

# 102

## Camley Street, London N1C 4PF

### Townscape, Heritage and Visual Impact Assessment

June 2014



REGENT RENEWAL LTD

Consultancy for the  
Historic Built Environment

KMHHeritage

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# 1 Introduction

- 1.1 This report has been prepared on behalf of Regent Renewal Limited in support of a planning application for the redevelopment of the site at 102 Camley Street, London N1C 4PF.
- 1.2 The redevelopment will provide a mix of flexible light industrial and employment space (Class B1 and B1(c)), residential units (Class C3), and public realm improvements including a new cycle ramp from Camley Street to the Regent's Canal towpath. The description of development is set out below:
- 1.3 The description of development is as follows:  
*Demolition of existing buildings and structures at 102 Camley Street and the subsequent redevelopment for a mixed use building ranging from 8 – 12 storeys comprising 1,620 sqm GEA employment floorspace (Class B1), 154 residential units, provision of a cycle ramp, improvements to the public realm and all other necessary enabling works.*

## Purpose

- 1.4 The purpose of the report is to assess the effect of the proposed scheme on townscape quality and the heritage significance of heritage assets in the vicinity of 102 Camley Street and to measure that effect against national and local policies relating to urban design and the historic built environment.
- 1.5 This report should be read in conjunction with the drawings and Design & Access Statement prepared by Glen Howells Architects and the landscape proposals prepared by Turkington Martin, the document containing verified views prepared by AVR London, the Planning Statement prepared by DP9, and other application documents.

### **Proposed development at 101 Camley Street**

- 1.6 This report relates to the site of 102 Camley Street. KMHeritage has also prepared a report supporting a planning application for the redevelopment of 101 Camley Street. In addition, a scheme for 103 Camley Street is nearing completion on site.
- 1.7 The two proposed developments are based upon a clear urban design premise regarding the creation of a new Camley Street gateway with the three developments arranged around a coherent space created by their shape and positioning at the point where Camley Street crosses the Regent's Canal.
- 1.8 This report and that pertaining to 101 Camley Street therefore cross-refer to each site and the commentary provided within each report relates to both the specific development and to how they relate to each other and 103 Camley Street.
- 1.9 Because of this, and because the two sites are adjacent, a considerable amount of background and analysis in both reports is repeated, and their justification in urban design, heritage and policy terms is also linked. The description of the benefits and merits of both schemes is therefore very similar in both reports - quite simply because these benefits and merits are very similar in themselves.

### **Organisation**

- 1.10 This introduction is followed by a description and analysis of the site and its context, which includes an account of the area's development, the nature of heritage assets in the vicinity and the townscape character of the environs of the site. An outline is provided in Section 3 of the proposed scheme and its effects in heritage and townscape terms. Section 4 contains a Townscape Visual Impact Assessment using verified images (rendered and wire line) of the proposed development. Section 5 sets out the national and local policy and guidance relating to the built environment that is relevant to this matter.

Section 6 assesses the proposed development against that policy and guidance. Section 7 is a summary and conclusion. Appendices include a location plan, historical maps and details of the visualisation methodology used for the verified images in Section 4.

### **Author**

- 1.11 The author of this report is Kevin Murphy B.Arch MUBC RIBA IHBC. He was an Inspector of Historic Buildings in the London Region of English Heritage and dealt with a range of major projects involving listed buildings and conservation areas in London. Prior to this, he had been a conservation officer with the London Borough of Southwark, and was Head of Conservation and Design at Hackney Council between 1997 and 1999. He trained and worked as an architect, and has a specialist qualification in urban and building conservation.
- 1.12 Additional senior oversight and co-ordination has been provided by Kate Graham MA (Hons), MA, PG Dip (Cons) AA.
- 1.13 Historical research and assistance for this report was provided by Dr Ann Robey FSA, a conservation and heritage professional with over twenty years experience. She has worked for leading national bodies as well as smaller local organizations and charities. She is a researcher and writer specialising in architectural, social and economic history, with a publication record that includes books, articles, exhibitions and collaborative research.



## 2 The site and its context

- 2.1 This section of the report describes the site and its context, and provides an assessment of its heritage significance and townscape character. Historical Ordnance Survey mapping is contained in Appendix B, and earlier mapping is contained within the text below.
- 2.2 The site location and the appearance of the existing conditions in and around the site are illustrated in the Design & Access Statement.

### The history of the area and the site

#### *The development of the area<sup>1</sup>*

- 2.3 The settlements of St Pancras and Battle Bridge first appeared during the medieval period. The former developed in the vicinity of the St. Pancras Old Church, which was rebuilt during the 12th Century and served the Parish of St Pancras, which covered an area extending from Hampstead and Highgate in the north to Bloomsbury and Tottenham Court Road to the south. The church was situated on a hill overlooking the River Fleet (culverted beneath Pancras Road in 1825), and the settlement developed in its vicinity. By the 13th Century most activities in the parish had migrated to the Kentish Town area. St Pancras Old Church fell into disrepair and remained neglected until its enlargement and restoration in 1848 by A.D. Gough and R.L. Roumieu.
- 2.4 The settlement of Battle Bridge developed, and inherited its name from, the point where the ancient highway of Maiden Lane (now York Way) crossed the River Fleet. Until the early 19th Century, the river dominated the locality's topography and bisected the area, flowing along the western side of Pancras Road before turning eastwards towards Gray's Inn Road. St Pancras and Battle Bridge

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<sup>1</sup> Information in this section is drawn from the *King's Cross Conservation Area Statement*, Camden Council, June 2004

remained were surrounded by open fields until the mid-18th Century.

- 2.5 The construction of the New Road (now Euston Road) between Paddington and Islington from 1756 acted as a stimulus for development on the northern edge of the Georgian city. Other developments in the area during this period include the Small Pox Hospital, which was built in 1767 on land north-west of Battle Bridge, now occupied by King's Cross Station, the Fever Hospital constructed next to it in 1802, and the Royal Veterinary College in 1791. At the southern end of Pancras Way, a workhouse was also built in 1809; it was rebuilt and its infirmary accommodation enlarged after 1880. That site is now occupied by St Pancras Hospital. The area between the two later stations was developed with residential streets during the late 18th and early 19th centuries. In advance of development, the fields were used for brick making.
- 2.6 The Regent's Canal was completed in 1820, connecting the River Thames at Limehouse with the Grand Junction Canal in Paddington. The canal was lined with larger and more frequent lateral basins and wharves than at present and its arrival in King's Cross prompted the rapid and extensive development of industrial buildings connected with transport and trade. Several industrial companies, including the Imperial Gas Light and Coke Company, established themselves in the area during the 1820s. King's Cross derives its name from the sixty foot high structure erected as a memorial to King George IV in 1830-35 at the junction of the New Road (Euston Road), Maiden Lane (York Way) and Gray's Inn Road. It was removed within fifteen years. Residential development in the area intensified during this period. Suffolk Street and Norfolk Street were laid out in the vicinity of the gas works during the early to mid 19th Century, expanding on the late 18th century residential areas. Several streets in Somers Town, to the west of St Pancras Gardens, including Medburn Street, Goldington Street and Goldington Crescent, were laid out during the 1840s with

three-storey terraced houses, some of which have survived subsequent redevelopment and Second World War bombing.



Figure 1: Greenwood's map of 1830

- 2.7 Goods yards were built in the expanse of open land to the north of the Regent's Canal and a temporary passenger station was constructed in the Great Northern Railway Company's new goods yard in 1850. King's Cross Station was designed by Lewis Cubitt, and, when completed in

1852, was the largest railway station in Britain. The Great Northern Hotel was also designed by Lewis Cubitt, and completed in 1854. It is an early surviving example of a grand railway hotel, built by the Great Northern Railway for long-distance travellers. In 1859 work began on the Metropolitan Railway, which passed along the Euston Road between Paddington and Farringdon stations.

- 2.8 After the completion of King's Cross Station by the Great Northern Railway, the Midland Railway began the development of St Pancras Station in 1864. The development of St Pancras required the compulsory clearance of large expanses of Somers Town and Agar Town, an area to the north of the Old St Pancras Church, which was synonymous with social deprivation during the early Victorian period. In addition the lines of the Midland Railway leading to the new station cut through large tracts of the St Pancras Churchyard leading to the relocation of part of the burial ground. The station opened for passengers in 1868. In 1876, the Midland Grand Hotel, designed by Sir George Gilbert Scott in a Gothic revival style, was completed by the Midland Railway.
- 2.9 The Midland Railway also built very extensive facilities for goods and coal traffic. The coal offices that flank part of Pancras Road, the vaults under St Pancras Station and some stables in St Pancras Way are amongst those that survive. The two rail termini, their associated hotels and freight facilities created the essential character of the area and radically affected its appearance and urban quality. Their construction stimulated the intensive development of residential, commercial, industrial and leisure buildings within the area during the latter half of the 19th Century. In the 1860s, residential blocks were built by the Improved Industrial Dwelling Company facing Stanley Passage and Clarence Passage to the east of St Pancras Station in 1864. The Imperial Gas Light and Coke Company's facilities were expanded considerably during the late Victorian period with three linked gasholders



erected between 1860 and 1867 and telescoped in 1880. The German Gymnasium, designed by Edward Grüning, was built between the stations during 1864 for the German Gymnastic Society. Culross Buildings, also social housing, were developed to the south of the gas works in 1891.

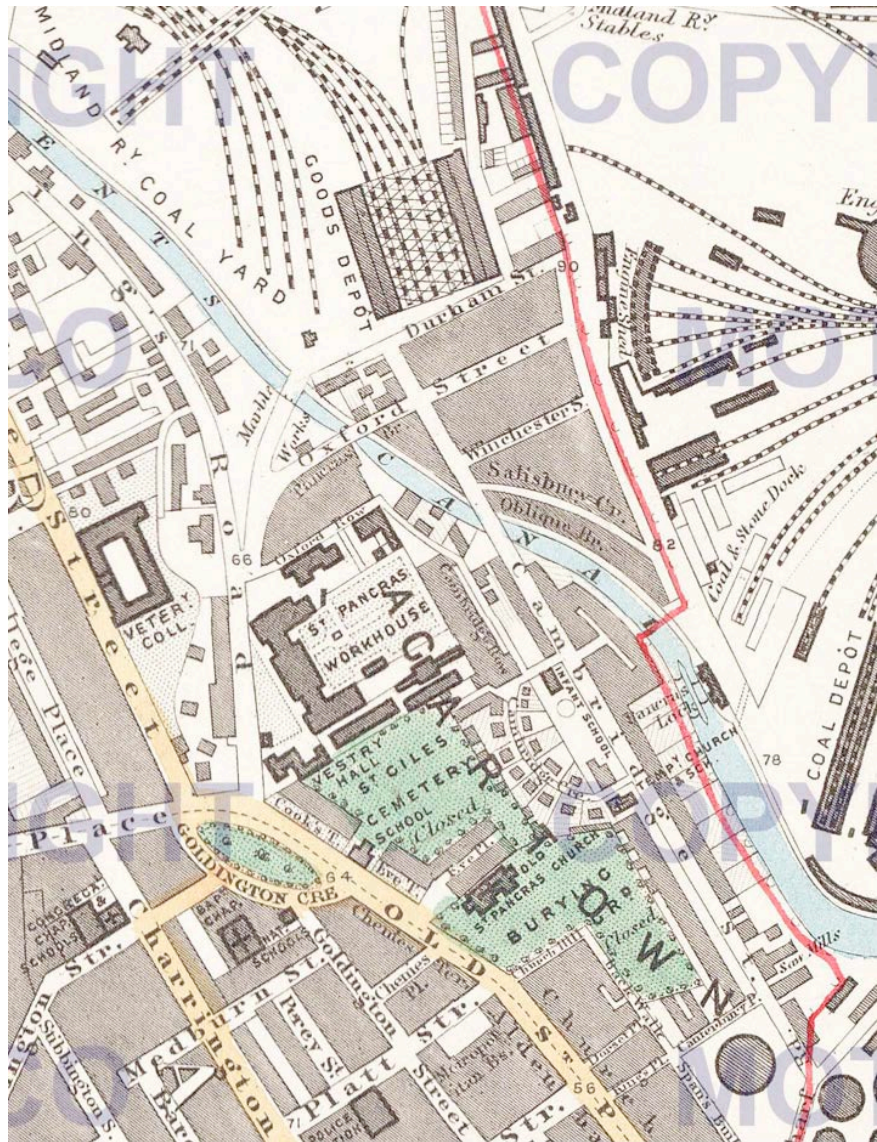


Figure 2: Stanford's map of 1862

- 2.10 In 1877 the St Giles Cemetery and the Burying Ground to the south of Old St Pancras Church were combined to form St Pancras Gardens, although the present gardens were not laid out until 1891 - by the Vestry and Midland

Railways. At the rear of the gardens is the Coroner's Court, which was built in 1886. The St Pancras Vestry Hall (later Town Hall) was situated within the Workhouse site facing Goldington Crescent, from 1848 until the present Town Hall in Judd Street was completed in 1937.

- 2.11 In 1904 the gas works situated on Goods Way were closed, although the gasholders continued in use. In 1921, Goods Way was completed across the site of the gas works. In 1936, the Battle Bridge Flats were constructed as demonstration properties by the British Steelwork Association at the junction between Goods Way and Battle Bridge Road. The following year, the Royal Veterinary College on Royal College Street was rebuilt, to designs by H.P.G. Maule. During the Second World War the area experienced extensive bomb damage. The most destructive bomb damage was experienced in the streets surrounding St Pancras Gardens and those to the south of Euston Road. During the war, there were several temporary buildings and air raid shelters to the north and south of the Great Northern Hotel.



