearance of the CA is defined by a neat pattern of terraces, squares, and one of the handful of circuses to be laid out in London. Classical proportions, stucco detailing and London Stock Brick characterise a large proportion of the housing.

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5.41 The CA is punctuated by a number of high quality, publicly accessible spaces which reflect Regency and Victorian town planning, including Percy Circus, Myddelton Square and Claremont Square, and which serve to break up the formal rows of terraced houses.

5.42 The CA also contains examples of late 20th century development, particularly on its north-east edge. Vernon Square School was erected in 1913–16 on the east edge of Penton Rise and is now occupied by the Courtauld Institute of Art. There are also pockets of Edwardian and inter-war housing. Bevin Court (Grade II*), Holford House and Amwell House is a large post-war municipal housing project built on the site of Holford Square, a 19th century residential square that was destroyed during the Second World War.

SIGNIFICANCE

5.43 The significance of the CA is derived from its historic development over the course of the 18th and 19th centuries. Evidence of its intended uses from this period, first as industrial land and then as a number of residential estates, remains highly legible. More broadly, this area is representative of the development of Clerkenwell from a rural village on the outskirts of London into a metropolitan suburb.

5.44 Of most concern to the Site, the area around the east of King’s Cross Road, derives its significance from its pervading 19th century residential character, which is manifest in its neatly geometrized 19th century plan and high-quality housing stock dating from the 19th and 20th centuries. The commercial frontages which are located on the periphery of this residential area along King’s Cross Road provides a distinctive edge to the CA and also contributes to its significance. These are largely intact and line the route to the grander, more formal and imposing residential development to the east. Topography also plays an important role in the way in which this part of the CA is visually appreciated.

5.45 The CA is generally appreciated from within its boundaries, through the experience of moving between streets, squares and other spaces, and the contrast created between enclosure and open spaces. Of note are views towards the centre of, and out of the CA along Wharton Street and Lloyd Baker Street. These reveal the mixture of historic built forms which contribute to the character and appearance of the CA.

CONTRIBUTION OF SETTING TO SIGNIFICANCE

5.46 The setting of the CA is important in helping to define its character and appearance. King’s Cross Road forms a natural border to the CA, illustrating the difference in the form and character of development beyond it. This line is also the historic parish and later borough division which is maintained today, and as such contributes to the historic interest of the area and continues to define it.

5.47 Views along King’s Cross Road reveal the CA’s topography, which slopes upwards to the east, and creates a layered effect to the urban form which enhances visual interest.

5.48 The Site is in proximity to the residential part of the CA to the east of King’s Cross Road. This is also a portion of the CA which contains shopping frontages, and covers the higher ground to the east which then steeply banks down in places to King’s Cross Road and the valley of the now culverted River Fleet. The urban form to the west of King’s Cross Road is characterised by the linear east-west grid of streets spanning between the west side of the curving King’s Cross Road to Gray’s Inn Road. Here the urban grain, scale and form is more varied than that within the conservation area. The topography of the CA allows for this distinct change in urban form to be appreciable from a number of viewpoints.

5.49 At present, there is no setting relationship between the Site and the New River CA due to the lack of intervisibility and a distinct change in character to the east of King’s Cross Road.

KING’S CROSS CONSERVATION AREA (LB ISLINGTON)

5.50 The King’s Cross CA was first designated in November 1986 and its boundaries amended in 2001. It is subject to a Conservation Area Design Guidelines document that was adopted by LB Islington in 2002.

5.51 The King’s Cross CA covers an area to the immediate east of King’s Cross Station in the London Borough of Islington. Its western and southern boundaries follow the border between Islington and Camden, delineated by York Way and Pentonville Road respectively.

5.52 The CA comprises a series of large urban blocks first established between 1830 and 1862 and subsequently developed with a mix of small and large warehouses and factory buildings, industrial premises, and residential townhouses. This has resulted in a contemporaneous group of

mid- to late-19th century buildings that have remained relatively intact. The southern half of the CA was refurbished and reconfigured in c.2000 to create Regent Quarter, a mixed-use commercial and residential development. Subsequent infill development and refurbishment has respected the scale and materiality of the mid-19th century built form, resulting in an overall coherence to the townscape.

