

HERITAGE ASSET PLAN SCOPED ZTV OVERLAY

Application Site

Conservation Areas

- A. Kings Cross St Pancras CA
- B. Kings Cross CA
- C. Keystone Crescent CA
- D. New River CA
- E. Bloomsbury CA

Listed Buildings

Grade II

- 4. Derby Lodge, Formerly Derby Buildings, Flats Nos 1-36
- 5. Derby Lodge, Formerly Derby Buildings, Flats 37-102
- 7. Nos 29, 31 and 33 and attached Railings
- 8. Nos 35-49 and attached Railings
- 9. Nos 4-26 and attached Railings including Swinton Hotel (Nos 22 and 24)
- 10. Nos 51 and 53 and attached Railings
- 11. 75, Wicklow Street
- 12. Cobden Buildings
- 13. Nos 5-17 and attached Railings
- 14. Nos 36-42 and attached Railings
- 15. 55-67 Swinton Street and attached Railings, including The Former King's Head Public House (Nos 61-63)
- 17. Nos 24 and 26 and attached Railings, and Nos 28-34 and attached Railings
- 18. 64, 66 (Queen's Head Public House) and 68 Acton Street and attached Railings
- 19. Nos 19-29 and attached Railings
- 20. Nos 31-51 and attached Railings
- 21. Nos 7-13 and attached Railings, and Nos 15 and 17 and attached Railings
- 23. Nos 53 and 55 and attached Railings

Please see overleaf for all
Listed Buildings details

LOCATION:
13 Britannia Strt & 146-146a Wicklow Strt

DATE:
January 2025

SCALE:
1:5,000 @ A3

FIGURE 9.1 Scoped Heritage Asset Plan with
ZTV overlay

▲ NORTH



MONTAGU EVANS
CHARTERED SURVEYORS
70 ST MARY AXE,
LONDON, EC3A 8BE
T: +44 (0)20 7493 4002
WWW.MONTAGU-EVANS.CO.UK

HERITAGE ASSET PLAN KEY - SCOPED ASSETS

Application Site

SCOPED IN

Conservation Areas

- A. Kings Cross St Pancras CA
B. Kings Cross CA

Listed Buildings

Grade II

4. Derby Lodge, Formerly Derby Buildings, Flats Nos 1–36

5. Derby Lodge, Formerly Derby Buildings, Flats 37–102

7. Nos 29, 31 and 33 and attached Railings

8. Nos 35–49 and attached Railings

9. Nos 4–26 and attached Railings including Swinton Hotel (Nos 22 and 24)
- C. Keystone Crescent CA

D. New River CA
- E. Bloomsbury CA
10. Nos 51 and 53 and attached Railings

11. 75, Wicklow Street

12. Cobden Buildings

13. Nos 5–17 and attached Railings

14. Nos 36–42 and attached Railings
15. 55–67 Swinton Street and attached Railings, including The Former King's Head Public House (Nos 61–63)

17. Nos 24 and 26 and attached Railings, and Nos 28–34 and attached Railings

18. 64, 66 (Queen's Head Public House) and 68 Acton Street and attached Railings
19. Nos 19–29 and attached Railings

20. Nos 31–51 and attached Railings

21. Nos 7–13 and attached Railings, and Nos 15 and 17 and attached Railings

23. Nos 53 and 55 and attached Railings

SCOPED OUT

Conservation Areas

- F. Priory Green
- G. Chapel Market / Penton Street

Listed Buildings

Grade I

1. Kings Cross Station

Grade II*

2. Bevin Court
3. Nos 11–26 and attached Railings, Byron Court (No 26)

Grade II

6. 173–179, Kings Cross Road

16. Former Welsh Congregational Union Chapel (Eglwys Y Tabernaac!)

22. Willing House and attached Wall with Railings

24. Nos 28, 30 and 32 and attached Railings, and Nos 34–40 and attached Railings

25. Big Chill House

26. Nos 12–26 and attached Railings

27. Nos 42, 44 and 46 and attached Railings, and Nos 48, 50 and 52 and attached Railings

28. Nos 54–72 and attached Railings

29. No 29 and attached Railings, and No 31 and attached Railings

30. No 65 and attached Railings

31. Nos 9–27 and attached Railings

32. Nos 1–7 and attached Railings, and No 34 and attached Railings

33. Nos 4, 5 and 6 and attached Railings

34. Former Clerkenwell Magistrates Court and attached Railings, and Nos 12–16 (even) and attached Railings

35. Nos 13 and 14 and attached Railings

36. Nos 33–49 and attached Railings

37. Police Station

38. 32 Cubitt Street

39. Nos 1–7 and attached Railings including Midland Hotel (Nos 2–5) and Clifton Hotel (No 7)

40. Nos 18–36 and attached Railings

41. 272 to 276, Pentonville Road and Scottish Stores Public House 2 to 4, Caledonian Road

42. Nos 11 and 13 and attached Railings

43. Nos 15, 17 and 19 and attached Railings

44. 27–53, Northdown Street

45. Nos 21–39 and attached Railings

46. Nos 1–7 and attached Railings

47. Nos 1 to 17 (consecutive) and attached Railings

48. Nos 4–15 (consecutive) and attached Railings

49. Nos 7–25 and attached Railings
50. Nos 18 to 24 (consecutive) and attached Railings

51. Nos 62 and 64 and Railings attached to No 64

52. 7, Caledonian Road

53. Nos 54–58 and attached Railings

54. 295 and 297, Pentonville Road

55. Nos 1 to 3 (consecutive) and attached Railings

56. Nos 15–19 (odd) and attached Railings

57. Nos 1–5 and attached Railings

58. Nos 5 to 24 (consecutive) and attached Railings

59. Nos 44 to 47 (consecutive) and attached Railings

60. Gravestone of Joseph Grimaldi in Grimaldi Park

61. Nos 44 to 58 (even) and attached Railings

62. Nos 26–35 and attached Railings

63. No 59 and attached Railings

64. No 18a and 18–24 (even) and attached Railings

65. Nos 40–43 (consecutive) and attached Railings

66. Nos 34–38, 38a and 38b, 39–41 and attached Railings

67. 26, Great Percy Street

68. Nos 36–47 and attached Railings

69. Nos 21–39 (odd) and attached Railings

70. 9, Cumberland Gardens

71. No 25 and attached Railings, and Nos 1 to 4 (consecutive) and attached Railings

72. Bollard at North Entrance to Granville Square (Northeast Corner)

73. Nos 7 and 8 and attached Railings

74. Bollard at North Entrance to Granville Square (Northwest Corner)

75. Nos 45–63 and attached Railings

76. Railings to No 9 Cumberland Gardens

77. 5–15, Balfe Street, and 17 and 17a, Balfe Street

78. Nos 26 to 39 (consecutive) and attached Railings

79. Fountain in Quadrangle of Eastman Dental Hospital

80. 48 to 54 (Wardonia Hotel) and 56 to 58, Argyle Street, and attached Railings, and Nos 60–66 and attached Railings
81. Cattle Trough in Front of No 195 (No 195 not included)