Figure 4: 1940s aerial photography



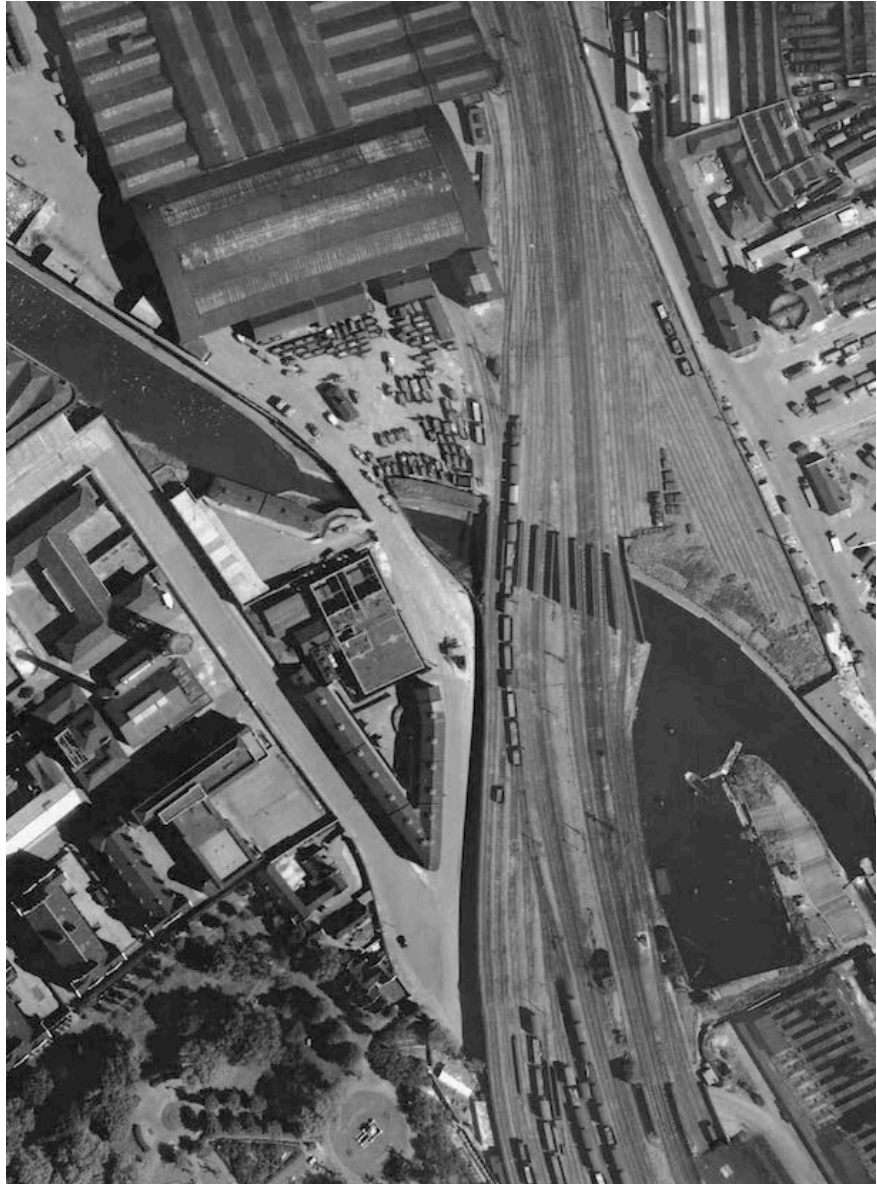


Figure 5: detail of Figure 4, showing the sites of 101 and 102 Camley Street in the 1940s

- 2.12 The main concentration of development during the post-war period involved the replacement of bomb-damaged properties in the late 1940s. St Pancras Borough Council built Cecil Rhodes House opposite St Pancras Gardens and developed Chenies Place (designed by Thomas Sibthorpe) to the west of Pancras Road to provide replacement housing.



- 2.13 In the past twenty years, the area has been transformed by the completion of the British Library building (1997) on former Midland Railway land, the construction of the Channel Tunnel Rail Link, the extension and refurbishment of St Pancras and Kings Cross Stations and the refurbishment of the Midland Hotel. The development of the former railway lands between and to the north of the stations and the canal as part of the King's Cross Central project is ongoing, and Francis Crick Institute (formerly the UK Centre for Medical Research and Innovation) is under construction to the north of the British Library site.

*The Regent's Canal*<sup>2</sup>

- 2.14 The completion of the Paddington Branch of the Grand Junction Canal in 1801, linking London to the Midlands, led to a proposal to link Paddington to the London Docks at Wapping on the River Thames. From its beginnings the route of the canal was determined largely as a result of conflicts with land owners, whilst technical problems with tunnel construction and lock design led to considerable delays and escalation in costs. By the middle of 1815 the canal was largely completed as far as Hampstead Road Locks (Camden Lock) but at this point it encountered financial difficulties. It was not until mid-1818 that work on the section of the canal between Maiden Lane Bridge (York Way) and Hampstead Road Locks (Camden High Street) finally began. The bridge at Maiden Lane was constructed in 1818 and three of the locks and most of the bridges during 1819, with St Pancras Lock was completed in 1820.
- 2.15 The surface width of the canal varies from 40 and 50 feet 14 and 17 metres. It originally had earth banks but these were subsequently lined with ragstone walls in 1832. This stone revetment or banking survives in many locations but copings have been replaced in concrete. In others the

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<sup>2</sup> Information in this section is drawn from the *Regents Canal conservation area appraisal and management strategy*, Camden Council, September 2008

banking has been replaced by steel sheeting. Water for the canal was originally to have been provided from a pumping station on the banks of the River Thames at Chelsea, but instead, water was supplied from the Welsh Harp Reservoir at Hendon. This was supplemented in the late 19th century by back-pumping up the canal from Limehouse – the lock cottage at St Pancras is a conversion of one of the lock-side pumping stations. The canal has a series of double locks along its length, which can take either a broad boat or two narrow boats side to side. The lock system adopted was in part a water saving device with nearly half of the water transferred from one chamber to the other when a lock was worked, rather than all being lost to the next lower level. To assist the operation of the locks and to avoid potential flooding the lower reaches of the canal, all the locks were manned. At its peak, lock keepers would work a continuous shift system.

- 2.16 By 1830 the canal was carrying half a million tons of goods per annum, a million tons by 1850 and 1.4 million tons in 1876. By the 1840's the canal was carrying coal, bricks, building materials, grain, hay, cheese, chemicals, beer and most other products to numerous wharves along its length. The Imperial Gas Light and Coke Company generated substantial trade in coal on the canal, brought up from the canal dock at Limehouse, as even after the development of the railways most coal from the north east of England was transported by ship. Coal traffic was maintained to Kensal Green gasworks and was boosted by the opening of electricity generating stations at St Pancras and St John's Wood and others further west in the early 20th century. These remained in operation until the opening of Battersea Power Station in the 1930s. From the 1880s until World War 1, a million tons were carried each year, declining to 0.7 million tons by 1927. After the Second World War that the canal business went into irreversible decline. By the late 1960s the last

commercial traffic passed on the canal, although it remained in use for leisure purposes.

- 2.17 The railway goods terminals were developed with transshipping facilities to and from the canal. The first, in 1839, was the London and Birmingham Railway's depot north of Camden Lock. This was followed by the Great Northern Railway's opening in 1850 of the King's Cross Goods Yard including Lewis Cubitt's Granary building and basin, and the Midland Railways similar facilities immediately to the west at Agar Town (now Elm Village/Camley Street) which opened during the 1860s. The latter two railways delivered coal for distribution by canal, in competition to that brought up from the Thames. It was loaded by chutes into barges moored in purpose-built basins.

*Camley Street*

- 2.18 By the 1860s, Cambridge Street extended north from the Imperial Gasworks, to the east of the Burial Ground and between terraces of houses. It crossed the canal and terminated at Durham Street, having been crossed by 'Oxford Street' which itself passed over the canal from what is now St Pancras Way but was then called Kings Road. Durham Way formed the southern boundary of the recently constructed Midland Railway Goods Depot, built on land owned by William Agar. Agar (after whom Agar Grove is named) erected a house in 1810 but his estate was subsequently redeveloped as Agar Town in the 1840s. It lasted barely twenty years before being replaced by the goods yard.
- 2.19 By the 1870s, this situation had been radically transformed by the building of St Pancras Station and the extension of tracks southwards. The earlier housing disappeared. Cambridge Street now terminated level with St Pancras Lock, and a new basin had been opened up alongside the lock. An unnamed road left Cambridge Street at its northern end, passed beneath the railway tracks in a line that roughly followed the curve of what had previously been a development of villas called

Cambridge Crescent and then followed the boundary of the Workhouse site to join St Pancras Way. The northern section of this new road (later called 'Cambridge Street') was called Oxford Row.

- 2.20 Just beyond the point at which the new road passed beneath the railway tracks, a branch left it, extending north alongside the new railway tracks to the former Cambridge Street bridge (called the 'Oblique Bridge'), now the sole vehicular entrance to the much-enlarged Goods Depot; Durham Street, Winchester Street and Oxford Street (with its bridge) and their buildings had been removed. The triangular piece of land to the north (bounded by St Pancras Way and the canal) was occupied by a large granary warehouse and ale store. The land between the Workhouse and the canal was occupied by a rectangular building indicated as 'offices'. By the end of the 19<sup>th</sup> century the mortuary and Coroner's Court buildings had been built on the western side of Cambridge Street to the south of the hospital (former Workhouse) site. Stables were erected to the north and south of the 'offices'. By the post-war period, little had changed. The 'offices' were now in a ruinous state, and Cambridge Street had been re-named as Camley Street.



Figure 6: the former granary warehouse and ale store on St Pancras Way, 1973; what was then Camley Street and is now Granary Street is on the right

- 2.21 The area to the north of the canal has now been completely transformed. What was the northern part of Camley Street is now Granary Street, and Camley Street extends north across the form 'Oblique Bridge' to pass beneath the North London Line and join Agar Grove. To the west, the area between Camley Street and the canal has been redeveloped as low-density housing called Elm Village, designed by Peter Mishcon & Associates, and built in 1984-5. To the east, between Camley Street and the Midland Railway, is a zone characterised by large industrial sheds. The warehouse and ale store on St

Pancras Way was replaced in the 1970s by a postal sorting office.

### **Heritage context**

- 2.22 This section describes the heritage assets in the vicinity of 102 Camley Street. Heritage assets are also illustrated in Section 2 ('Site') of the Design & Access Statement prepared by Glen Howells Architects.

#### *Conservation areas*

- 2.23 The site is located adjacent to the Regent's Canal Conservation Area just to the north of Camley Street, on its eastern boundary. The western boundary of the Regent's Canal Conservation Area is contiguous with that of the King's Cross Conservation Area. The Regent's Canal Conservation Area includes a triangular section of land immediately to the north of 101 Camley Street as well as the sorting office site to the north of Granary Street. The western boundary of the Regent's Canal Conservation Area runs north along St Pancras Way, and includes the buildings on the western bank of the canal between the sorting office and the Gray's Inn Bridge.
- 2.24 The boundary of the King's Cross Conservation Area runs north along Midland Road and Pancras Road, and the conservation area then extends westwards to include the area between Pancras Road and Charrington Street. To the north, a section of the conservation area is located between Royal College Street and St Pancras Way. The King's Cross Conservation Area includes the St Pancras hospital site and St Pancras Gardens.
- 2.25 Figures 7, 8 and 9 illustrate the conservation area boundaries.



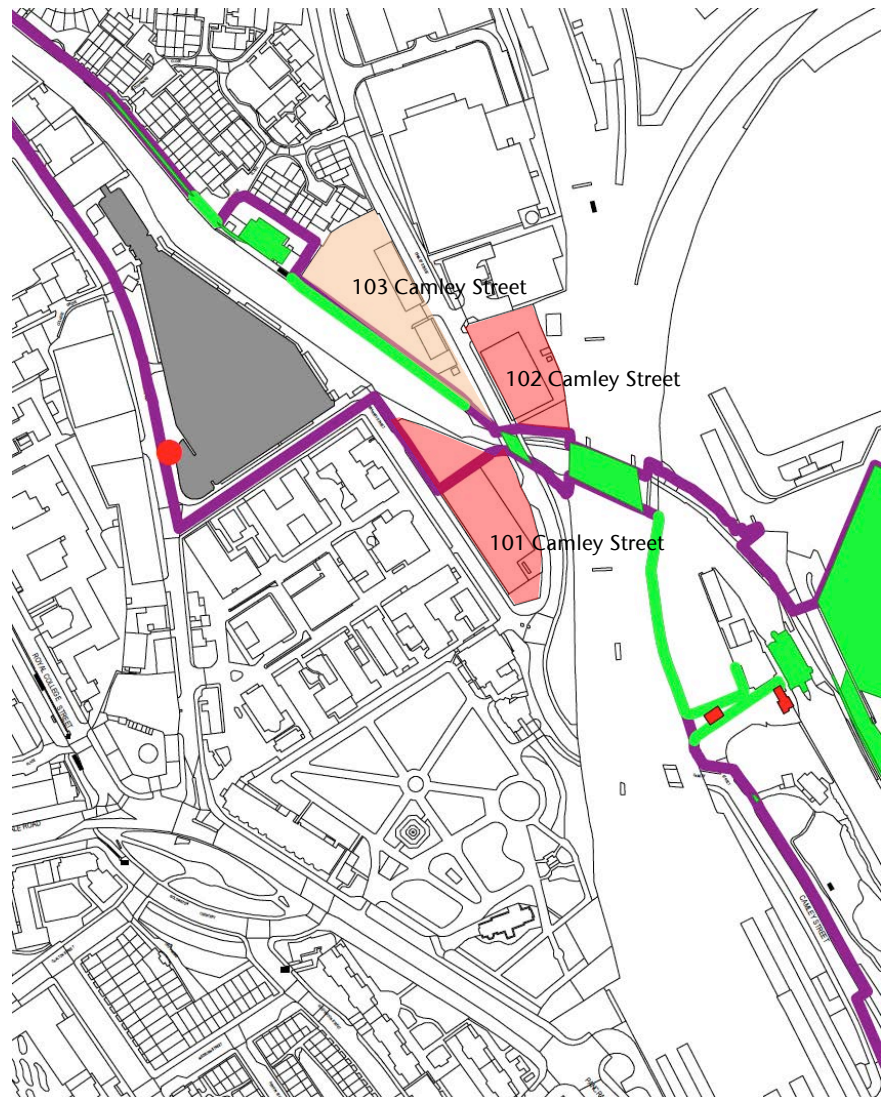


Figure 7: The Regent's Canal Conservation Area; the boundary is shown in purple. The sites of 101 and 102 Camley Street are shown in a red tone; 103 Camley Street is shown in a brown tone. Green indicates structures that make a positive contribution to the conservation area, grey those which detract. The red dot indicates the Grade II listed Penfold Pillar Box on St Pancras Way (©London Borough of Camden)

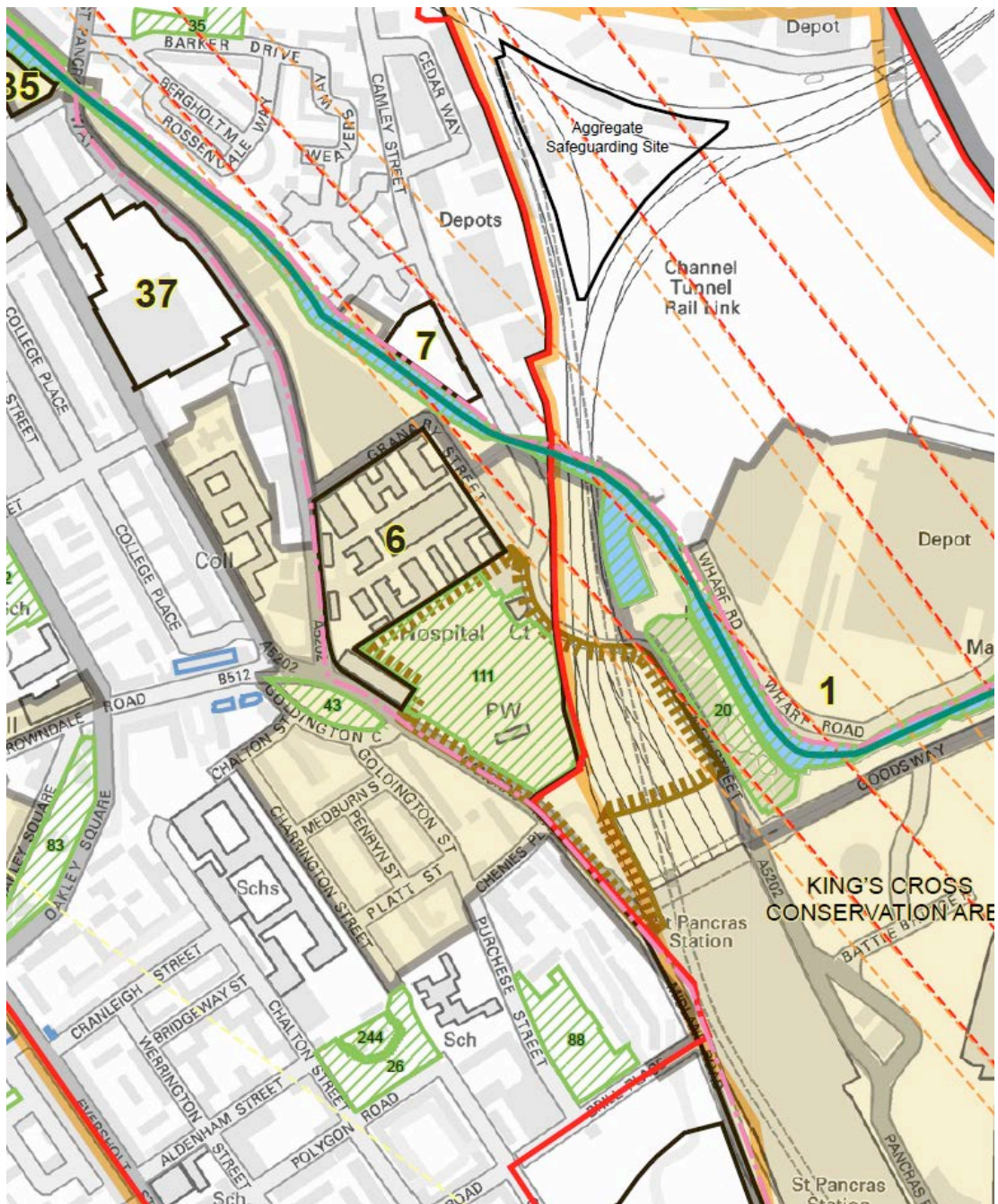


Figure 8: The King's Cross and Regent's Canal Conservation Areas (shown in orange tone) (©London Borough of Camden).