SIGNIFICANCE

5.53 The significance of the CA is derived from the way in which it reflects the arrival of the canal and the railways to this area, and the subsequent impact on its character. This significance is illustrated by the variety and organisation of uses, arranged on a tight grid of streets and yards, and defined by their proximity to associated railway and canal infrastructure.

CONTRIBUTION OF SETTING TO SIGNIFICANCE

5.54 The CA sits in a unique location, within the borough boundary of Islington but immediately adjoining the London Borough of Camden. It forms part of a larger belt of Victorian industrial and residential development that corresponds with the northward expansion of London. As a result, the mixed character of the CA knits tightly into its surroundings, which generally make a positive contribution to its character. To the north and northwest of King’s Cross Station, a post-industrial area is now interspersed with large-scale modern commercial buildings, retail and dining destinations and new public squares. To the east of the CA are fine grain historic streets which were largely built for residential use in the mid-19th century and now form the Keystone Crescent Conservation Area, including the Grade II listed Keystone Crescent and terraced buildings on Balfe Street.

5.55 The Site is located within the neighbouring King’s Cross/St Pancras CA (LB Camden), which adjoins the King’s Cross CA to the west and south. This CA is essentially the continuation of the mid-19th century townscape into the London Borough of Camden and includes the enclave of significant large-scale 19th century railway buildings around King’s Cross Station (Grade I). The scale of the urban form within the King’s Cross CA is clearly subordinate to these adjacent railway buildings to the west. Despite the variety of architectural styles and plot sizes within the CA, none are of a height, prominence or scale that competes with King’s Cross Station.

- 5.56

Due to the prominent barrier formed by Pentonville Road and the extent and scale of interposing development, there is currently no intervisibility between the Site and the King’s Cross CA. While the Site does form part of the wider King’s Cross area, in its current form it makes no contribution to the setting of the adjacent CA.
- 5.57

Due to its scale, which is consistent with much of the surrounding development, and the enclosure afforded by the orientation of the streetscape, the ZTV demonstrates that the Proposed Development would not be visible from within this CA. As a result, there would be no change to the way in which the CA is experienced from within its surroundings. Therefore, this heritage asset has been scoped out of the assessment at **Section 6.o**.
- KEYSTONE CRESCENT CONSERVATION AREA (LB ISLINGTON)**
- 5.58

The Keystone Crescent CA was first designated in November 1970 and its boundaries amended in 1995. It is subject to a Conservation Area Design Guidelines document that was adopted by LB Islington in 2002.
- 5.59

The Keystone Crescent CA comprises a section of the Caledonian Road that was developed with terraces of housing between about 1830 and 1850. The Caledonian Road was constructed between the New Road (Euston Road – Pentonville Road) and Holloway in 1826 to provide a new link to the West End from the north.
- 5.60

Much of the development is contemporary with the Caledonian Road. The majority of the area retains its mid–19th century character and layout, which comprises a mix of 'high street' commercial uses and terraced housing along Caledonian Road up to the junction with Killick Street and exclusively residential back streets. Alterations have tended to impact grounds floors only and generally take the form of poor–quality modern shop frontages. Nevertheless, the existing runs of commercial uses at ground floor and basement level along Caledonian Road and in the south part of Northdown Street are an important part of the CAs character.

SIGNIFICANCE

- 5.61

The significance of the CA is derived from its origins as part of the original phase of development in the vicinity of Caledonian Road, a long thoroughfare that was built to improve communication between the West End and the sprawling suburbs to the north in the early–19th century. This significance is principally manifest in the uniformity and scale of the 19th century building stock, comprising unbroken frontages to Caledonian Road which define its mixed commercial and residential character and emphasise its linearity. The significance of the CA is further enhanced by the quality of the terraces and streetscape of the streets leading from Caledonian Rad, including Keystone Crescent, which retain their historic residential character and further the impression of a well–preserved 19th century townscape.
- 5.62

Views along Caledonian Road, the spine of the CA, are important in forming an appreciation of its mixed 19th century character within its wider urban context. Other important views are those along Keystone Crescent, Northdown Street, and Balfe Street, which are more intimate and reveal the quality of the built forms and streetscapes that constitute the area’s distinctly 19th century townscape.
- CONTRIBUTION OF SETTING TO SIGNIFICANCE**
- 5.63