82. Nos 28–54 (even) and attached Railings

83. Riceyman Steps

84. Nos 27–43 and attached Railings

85. Nos 1–6 (consecutive) with attached Railings and Gate attached to No 1

86. Nos 1–8 and attached Railings

87. 19–35, Balfe Street

88. Nos 51–55 and attached Railings

89. Nos 75–87 (odd) and attached Railings

90. Nos 1–23 (consecutive) and attached Railings

91. Nos 1–8 and attached Railings

92. Bollard at South Entrance (Southwest Corner)

93. Nos 41a, 41–49 (odd) and attached Railings

94. McGlynn's, No 1 and attached Railings, and No 46 and attached Railings

95. Nos 7–19 and attached Railings

96. Bollard at South Entrance (Southeast Corner)

97. Nos 24 to 29 (consecutive) and attached Railings

98. No 24–33 (consecutive) and attached Railings

99. Tomb of Robert Nelson in St George's Gardens

100. Tomb of Robert Wylie in St George's Gardens

101. Nos 12–36 and attached Railings

102. No 12 and attached Railings

103. 30a, Lloyd Baker Street

104. Nos 1–17 and attached Railings

105. Nos 41 and 42 and attached Railings

106. 34b, York Way

107. Eastman Dental Hospital (Former Eastman Dental Clinic)

108. Lloyd House and attached Railings

109. Nos 43 to 46 (consecutive) and attached Railings

110. 106–118, Caledonian Road

111. Railings Around Garden in Centre of Lloyd Square

112. Nos 14 to 23 (consecutive) and attached Railings

113. Nos 9 and 10 and attached Railings
114. Church of The Holy Cross

115. K2 Telephone Kiosk at South West Corner Opposite No 15

116. Tomb of Esther Offty in St George's Gardens

117. Nos 43–47 and attached Railings

118. Stables

119. Nos 3 to 6 (consecutive) and attached Railings

120. Nos 66–72 (even) and attached Iron Railings

121. 120–136, Caledonian Road

122. 69, Great Percy Street

123. Young Womens Christian Association Alexander House and attached Railings

124. Nos 2–17 (consecutive) and attached Railings

125. Soley Mews Chapel, and Young Womens Christian Association

126. No 67a, 67–83 (odd) and attached Railings

127. Entrance Gates and Railings to Corams Gardens

128. Great Northern Hotel and attached Railings

129. 138–146, Caledonian Road

130. Nos 3 to 8, 8a, 9 to 11 (consecutive) and attached Railings

131. Perimeter Wall, Gates and Railings to St George's Gardens, and Anonymous C18 Obelisk in St George's Gardens

132. 45, 47 and 49, Calthorpe Street

133. St Andrews Gardens Entrance Gates, Section of South Side Railings and Monuments

134. No 57–65 (odd) and attached Railings

135. Nos 43–55 (odd) and attached Railings

136. Nos 19 to 23 (consecutive) and attached Railings

137. Nos 33–41 (odd) and Railings attached to No 37

138. Camden Town Hall

139. Nos 11–20 and attached Railings

140. Claremont Square Reservoir

141. Nos 70–90 (even) and attached Railings

142. 1, Pakenham Street, No 2 and attached Railings, and No 3 and attached Railings

143. No 27, 29 and 31 and attached Railings

Registered Park and Gardens

144. St George's Gardens (Grade II*)
145. Coram's Fields, with Mecklenburgh and Brunswick Squares (Grade II)

LOCATION:
13 Britannia Strt & 146–146a Wicklow Strt

DATE:
January 2025

SCALE:
N/A

FIGURE:

▲ NORTH



MONTAGU EVANS
CHARTERED SURVEYORS
70 ST MARY AXE,
LONDON, EC3A 8BE
T: +44 (0)20 7493 4002
WWW.MONTAGU-EVANS.CO.UK

HERITAGE RECEPTORS WITHIN THE SITE BOUNDARY
KING’S CROSS/ST PANCRAS CONSERVATION AREA (LB CAMDEN)

- 9.2
- The Site forms part of the King’s Cross/St Pancras Conservation Area, which is a designated heritage asset and subject to the statutory duty set out in Section 72(1) of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990.
- 9.3
- It is important to note that the statutory duty set out in Section 72 is met where the Proposed Development as a whole would at least preserve the contribution of the Site to the character or appearance of the CA. That is, if new development is of sufficient quality to maintain the Site’s contribution to the significance of the CA, then the ‘preserve’ test has been met and the planning authority will have discharged its statutory duty in such a decision.
- 9.4
- Paragraph 220 of the NPPF is clear that:
Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance.
- 9.5
- At present, the condition of the Site is considered to detract from the character and appearance 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. Nevertheless, the orientation and proportion of the Site does correspond with a singular historic plot within the streetscape.

DEMOLITION WITHIN THE CONSERVATION AREA

- 9.6
- For the avoidance of doubt, any ‘demolition’ within the Site would apply to the clearing of existing hardscaping and redundant structures left over from previous uses on the Site, which in their current form detract from the character and appearance of the CA. The demolition on Site would enable the construction of the Proposed Development, which is capable of delivering planning, urban design and heritage benefits. The extent of ‘demolition’ within the CA would, therefore, be acceptable in principle and paragraph 220 of the NPPF is satisfied.

PRINCIPLE OF DEVELOPMENT AND USE

- 9.7
- The Site is located within Sub Area 4: Gray’s Inn Road of the King’s Cross/St Pancras CA, which is characterised by a consistent density of development, scale, and built form which predominantly dates from the 19th and early–20th centuries.

- 9.8
- In developing the proposals, the team has been informed by a detailed understanding of the history and significance of the CA, as set out in **Sections 4.0 and 5.0** of this report, and also addressed in the DAS. The design team has sought to respond positively to the historic industrial character, scale, and dense urban grain of this part of the CA. This work has benefitted from consultation with the Council.
- 9.9
- This approach is supported by the NPPG which promotes sensitive design that delivers public benefits in a sustainable and appropriate way, and paragraph 219 of the NPPF, which states that local planning authorities should treat favourably those developments that better reveal the significance of a heritage asset. This is also consistent with paragraph 210 of the NPPF which emphasises the desirability of new development making a positive contribution to local character and distinctiveness.
- 9.10
- While this part of the CA has retained much of its 19th and early–20th century building stock, the nature of their use has often changed. More recently, the robust forms and generous floorplates of a number of buildings have been refurbished or retrofitted to accommodate a mix of student residential, institutional, and office uses.
- 9.11
- Since the demolition of an earlier building in the late–20th century, the Site has comprised one of the only vacant plots in the CA. The infilling of this gap with a sustainable new development would benefit the legibility of the urban grain and better rationalise the streetscape whilst reinforcing the channelled views across the CA along the railway cutting.
- 9.12
- Through the delivery of a new purpose-built student residential scheme, the Proposed Development seeks to introduce a use that is in keeping with the mixed, transient character of the CA and responds to the urban grain. We find no inherent conflict between the character and appearance of the CA and the redevelopment and optimisation of the Site for student residential use, subject to design.

NEW DEVELOPMENT

- 9.13
- The Proposed Development would introduce a notable new component within the CA on account of its height, scale and massing. The relevant AVRs indicate that the visual impact would be most prominent from within the immediate vicinity of Britannia Street and Wicklow Street, owing to the orientation of streets and height of neighbouring buildings. However, the positioning of the Site relative to the railway cutting would also enable

unimpeded views of the Proposed Development from certain locations to the north and south.