Figure 9: The King's Cross and Regent's Canal Conservation Areas in the vicinity of 101 and 102 Camley Street (©London Borough of Camden).

Their boundaries are indicated by a heavy dotted line in black

- 2.26 The King's Cross Conservation Area was first designated in March 1986 and extended in 1991 and in 1994. The current conservation area appraisal was adopted in June 2004.
- 2.27 The canal was initially designated as a conservation area on 25th April 1974 with subsequent extensions approved on 16th June 1981 (Stable Buildings and Stanley Sidings), 14th June 1983 (King's Cross Goods Yard), 20th March 1984 (part of Bonny Street, Camden Street; the Waterside Centre, Suffolk Wharf Jamestown Road, Wharf Road, Camley Street and Goods Way) and 18th June 1985 (King's Cross Goods Yard). The boundary was adjusted in 2004 following the publication of the current King's Cross Conservation Area Statement.
- 2.28 Figure 7 indicates the structures in the Regent's Canal Conservation Area that make a positive contribution to its

character and appearance. The King's Cross Conservation Area conservation area appraisal identifies the following buildings in the vicinity of the sites of 101 and 102 Camley Street as making a positive contribution to that conservation area:

- Nearly all the blocks of St Pancras Hospital, except the three at the north-western corner of the site on Granary Street and St Pancras Way and the post-war block north of the (also post-war) mortuary building;
- The original Infirmary, which fronts Pancras Road at the west side of St Pancras Gardens and dates from between 1880-1895

*Registered landscape*

- 2.29 102 Camley Street is located to the north of the St Pancras Gardens registered landscape<sup>3</sup> (Grade II), shown in Figures 2 and 3, and in Figure 4 below. The gardens are also a 'London Square', as defined in the London Squares Preservation Act 1931

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<sup>3</sup> A 'garden or other land is registered under the Historic Buildings and Ancient Monuments Act 1953 within the Register of Historic Parks and Gardens by English Heritage for its special historic interest'.

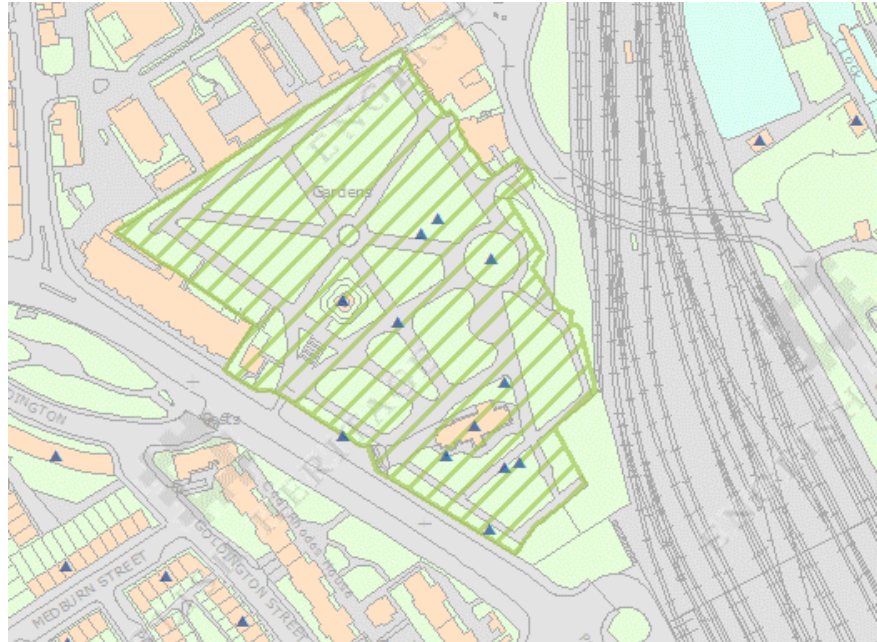


Figure 10: the St Pancras Gardens registered landscape (hatched in green) (© English Heritage). Blue triangle indicate listed buildings or structures.

#### *Listed structures*

2.30 The following listed structures are within 800 metres of the Camley Street bridge (Table 1). Their location and relationship to the site is illustrated in Figures 10 and 11.

Name	Date of Listing	Grade	Distance from site, metres
Tomb Of Mary Wollstonecraft, William Godwin And Mary Jane Godwin, St Pancras Old Church Gardens	11-Jan-99	II	156
Steam Locomotive Water Point	14-May-74	II	161
Tomb Of Thomas Flaxman And Family In St Pancras Old Church Gardens	11-Jan-99	II	163
Tomb Of Sir John Soane, His Wife And Son In St Pancras Old Church Gardens	16-May-78	I	171
Lock Keepers Cottage On The Grand Union Canal	14-May-74	II	183

Name	Date of Listing	Grade	Distance from site, metres
Penfold Pillar Box Outside Royal Mail North West District Office (Office Not Included)	24-Apr-87	II	194
Fountain And Sundial In St Pancras Old Church Gardens	25-Feb-93	II	197
Drinking Fountain Approximately 36 Metres North West Of Church In St Pancras Old Church Gardens	01-Jul-98	II	199
Unidentified Tomb In St Pancras Old Church Garden	11-Jan-99	II	219
Old Church Of St Pancras	10-Jun-54	II*	236
St Pancras Old Church Garden Gates And Railings To Road Frontage	14-May-74	II	248
Tomb Of Mary Basnett In St Pancras Old Church Gardens	11-Jan-99	II	249
Tomb Of Sir Thomas Webb In St Pancras Old Church Gardens	11-Jan-99	II	251
Tomb Of Abraham Woodhead In St Pancras Old Church Gardens	11-Jan-99	II	253
Unidentified Tomb In St Pancras Old Church Gardens	11-Jan-99	II	277
Eastern Coal Drops At Kings Cross Goods Yard	27-Jul-83	II	287
Cattle Trough Opposite End Of Royal College Street	01-Jul-98	II	292
5 To 16, Goldington Crescent	14-May-74	II	304
20-25, Medburn Street	14-May-74	II	324
26-39, Goldington Street	14-May-74	II	330
Numbers 6-22 And Attached Railings And Bollard In Pedestrian Way Of Number 12	18-Mar-93	II	337
9-19, Medburn Street	14-May-74	II	338
26-29, Medburn Street	14-May-74	II	364

Name	Date of Listing	Grade	Distance from site, metres
Numbers 75-85 And Attached Railings	18-Mar-93	II	364
The Granary	16-May-78	II	366
Numbers 42-65 And Railings To Areas	05-Oct-98	II	371
85c, 87 And 89, Royal College Street	14-May-74	II	383
91-99, Royal College Street	14-May-74	II	397
Pancras Road Arches	11-Nov-96	II	404
18-41, Charrington Street (See Details For Further Address Information)	05-Oct-98	II	418
Numbers 20 And 21 And Railings To Areas	11-Jan-99	II	432
Oakley Square Gardens Lodge	14-May-74	II	456
Gas Holder	01-Oct-86	II	466
Working Mens College And Attached Railings, Wall And Piers	14-May-74	II	468
82-90, Pratt Street	14-May-74	II	521
The Old Vicarage And Attached Railings, Gate And Wall	11-Jan-99	II	542
Numbers 53-57 And Attached Railings	11-Jan-99	II	547
Stanley Buildings, Flats Numbers 1-20	11-Mar-94	II	559
All Saints Greek Orthodox Church	10-Jun-54	I	575
Stanley Buildings, Flats Numbers 21-30	11-Mar-94	II	580
Boundary Railings And Gates To All Saints Greek Orthodox Church	11-Jan-99	II	594
Numbers 58-70 And Attached Railings	11-Jan-99	II	596
Numbers 31-53 And Attached Railings	14-May-74	II	599
26, Pancras Road	30-Jan-76	II	612

Name	Date of Listing	Grade	Distance from site, metres
Paget Memorial Mission Hall And Ancillary Building	30-Sep-94	II	612
Camden Palace Theatre	28-Jun-72	II	614
Numbers 16 To 31 And Attached Railings	11-Jan-99	II	614
Numbers 165-181 And Attached Railings	11-Jan-99	II	621
Numbers 32 To 53 And Attached Railings	14-May-74	II	624
Six Bollards South East Of Junction With Wellers Court	11-Jan-99	II	638
111-121, St Pancras Way	11-Jan-99	II	649
1-10, Lyme Street	14-May-74	II	650
St Martins Gardens (Recreation Ground) Wrought Iron Gates	14-May-74	II	652
Lawfords Wharf Cottage, Grand Union Canal	14-May-74	II	663
Walker House Southern Block Including The Cock Tavern Public House	13-Dec-96	II	663
Numbers 24-29 And 31-37 Including Numbers 33a And 33b	14-May-74	II	666
Statue Of Richard Cobden	14-May-74	II	672
Drinking Fountain In St Martins Gardens (Recreation Ground)	01-Jul-98	II	677
Mornington Crescent London Railway Transport Station Including Features Underground	24-Apr-87	II	690
K2 Telephone Kiosk At Junction With Agar Grove	27-Feb-87	II	699
Former Chapel To St Martin In The Fields Almshouses	14-May-74	II	708
Charles Dibdin Memorial In St Martins Gardens (Recreation Ground)	11-Jan-99	II	712
Numbers 4, 6, 6a And 8-16 And Attached Railings	14-May-74	II	712
107-117, Camden Street	14-May-	II	713

Name	Date of Listing	Grade	Distance from site, metres
	74		
Number 15 To 24 And Area Railings	11-Jan-99	II	713
Eversholt House And Attached Railings	14-May-74	II	714
Church Of St Mary The Virgin	10-Jun-54	II	717
Chamberlain House Including Shops	13-Dec-96	II	720
St Martin In The Fields Almshouses, Numbers 1-9	14-May-74	II	721
Kings Cross Station	10-Jun-54	I	722
Numbers 25-28 And Attached Railings To Areas	11-Jan-99	II	730
34b, York Way	02-Aug-01	II	733
K2 Telephone Kiosk Approximately 15 Metres From Junction With Cantelowes Road	27-Feb-87	II	735
Stables	06-Nov-01	II	735
Numbers 24 To 34 And Attached Railings	14-May-74	II	749
Numbers 119-129 And Attached Railings	14-May-74	II	750
Greenwood Almshouses Numbers 1-6	14-May-74	II	758
Great Northern Hotel And Attached Railings	06-Jul-84	II	761
St Pancras Station And Former Midland Grand Hotel	07-Nov-67	I	764
Numbers 16 To 22 And Attached Railings	14-May-74	II	767
North Road Bridge Over The Grand Union Canal	11-Jan-99	II	774
14, Greenland Road	14-May-74	II	776
Numbers 38 And 40 And Attached Area Railings	11-Jan-99	II	780



Name	Date of Listing	Grade	Distance from site, metres
Numbers 7 To 41 And Attached Railings	14-Apr-74	II	788
Numbers 157 And 159 And Attached Railings	14-May-74	II	789
12, Greenland Road	14-May-74	II	790
19-35, Balfe Street	09-May-75	II	795
Numbers 3-31 And Railings To Numbers 15 And 21	11-Jan-99	II	797

Table 1: Listed structures within 800 metres of the Camley Street bridge

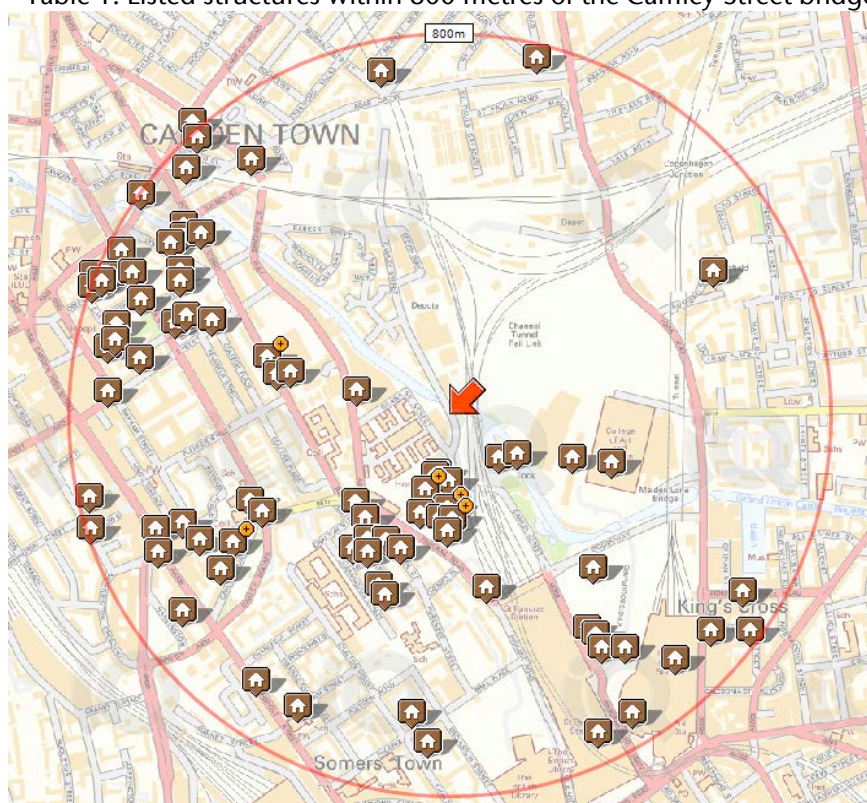


Figure 11: the approximate location of listed structures contained in Table 1

- 2.31 An assessment of the nature and distribution of listed structures, their visual relationship to the sites of 101 and 102 Camley Street, the topography of the area and the nature of the urban fabric of the area permits the identification of a core set of listed structures that are



materially affected by the development of either site.  
These fall into two categories:

- Listed structures in the immediate vicinity of the sites:
  - The listed monuments of St Pancras Gardens;
  - St Pancras Old Church;
  - The Steam Locomotive Water Point adjacent to Camley Street Natural Park; and
  - The Lock Keepers Cottage adjacent to Camley Street Natural Park;
  - Gasholder No. 8
- Listed structures further afield with a significant degree of intervisibility with the sites. These include:
  - The Eastern Coal Drops;
  - The Granary;
  - Stanley Buildings;
  - The German Gymnasium;
  - St Pancras Station and the Midland Hotel

2.32 Gasholder No. 8 was re-erected in 2013 following storage during the construction of the St Pancras Station extension. Its new location is on the north side of Regent's Canal overlooking Camley Street Natural Park and St Pancras Basin. It remains, when re-erected, a Grade II listed structure.