Much of the development within the Keyston Crescent Conservation Areas is contemporary with the coming of the Regent's Canal (1820) and King's Cross Railway Station (1852), both of which acted as stimuli to industrial development to the north, west and south of the area. As such, the CA benefits as part of a larger belt that has been defined by the Victorian industrial and residential expansion of north London. The Caledonian Road continues past the CA boundary to the junction with Pentonville Road (south) and further into Islington (north).
- 5.64

The setting to the east and immediate south of the CA has been transformed by extensive late–20th century residential development extending between the canal and north of Pentonville Road, which varies from post–war housing estate of priory Green (a conservation area) to contemporary blocks of flats and offices. Some of these blocks are now visible from within the CA, projecting above the rooflines of the low–rise 19th century fabric, and make a neutral contribution to its significance.

- 5.65

The Site is located further to the south of the Keyston Crescent CA within the King’s Cross/St Pancras CA. King’s Cross is of a markedly different character and built form to that of the Keystone Crescent CA and makes little contribution to its setting beyond its contribution to an understanding of its wider urban context. At present, there is no setting relationship between the Site and the Keystone Crescent CA due to the extent of interposing development, lack of intervisibility and the distinct change in character to the south of Caledonian Road.
- LISTED BUILDINGS WITHIN THE STUDY AREA (250M)**
- DERBY LODGE, FORMERLY DERBY BUILDINGS, FLATS NUMBERS 1-36 (GRADE II); DERBY LODGE, FORMERLY DERBY BUILDINGS, FLATS 37-102 (GRADE II)**
- 5.66

Flats 1–36 Derby Lodge and Flats 37–102 Derby Lodge were separately listed Grade II in 1994, but were built concurrently as part of the same development.
- 5.67

Derby Lodge was constructed in 1870 by the Improved Industrial Dwellings Company (IIDC), which was founded by the philanthropist Sir Sydney Waterlow in 1863 to ensure the living conditions of the working class. Sir Sydney Waterlow later served as the Lord Mayor of the City of London in 1872–73.
- 5.68

Designed by Waterlow’s preferred builder, Matthew Allen, Derby Lodge provided flatted accommodation, also known as model dwellings, for working class families in King’s Cross. It comprises two six–storey brick terraces built along Britannia Street and Wicklow Street, which were built to a standard design consisting of paired units with recessed balconies, developed by Allen as a prototype for artisan housing. This design was replicated across multiple IIDC schemes in other parts of London, including elsewhere in King’s Cross (Stanley Buildings).
- 5.69

On Britannia Street are two pairs of mirrored units, on Wicklow Street there are four pairs. At the centre of each paired elevation is a full–height balcony–stair recess which is divided into two broad bays by a brick pier with stylised capital from which spring filigree spandrels to lintels. The balconies were embellished further with cast iron railings in a lattice pattern.

- 5.70

The facades are elevated in London stock brick with painted stucco cement used for the banded rustication at ground floor, balcony–stair recesses and window aedicules. The flanking ranges to either side of the balconies vary from one–two bays, suggesting some variation in the internal plan form. Windows comprise a mix of timber sashes and casements, the majority of which feature fixed underlights. The ground floors have been infilled in the late–20th century to form modern secure entrances, which detracts from the historic character of the rest of the buildings.
- 5.71

To the rear, the ranges have stepped elevations which are separated by a communal garden area and are visible from the Site. These rear elevations are more utilitarian in appearance and have full height deeply projecting closet wings which were designed to house sculleries and kitchens; they are also elevated in stock brick to match the street elevations. The fenestration across the rear elevations and closet wings has been altered in many flats on an ad hoc basis, and their general appearance is compromised.
- 5.72

Both blocks have flat roofs, enclosed by a raised brick parapet, and punctuated by brick chimney stacks. The roofs have been surmounted by an ad hoc arrangement of lift overruns and modern plant enclosures.
- 5.73

The significance of the Derby Lodge flats, which survive relatively intact externally, relates to their historical associations with the IIDC’s housing programme of the 1860s and 1870s, which was part a wider movement to improve housing conditions for the working classes. Derby Lodge is among the earliest surviving examples of the work of the IIDC, a prominent house–building organisation which developed a reputation for providing model dwellings that satisfied both tenants and investors during the Victorian period.