- 9.14
- At seven storeys, the proposed building is slightly taller than the neighbouring Victorian or Edwardian blocks, with a character that is more akin to a contemporary residential block. Nevertheless, it is considered that the scale and massing of the Proposed Development is appropriate for the size of the Site and reflects its prominent location at the west end of a defined urban block overlooking the railway cutting.
- 9.15
- This part of the CA is generally characterised by a mix of 19th century terraces and larger scale former light–industrial and commercial buildings with larger footprints and heights ranging from two to six storeys. In bookending an urban block with a new building of this scale, the Proposed Development would improve the legibility of the urban grain and, subject to its detailed design, enhance the character and appearance of the CA.
- 9.16
- The detailed design and materiality of the proposed new building has been developed to a high degree. Particular attention has been paid to the articulation of the façades and use of materials, which reference the historic context of the Site and its surroundings in unique and individual ways.
- 9.17
- The use of buff brick complements the pervading building material in this part of the CA and anchors the Proposed Development within the urban block. The darker, muted tones and dynamic treatment of the aluminium cladding would distinguish the new building as a contemporary addition to the streetscape and respond directly to the proximity of the railway line.
- 9.18
- The variations in materiality and elevational treatment across the Proposed Development to express its structural integrity is an architectural motif that is redolent of the industrial architecture found throughout the CA, most notably King’s Cross Station. The vertical arrangement and detailing to the bays above ground floor further diffuse the massing and creates visual interest and scale.
- 9.19
- Overall, the design approach is clearly contextual and picks up on recognisable architectural motifs from older buildings in the vicinity. It is well ordered but incorporates variety through its highly articulated structural forms. As a result, the Proposed Development would make a positive contribution to the varied, high–quality architecture within the CA.

SUMMARY OF ASSESSMENT

- 9.20
- In conclusion, the Proposed Development would redevelop an underutilised site within Sub Area 4 of the CA, which currently detracts from its character and appearance, with a new high-quality building comprising student accommodation and dedicated community space. This would open up the Site and demonstrably improve the way this part of the CA appears and functions.
- 9.21
- The Proposed Development would further reinforce the character and appearance of the CA through its detailed design. The use of a brick- and aluminium-based material palette, in contrasting light and dark tones, draws from positive characteristics of the CA and achieves a high standard of design that reflects the scale and variety of the urban form, continues the tradition of piecemeal industrial-scale development, and displays its own architectural identity.
- 9.22
- The resultant regeneration of a low-quality, detracting Site within the CA, and the associated improvements to legibility, functionality and outlook deriving from the quality of the new development, would constitute an overall enhancement to its character and appearance.
- 9.23
- The Proposed Development would therefore meet the policy test outlined in paragraph 219, which requires Local planning authorities to look for opportunities for new development within Conservation Areas to enhance or better reveal their significance.

OTHER HERITAGE ASSETS - SETTING IMPACTS
CONSERVATION AREAS

BLOOMSBURY CONSERVATION AREA (LB CAMDEN)

- 9.24
- The Site is located to the north-east of the Bloomsbury CA boundary. Due to the size of the designated area, the orientation of the streetscape, and the extent of interposing development, any perceptible change deriving from the Proposed Development would be geographically limited to the north-east edge of the CA.
- 9.25
- The change to the setting of the CA would be predominantly visual, deriving from a perceptible uplift in the height and scale of development on the Site in views from the residential streets to the south. For the most part, visibility would be restricted by the east-west alignment of this streetscape and the regularity of the built form. These streets benefit

from a high degree of enclosure owing to the scale and consistency of the terraced frontages, creating channelled views on an east-west axis, rather than northward towards the Site.

- 9.26
- The Proposed Development would be experienced peripherally in glimpsed views through gaps between buildings, the most prominent of these being Swinton Place and the railway cutting. Where it is visible, the Proposed Development will make a notable contribution to the skyline north of the CA. In these views, there is already a clear distinction between the homogeneous, residential character of this part of the Bloomsbury CA and the development to the north which has a more mixed character by comparison and features buildings of varying use, scale and form dating from the 19th century to the present. This distinction in character is already recognised through the separate CA designations.
- 9.27
- As discussed above, the form and massing of the Proposed Development would be consistent with its immediate townscape context. The architectural treatment consists of a complimentary palette of materials that respond to the mixed industrial character of its surroundings. In views from within the Bloomsbury CA towards the Site, the Proposed Development will be understood as forming part of this separate character area.
- 9.28
- The Proposed Development will introduce a visual change to the setting of the Bloomsbury CA to the north, but the impact of this change will be limited geographically to a very small part of a much larger asset.
- 9.29
- The Proposed Development would have no impact on the ability to appreciate the historic form and layout of the 18th century streetscape and garden squares, and the quality, age and uniformity of its terraced development.
- 9.30
- Where the change is visible in the context of historic terraces within the CA, this would be incidental and read as part of the wider urban hinterland. As a result, it would not interfere with the ability to appreciate the residential character and architectural uniformity of this part of the CA, which is generally experienced up close.
- 9.31
- Overall, the significance of the Bloomsbury CA would be preserved.
- 9.32
- The Site is located to the west of the New River CA boundary. Due to the changing orientation, grain and introverted residential character of the

NEW RIVER CONSERVATION AREA (LB ISLINGTON)

streetscape, the ZTV indicates that any perceptible change would be limited to the to the junction between the King's Cross Road, the A501 and Weston Rise, which creates a prominent boundary between the Site and the rest of this CA.

- 9.33
- Where it is visible, the scale, form and contextual materiality of the Proposed Development would complement the existing urban character of King's Cross, which is an established component of the setting of the New River CA.
- 9.34
- The ZTV also indicates that there would be glimpses of the upper levels of the Proposed Development to the rear of the buildings along the north side of Great Percy Street and south of Bevin Court. This is due to the rising topography to the east that affords longer views over the skyline to the west. However, the relevant verified views (VP09 and VP12) demonstrate that the Proposed Development would be entirely screened by interposing development and street trees. Nevertheless, if glimpses of the proposals are achieved, it would be understood as forming part of dense, urban setting to the west of the CA.
- 9.35
- Overall, the presence of the Proposed Development to the west of the CA would not be sufficient to effect one's understanding and appreciation of the latter's character and appearance. The significance of the New River CA would, therefore, be preserved.
- 9.36
- The King's Cross CA is located to the north of the Site. It represents the continuation of historic uses and built forms, which also characterise the King's Cross/St Pancras CA, into LB Islington.
- 9.37
- Due to the density of development within this CA, its tight grid of streets and the separating distance from the Site, any change to its setting deriving from the Proposed Development would be negligible.
- 9.38
- When moving along King's Cross Road, which forms a prominent boundary to the south edge of this CA, the openness of this thoroughfare would allow for glimpses of the Proposed Development above the rooftops of the buildings to the south-west. In these views, the form, scale and materiality of the Proposed Development would be read peripherally as part of the wider urban development of the surrounding area.

9.39 As described above, the form, materiality and detailed design of the Proposed Development has been informed by the historic industrial character of King’s Cross. Where visible from within the CA, the scale of the Proposed Development would be congruent with and support the appreciation of the character and appearance of the CA’s urban form within the wider urban context. The significance of the King’s Cross CA would be preserved.

KEYSTONE CRESCENT CONSERVATION AREA (LB ISLINGTON)

9.40 Keystone Crescent is situated to the north of the Site and directly east of the King’s Cross CA. For the most part, the Proposed Development would be entirely screened from the CA due to the separating distance, the prominent boundary formed by Euston Road, and its differing character.

9.41 However, the ZTV illustrates that there would be a visual impact from the junction of Killick Street and the A5203 owing to the north–south orientation of Killick Street and its alignment with the Site. The linearity of the built form along Killick Street would result in a channelled view southwards towards the Proposed Development from the junction with Caledonian Road, which forms the spine of this CA.

9.42 The wireline VP15 demonstrates that the upper levels of the Proposed Development would be visible above the roofline of the buildings terminating the view south along Killick Street. From here, the proposals would be seen in the context of the existing modern development along Killick Street, which sits outside of the CA boundary, and be effectively screened by street trees.

9.43 Whilst this would result in a perceptible visual change from within its boundary, there would be no impact on the ability to appreciate the character and appearance of the CA, which is primarily experienced in channelled views along the main thoroughfare of Caledonian Road.