*Locally listed buildings*

2.33 Camley Street Nature Park is included in the Council's draft Local List as a 'Natural Feature or Landscape'. There

are no buildings in the vicinity of the site included on the draft List.

## **Townscape character and heritage significance**

### *Definitions*

- 2.34 The listed buildings, conservation areas and registered landscapes are ‘designated heritage assets’, as defined by the National Planning Policy Framework (NPPF). Locally listed building are ‘non-designated heritage assets’. ‘Significance’ is defined in the NPPF as ‘the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic’. The English Heritage ‘Planning for the Historic Environment Practice Guide’ puts it slightly differently – as ‘the sum of its architectural, historic, artistic or archaeological interest’.
- 2.35 ‘Conservation Principles, Policies and Guidance for the sustainable management of the historic environment’ (English Heritage, April 2008) describes a number of ‘heritage values’ that may be present in a ‘significant place’. These are evidential, historical, aesthetic and communal value.

### *Aesthetic significance*

- 2.36 The area of the north of the canal has no particular aesthetic merit or urban quality. While the housing between Camley Street and the canal (Elm Village) is of a reasonable architectural standard for its period, this housing is of recent date and is modern in character without being in any way notable or important in architectural terms. Its layout is typical of a kind of urban planning that had a certain vogue at the time of the construction of the estate, but is now somewhat discredited. It bears no relationship to the spatial typologies of the city in which it is located and the estate has no meaningful connection to its surroundings. The area to the east of Camley Street is devoid of any architectural or urban value; its buildings are utilitarian

and without aesthetic quality. The sites of 101 and 102 Camley Street detracts from the character and appearance of the two conservation areas; the buildings that occupy them are ugly and have no merit. The buildings are typical and generic; they could be anywhere and have no relationship to their context.

- 2.37 To the east, west and south of the sites, the older city persists, though radically altered by the same social and economic change that caused the former Midland Railway Goods Depot to disappear. Though the railway lands to the north of the two rail termini have lost their historic use, their key structures survive - the Granary, Coal Drops and other buildings remain important landmarks and reminders of the area's past. This is also true of St Pancras Hospital, St Pancras Gardens, St Pancras Old Church and the listed monuments - these structures evoke an even longer historical perspective.
- 2.38 The area thus retains a strong aesthetic quality despite major change in recent decades. This is provided the physical presence of historic structures such as the stations, the canal, the hospital and the surviving goods yard structures, and by the specific nature and character of listed structures and their contribution to the historic streetscape that survives to the west and south of the sites of 101 and 102 Camley Street. That streetscape itself and the grain it creates for the area, though now fragmentary, remains an important part of its aesthetic significance.
- 2.39 The listed structures near the sites have, by definition, special architectural and historic interest and in respect of development on the site that might affect their setting, that special interest has to do with their external architectural or sculptural design, their scale, massing and roof profiles. Their internal special interest would clearly not be affected by adjacent development.
- 2.40 The overall character of the area around the sites of 101 and 102 Camley Street is varied: buildings of different periods, styles and scales together make up a variegated townscape which derives a good deal of its quality from

that variety. Perhaps one its strongest defining features is railway infrastructure: the modern viaduct that takes tracks to St Pancras, and the highly contemporary St Pancras extension by Foster and Partners have a powerful and influential presence and profoundly affect movement and urban experience in the area. The immediate vicinity of 101 and 102 Camley Street is now notable for the presence of the nearly completed building at 103 Camley Street, designed by Allford Hall Monaghan Morris.

*Evidential, historical and communal significance*

- 2.41 Historical value is described as being illustrative or associative. The older buildings and structures that surround the sites of 101 and 102 Camley Street have evident historic interest that is both illustrative or associative. Both the individual structures (whether buildings or engineering structures) and the relationship to each other illustrate the development of the area north of the Euston Road during the 19<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup> centuries. The buildings, streetscape and structures of the area as a whole tells us about the transformation of the northern edges of London in the 18<sup>th</sup> century from countryside to suburb by means of speculative development, and the evolution from this conventional early 19<sup>th</sup> century landscape of houses and streets to one dominated by transport, trade and production in the form of the canal, railways, stations and other industrial structures. This environment has, in turn, evolved into the post-industrial scene that we now experience - a 21<sup>st</sup> century world of high-speed transport, work and leisure, and, once again, living. Within this overall framework, the area has historic significance for the manifestations of earlier history - the former Workhouse, St Pancras Church and so on.
- 2.42 The sites of 101 and 102 Camley Street have some minor and purely evidential and illustrative value in that it shows how that the area evolved and how change was accommodated in the post-war era. This value clearly measures low in an overall assessment of heritage and

townscape significance, and is outweighed by the negative aesthetic value of the existing buildings on the sites.

- 2.43 However, this area is now part of the ongoing evolution of the overall Kings Cross area - the redevelopment of 103 Camley Street, between and to the north of 101 and 102 Camley Street, is nearing completion, and signals the beginning of the transformation of the moribund zone to the north of the canal, west of the Midland Railway. While the regeneration of Kings Cross to the south and east is well underway, the point has come where much needed rejuvenation to the northwest can commence.

### 3 The proposed development and its effect

- 3.1 This section of the report describes the proposed scheme for the site of 102 Camley Street and its effect on the heritage significance and townscape character described in the previous section.
- 3.2 The proposed scheme is illustrated in the drawings and Design & Access Statement prepared by Glen Howells Architects.

#### The significance of the Camley Street bridge

- 3.3 The sites of 101 and 102 Camley Street sit on opposite sides of the Regent's Canal, at opposite ends of the Camley Street road bridge (known historically as the 'Oblique Bridge'). The bridge forms a highly significant point of entry into the King's Cross area, across the boundary formed by the canal. The only other points at which the canal is crossed are to the south of the Granary and on York Way. The development of these sites, therefore, has the potential to:
- Mark the crossing of the canal at Camley Street as an important northern gateway to King's Cross, and do so in a perceptible and legible fashion;
  - Substantially improve the environmental quality of the sites and their surroundings;
  - Enhance the character, appearance and setting of the heritage assets to the west, south and east described earlier;
  - Create life and activity where it is singularly lacking at present, and therefore create to create a distinct *place* in urban terms;
- 3.4 The redevelopment of 103 Camley Street has begun this process and the development of the sites at 101 and 102 Camley Street will continue it.

### **The proposed scheme**

- 3.5 The proposal is to demolish the current building, a storage warehouse previously occupied by Marigold Foods and now vacant, and replace it with 154 new homes plus 1,620 square metres of flexible commercial space for small and medium sized businesses. The proposal will provide a new cycle ramp between Camley Street and the Regent's Canal towpath plus new pedestrian links from the eastern side of Camley Street with the canal. The towpath will be more than doubled in width with a planted resting area provided overlooking the canal. The towpath and beneath adjacent bridges will be lit as part of the planned improvements to the urban realm to enhance links with Kings Cross and Camden Town.
- 3.6 The massing of the design is such as to set the scheme away from Camley Street and against the railway lines. This allows the proposed scheme to a) to act as a screen between the railway and Camley Street, and b) to help create the open space at the heart of the Camley Street gateway, landscaped to designs by Turkington Martin. The northwestern block, returning towards Camley Street to help form this space, steps down to address the lower part of 103 Camley Street. The overall height of the proposed scheme is similar to (but less than) that of the T1 development at King's Cross Central on the eastern side of the railway tracks, the same height as the highest part of the northern building of 101 Camley Street, and the same height as the part of 103 Camley Street near the canal.
- 3.7 The proposed scheme will connect Camley Street with the canal towpath by means of a cycle-friendly ramp, and provide an active use at towpath level, enlivening the canal users experience and creating a safer and more enjoyable route from east to west. The scheme also establishes a link up steps from the towpath (matching the canal steps that form part of the 103 Camley Street development), along the edge of the building beneath its

principal west-facing façade (towards Camley Street), through a tall archway between the main block and the northwestern block, and thus creating a link to potential new development to the north. The main block of the development extends southwards towards the canal, but angles slightly towards Camley Street at its southern end. The ground and mezzanine floors are set back and fully glazed to create a colonnade which widens as it approaches the steps down to the canal, also beneath the colonnade.

- 3.8 The building will use glass and metal at lower levels with brick above to make a confident and contemporary architectural statement. Its eastern elevation will incorporate a saw tooth articulation to provide south-facing views and to improve the living conditions of the residential units in relation to the railway.

#### **Effect on heritage significance and townscape character**

- 3.9 The proposed scheme will be a positive measure that will considerably enhance the character and appearance of this part of the Regent's Canal Conservation Area, and transform for the better the townscape of this part of King's Cross. It will also enhance the setting of the King's Cross Conservation Area. It will do this by replacing a an ugly building, a bright green industrial shed that fails to respect or acknowledge its context, with a new development that is highly responsive to its surroundings. The scheme will vastly improve the quality of the urban environment on Camley Street, creating active frontages facing the canal towpath and Camley Street and connectivity across the site from north to south, thus linking to existing routes so as to enhance pedestrian movement in the area, and improving the appearance of the site over its present condition.
- 3.10 The greater visibility of the site brought about by the proposed height of the development will also be a highly positive measure in urban design terms. Together with



nearly completed 103 Camley Street and the proposed scheme at 101 Camley Street, the new building at 102 Camley Street will create an identifiable sign in the urban landscape of the place that will be created at Camley Street bridge, and the gateway to King's Cross that they will become. The height of the proposals will permit the development to play this important role and create a northern gateway to King's Cross.

- 3.11 This increased scale on the site is positive in immediate spatial terms; the proposal will help form the emerging public space in the area between 101, 102 and 103 Camley Street on the northern side of the canal.
- 3.12 The visual impact assessment in the next section of the report will illustrate how the proposed development relates to various heritage assets. Their setting will alter, but the quality of the design of the proposal - explained here and in the Design & Access Statement - will cause that change to be positive. The setting of the listed structures in the vicinity of the site is not inherently connected with, and does not rely upon, development on the site of 102 Camley Street that remains at certain low level. The heritage significance of each of the listed structures described earlier is connected with factors other than the absence of built form on the site of 102 Camley Street. They exist in a highly varied townscape as present, and one that includes in their setting buildings of considerable scale. The specific impact on each listed structure is analysed in the next section, but, overall, the scheme will preserve and enhance the setting of the listed buildings and structures.

### **Conclusion**

- 3.13 The scheme is creative in suggesting the nature of urban form for that is appropriate for the site. It is deliberately dense, and the scale is deliberately more than that which exists at the moment in order to achieve important urban design objectives and to deliver the significant benefits the site can provide. It is well designed and provides high-

quality commercial and residential accommodation in a scheme that responds carefully and intelligently to its specific location to its surroundings. It enhances the heritage assets that it affects and helps to create a sense of place that will help to regenerate the broader area.

3.14 In addition to the benefits of the design in architectural and urban terms, the proposed scheme also delivers more general planning benefits. In summary, these are:

- The scheme will increase connectivity and integrate this part of Camden into the broader area;
- The scheme will provide a greater number of uses, adding increased life and vitality to the site as well as its surroundings;
- The scheme extends this mix of uses across the site, so that each part of the site has a balance of activity and use;
- The scheme enlivens the ground level street frontages with active uses; this enhances the pedestrian experience of the site and the area, making the use of the streets around the site a safer and more pleasant experience;
- The scheme creates upper floor, twenty four hour, residential use that ensures that life and activity - and the security and place-making that they bring - continues around the clock.

## 4 The visual impact of the proposed scheme

### Introduction

- 4.1 This section of the report analyses the impact of proposed development by means of verified photographs of the proposed development from seventeen view points that were agreed with the Council in the course of pre-application discussions. The final view is that from LVMF Assessment Point 2A.1 (Parliament Hill).
- 4.2 In reading this section of the report, reference should be made to the A3 document containing verified views prepared by AVR London. The images contained in this section are for reference only.
- 4.3 Each view is shown as a baseline condition, followed by an image showing the proposed development. A commentary on the existing and proposed townscape conditions is provided.
- 4.4 In addition, commentary is provided regarding the cumulative impact of the proposed development at 101 Camley Street with the proposed development at 102 Camley Street and the nearly-completed development at 103 Camley Street.
- 4.5 By agreement with the London Borough of Camden, eight of the seventeen images have been rendered to provide an accurate visual impression of the proposed development. The remaining images show the proposed development in wire line form.
- 4.6 A key map to the views is provided in Appendix C and Appendix D contains the co-ordinates of the photography positions; reference should be made to the AVR London document for more detail.
- 4.7 The methodology used in preparing the verified images of the proposed development is contained in Appendix D.

### View 1: From the canal bridge on St Pancras Way

#### *Baseline*



- 4.8 This view is taken from the next available crossing point on the canal to the north of the site, the Gray's Inn Bridge (as shown on OS mapping, also known as the Constitution or St Pancras Bridge) that carries St Pancras Way north towards Agar Grove. The viewing point is approximate 500 metres to the north-north-west of the centre of the 102 Camley Street site. The view looks south towards the City; the 'the Walkie-Talkie' at 20 Fenchurch Street is visible in the gap between the almost-complete 103 Camley Street on the left and the site of 101 Camley Street on the right. The view is taken from within the Regent's Canal Conservation Area; no other heritage assets are visible.

*Proposed and cumulative*



- 4.9 The proposed scheme for 101 Camley Street is seen on the right, and the angle of the canal means that it will be read with 103 Camley Street and 102 Camley Street, seen here on the left of 103 Camley Street and of similar height to 103. The three developments are clearly of a similar height while each having a distinct and individual character and appearance. The 101 Camley Street scheme partially closes the view but this works well in creating the focal point that will cause the Camley Street bridge location to become a landmark and a gateway. The presence of three buildings of greater scale in this view clearly signals the transition from the altogether different environment to the north to the urbanity and density to the south. The massing and modelling of the three buildings is such as to successfully step up from the lower scale on either bank closer to the viewing point. Because of the distance of the viewing position from the three developments the finer detail of their architectural design not the main part of the viewing experience. 20

Fenchurch Street remains visible as an indicator of the larger city beyond.