Figure 5.7 View of 1–36 Derby Lodge



Figure 5.8 View of 37–102 Derby Lodge

- 5.74

The significance of Derby Lodge is principally manifest in its elegant and progressive architectural design and the external expression of its planform. The external arrangement of the buildings remains legible and demonstrates the Company’s standard approach, comprising paired blocks of flats accessed from recessed balconies, which were capable of vertical and lateral expansion to adapt to site constraints.
- 5.75

The design of the street–facing elevations is indicative of the Company’s commitment to providing good quality housing for the poor and, despite some detracting 20th century alterations and additions, is of architectural interest on account of form, classical detailing and craftsmanship. The rear elevations, whilst visible from public viewpoints, are somewhat less significant architecturally because they have been poorly altered, but they are of historic interest because they illustrate a progressive design which provided occupants with their own kitchen and sculleries inside the building.

CONTRIBUTION OF SETTING TO SIGNIFICANCE

- 5.76

The Derby Lodge blocks have a shared setting defined by their position on a relatively constrained site, extending between Britannia Street and Wicklow Street, which includes a small yard set between their rear elevations.
- 5.77

The irregular form of the Derby Lodge site illustrates the adaptability of the IIDC’s housing model, which makes some contribution to the significance of the listed buildings, but also the isolated nature by which model housing development sites were procured. In other words, Derby Lodge was not built as part of a larger planned residential development but instead was an individual response to the high concentration of working–class people in King’s Cross during the mid–19th century.

- 5.78 Together the listed blocks form a unified architectural composition and are important components of each other's setting. Due to their form and scale, the Derby Lodge buildings project above much of the neighbouring development and, as such, their principal elevations are prominent and readily appreciable in the axial views provided by the linearity of Britannia Street and Wicklow Street, which enhances their significance within the streetscape. However, their blank return elevations and poorer-quality rear elevations are also exposed in views from the surrounding streets, and this somewhat detracts from the impressive appearance of the principal elevations. The yard between the blocks, which comprises a mix of hardstanding and planters, forms relatively poor-quality immediate setting.
- 5.79 The wider setting of the listed buildings comprises the mixed townscape of King's Cross, consisting of railway infrastructure, commercial buildings, residential terraces and industrial development, which has been formed by successive phases of redevelopment since the early-19th century and is now largely encompassed by the King's Cross/St Pancras Conservation Area. This distinctly inner-urban character, and particularly the proliferation of industrial and commercial uses in the area, hints to the origins of Derby Lodge as working-class housing. To this end, the Derby Lodge buildings have group value with the nearby Cobden Buildings on King's Cross Road, which was another standalone model dwellings scheme designed and built by the IIDC. The buildings share similar characteristics, such as the mirrored form of the blocks, central balconies and high-quality finishes.
- 5.80 The Site is located to the immediate east of the Derby Lodge buildings and is separated by a high brick wall. The derelict condition of the Site enables incidental views onto the rear elevations of the listed buildings. In its current condition and form, the Site detracts from the significance of the listed buildings: it diminishes the appearance of the streetscape on both Britannia Street and Wicklow Street and disrupts the density of the urban grain that characterizes the wider setting.



Figure 5.9 View of 1-36 Derby Lodge from the Site.



Figure 5.10 View of 37-102 Derby Lodge from the Site.

75 WICKLOW STREET (GRADE II)

- 5.81 75 Wicklow Street was listed Grade II in 1974.
- 5.82 The building was constructed in 1872 by Joseph Peacock as the Church School of St Jude's Church, which was demolished in 1936. The building has since been converted for use as offices and storage. The building is designed in a Gothic style and elevated in yellow stock brick with red brick bands and stone dressings. Along Britannia Street is an irregular two and three storey façade.
- 5.83 The significance of 75 Wicklow Street resides principally in its late-19th century origins as a church school, its irregular Gothic-inspired form, and its high-quality exterior designed by a well-known Victorian 'low-church' architect.

CONTRIBUTION OF SETTING TO SIGNIFICANCE

- 5.84 The setting of 75 Wicklow Street is defined by its position on the corner of Britannia Street and Wicklow Street, which befits its institutional origins. The setting has been greatly altered by the demolition of St Jude's Church, with which the listed building derived functional and historic associations. Furthermore, the extensive redevelopment of Britannia Street and Wicklow Street from a mid-19th century residential neighbourhood to a more mixed townscape comprising light-industrial, infrastructure, institutional and larger-scale residential uses, has removed much of the listed building's historic context.
- 5.85 The Site is located to the east of the listed building and intervisibility is afforded by the linear character of Britannia Street. In its present condition, the Site makes no contribution to the setting of the listed building.