9.44 The Proposed Development would be glimpsed momentarily as one traverses Caledonian Road and due to the substantial separating distance, would appear as peripheral wider, modern development, which already characterises the setting of the CA to the south.

9.45 The significance of the Keystone Crescent CA would, therefore, be preserved.

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)

9.46 The Derby Lodge buildings (‘Derby Buildings’) comprise a pair of mid–19th century flatted blocks situated directly east of the Site, with frontages to Britannia Street and Wicklow Street respectively. The Proposed Development would enclose the west side of the Derby Buildings, including their shared rear yard, with a new building of seven storeys.

9.47 The change in the immediate setting of these listed buildings caused by the Proposed Development would be most perceptible in channelled views along both streets. In principle, this change would be beneficial as it would remove the visually detracting, poor–quality amenity which currently characterises the Site, complete the urban block in which the Debry Buildings sit, and reinforce the historic building line along Britannia Street and Wicklow Street. This would potentially enable a better appreciation of the listed buildings within their urban context. The proposed student residential and community uses would also, in principle, compliment the residential character of the listed buildings.

9.48 Considerable care and attention has been given by the design team during the pre–application process to the height and massing of the Proposed Development in relation to the Derby Buildings. This is particularly evident on the east edge of the Site, where the Proposed Development would directly abut Derby Lodge. Here, the main bulk of the massing steps down from seven to five storeys, so that the top of the building sits below the parapet of Derby Lodge. The overall effect is for Derby Lodge to retain its hierarchy in the streetscape. From within the rear yard of the Derby Buildings, the step down in height reduces the perception of bulk on the skyline to the west and prevents overbearing.

9.49 As a result, we do not identify any harm to the setting of these listed buildings deriving from the proposed uplift in height and scale of development on the Site.

9.50 The architecture, detailing and choice of materiality of the Proposed Development has been influenced in part by its proximity to the Derby Buildings. The part of the building closest to the Derby Lodge blocks is clad in a complementary light buff brick and features contrasting lintel details and metal spandrels to the windows which reference the latter’s stucco surrounds and verticality. At roof level along Wicklow Street, the

line of the parapet on Derby Lodge is continued and complimented by a masonry coping cap to the wall of the Proposed Development. As a result, we do not identify any harm to the setting of these listed buildings deriving from the detailed design of the proposals.

9.51 Overall, whilst the Proposed Development would result in a prominent visual change to the immediate setting of the listed Derby Buildings in views east and west along both Wicklow and Britannia Streets, it is considered that their significance would be preserved. For the reasons outlined above, the visual changes to the setting of the listed buildings deriving from the height, scale and detailed design of the proposal would not equate to harm, particularly when improvements to the external outlook and functionality of the Site are taken into account. While these improvements would increase the potential to appreciate the listed buildings within its urban context, they are not sufficient to constitute an enhancement to their significance.

75 WICKLOW STREET (GRADE II)

9.52 75 Wicklow Street is situated approximately 75m west of the Site along Britannia Street.

9.53 The Proposed Development would introduce a minor visual change to the setting of this listed building due the uplift in scale, massing and architectural treatment of the built form on the Site.

9.54 Due to the orientation of the listed building relative to the streetscape, this change would be limited to peripheral views east along Britannia Street, where the Proposed Development would form part of its backdrop. From here, the height and scale of the Proposed Development would be consistent with much of the surrounding built form along Britannia Street and enclosing the listed building, and would replace a poor–quality underdeveloped plot in its wider vicinity with a building of high design quality.

9.55 No parts of the listed building’s exterior would be occluded by the Proposed Development and the uplift in scale and architectural quality on the Site would not materially affect the ability to recognise or appreciate elements of its special interest up close.

9.56 Overall, we do not identify any harm to the setting or significance of 75 Wicklow Street deriving from the Proposed Development. As a result, the significance of the listed building would be preserved.

COBDEN BUILDINGS (GRADE II)

- 9.57
- The Cobden Buildings are situated along the north of King’s Cross Road approximately 90m east of the Site.
- 9.58
- Owing to the orientation of the streetscape, the Proposed Development would be experienced incidentally on the approach to the listed building via Britannia Street and would not feature in any views of the listed building’s principal elevation from within the context of King’s Cross Road.
- 9.59
- As a result, we do not identify any material change to the setting of the Cobden Buildings and its significance would be preserved.

LISTED BUILDINGS ON SWINTON STREET

- 9.60
- This cluster of listed buildings are located along both sides of Swinton Street, which is situated approximately 50m south of the Site.
- 9.61
- Due to the enclosed character of the street, created by the terraced built form on either side, the visual change to setting would be limited to views looking north along the railway cutting which breaks the otherwise consistent building line. From here, the scale, materiality and architectural treatment will locate the Proposed Development within King’s Cross, which has a distinctly different character from that of Swinton Street, and better define the intervisibility afforded by the railway cutting.
- 9.62
- Therefore, the visual change deriving from the Proposed Development would not impact the ability to appreciate the architectural and historic interest, or interfere with their group value, of these listed terraced buildings within the context of Swinton Street itself. The significance of these listed buildings would, therefore, be preserved.

LISTED BUILDINGS ON ACTON STREET

- 9.63
- Acton Street is situated approximately 110m south of the Site and runs parallel to Wicklow Street and Swinton Street. There are a number of listed terrace buildings along Acton Street.
- 9.64
- Similarly to Swinton Street, the strong building lines to both sides of the street create channelled views east and west along the street and away from the Site. As a result, any visual change to the setting of these listed buildings would be glimpsed views of the Proposed Development via the breaks in the building line created by Swinton Place and railway cutting. From here, the scale, materiality and architectural treatment will locate the Proposed Development within King’s Cross, which has a distinctly different

character from that of Swinton Street, and better define the intervisibility afforded by the railway cutting.

- 9.65
- Similarly to the buildings on Swinton Street, the visual change deriving from the Proposed Development would not impact the ability to appreciate the architectural and historic interest of the listed terraces, or interfere with their group value, within the context of Acton Street itself. The significance of these listed buildings would, therefore, be preserved.

CUMULATIVE

- 9.66
- The cumulative schemes assessed as part of this HTVIA are:
 - 330 Gray’s Inn Road, Royal National Throat, Nose and Ear Hospital Site, 2020/5593/P;
 - 314–320 Acorn House, 2020/3880/P.
- 9.67
- The combination of the Proposed Development with the cumulative schemes does not alter the assessment of impact on the Proposed Development on the King’s Cross/St Pancras CA. It is recognised that the scale and form of development within this part of the CA would intensify through the consented proposals for redevelopment at 330 Gray’s Inn Road, which is located close to the south–west edge of the CA, and on the Site. This is best demonstrated in views along the railway cutting (see View 12 and View 13), albeit these are taken outside of the CA boundary.
- 9.68
- As discussed above, the modest scale and detailed design of the Proposed Development would be consistent with the existing form, grain and appearance of the CA. As a result, when seen in the context of emerging proposals at 330 Gray’s Inn Road, the Proposed Development still reads as a contextual part of the streetscape. Furthermore, the relationship between built form and the railway cutting, which permeates this part of the CA, is retained in the cumulative condition, resulting in a clear visual separation between the Site and 330 Gray’s Inn Road. Overall, the Proposed Development would continue to enhance the character and appearance of the King’s Cross/St Pancras CA.
- 9.69
- Similarly, the cumulative condition does not alter the assessment of impact on the setting of nearby heritage assets. While the intensification of development on and around the Site would be perceptible in the context of listed buildings on Acton Street, via the channelled views along the railway cutting, the change to setting would be minimal and would not give rise to any adverse effects on their significance for reasons outlined above.