## View 2: From the canal towpath at Elm Village

### *Baseline*



- 4.10 This view is taken from a point approximately 340 metres to the north-north-west of the centre of the 102 Camley Street site, on the canal towpath, beneath the 1980s housing development called Elm Village. The towpath is used by many pedestrians and cyclists every day. The view is taken from within the Regent's Canal Conservation Area; no other heritage assets are visible. The water tower at St Pancras Hospital, a post-war structure of no particular distinction, is visible above the postal sorting office on St Pancras Way. To the left of the sorting office is the Five Pancras Square development under construction as part of the King's Cross Central project. 103 Camley Street is under construction on the left.



*Proposed and cumulative*



- 4.11 102 Camley Street is not visible in this view. It is clear that the 101 Camley Street scheme can help the group at the Camley Street bridge, by its careful modelling, to step down to the presently lower scale to the west. The wire line image shows how, at canal level, 101 Camley Street will appear as lower than 103 Camley Street. Trees will remain a feature of the view, on the amenity space at the northern end of the 101 Camley Street site.

### View 3: From St Pancras Lock

#### *Baseline*



- 4.12 This view is taken from the eastern towpath of the canal, by St Pancras Lock, approximately 230 metres from the centre of the 102 Camley Street site and within the Regent's Canal Conservation Area. The recently re-erected Grade II Gasholder No. 8 is just visible on the right. The Grade II white-painted lock-keepers cottage is in the centre of the view, behind the trees. The Grade II steam locomotive water point (relocated to accommodate the CTRL works) is hidden behind the lock-keepers cottage. 103 Camley Street is prominent in the centre of the view, above the Camley Street bridge. Just to the right of the railway bridge across the canal one can see early work on the T1 (known as the 'Tapestry' building) development within the King's Cross Central project. The water tower of St Pancras Hospital is behind the trees and the overhead lines of the track approach to St Pancras Station on the left. Nothing, apart from trees, is visible of St Pancras Gardens beyond the raised tracks.

*Proposed and cumulative*



- 4.13 The proposed view powerfully suggests how 102 Camley Street, and the group formed by 101, 102 and 103 Camley Street, and the close visual connection to the King's Cross Central, can transform this scene in a highly positive way. 101 Camley Street's stepped massing and elevations is seen here as very effectively breaking down the bulk of the scheme and transitioning between the scale of the Camley Street gateway and the lower scale of St Pancras Gardens and the Natural Park with its listed structures. The stepping of the building will be clear even when the heavily pollarded trees recover their growth, though clearly that growth will obscure the southern portion of the development from view to a certain extent.
- 4.14 The group is seen here with the T1 King's Cross Central development. While it will contrast pleasantly in terms of facing materials, the scale of that development is satisfyingly similar to the three buildings of the Camley Street gateway.

- 4.15 102 Camley Street will form a well-scaled intermediary between the T1 development and the 101 Camley Street scheme to the west. The view shows how effective the angle southern faced is in helping to mark the line of the canal - the gap on the skyline indicates the space above the canal beyond the Camley Street gateway.
- 4.16 There is a collegiate air about the three developments when seen together in this view; they have well an evident relationship of scale that allows them to work together in urban terms. This view also reveals how the space they form between them will read as such from *outside* the space itself - the gap between the buildings and their physical relationship is such as to make clear that the buildings are formally related to each other rather than just being adjacent.



#### View 4: From Camley Street, south looking north

##### *Baseline*



- 4.17 This view is taken from a point on Camley Street immediately to the south of the site, approximately 50 metres from the southern edge of the 101 Camley Street site, at the gate to St Pancras Gardens. The post-war portion of the Victorian Coroner's Court building is visible on the left, with the modern mortuary building beyond. The view point is within the King's Cross Conservation Area. No other heritage assets are visible. 103 Camley Street can be seen faintly through the trees in this view. The water tower of the St Pancras Hospital locates that site on the left.

*Proposed and cumulative*



- 4.18 Existing trees on the southern prow of the site are retained in the proposed scheme for 101 Camley Street, and the building steps up above them. The angle of the street is such as to present a dynamic view of the building as one moves north; the curve of the street causes the viewer to experience the building fully in the round. Here, the Granary Street elevation tells the viewer about the overall height of the building; the Camley Street elevation about how that height is modulated in relation to its context. Beyond, 102 Camley Street hints at the gateway event to come on this journey northwards, and that 101 Camley Street is more than a single event.



## View 5: From St Pancras Gardens

### *Baseline*



- 4.19 This view is taken from a point a few metres south of the Grade I tomb of Sir John Soane within the Grade II registered landscape of St Pancras Gardens, in the King's Cross Conservation Area, looking east towards Camley Street. The Grade II tomb of Mary Wollstonecraft, William Godwin and Mary Jane Godwin is visible to the left of the tree (but removed at some distance from the tree). Behind is the Coroner's Court, with the modern mortuary building to its left, and the post-war block of the St Pancras Hospital beyond. To the right, tower cranes indicate the pace of development on the King's Cross Central site.

*Proposed and cumulative*



- 4.20 In the proposed view, the angle of the stepped descent of the 101 Camley Street building - seen through the trees - is such as to lead the eye at the listed Soane tomb. The brick of the proposed building is in satisfying contrast to the lurid red tiles of the Mortuary and the red brick of the Coroner's Court. The T1 building at King's Cross Central is in a closer relationship to tomb in this view than the 101 Camley Street scheme, and other King's Cross Central development is evident to its right. Nothing of 102 Camley Street or 103 Camley Street can be seen. Given the secluded and detached nature of the gardens - a place of resort and contemplation - it is perhaps less necessary that the grouping of the three buildings is visible from within the registered landscape; its urban gateway role is one best signalled to the more active environment outside the retreat of the former churchyard. 101 Camley Street will simply complement the hospital buildings and provide a well-designed backdrop to the leafiness of the

gardens. If 101 Camley Street was not present, 103 would be visible to the left behind the last block of the hospital.



### View 5a: From St Pancras Gardens

#### *Baseline*



- 4.21 This view is from within the registered landscape of St Pancras Gardens and in the King's Cross Conservation Area, looking east. The viewing position is a few metres north of the Gardner's Cottage at a junction of paths near the Grade II fountain and sundial (to the right). The view is dominated by the mature trees of St Pancras Gardens. St Pancras Hospital is on the left; the Mortuary and Coroner's Court are in centre of the view, beneath the tree canopy. King's Cross Central construction is just visible through the trees. The Grade I Soane tomb is out the view on the right.

*Proposed and cumulative*



- 4.22 In this view, the King's Cross Central T1 development and the Plimsoll development to its right can be seen through the trees. 101 Camley Street can be seen less clearly, above the small block to the north of the Mortuary. Again, nothing of 102 Camley Street or 103 Camley Street can be seen and the calm, green quality of the gardens is preserved.

## View 6: From St Pancras Way

### *Baseline*



- 4.23 This view is taken from the main entrance to St Pancras Hospital on St Pancras Way, looking east along the main central avenue of the hospital site. The proposed gap in 101 Camley Street, between the north and south buildings, aligns with the far end of this avenue. The site is in the King's Cross Conservation Area, but no other heritage asset is visible in this view. The blocks of the hospital site that are visible are considered to make a positive contribution to the King's Cross Conservation Area.



*Proposed and cumulative*



- 4.24 The green wire lines show how, in views from the west, the two parts of 101 Camley Street will read separately against the skyline and the connectivity created by the gap will be signalled in the shape and height of the buildings. 102 Camley Street and 103 are obscured by trees to the left.

## View 7: From Granary Street

### *Baseline*



- 4.25 This view is taken from the point at which Granary Street turns south (to the right) as it travels towards the canal from St Pancras Way. The view looks east towards the canal (a canal boat is just visible through the gap in the concrete fence) and the viewing point is within the King's Cross Conservation Area at its boundary with the Regent's Canal Conservation Area. 103 Camley Street rises on the left of the image on the far side of the canal, and the T1 development at King's Cross Central is under construction to its right. On the right hand side of the image is the existing building on the site of 101 Camley Street. This is, at present, a drab and uninspiring view; one would not assume that all that was visible in the foreground was within a conservation area.

*Proposed and cumulative*

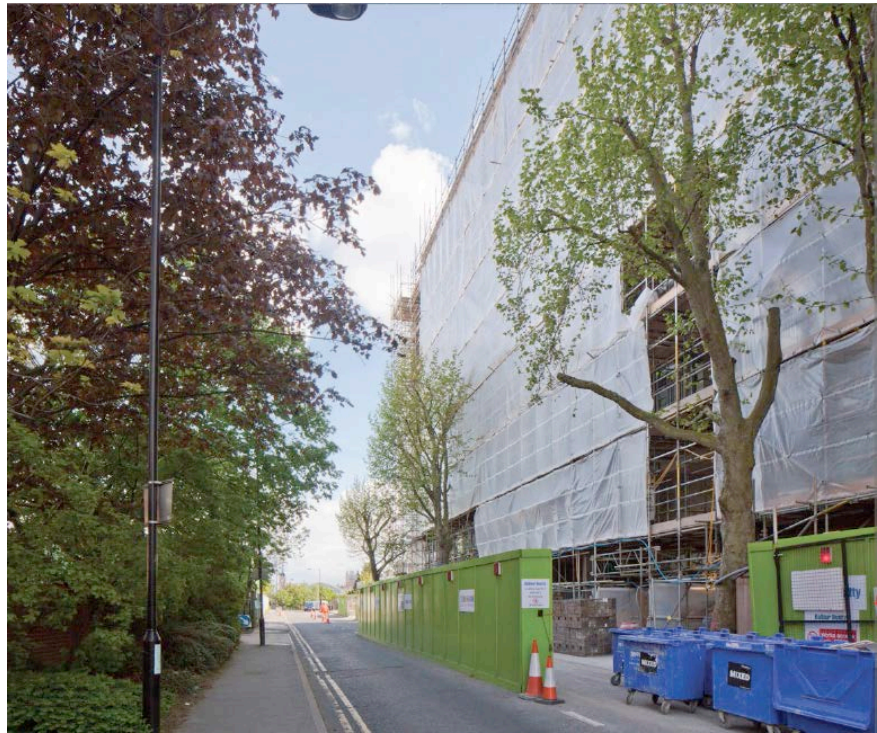


- 4.26 In the proposed view, the scene is transformed. We look through the amenity space at the northern end of the 101 Camley Street site, over the proposed foot bridge and into the space formed by the three developments at 101, 102 and 103 Camley Street. Once again, there is a powerful sense of buildings forming a coherent group, not least because of the clear sense of focus generated by that space. As before, we can see that the buildings contrast in their architectural style and approach, but are similar in scale. The T1 development provides a glimpse of the world of Kings Cross to which the Camley Street gateway proves access. Though the pedestrian viewer could chose to turn right along Granary Street, it is highly likely that they would also be drawn to cross the foot bridge and enter the new space.



### View 8: From Camley Street, north looking south

#### *Baseline*



- 4.27 This view point is approximately 150 north of the centre of the site of 101 Camley Street. On the right is 103 Camley Street under construction; on the left is the edge of the site of a warehouse at 106 Camley Street. In the distance both the clock tower and the western tower of St Pancras are visible, as is the northern gable of the Barlow train shed roof.

*Proposed and cumulative*



- 4.28 The green wire line indicates the outline of 101 Camley Street. Though the development will obscure the western St Pancras tower, the clock tower and Barlow shed will still be visible, continuing to King's Cross as the key landmark in the area and drawing the eye south through the new Camley Street gateway. 102 Camley Street will be visible obliquely on the left through the trees.

**View 9: From St Pancras Way, looking along Granary Street**

*Baseline*



- 4.29 This view is taken looking along the boundary between the Regent's Canal Conservation Area (left) and the King's Cross Conservation Area (right), eastwards towards 103 Camley Street, shown under construction. St Pancras Way is on the right and the postal sorting office on the left.



*Proposed and cumulative*



- 4.30 The blue wire line shows 102 Camley Street; 101 Camley Street will not be visible. 102 Camley Street will join 103 Camley Street in creating a new context beyond the conservation areas, signalling growth and regeneration, indicating life and interest where previously there was none, and encouraging east-west movement.

**View 10: From Camley Street, south of the canal bridge**

*Baseline*



- 4.31 This view is taken from a point on the eastern pavement of Camley Street, directly opposite the site of 101 Camley Street, with its existing shed visible on the left. 103 Camley Street is under construction directly ahead. The large green shed is on the site of 102 Camley Street. This view point is within the King's Cross Conservation Area, looking across the Regent's Canal Conservation Area and north along Camley Street.

*Proposed and cumulative*



- 4.32 This view conveys with great clarity how effective the three developments will be in creating the Camley Street gateway. The view also reinforces the manner in which the building form of the three developments and their relation to each other will make a new space between them. The southern façade of 102 Camley Street, on the right, is responsive to the angle of the canal and this angle also points the eye towards the new space. The position of the three buildings ‘pinches’ Camley Street at the northern and southern end of the space. The southern part of 102 Camley Street turns slightly west to approach 101 Camley Street (left) and at its northern end 102 Camley Street wraps around to meet 103 Camley Street, dropping height to match the height of 103 Camley Street.

### View 11: From Camley Street gateway

#### *Baseline*



- 4.33 This view is taken from a position within the new space created by 101, 102 and 103 Camley Street, looking south. It is just outside the Regent's Canal Conservation Area, but looking towards both the Regent's Canal and King's Cross Conservation Areas. The clock tower and the western tower of St Pancras are visible in the distance, along with the northern gable of the Barlow train shed roof. On the right is the water tower of St Pancras Hospital, with some of the hospital buildings in the background.

*Proposed and cumulative*



- 4.34 This view clearly shows the careful modelling of the mass of 101 Camley Street, and its stepping in three dimensions - this is a highly articulated design, and the image also makes clear the degree of articulation that has been applied to the level of design beneath overall massing. There is a pleasant contrast between the expressed balcony bays and the plainer flanking walls, and details such as the placing of a large window on the flanking wall at right angles to the balcony makes it clear that the residential units will be light and airy. In this view, Grade I the towers and roof at St Pancras Station remains visible.



## View 12: From the towpath at the Fish and Coal buildings

*Baseline*



- 4.35 This view is taken from a point approximately 340 metres south east of the centre of the 101 Camley Street site, in the Regent's Canal Conservation Area. The lower part of the Fish and Coal buildings are on the right and Camley Street Natural Park is on the left. The re-erected Grade II Gasholder No. 8 is visible above the towpath immediately to the left of the brick wall of the Fish and Coal buildings. Behind the gasholder is early work on the King's Cross Central T1 development, and behind this gain is the Lulworth tower block on the Camden housing estate between the North London Line and Agra Grove. The Grade II white-painted lock-keepers cottage is in the centre of the view, beneath the railway bridge across the canal. The Grade II steam locomotive water point is hidden behind the lock-keepers cottage.

*Proposed and cumulative*



- 4.36 The blue wire line indicates the position and shape of 102 Camley Street. The dotted red and green wire lines indicate 103 Camley Street and 101 Camley Street respectively. The foliage of Camley Street Natural Park screens these two buildings, but 102 Camley Street will clearly mark the Camley Street gateway in the view. At this point on the Regent's Canal, the pedestrian walking north along the towpath will have followed the curve of the Fish and Coal buildings, and, having left the area around the Granary, is greeted by a signal of the next place that they might encounter on their journey along the canal.