Figure 5.11 View of 75 Wicklow Street.

COBDEN BUILDINGS (GRADE II)

- 5.86
- The Cobden Buildings were listed Grade II in 2003.
- 5.87
- The Cobden Buildings were constructed in 1865 and is one of the first blocks built by the Improved Industrial Dwellings Company (IIDC). Like Derby Lodge, it was probably designed by the builder Matthew Allen, with input from Sir Sydney Waterlow, and was named after the reformer Richard Cobden who died the year they were completed.
- 5.88
- The building is of five storeys with two window bays on either side of open access balconies and a central staircase, with (originally) exposed constructional ironwork. The plans followed the standard arrangement first used by the company at Langbourne Buildings, Finsbury, with four flats on each floor (two of three rooms and two of two), and well-ventilated wash-houses and sculleries at the back of each flat.
- 5.89
- In 1870 the building was mortgaged to the Public Works Loan Commissioners to finance the building of Derby Lodge in Britannia Street.



Figure 5.12 View of Cobden Buildings.

- 5.90
- The ground floor historically housed a shop to each side, the facias of which survive, but these units were converted to living accommodation some time before 1913. More recent alterations include the encasement of the iron columns to the balconies and insertion of concrete beams in front of the iron joists during the 1980s. The balcony baulstrades were raised in 2000 along with the insertion of a lift and the creation of a glazed lobby on the ground floor.
- 5.91
- Much like Derby Lodge, the significance of the Cobden Buildings derives from its historic interest, as another early example of the work of the IIDC, and the architectural interest residing in its elegant and progressive architectural design and the external expression of its planform.

CONTRIBUTION OF SETTING TO SIGNIFICANCE

- 5.92
- The Cobden Buildings forms part of the north frontage to King’s Cross Road, a busy local through-road, which comprises a range of buildings dating predominantly from the 19th and 20th centuries which are of a similar scale and materiality but vary in architectural treatment and uses. This mix of buildings provide some semblance of the historic context, and the Cobden Buildings sit comfortably, if a little innocuously, within this streetscape.

- 5.93
- To the rear of the listed building there is a small, concreted yard, enclosed by a brick wall, which makes a neutral contribution to its significance.
- 5.94
- Furthermore, the Cobden Buildings also have group value with the nearby 1–36 Derby Buildings and 37–102 Derby Lodge, on account of their historic associations with the IIDC, their origins as model dwellings and shared characteristics in terms of planform, materiality, and design.
- 5.95
- The Site forms part of the wider 19th century urban townscape setting of the listed building to the west, which has been formed by successive phases of redevelopment and is now largely encompassed by the King’s Cross/St Pancras Conservation Area. Intervisibility between the Site and the listed building is restricted by the orientation of the street pattern but incidental views between the two are afforded along Britannia Street. Nevertheless, in its current condition, the Site makes no contribution to the setting of the listed building.

LISTED BUILDINGS ON SWINTON STREET

- 5.96
- The listed buildings on Swinton Street are situated to the south of the Site, and form part of the Bloomsbury Conservation Area. They comprise six terraced groups, of varying sizes, which were all listed Grade II in 1971:
- Numbers 4–26 and Attached Railings including Swinton Hotel (Numbers 22 and 24)
 - Numbers 5–17 Swinton Street and Attached Railings
 - Numbers 29, 31 and 33 Swinton Street and Attached Railings.
 - Numbers 35–49 Swinton Street and Attached Railings.
 - Numbers 51 and 53 Swinton Street and Attached Railings (all Grade II);
 - 55–67 Swinton Street and Attached Railings, including The Former King’s Head Public House (Numbers 61–63)



Figure 5.13 View of 4-26 Swinton Street.

5.97 Nos.4-26, including the Swinton Hotel at nos. 22-24, comprise a single listed terrace of 12 houses on the north side of Swinton Street. Nos.5-67 form the majority of the south side of Swinton Street and comprise a series of terraces of varying size. The majority of these buildings are contemporary with the development of Swinton Street on land acquired from Henry Gough in 1776 by builder brothers James and Peter Swinton. The majority of these terraces were erected in c.1835-44, although elements of Nos.55-67 are thought to have been erected in c.1776.