- 9.70
- Further south, the Proposed Development would be entirely screened in views from Swinton Place by the massing of the proposals for 330 Gray’s Inn Road (see VP14). As a result, any visual change to the setting of listed buildings on Swinton Street deriving from the Proposed Development would be negated. Similarly, the geographic extent of the visual impact on the Bloomsbury CA would be reduced. In any case, the significance of these heritage assets would still be preserved by the Proposed Development.

10.0 ASSESSMENT: TOWNSCAPE

BRITANNIA STREET CAR PARK, LONDON, WC1X 9BP

ASSESSMENT: TOWNSCAPE

- 10.1
- The following section assesses the effect of the Proposed Development on the identified townscape.
- 10.2
- The Design and Access Statement prepared by Sheppard Robson Architects provides a detailed discussion on the design rationale and architectural approach.

ASSESSMENT OF THE DEVELOPMENT ON TCAS

TOWNSCAPE CHARACTER AREA 1: KING’S CROSS

- 10.3
- Townscape Character Area 1 encompasses the Site and so would be directly impacted by the Proposed Development.
- 10.4
- The Proposed Development would complement the urban grain and reinforce the pervading mixed-use, semi-private character along Britannia Street and Wicklow Street through its scale, form and layout. The detailed design, elevational treatment, and urban greening will contribute positively to the visual amenity and architectural quality of the local townscape. The ground floor will benefit from active frontages and the proposed uses will support the area’s interest as part of the Knowledge Quarter.
- 10.5
- The Susceptibility to the type of change proposed is considered to be **Low**; this is due to the current underutilised condition of the Site and its limited contribution to the character and function of the wider townscape, which consists of dense, mid-rise 19th and 20th century development accommodating a range of commercial, residential and institutional uses. There are several contemporary schemes coming forward within this area which the Proposed Development would complement. In combining with its Low value, the overall Sensitivity is **Low**.
- 10.6
- As described above, careful consideration has been given to the scale of the Proposed Development and its relationship with the townscape context. While the new building would be slightly taller than its immediate neighbours, the uplift in scale is justified by the location of the Site within the context of a wider urban block and is required to optimise the Site

for student residential use. In any case, the height of the Proposed Development would be largely consistent with the prevailing building heights across the wider townscape character area.

- 10.7
- The expressive form and architectural treatment of the building exterior would have a positive effect on visual amenity due to the high articulated facades and contextual materiality, comprising lightweight and solid elements, which create visual interest. The modular construction and fenestration would establish an order and rhythm across the elevations which is consistent with that of a modern residential block. The building would therefore be highly legible, in terms of its design and character, and would distinguish the Proposed Development as a contemporary addition to the townscape.
- 10.8
- The visual impact of the Proposed Development, as demonstrated by the ZTV, would be limited to the immediate townscape along Britannia Street and Wicklow Street. Additional visibility of the Proposed Development in detail would be afforded by the railway cutting. From the surrounding streets and main thoroughfares of Greys Inn Road and King’s Cross Road, visibility would be limited to incidental glimpses of the general scale and massing.
- 10.9
- Overall, the Magnitude of Impact is considered to be **Low** owing to the considered height, scale and character of the built form, the nature of its intended uses, and its relatively enclosed visual envelope. When calibrated with the **Low** sensitivity, the Likely Effect is **Minor**. However, the nature of this effect would be **Beneficial** due to the regenerative uplift of the Site, and improvements to its character, outlook, and functionality, which would in turn deliver urban design benefits with regards to legibility, context, and identity.
- 10.10
- TCA2 is located to the south and east of the Site. This TCA has a historic residential character, defined by uniform terraced streets, squares and circuses dating from the late-18th and early-19th centuries.
- 10.11
- The TCA has a **Low** Susceptibility owing to the general consistency in the scale, form, and character of development within its boundaries and the visibility of larger scale, coarse-grained mixed-use development around King’s Cross (TCA1). Calibrated with its value, the Sensitivity is Low/**Medium**.

- 10.12
- The Proposed Development would result in a noticeable visual change to the north and west of the TCA, particularly in views that align with the Site, due to the increase in scale, height and density of development resulting in greater visibility. The uplift in scale on the Site would be mitigated by the existing mid-rise condition of the surrounding streetscape as experienced from within the TCA.
- 10.13
- Owing to the consistent residential character of this TCA, orientation of the surrounding streets, and extent of interposing development, the change to this TCA would derive principally from the visual impact of the new building within the wider streetscape. There would be a notable uplift in scale and density on the Site when compared to the existing condition. However, this would be largely consistent with adjacent development on Britannia Street and Wicklow Street as already experienced from within this TCA.
- 10.14
- Where seen, the singular mid-rise massing, modular form, and brick-based materiality of the Proposed Development would distinguish it from the surrounding 19th century residential streets. As such it would complement the abrupt transition in character between the King’s Cross area and surrounding inner London residential neighbourhoods.
- 10.15
- The Magnitude of Impact is considered to be Very Low. This is because, other than some generic intervisibility, the Proposed Development would be secondary to the established residential character and function of this TCA. Where it is visible, the form, scale and materiality of the Proposed Development would distinguish it as part of a distinctly separate area with a different character. As a result, there would be a **Negligible** Likely Effect. The nature of this effect would be **Neutral**.
- 10.16
- TCA3 is located to the west of the Site and is orientated along the thoroughfare of Gray’s Inn Road. The TCA has a **Low** Susceptibility because the existing townscape already has a transitional character, comprising varied mixed-use development, including mid-rise blocks of residential accommodation, which knits into the surrounding residential townscape to the south and west and commercial/industrial character of King’s Cross to the north and east. When calibrated with its value, the Sensitivity is **Low/Medium**.

- 10.17

The Proposed Development would result in a limited visual change to the east of the TCA. The ZTV at **Figure 2.1** demonstrates that, owing to the density of development and orientation of Gray’s Inn Road, any visibility will be limited to channelled views from the junctions with Britannia Street and Wicklow Streets.
- 10.18

Where visible, the appearance and function of the Proposed Development would be largely consistent with adjacent development on Britannia Street and Wicklow Street as already experienced from within this TCA. The form and materiality of the Proposed Development would be complementary to the surrounding streetscape, and would be deferential to the primacy of Gray’s Inn Road.
- 10.19

Despite limited intervisibility, the TCA is proximate enough to the Site to experience improvements to legibility and activation arising from the treatment of the Britannia Street frontage.
- 10.20

The Magnitude of Impact is considered to be **Very Low** as the change will be barely discernible and only visible from certain points within Gray’s Inn Road. In combination with the Sensitivity, this would give rise to a **Negligible** Likely Effect. The nature of this effect would be **Neutral**.
- TOWNSCAPE CHARACTER AREA 4: MIXED-USE DEVELOPMENT NORTH OF PENTONVILLE ROAD**
- 10.21

The TCA is located to the north of Site and is defined by Pentonville Road, which forms a prominent townscape boundary. The TCA has a **Low** Susceptibility. This is due to the separating distance from the Site and the existing townscape condition, which comprises a range of different building typologies that display variety in massing, height, materiality, and uses. Calibrated with its value, the Sensitivity is **Low**.
- 10.22

Owing to the modest scale of the Proposed Development, there would only be incidental visibility of the Proposed Development from within the TCA, due to the enclosed nature of the streets and their orientation. Where it is visible, the Proposed Development would contribute to the existing legibility of King’s Cross skyline. However, due to the separating distance between the Site and the TCA, this impact would be hardly noticeable and secondary to the appreciation and experience of the local townscape quality.
- 10.23

The Magnitude of Impact is, therefore, considered to be **Nil** and the likely effect would be **None**.