### View 13: From the German Gymnasium

#### *Baseline*



- 4.37 This view is taken from the north-western corner of the German Gymnasium (Grade II), looking north from within the King's Cross Conservation Area. The red hoarding is in front of the Grade II Stanley Buildings). King's Cross Central is being developed beyond. The Lulworth tower block on the Camden housing estate between the North London Line and Agra Grove is visible in the far background. The Foster & Partners St Pancras Station extension dominates the view on the left, and 103 Camley Street is nearing completion in the view immediately beyond the end of the extension. The view point is approximately 650 metres south-south-east of the centre of the 102 Camley Street site.

*Proposed and cumulative*



- 4.38 The Camley Street gateway will be in the far distance in this view, but its place-making potential will still be strong. The blue wire line shows how 102 Camley Street will mask the tower block behind. The red wire line makes clear where the edge of 103 Camley Street lies in relation to 102 Camley Street - a clear gap remains between the two when seen from this angle. 101 Camley Street will sit in front of 103 Camley Street, but notably will remain beneath the roof of the Foster St Pancras Station extension.



## View 14: From the junction of Goodsway and Pancras Road

*Baseline*



- 4.39 This viewing position is approximately 450 metres southeast of the centre of the 102 Camley Street site, on the boundary of the King's Cross and Regent's Canal Conservation Areas. Camley Street Natural Park is on the right, and the CTRL tracks into St Pancras Station on the left. The Grade II steam locomotive water point is hidden behind the trees of the Natural Park. 103 Camley Street is nearing completion in the centre of the view.



*Proposed and cumulative*



- 4.40 The red wire line shows the relationship of 103 Camley Street to 101 and 102 Camley Street - the gap between them is still clear, while in this view the legible grouping of the three developments is even more evident than in the view from the German Gymnasium. As Camley Street rises towards the basin at St Pancras Lock before turning under the railway, the group forms a satisfying termination to the view - the proposed height of the buildings here has a sense of being appropriate and expected

## View 15: From Granary Square

### *Baseline*



- 4.41 This view is from a point south of Grade II Granary building (on the right) approximately 430 metres from the centre of 101 Camley Street site. The view is west, from within the King's Cross Conservation Area. The Grade II Eastern Coal Drops are in the distance. The re-erected Grade II Gasholder No. 8 is just visible above the Eastern Coal Drops, between the top of the nearly completed 103 Camley Street and the modern extension to the Granary.

*Proposed and cumulative*



- 4.42 The yellow wire line shows the Gasholder Triplet that will be re-erected as part of the King's Cross Central project. It will mask 102 Camley Street (the blue wire line) and 103. Green indicates the outline of 101 Camley Street. It is clear that the there buildings of the Camley Street gateway will be visible , but the Gasholder Triplet will be a far more prominent feature in the setting of the listed Granary and Coal Drops, nearer to the viewer than the Camley Street gateway. Nonetheless, the height of 101 Camley Street will serve to indicate the city beyond King's Cross Central and mark a potential destination to the west.

### View 16: From LVMF Assessment Point 2A.1 (Parliament Hill)

*Baseline*



- 4.43 This view is from the LVMF Assessment Point 2A.1 on Parliament Hill. The viewing corridor passes across part of the sites of both 101 and 102 Camley Street (See figure 12)

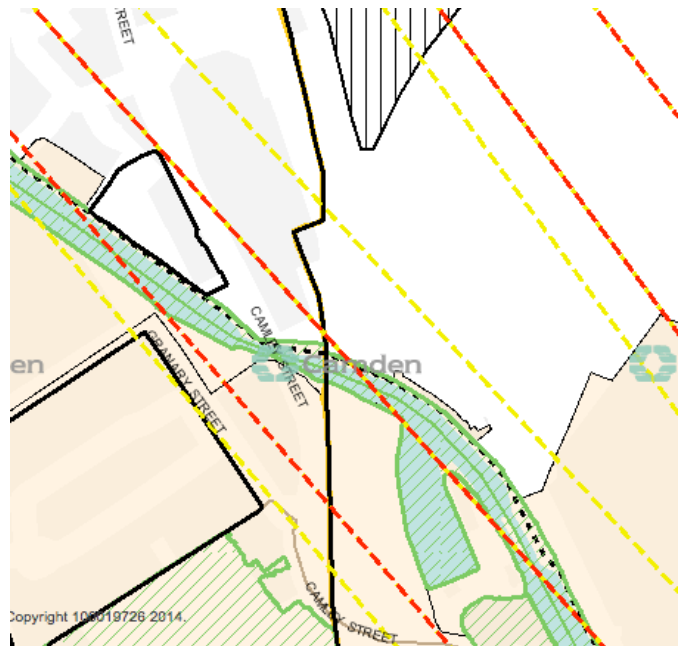


Figure 12: the LVMF Assessment Point 2A.1 viewing corridor (red dotted line) and lateral assesment area (yellow lines)



*Proposed and cumulative*



(Zoomed)

- 4.44 103 Camley Street is already in the view, nearing completion. 101 and 102 Camley Street are of a similar height. It is clear that all three are and will remain below the Threshold Plane; the proposed image makes clear that the upper parts of 101 and 102 Camley Street will be beneath the base of the drum and the towers of St Paul's. The two developments will be seen against the backdrop of King's Cross Central, and as part of the general body of



the city below St Paul's and the commercial towers (and  
Guy's Hospital)

## Conclusion

- 4.45 The townscape and heritage effects of the proposed schemes for 101 and 102 Camley Street vary considerably depending on viewing position, distance from the site and topography. The Visual Impact Assessment contained in this section of the report makes clear that the developments have the potential to use height and visibility in a highly positive way - to mark a new place north of King's Cross, to signal a new Camley Street gateway to King's Cross where the street crosses the canal, and to help spark the regeneration of the area to the north of the canal.
- 4.46 The careful design of 101 and 102 Camley Street mean that the height and mass of the proposed schemes is modulated to match that of 103 Camley Street and to respond to the specific circumstances of each site. The setting of heritage assets will change and proposed developments will be visible in those settings, but this change will, by virtue of the design quality of the proposals and the nature of those assets, preserve and enhance their significance.

## 5 The policy context

- 5.1 This section of the report briefly sets out the range of national and local policy and guidance relevant to the consideration of change in the built environment.

### The National Planning Policy Framework

- 5.2 The legislation governing listed buildings and conservation areas is the Planning (Listed Buildings and Conservation Areas) Act 1990. On Tuesday 27 March 2012, the Government published the new National Planning Policy Framework (NPPF), which replaced Planning Policy Statement 5: 'Planning for the Historic Environment' (PPS5) with immediate effect.
- 5.3 Paragraph 56 of the NPPF says that 'the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people'.
- 5.4 Paragraph 60 says:
- Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.*
- 5.5 Paragraph 61 continues:
- Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.*

- 5.6 Paragraph 63 says that ‘In determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area’
- 5.7 The NPPF says at Paragraph 128 that:  
*In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance.*
- 5.8 A detailed description and analysis of the heritage context of the 101 and 102 Camley Street sites is provided earlier in this report.
- 5.9 The NPPF also requires local planning authorities to ‘identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal’.
- 5.10 At Paragraph 131, the NPPF says that:  
*In determining planning applications, local planning authorities should take account of:*
- *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
  - *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
  - *the desirability of new development making a positive contribution to local character and distinctiveness.*

5.11 Paragraph 132 advises local planning authorities that ‘When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting’.

5.12 The NPPF says at Paragraph 133:

*Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- *the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use.*

5.13 Paragraph 134 says that ‘Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

5.14 The NPPF incorporates many of the essential concepts in the former Planning Policy Statement 5 ‘Planning for the Historic Environment’. PPS5 was accompanied by a ‘Planning for the Historic Environment Practice Guide’, published by English Heritage ‘to help practitioners implement the policy, including the legislative



requirements that underpin it'. The 'Guide' gives, at Paragraph 79, a number of 'potential heritage benefits that could weigh in favour of a proposed scheme' in addition to guidance on 'weighing-up' proposals in Paragraphs 76 to 78. These are that:

- It sustains or enhances the significance of a heritage asset and the contribution of its setting;
- It reduces or removes risks to a heritage asset;
- It secures the optimum viable use of a heritage asset in support of its long term conservation;
- It makes a positive contribution to economic vitality and sustainable communities;
- It is an appropriate design for its context and makes a positive contribution to the appearance, character, quality and local distinctiveness of the historic environment;
- It better reveals the significance of a heritage asset and therefore enhances our enjoyment of it and the sense of place.

- 5.15 Paragraph 111 of the Guide sets out the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990 that local planning authorities when making decisions must 'have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses' and 'pay special attention to the desirability of preserving or enhancing the character or appearance' of a conservation area.

### **Regional Policy: the London Plan**

- 5.16 The current London Plan, the spatial development strategy for London, was published on 22 July 2011. It replaces the Plan (consolidated with alterations since 2004) which was published in February 2008, and

contains various policies relating to architecture, urban design and the historic built environment. Policy 7.4 deals with 'Local character', and says that

*A Development should have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of poor or ill-defined character, development should build on the positive elements that can contribute to establishing a character for the future function of the area.*

*B Buildings should provide a high quality design response that:*

*a has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass;*

*b contributes to a positive relationship between the urban structure and local natural landscape features, including the underlying landform and topography of an area;*

*c is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings;*

*d allows existing buildings and structures that make a positive contribution to the character of a place, to influence the future character of the area;*

*e is informed by the surrounding historic environment.*

5.17 Of 'Architecture', Policy 7.6 says

*A Architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context*

*B Buildings and structures should:*

*a be of the highest architectural quality;*

*b be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm;*

*c comprise details and materials that complement, not necessarily replicate, the local architectural character;*

*d not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. This is particularly important for tall buildings;*

*e incorporate best practice in resource management and climate change mitigation and adaptation;*

*f provide high quality indoor and outdoor spaces and integrate well with the surrounding streets and open spaces;*

*g be adaptable to different activities and land uses, particularly at ground level;*

*h meet the principles of inclusive design;*

*i optimise the potential of sites*

5.18 Using the language of the NPPF, Policy 7.8 talks of ‘Heritage assets and archaeology’, and says:

*London’s heritage assets and historic environment, including listed buildings, registered historic parks and gardens and other natural and historic landscapes, conservation areas, World Heritage Sites, registered battlefields, scheduled monuments, archaeological remains and memorials should be identified, so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account.*

*B Development should incorporate measures that identify, record, interpret, protect and, where appropriate, present the site’s archaeology.*

*C Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.*

*D Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.*

*E New development should make provision for the protection of archaeological resources, landscapes and significant memorials. The physical assets should, where possible, be made available to the public on-site. Where the archaeological asset or memorial cannot be preserved or managed on-site, provision must be made for the investigation, understanding, recording, dissemination and archiving of that asset.*

5.19 Policy 7.9 deals with ‘Heritage-led regeneration’, and says:

*Regeneration schemes should identify and make use of heritage assets and reinforce the qualities that make them significant so they can help stimulate environmental, economic and community regeneration. This includes buildings, landscape features, views, Blue Ribbon Network and public realm.*

*B The significance of heritage assets should be assessed when development is proposed and schemes designed so that the heritage significance is recognised both in their own right and as catalysts for regeneration. Wherever possible heritage assets (including buildings at risk) should be repaired, restored and put to a suitable and viable use that is consistent with their conservation and the establishment and maintenance of sustainable communities and economic vitality.*

### **Camden Council’s Local Development Framework**

5.20 Camden Council adopted its Core Strategy and Development Policies on 8 November 2010. Core Strategy Policy CS14 deals with ‘Promoting high quality places and conserving our heritage’ and says:

*‘The Council will ensure that Camden’s places and buildings are attractive, safe and easy to use by:*

- a) requiring development of the highest standard of design that respects local context and character;*
- b) preserving and enhancing Camden’s rich and diverse heritage assets and their settings, including conservation*

*areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens;*

*c) promoting high quality landscaping and works to streets and public spaces;*

*d) seeking the highest standards of access in all buildings and places and requiring schemes to be designed to be inclusive and accessible;*

*e) protecting important views of St Paul's Cathedral and the Palace of Westminster from sites inside and outside the borough and protecting important local views'.*

5.21 The commentary to the policy says:

*'Our overall strategy is to sustainably manage growth in Camden so it meets our needs for homes, jobs and services in a way that conserves and enhances the features that make the borough such an attractive place to live, work and visit. Policy CS14 plays a key part in achieving this by setting out our approach to conserving and, where possible, enhancing our heritage and valued places, and to ensuring that development is of the highest standard and reflects, and where possible improves, its local area'*

5.22 It goes on to say

*'Development schemes should improve the quality of buildings, landscaping and the street environment and, through this, improve the experience of the borough for residents and visitors'*

5.23 Regarding Camden's heritage, the Core Strategy refers to Policy DP25 in Camden Development Policies as providing more detailed guidance on the Council's approach to protecting and enriching the range of features that make up the built heritage of the borough.

5.24 Policy DP25 is as follows:

*Conservation areas*



*In order to maintain the character of Camden's conservation areas, the Council will:*

- a) take account of conservation area statements, appraisals and management plans when assessing applications within conservation areas;*
- b) only permit development within conservation areas that preserves and enhances the character and appearance of the area;*
- c) prevent the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area where this harms the character or appearance of the conservation area, unless exceptional circumstances are shown that outweigh the case for retention;*
- d) not permit development outside of a conservation area that causes harm to the character and appearance of that conservation area; and*
- e) preserve trees and garden spaces which contribute to the character of a conservation area and which provide a setting for Camden's architectural heritage.*

#### *Listed buildings*

*To preserve or enhance the borough's listed buildings, the Council will:*

- e) prevent the total or substantial demolition of a listed building unless exceptional circumstances are shown that outweigh the case for retention;*
- f) only grant consent for a change of use or alterations and extensions to a listed building where it considers this would not cause harm to the special interest of the building; and*
- g) not permit development that it considers would cause harm to the setting of a listed building.*

#### *Archaeology*

*The Council will protect remains of archaeological importance by ensuring acceptable measures are taken to*

*preserve them and their setting, including physical preservation, where appropriate.*

*Other heritage assets*

*The Council will seek to protect other heritage assets including Parks and Gardens of Special Historic Interest and London Squares.*

### **Guidance on urban design and the historic built environment**

- 5.25 'By Design: Urban design in the planning system: towards better practice', produced by the Commission for Architecture and the Built Environment and the former DETR, provides guidance and recommendations regarding urban design.
- 5.26 The document deals in detail with how urban design can contribute to successful place-making, and the reinforcement of local character. The 'Objectives of Urban Design' that it sets out include:
- To promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture.
  - To promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas.
  - To promote adaptability through development that can respond to changing social, technological and economic conditions.
  - To promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.
- 5.27 The English Heritage/CABE guidance 'Building in Context' gives guidance on the design of new development which affects the historic environment, and particularly conservation areas. It sets out good practice guidance on

the design of new development in historic areas. The guidance explains the importance of basing designs on thorough analysis of the context, and warns against the application of simple formulae such as 'fitting in' or 'contrasting the new with the old'. It advises that successful projects will:

- Relate well to the geography and history of the place and the lie of the land;
- Sit happily in the pattern of existing development and routes through and around it;
- Respect important views;
- Respect the scale of neighbouring buildings;
- Use materials and building methods which are as high in quality as those used in existing buildings; and
- Create new views and juxtapositions that add to the variety and texture of the setting.