5.98 These terraces retain their residential character and comprise townhouses of three-four principal storeys over basements. They are all good examples of high-quality late-Georgian residential development.



Figure 5.14 General view along Swinton Street.



Figure 5.15 View towards the north end of Swinton Street.

- 5.99 Despite a general consistency in built form, scale and architectural style there is some variation across the terraces in terms of rhythm, materiality and detailing, which adds further visual interest. Principal elevations are generally of yellow stock brick with rusticated stucco ground floors. Common features include round-arched openings and continuous first floor sill band; architraved round-arched or brick segmental-arched doorways with fanlights and timber panelled doors; sash windows in either architraves with bracketed cornices or recessed gauged brick flat arches above ground floor; and cast-iron balconettes to first floor windows. The terraces are finished with tall parapets of either brick or stucco with blocking courses resulting in a clearly defined roofline. Above, roofs are generally obscured behind parapets, although some properties have attics in a variety of slated dormered mansards.
- 5.100 The significance of the listed terraces on Swinton Street is derived from their historic and architectural interest as relatively intact examples of mid-19th century housing. This significance is principally manifest in the principal elevations and distinctive terraced form, which display the high-quality design and good craftsmanship that is characteristic of this period. The majority of the listed terraces are set back from the pavement behind lightwells, which are protected by contemporaneous decorative cast-iron boundary railings that are included within the listing designations and form a key component of the immediate setting. The return and rear elevations retain much of their original character but are distinctly plainer in appearance and thus of secondary interest.
- 5.101 These terraces also derive historic interest for their associations with the wider speculative development of this part of London, following the construction of New Road (now Euston Road), to form the high-quality residential suburb of Bloomsbury.

CONTRIBUTION OF SETTING TO SIGNIFICANCE

- 5.102 The setting of these listed terraces is defined principally by their location on Swinton Street, a busy east–west road on the north edge of Bloomsbury.
- 5.103 The streetscape along Swinton Street, particularly the south side, is still largely characterised by the contemporaneous Grade II-listed Georgian terraced development built on long, narrow plots with gardens to the rear. Whilst there is overall consistency in height, building type and materials there are subtle variations in the design of frontages that allude to the gradual development of the street over a number of years.
- 5.104 Nevertheless, the survival of the late–18th and early–19th century character along much of Swinton Street serves to reinforce an appreciation of the architectural and historic interest of the listed buildings and together they possess a strong group value, which is arguably greater than the sum of its parts. Swinton Place provides views of the back gardens and the plainer rear elevations of terraces on the south side of Swinton Street. The presence of street trees along Swinton Street makes a further contribution to the historic residential character of the terraces.
- 5.105 Later development on Swinton Street has disrupted the original pattern of terraced development. The 1860s Metropolitan Railway cutting bisects the street towards its east end and provides views north and south to the wider urban context. Towards the west end of Swinton Street, particularly on the north side and around the junction with Gray’s Inn Road, there is later development of a larger scale which disrupts the uniformity of the streetscape and makes a neutral contribution to the setting of the listed terraces.

- 5.106 The character of Swinton Street has also been altered by its incorporation as part of the modern westbound gyratory system between King’s Cross Road and Gray’s Inn Road, resulting in an increase of traffic. The listed buildings on Swinton Street form part of the Bloomsbury CA and knit well into the historic urban fabric of the residential streets to the south and west, and the built that of the New River CA to the east.
- 5.107 The Site forms part of the wider setting to the north, which comprises the more mixed townscape character of King’s Cross and consists of railway infrastructure, commercial buildings, residential blocks and industrial development. Intervisibility between the Site and Swinton Street is currently limited to the views along the railway cutting. At present, the underdeveloped condition of the Site makes no contribution to the setting of these listed terraces.

LISTED BUILDINGS ON ACTON STREET

- 5.108 The listed buildings on Acton Street are situated to the south of the Site, and form part of the Bloomsbury Conservation Area. They comprise four terraced groups, of varying sizes, which were listed Grade II in either 1971 or 1999:
 - Numbers 24 And 26 And Attached Railings
 - Numbers 28–34 And Attached Railings
 - Numbers 36–42 And Attached Railings
 - Numbers 19–29 And Attached Railings
- 5.109 Nos.24 and 26, Nos.28–34, and Nos.36–42 (even) Acton Street are located on the north side of the street and Nos.19–29 (odd) Acton Street is located on the south side.