CUMULATIVE

- 10.24

The cumulative schemes assessed as part of this HTVIA are:
 - 330 Gray’s Inn Road, Royal National Throat, Nose and Ear Hospital Site, 2020/5593/P;
 - 314–320 Acorn House, 2020/3880/P.
 - The combination of the Proposed Development with the cumulative schemes will not alter any of the final effects found in the assessment for townscape. However, it is recognised that the scale of development within the vicinity of the Site would intensify (without altering the final effect, which, for TCA1 will remain as Moderate Beneficial and for TCA3 would be Negligible Neutral). This owing to other large sites in the vicinity being developed. All of these will be beneficial through the redevelopment of brownfield sites and improved urban design that have been brought forward as part of those developments.

SUMMARY

REF	TOWNSCAPE RECEPTOR	SENSITIVITY	MAGNITUDE	LIKELY EFFECT (OPERATIONAL)	LIKELY EFFECT (CUMULATIVE)
1	King’s Cross	Low	Low	Minor Beneficial	Minor Beneficial
2	19th Century Residential	Low/Medium	Very Low	Negligible Neutral	Negligible Neutral
3	Development west of Gray’s Inn Road	Low/Medium	Very Low	Negligible Neutral	Negligible Neutral
4	Mixed residential north of Pentonville Road	Low	Nil	None	None

Table 10.1 Summary of likely effects on townscape receptors

11.0

ASSESSMENT: VISUAL

BRITANNIA STREET CAR PARK, LONDON, WC1X 9BP

ASSESSMENT: VISUAL

11.1 This section assesses the likely effect arising from the impact of the Proposed Development on the visual receptors identified in **Table 11.1**. The assessment is informed by the ZTV, which has been overlaid onto the View Location Plan at **Figure 11.1**. The assessment has also been informed by the verified views provided at **Appendix 1.o**.

REPRESENTATIVE VIEWS

ROAD USERS (PEDESTRIANS, DRIVERS, CYCLISTS, BUS PASSENGERS)

11.2 The road user receptor group would have a **Low** Susceptibility to the type of change proposed as road users are more likely to be engaged on the road and their journey through the area and less aware of their surroundings. When combined with the Low value, the Sensitivity of residents is considered to be **Low**.

11.3 For road users moving through the King’s Cross area, the magnitude of impact varied based on positions within the area. This is due to the enclosure created in the area by dense urban development and buildings of varying scales, resulting in a limited geographical extent of visibility. The most localised effects would be along the King’s Cross gyratory and within the vicinity of the Site.

KING’S CROSS GYRATORY

11.4 Views 4, 6, 13 and 14 represent the experience of this receptor group moving along the King’s Cross gyratory. The Proposed Development will be glimpsed when moving past Britannia and Wicklow Streets. The Proposed Development would also be visible along Acton Street in views northward along the railway cutting and Swinton Place. Receptors will be aware of the uplift in scale on the Site and the visual division of massing created by the different use of materials on the frontages.

VICINITY OF THE SITE

11.5 Cyclists and drivers moving along Britannia and Wicklow Street would be focussed on the road ahead and would be less aware of the Proposed

Development than those on foot. All types of receptor would be aware of the uplift in scale on the Site and the general improvement to the visual amenity along the streetscape to both Wicklow and Britannia Streets. For pedestrians, the newly proposed street frontages would add visual interest at ground level with glazed windows allowing those moving past the building to view activity within and thus activating the building at ground level.

11.6 The Magnitude of Impact would be **Low**. This is due to their being a noticeable change over a limited area. The increased height and massing would improve visual amenity and provide legibility within the area. The Likely Effect is considered to be **Minor**. The nature of this effect is **Beneficial**.

RESIDENTS AND STUDENTS

11.7 Residents of the King’s Cross Area would have a **Medium** Susceptibility to the type of change proposed. This is because local residents are more likely to be engaged on the surrounding visual amenity. However, the proposals are congruent to the existing character and function of the area, and receptors would have a good ability to accommodate the proposed change. In combination with the Medium value, the Sensitivity of the residents of King’s Cross is considered to be **Medium**.

11.8 Similarly to the previous receptor group, the magnitude of impact is varied depending on different positions within the surrounding area. Generally, visibility of the Proposed Development is geographically limited, due to interposing development and the tight knit grain that contains views to linear visual corridors. The ZTV demonstrates that the most localised effects would be to receptors along Swinton and Acton Streets to the south, as well as some visibility to the north of Pentonville along Killick Street.

RESIDENTS OF BLOOMSBURY AND NEW RIVER ESTATE

11.9 View 12 represents residents in the peripheral residential area to the east of the Site. As demonstrated in the view, the contextually sensitive height and massing of the Proposed Development ensures it will not be visible above the rooflines of surrounding development and will therefore create no visual change for residents moving through this area.

11.10 There will be some visual effects experienced when moving along the streets to the south of the Site, namely Swinton and Acton Streets. The terraced built frontage to both sides of the street creates linear views

that are channelled east and west along the streets. The Proposed Development would be glimpsed in breaks in the building line created by Swinton Place and the railway line cutting. In views along the railway line cutting, residents will be aware of the uplift of scale on the formerly open Site. The Proposed Development will reinforce the building line that lies to either side of the railway and helps to channel views north across the area.

11.11 The middle and upper storeys of the Proposed Development would be visible above the railway bridge walls, as demonstrated in Views 11, 13 and 14. Given the current condition of the Site, the Proposed Development will improve visual amenity for this receptor group. The materiality and its high-quality detailing will be read and understood. Its fenestration, the rhythm this provides will be clearly appreciated and ensures it fits comfortably with the predominant typology of surrounding existing buildings.

RESIDENTS TO THE NORTH OF PENTONVILLE ROAD

11.12 Due to the overall scale of the development, which fits comfortably amongst its surrounding context, the Proposed Development would be almost entirely screened from view for receptors moving through the area north of Pentonville Road. The experience of residents north of Pentonville Road is represented in View 15 along Killick Street, which is aligned directly with the Site to the north. For residents moving south along Killick Street, the top storey of the Proposed Development would be glimpsed above the buildings to the south of Pentonville Road. As receptors move further south along Killick Street, the Proposed Development will recede behind the buildings in the foreground and no longer be visible.

LOCAL RESIDENTS IN KING’S CROSS

11.13 This receptor group is represented by Views 4, 5, 6, 8 and 9. These receptors would be aware of the more varied built form that characterises Britannia Street, Wicklow Street, Greys Inn Road and King’s Cross Road. For residents moving along Britannia Street and Wicklow Street, the Proposed Development would provide a general improvement to the visual amenity by infilling the currently poor-quality Site and reinstating the original building line along the street, creating a defined streetscape that is more in keeping with the general character of the area. As residents move closer to the Proposed Development, the high quality and well-detailed design can be appreciated, such as the contrasting brick and metal cladding and activated frontages at ground level.

11.14 The Magnitude of Impact would be **Low**. This is due to the limited duration of visibility. Where seen locally, the high-quality detailing and material form would be legible. The direct frontages of the building to Britannia Street and Wicklow Street assist in providing legibility and activation. When calibrated with the sensitivity, the Likely Effect is considered to be **Minor/Moderate**. The nature of this effect is **Beneficial**.

TOURISTS, SHOPPERS AND COMMUTERS TO KING’S CROSS

11.15 This receptor group would have a **Low** Susceptibility to the type of change proposed. This is because tourists and shoppers are more likely to be focussed on their purpose for visiting the area, whilst commuters will be focussed on their journey through the area. When combined with the Medium value, the Sensitivity of this receptor group is considered to be **Low/Medium**.