5.28 The guidance contains a number of case studies and draws a number of specific conclusions from them:

- The best buildings result from a creative dialogue between the architect, client, local planning authority and others; pre-application discussions are essential;
- The local planning authority and other consultees can insist on good architecture and help to achieve it;
- Difficult sites should generate good architecture, and are not an excuse for not achieving it;
- With skill and care, it is possible to accommodate large modern uses within the grain of historic settings;

- High environmental standards can help generate good architecture;
- Sensitivity to context and the use of traditional materials are not incompatible with contemporary architecture;
- Good design does not stop at the front door, but extends into public areas beyond the building;
- High-density housing does not necessarily involve building high or disrupting the urban grain and it can be commercially highly successful;
- Successful architecture can be produced either by following historic precedents closely, by adapting them or by contrasting with them;
- In a diverse context a contemporary building may be less visually intrusive than one making a failed attempt to follow historic precedents.

## 6 Compliance with policy and guidance

- 6.1 This report has provided a detailed description and analysis of the site and its heritage and townscape context, as required by the National Planning Policy Framework. In addition, the report also describes (in Section 3 ‘The proposed development and its effect’) how the proposed scheme will affect that heritage significance and townscape character. The effect is positive, and for that reason, the scheme complies with policy and guidance. This section should be read with Section 3.

### **The level of ‘harm’ caused by the proposed scheme to heritage assets**

- 6.2 As outlined in Section 5, the NPPF identifies two levels of potential ‘harm’ that might be caused to a heritage asset by a development: ‘substantial harm...or total loss of significance’ or ‘less than substantial’. Both levels of harm must be caused to a *designated* heritage asset – the listed structures, the Regent’s Canal and King’s Cross Conservation Areas, and the registered landscape.
- 6.3 The proposed development at 102 Camley Street does not lead to ‘substantial’ harm or any meaningful level of ‘less than substantial’ harm to these designated heritage assets. As has been explained in this report and as the Design & Access Statement illustrates with views and drawings, the proposed development removes the harm caused by the existing condition of the site, which detracts from the character and appearance of the Regent’s Canal Conservation Area and the setting of the King’s Cross Conservation Area. It provides a high quality building delivering homes and commercial space. The height of the scheme will serve, along with 101 and 103 Camley Street, an important urban design purpose. The use of the range of specific, positive measures (set backs, stepping, the elevational design, the approach to fenestration, etc.) helps to reduce the sense of scale and bulk in the development, but goes further and knits the



building into its context. No harm is caused to heritage assets.

- 6.4 As the Townscape Visual Impact Assessment earlier demonstrates, the effect on heritage assets further afield is minimal, and it is assessed that no harm in NPPF terms is caused.

#### **The balance of ‘harm’ versus benefit**

- 6.5 A series of tangible and distinct public benefits flow from the proposed development – in terms of urban and architectural design, in terms of the setting of heritage assets and in economic and use terms. These are set out earlier in this report, in the Design & Access Statement and in the Planning Statement. These more than outweigh any very low level of ‘harm’ that might be asserted as being caused by the proposed development.

#### **The National Planning Policy Framework**

- 6.6 The proposed scheme is, undoubtedly, a very good example of the ‘outstanding or innovative designs which help raise the standard of design more generally in the area’ that is sought by Paragraph 63 of the NPPF, and it certainly ‘promote[s]’ and ‘reinforce[s]’ local distinctiveness’.
- 6.7 In respect of Paragraph 131 of the NPPF, the proposed scheme can certainly be described as ‘sustaining and enhancing the significance of heritage assets’. It removes the harmful effect of the existing site condition on the Regent’s Canal and King’s Cross Conservation Areas and the setting of listed and unlisted buildings at present, and creates a development that, though different from its surroundings, will make positive contribution to that context. It preserves and enhances the significance of these heritage assets.
- 6.8 The proposed scheme complies with Paragraph 133 of the NPPF - it certainly does not lead to ‘substantial harm to or total loss of significance of a designated heritage asset’. It

also complies with Paragraph 134 for the reasons given in detail earlier in this report – the scheme cannot be considered to harm the heritage significance that has been described and analysed in Section 2, but rather alter the existing building in a fashion that has a positive effect on that overall heritage significance. Any ‘less than substantial harm to the significance of a designated heritage asset’ (Paragraph 134) that can be ascribed to the scheme is outweighed by the benefits of the scheme that are set out here, in the Design & Access Statement and in the Planning Statement.

- 6.9 However, it is our view that the proposals cannot reasonably be considered to cause harm to any of the designated or undesignated heritage assets affected. The scheme very definitely strikes the balance suggested by Paragraph 134 of the NPPF – it intervenes in the conservation area and the broader heritage context in a manner commensurate to its heritage significance. This balance of intervention versus significance is described in detail earlier.

### **Regional Policy: the London Plan**

- 1.1 The proposed scheme for the 102 Camley Street site is exactly what the London Plan envisages when it talks (in Policy 7.4) about developments having ‘regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings’. The design of the proposed scheme is inherently responsive to these things, and it is designed to minimise its impact on the context in which it finds itself. It inherently ‘allows existing buildings and structures that make a positive contribution to the character of a place, to influence the future character of the area’.
- 1.2 By responding as it does to its location, the scheme will build on ‘the positive elements that can contribute to establishing a character for the future function of the area’. The massing and scale of the proposed scheme undoubtedly ‘has regard to the pattern and grain of the

existing spaces and streets in orientation, scale, proportion and mass', and does so with 'a high quality design response'. The proposed development is certainly 'human in scale', related as is shown earlier, to traditional means of scaling the elevations of buildings in cities. It is of 'the highest architectural quality' and includes 'details and materials that complement... the local architectural character'. The scheme thus complies with Policies 7.4 and 7.6.

- 1.3 The proposed scheme transforms the 102 Camley Street site from its unattractive and detracting present state, and in doing so also adds life and vitality to the broader context in which heritage assets around it exist. The scheme clearly – by not affecting them in direct visual terms - 'conserve[s] the significance of heritage assets'. For these reasons, the scheme is consistent with Policy 7.8 of the London Plan.
- 1.4 It is also consistent with Policy 7.9 of the Plan – the 'significance' of the heritage assets in the context of the 102 Camley Street site has been 'assessed'.

### **Camden's Local Development Framework**

- 6.10 As has been shown, and for the same reasons that are given in respect of the NPPF, the scheme would provide new buildings that would make a positive contribution to the surrounding townscape and also preserve *and enhance* the character and appearance of the conservation area and the setting of listed structures.
- 6.11 For these reasons, and those given earlier, the proposed development is consistent with Camden's Local Development Framework policies regarding demolition and new development in conservation areas, and in particular Policy DP25. It also preserves the setting of nearby listed buildings, and thus also complies with Policy DP25 in this respect.

## Guidance

- 6.12 The proposed scheme is entirely consistent with the spirit and detailed guidance of 'By Design'. In its design it will be seen to be visibly 'responding to and reinforcing locally distinctive patterns of development, landscape and culture'. It will 'promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas'. It will 'promote legibility through development that provides recognizable routes, intersections and landmarks to help people find their way around'.
- 6.13 The proposed scheme exemplifies all that 'Building in Context' seeks to achieve. The scheme will undoubtedly 'sit happily in the pattern of existing development and routes through and around it', 'respect important views' and 'respect the scale of neighbouring buildings'. It will certainly 'use materials and building methods which are as high in quality as those used in existing buildings'. It will also 'create new views and juxtapositions that add to the variety and texture of the setting'.

## 7 Summary and conclusion

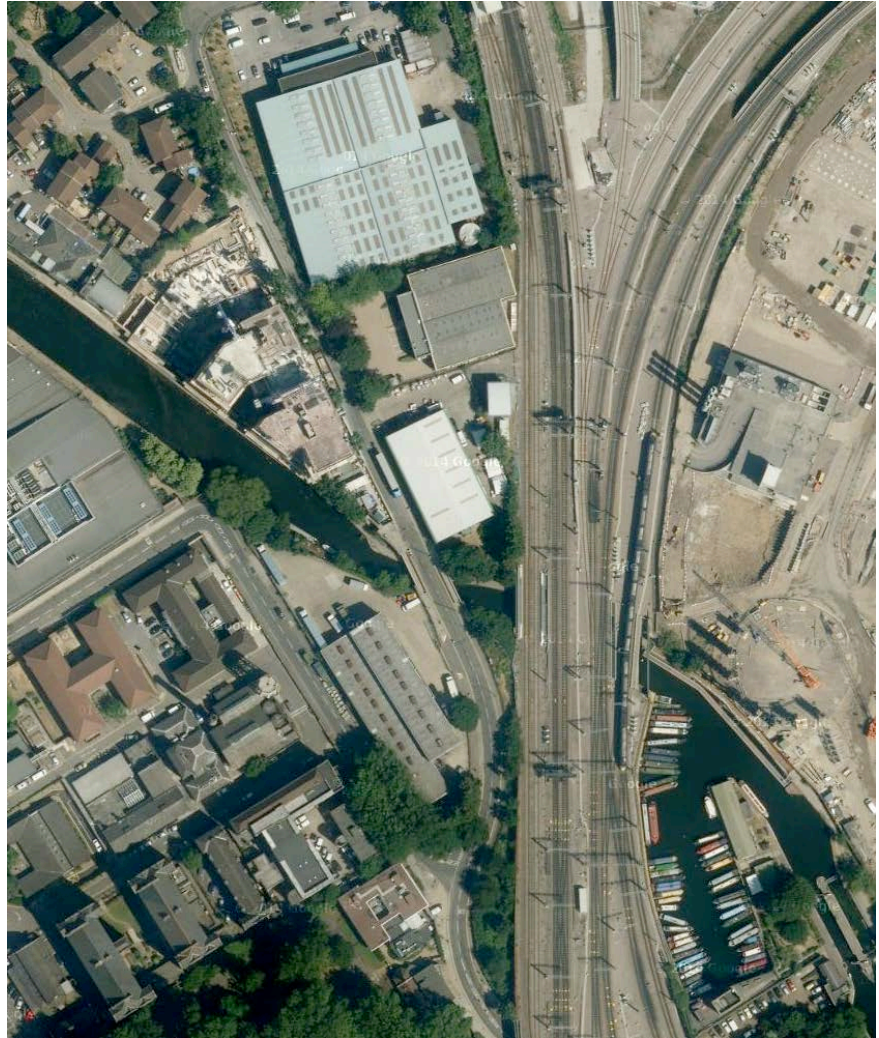
- 7.1 The northern part of Camley Street is a post-war creation, laid out when the former Midland Railway Goods Depot was removed and the land development for housing and industry. After the demise of the railways, this was a positive step, and the new Camley Street created an important connection north to Agar Grove and beyond, linking King's Cross with Camden Town and the central northern part of the borough.
- 7.2 However, that link is under-used and the area is now in need of regeneration and renewal. There is a significant opportunity to create a more interesting and vibrant environment that is better designed, that provides more homes as well as jobs, and that links properly to the surrounding city. That is what the proposed scheme for 102 Camley Street will do. 102 Camley Street can, by itself, serve as a marker of a new Camley Street gateway, but it will do so all the more powerfully with the proposed development at 101 Camley Street and the nearly completed development at 103 Camley Street.
- 7.3 The scheme will enhance views in the area, the setting of listed and locally listed structures in the vicinity and the character and appearance of the Regent's Canal and King's Cross Conservation Areas. The effect on has further afield will be, where the development is visible, lesser but still positive. For these reasons the proposed scheme will comply with national and local policies and guidance for urban design and the historic built environment.



## Appendix A: Location



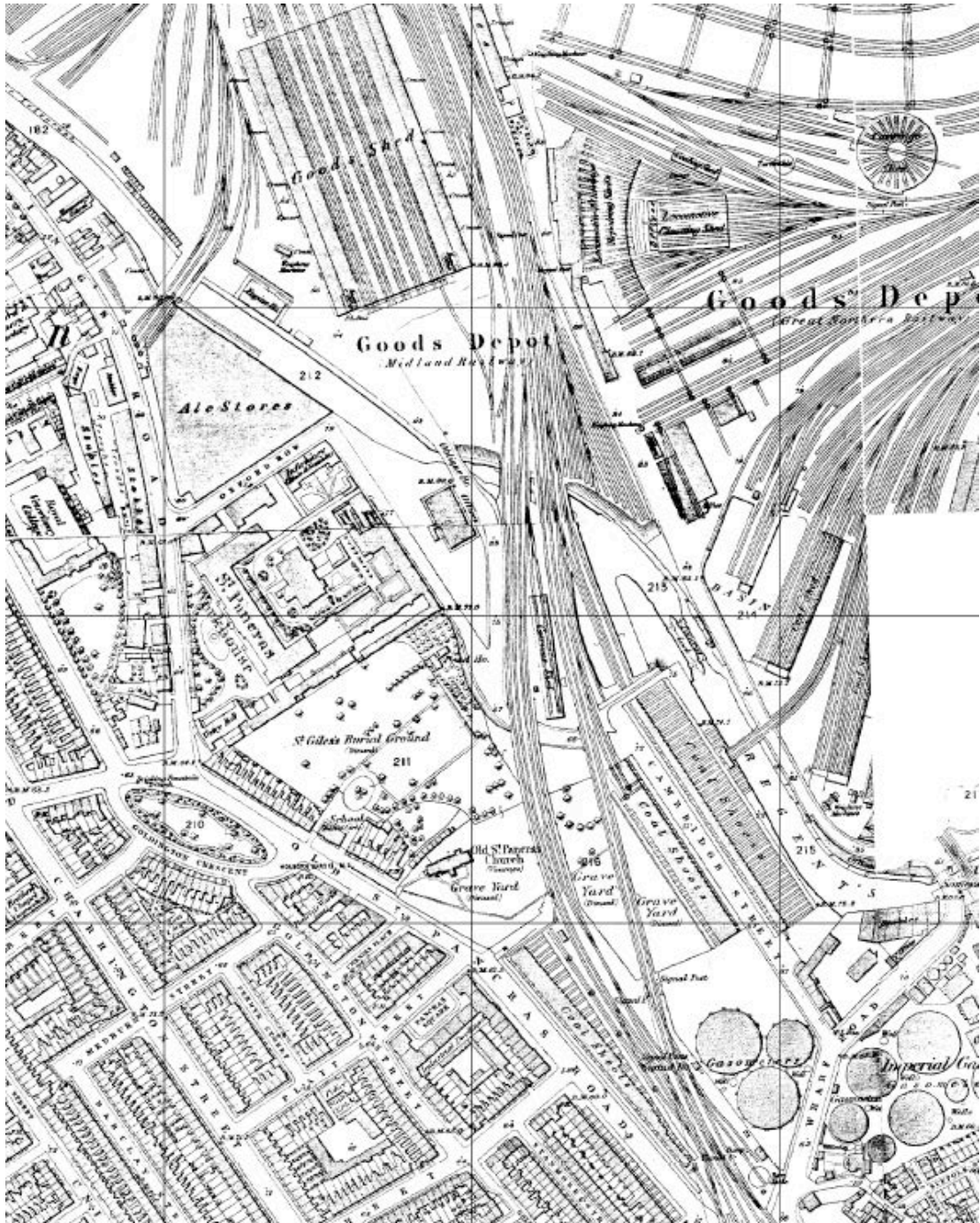
Current Ordnance Survey (not to scale)