Figure 5.16 View of the north side of Acton Street.

- 5.110 These listed terraces were erected in c.1835–45 and are three principal storeys over basements, although some individual properties have additional attic storeys contained within dormered slate mansards. Principal elevations are of yellow stock brick with ground floors clad in either rusticated or channelled stucco. Common features include a first-floor stucco sill bands; segmental-arched or square-headed doorways with fanlights and panelled doors; gauged brick flat arches to recessed sashes across upper floors; and cast-iron balconettes to first floor windows. Principal elevations are finished with stucco cornices and blocking courses. Entrances to Nos.34 and 36 are located on the return elevations to Swinton Place.



Figure 5.17 View of Swinton Place from Acton Street.

- 5.111 The significance of the listed terraces on Acton Street is derived from their historic and architectural interest as relatively intact examples of mid-19th century housing. This significance is principally manifest in the principal elevations and distinctive terraced form, which display the high-quality design and good craftsmanship that is characteristic of this period. The listed terraces are set back from the pavement behind lightwells, which are protected by contemporaneous decorative cast-iron boundary railings that are included within the listing designations and form a key component of the immediate setting. The return and rear elevations retain much of their original character but are distinctly plainer in appearance and thus of secondary interest.
- 5.112 These terraces also derive historic interest from their association with the speculative development of this part of London, following the construction of New Road (now Euston Road), to form the high-quality residential suburb of Bloomsbury. In particular, Acton Street was built to the designs of William and Thomas Cubitt who were prolific builders associated with many high-quality residential streets and squares in Belgravia, Pimlico and Bloomsbury.

CONTRIBUTION OF SETTING TO SIGNIFICANCE

- 5.113 The setting of these listed terraces is defined principally by their location on Acton Street, a busy east-west road on the north edge of Bloomsbury.
- 5.114 Acton Street has a similar character to Swinton Street, which runs perpendicular to the north. The streetscape is characterised by contemporaneous Grade II-listed terraced development built on long narrow plots with gardens to the rear. Subtle variations in the design of terrace frontages provides visual interest while retaining an overall mid-19th century character, which serves to reinforce an appreciation of the architectural and historic interest of the listed terraces. Together the terraced properties possess a strong group value, which is arguably greater than the sum of its parts. Swinton Place provides views of the back gardens and the plainer rear elevations of terraces on the north side of Acton Street. The presence of street trees along Acton Street makes a further contribution to the historic residential character of the terraces.
- 5.115 The integrity of the frontage along Acton Street has similarly been disrupted by the 1860s Metropolitan Railway cutting which bisects the street towards its east end and provides views north and south to the wider urban context. Towards the west end of Acton Street, around the junction with Gray’s Inn Road, there is later development of a larger scale which disrupts the uniformity of the streetscape and makes a neutral contribution to the setting of the listed terraces.
- 5.116 The character of Acton Street has also been altered by its incorporation as part of the modern westbound gyratory system between King’s Cross Road and Gray’s Inn Road, resulting in an increase of traffic.
- 5.117 The listed buildings on Acton Street form part of the Bloomsbury CA and knit well into the historic urban fabric of the residential streets to the south and west, and the built that of the New River CA to the east.
- 5.118 The Site forms part of the wider setting to the north, which comprises the more mixed townscape character of King’s Cross and consists of railway infrastructure, commercial buildings, residential blocks and industrial development. Intervisibility between the Site and Swinton Street is currently limited to the views along the railway cutting. At present, the underdeveloped condition of the Site makes no contribution to the setting of these listed terraces.

6.0

BASELINE: TOWNSCAPE

BRITANNIA STREET CAR PARK, LONDON, WC1X 9BP

BASELINE: TOWNSCAPE

- 6.1 The townscape surrounding the Site may be categorised into four distinct areas within a 250m radius. For the purposes of this assessment the character areas are referred to as:
- Townscape Character Area 1: King’s Cross
 - Townscape Character Area 2: 19th century residential
 - Townscape Character Area 3: Gray’s Inn Road
 - Townscape Character Area 4: Mixed residential north of Pentonville Road
- 6.2 The broad boundaries of the character areas are identified in **Figure 6.1**. The character and appearance of the character areas is discussed below.