KING’S CROSS STATION

11.16 Receptors exiting King’s Cross Station are more likely to travel northwards towards commercial areas such as Coal Drops Yard and Caledonian Road, moving away from the Site. View 1 represents the experience of those arriving at King’s Cross Station, as demonstrated, there will be no intervisibility between the station and the Proposed Development. As a result, for much of this receptor group, there will be no visual impact to their experience of the area.

GRAY’S INN ROAD AND KING’S CROSS ROAD

11.17 For receptors moving along Gray’s Inn Road and King’s Cross Road, they will more likely be aware of the heavy traffic and bustling character of these main thoroughfares. The Proposed Development will be glimpsed in views over a short duration along Britanna Street when moving south along Gray’s Inn Road and King’s Cross Road. In these views the mid and upper storeys will be more visible and will be read against the wider, varied roofline of surrounding development.

VICINITY OF THE SITE

11.18 In closer views along Britannia Street and Wicklow Street, the stepped massing of the Proposed Development towards Derby Lodge ensures the listed buildings retain their prominence within the streetscape and can continue to be appreciated by those visiting and walking through the area.

11.19 The Proposed Development would provide a general improvement to the visual amenity of the Site by infilling the current car park with a visually

interesting building displaying high-quality design. Receptors passing by will appreciate the varied appearance of the façade and the defined and activated ground floor level.

11.20 The Magnitude of Impact would be **Very Low**, mindful that the proposals will be visible to only a small number of this receptor group. Where seen locally, the uplift in scale and mass on the Site and the high-quality detailing would improve visual amenity. The likely effect is considered to be **Negligible**. The nature of this effect is **Beneficial**.

STRATEGIC VIEWS

LVMF 2A.1 – PARLIAMENT HILL: THE SUMMIT – LOOKING TOWARDS ST PAUL’S CATHEDRAL

11.21 Viewpoint 16 demonstrates that the proposed development (shown in green wireline) falls well below the Landmark Viewing Corridor of the Designated View towards the dome of St Paul’s Cathedral.

11.22 The middle ground of this view is already comprised of a dense belt of urban development, and so the receptor has a Low Susceptibility to the proposals. When calibrated with the High value of the receptor, the Sensitivity is Medium.

11.23 View 16 also demonstrates that the proposals would be wholly obscured by interposing development in the middle ground. As a result, the Proposed Development would be imperceptible in the context of this panorama and would have no impact on the viewer’s experience or the appreciation of St Paul’s Cathedral. The magnitude of impact is, therefore, Nil and there would be a no likely effect on the visual amenity of LVMF view 2A.1.

LVMF 3A.1 – KENWOOD: THE VIEWING GAZEBO IN FRONT OF THE ORIENTATION BOARD

11.24 Viewpoint 17 demonstrates that the proposed development (shown in green wireline) falls well below the Landmark Viewing Corridor of the Designated View towards the dome of St Paul’s Cathedral.

11.25 The middle ground of this view comprises a dense belt of urban development projecting above the dense green planting around Kenwood, and so the receptor has a Low Susceptibility to the proposals. When calibrated with the High value of the receptor, the Sensitivity is Medium.

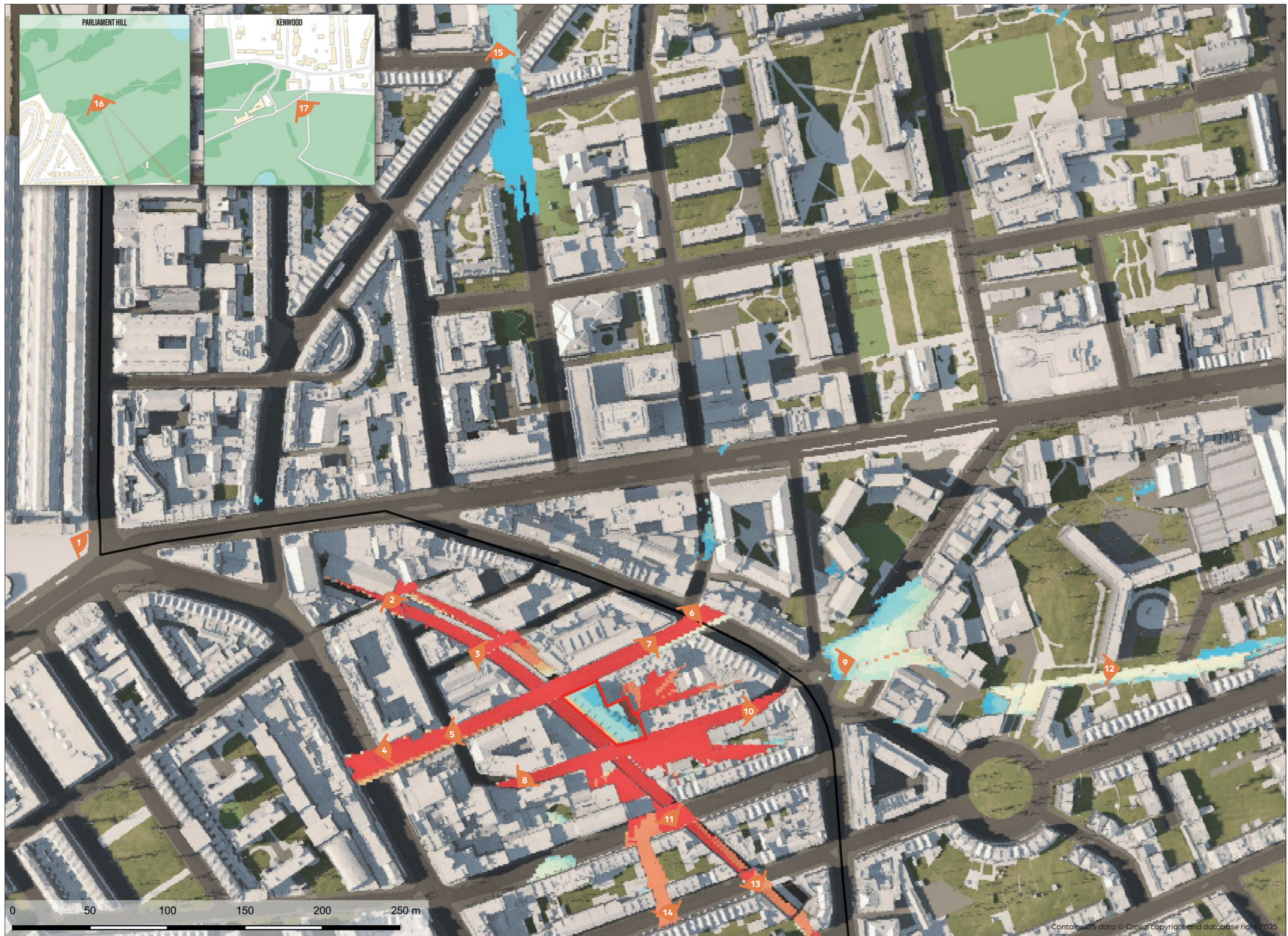
11.26 View 17 also demonstrates that the proposals would be wholly obscured by interposing development in the middle ground. As a result, the Proposed Development would be imperceptible in the context of this panorama and would have no impact on the viewer’s experience or the appreciation of St Paul’s Cathedral. The magnitude of impact is, therefore, Nil and there would be a no likely effect on the visual amenity of LVMF view 3A.1.

CUMULATIVE

11.27 The cumulative schemes assessed as part of this HTVIA are:

- 330 Gray’s Inn Road, Royal National Throat, Nose and Ear Hospital Site, 2020/5593/P;
- 314–320 Acorn House, 2020/3880/P.

11.28 The combination of the Proposed Development with the cumulative schemes will not alter any of the final effects found in the assessment for visual amenity. However, it is recognised that the scale of consented development along Wicklow Street and Swinton Street will intensify as a result of other large sites in the vicinity being developed namely 330 Gray’s Inn Road. However, the cumulative context would be beneficial through the revitalisation of several brownfield sites within the wider King’s Cross area which would all consist of high-quality architecture, replace poor-quality inactive buildings, and establish a new, modern visual identity for this area of King’s Cross.



VIEW LOCATION PLAN ZTV OVERLAY

- Application Site
1. Kings Cross Station
 2. St Chad's Place
 3. Leeke Street
 4. Corner of Gray's Inn Road and Britannia Street
 5. Britannia Street and Wicklow Street junction
 6. Lorenzo St and Kings Cross Road junction
 7. Britannia Street east
 8. Wicklow Street west
 9. Penton Rise
 10. Wicklow Street east
 11. Swinton Street
 12. Bevin Court
 13. Acton Street east
 14. Action Street and Swinton Place junction
 15. Killick Street and A5203 junction
 16. LVMF 2A.1: Parliament summit to St Paul's Cathedral
 17. LVMF 3A.1: Kenwood viewing gazebo to St Paul's Cathedral

LOCATION:
13 Britannia Strt & 146-146a Wicklow Strt

DATE:
January 2025

SCALE:
1:2,500 @ A3

FIGURE 11.1 View Location Plan with ZTV overlay.

▲ NORTH



MONTAGU EVANS
CHARTERED SURVEYORS
70 ST MARY AXE,
LONDON, EC3A 8BE
T: +44 (0)20 7493 4002
WWW.MONTAGU-EVANS.CO.UK

SUMMARY

REF	VISUAL RECEPTORS	SENSITIVITY	MAGNITUDE	LIKELY EFFECT	LIKELY EFFECT (CUMULATIVE)
1	Road Users (pedestrians, drivers, cyclists, bus passengers)	Low	Low	Minor Beneficial	Minor Beneficial
2	Residents and Students	Medium	Low	Minor/Moderate Beneficial	Minor/Moderate Beneficial
3	Tourists, Shoppers and Commuters to King's Cross	Low/Medium	Very Low	Negligible Beneficial	Negligible Beneficial
LVMF 2A.1	Parliament Hill: the summit – looking towards St Paul's Cathedral	Medium	Nil	None	None
LVMF 3A.1	Kenwood: the viewing gazebo in front of the orientation board	Medium	Nil	None	None

Table 11.1 Summary of likely effects on visual receptors

12.0 CONCLUSION

BRITANNIA STREET CAR PARK, LONDON, WC1X 9BP

CONCLUSION

- 12.1
- This HTVIA has assessed the impact of the proposals for the redevelopment of Britannia Street Car Park, London, WC1X 9BP, on identified heritage, townscape, and visual receptors. ‘Heritage’, ‘Townscape’ and ‘Visual’ are treated as individual disciplines and separate assessments are provided in accordance with legislation, planning policy and best practice guidance.
- HERITAGE
- 12.2
- The principal considerations with regards to heritage assets are the impact of the Proposed Development on the character and appearance of the King’s Cross/St Pancras CA and the setting of the adjacent Grade II-listed Derby Lodge buildings.
- 12.3
- With regard to the CA, the current condition of the Site comprises a vacant plot which detracts from the character and appearance of Sub Area 4. The Proposed Development, therefore, presents an opportunity to deliver an enhancement to the CA through design.
- 12.4
- It is concluded that the scale of the proposals is consistent with the surrounding context, while its massing and layout would enhance the appearance and legibility of the urban grain through infilling an uncharacteristically vacant plot adjacent to the railway cutting. The form and materiality of the Proposed Development, and the outward expression of the structure, references the former industrial uses and character within the CA. However, through a contemporary approach to detailing, the building is distinguished as a modern insertion to the streetscape.
- 12.5
- Overall, we do not identify any harm to the CA deriving from the Proposed Development. We do, however, identify the following enhancements:
 - Revitalisation of a poor-quality, underutilised brownfield site with an appropriate use as student accommodation;
 - Infilling a gap site with a new building of a scale, height and massing that responds to its context and completes the urban block, thus improving legibility of the CA’s urban grain;

- Introduction of a contemporary built form of high architectural quality into the streetscape, with a material palette and detailing that references its context;
 - Activation of the ground floor frontages to Britannia Street and Wicklow Street.
- 12.6
- We draw a similar conclusion regarding the impact on the setting of the Grade II-listed Derby Lodge buildings. Whilst the Proposed Development would result in a prominent visual change to their immediate setting, when compared with the current condition, this is not considered to cause harm to their significance. In infilling the vacant plot to the immediate west with a high-quality design of an appropriate scale and massing, the Proposed Development would improve one’s ability to appreciate the listed buildings within a more complete urban context. As a result, their significance as a pair of inner-London industrial dwellings would be preserved.
- 12.7
- Our analysis has found that there would be minimal setting effects to the other identified heritage assets within the study area, and their respective significance would also be preserved.
- TOWNSCAPE AND VISUAL IMPACT
- 12.8
- The proposals comprise a seven storey purpose-built student accommodation building, which steps down in height to meet its neighbours to the east.
- 12.9
- The building would be slightly taller than its neighbours, but overall, the scale and form would be consistent with the surrounding townscape. The Development presents as a contextual design with strong geometric form that responds to the surrounding urban grain. It would offer a modern interpretation of local historic industrial forms through the outward expression of its structure. The use of materials and the colour palette will ensure the Development will become a feature of merit in the local area, rather than a negative feature, and that positive contribution would be emphasised by the improvements to the amenity and ground floor frontages which will provide activity to an area that is currently lacking.
- 12.10
- In our assessment of the TCAs, which accounts for the development plan and principles of development, the overall effects will be beneficial and range from Negligible to Minor/Moderate.

- 12.11
- Our analysis of visual impact has identified the main receptors as Road Users, Residents and Students, and Tourists, Shoppers and Commuters to King’s Cross. In our judgement the effects on these receptors range from None to Minor/Moderate and are all beneficial in nature. There would be no impacts on LVMF views 2A.1 or 3A.1.
- POLICY COMPLIANCE
- 12.12
- This assessment has followed the approaches set out in legislation, policy, and best practice guidance, namely the 1990 Act, the Development Plan, the NPPF, and guidance published by Historic England. Furthermore, it is mindful of the great weight that should be given to the preservation of heritage assets which has been confirmed in Court judgements. To preserve the significance of a heritage asset has been defined as ‘to do no harm’.
- 12.13
- In accordance with the statutory duties outlined in The Planning (Listed Buildings and Conservation Areas) Act 1990, we conclude that the character and appearance of the King’s Cross/St Pancras CA would be enhanced by the proposals and the significance of nearby listed buildings would be preserved.
- 12.14
- We reiterate that we have not found any harm to heritage assets. The scheme has been prepared to optimise the Site in an appropriate way through a design-led approach which has included extensive consultation and engagement with the Council.
- 12.15
- On this basis we consider that the proposals comply entirely with Policies D3 and HC1 of the London Plan and Policies D1 and D2 of the Camden Local Plan. The development would also comply with the relevant provisions and policy tests set out in the NPPF.
- 12.16
- On that basis, the decision maker will be able to discharge their legal duty under Sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, and planning permission is capable of being granted.

APPENDIX 1: VERIFIED VIEWS

BRITANNIA STREET CAR PARK, LONDON, WC1X 9BP

VIEW 1: KINGS CROSS STATION

EXISTING