Current aerial photography

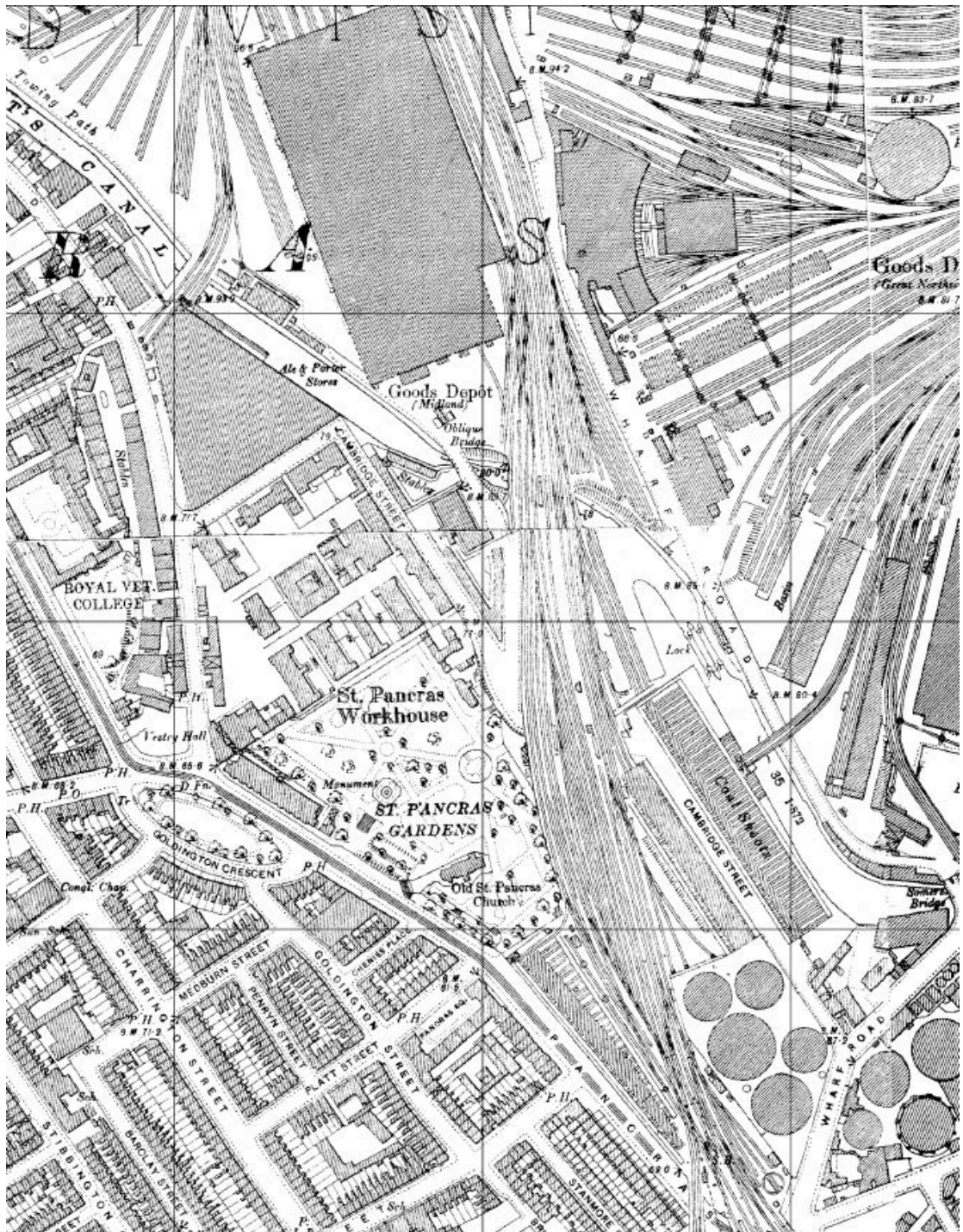


## Appendix B: Historical mapping



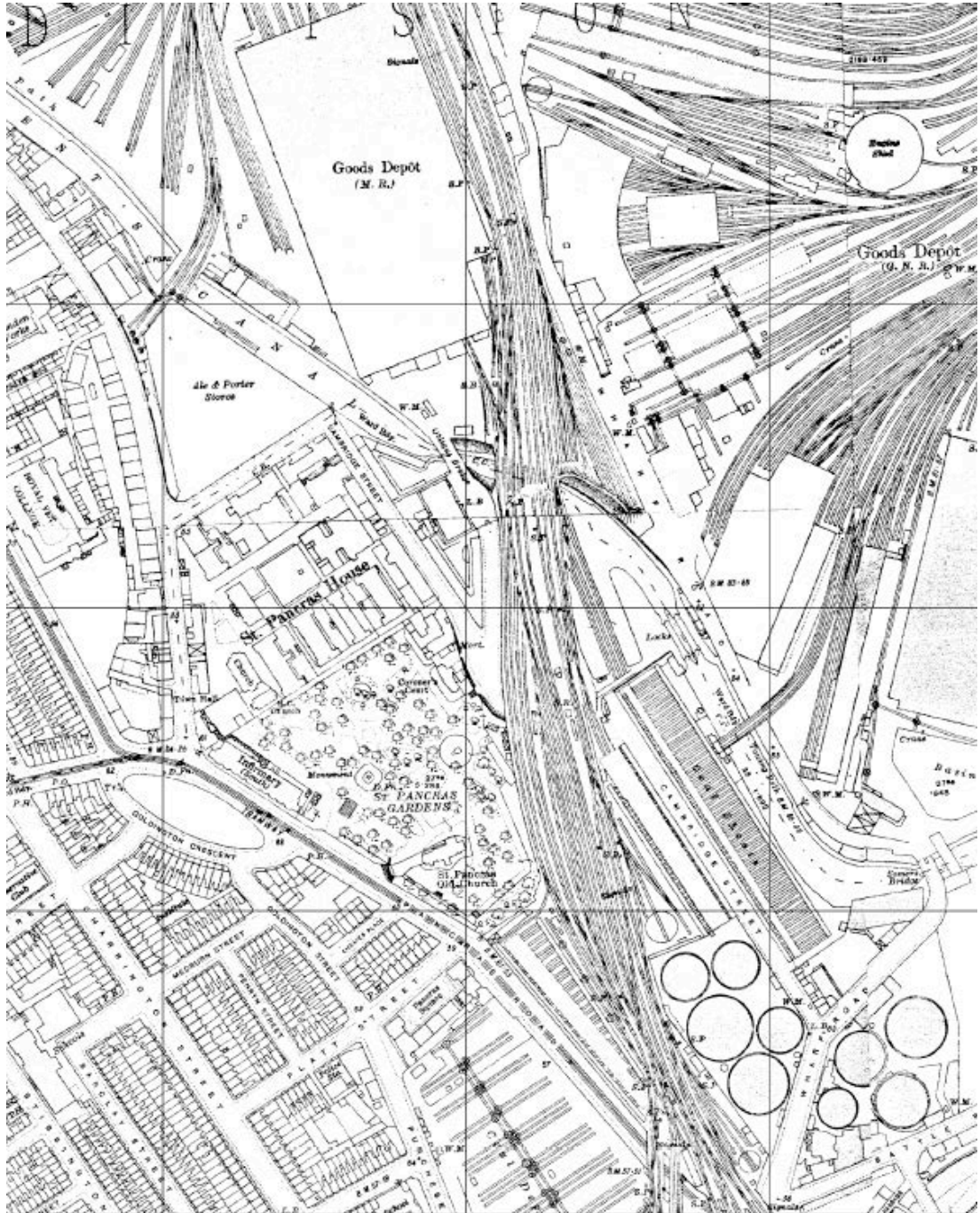
Ordnance Survey, 1875-76





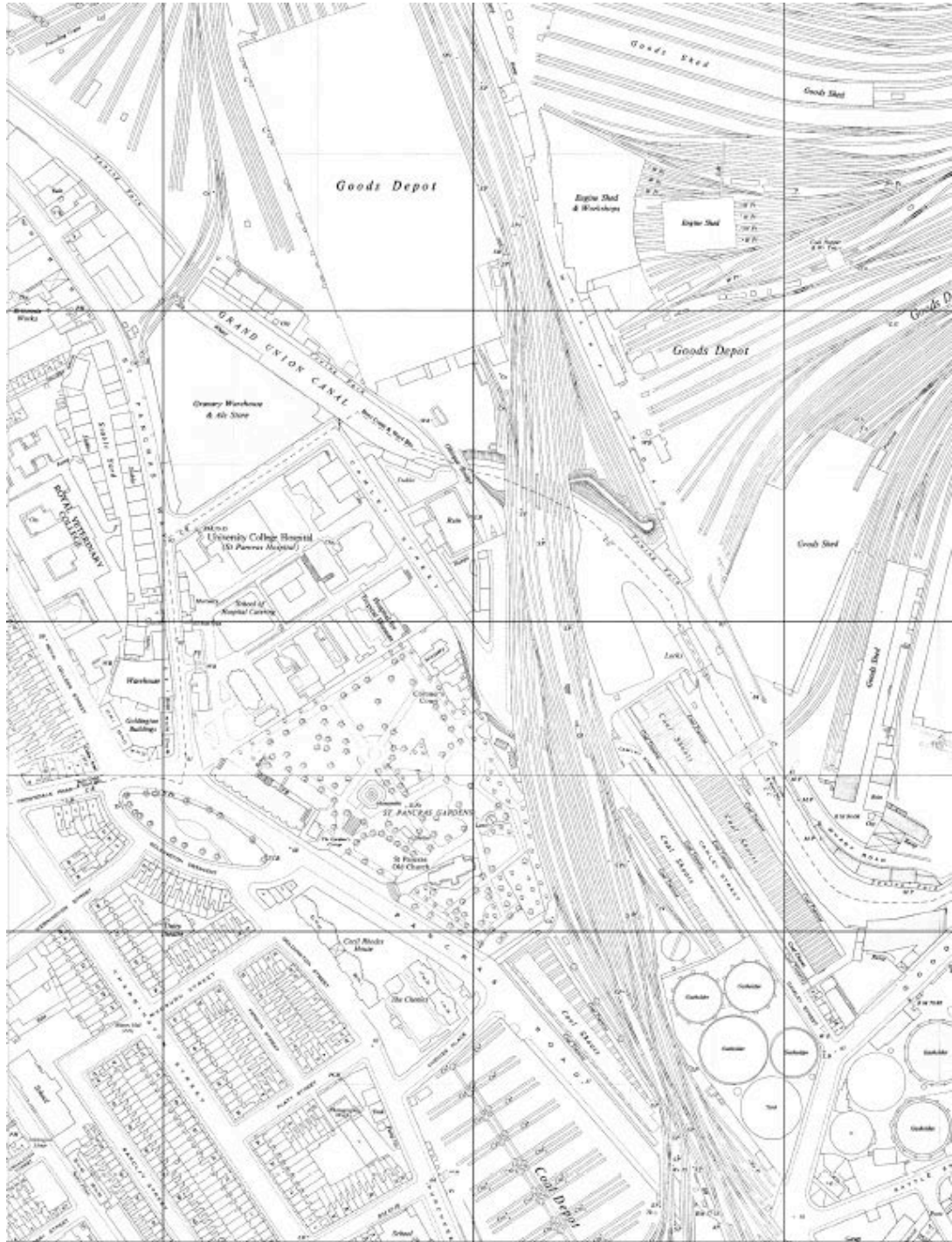
Ordnance Survey, 1896



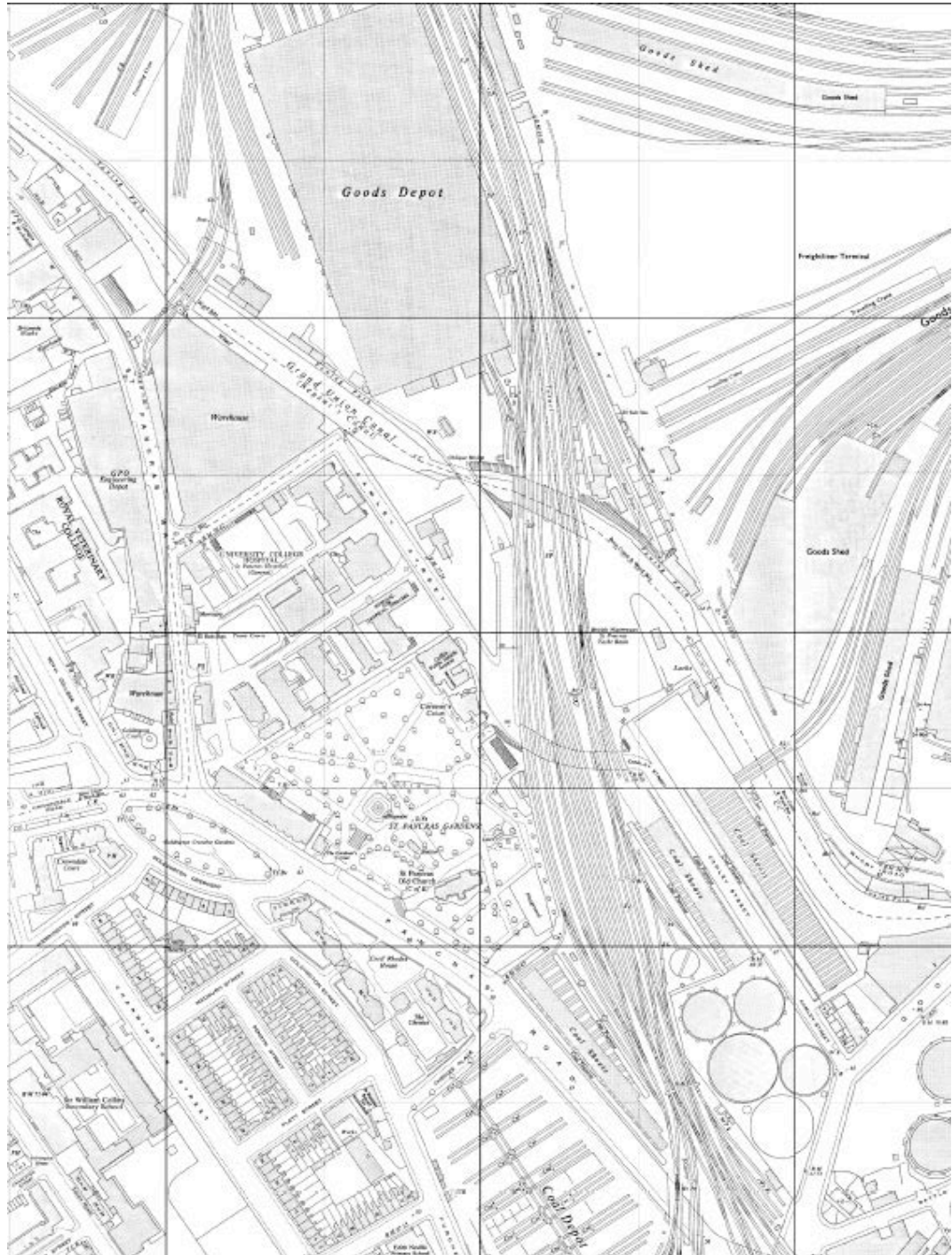


Ordnance Survey, 1916





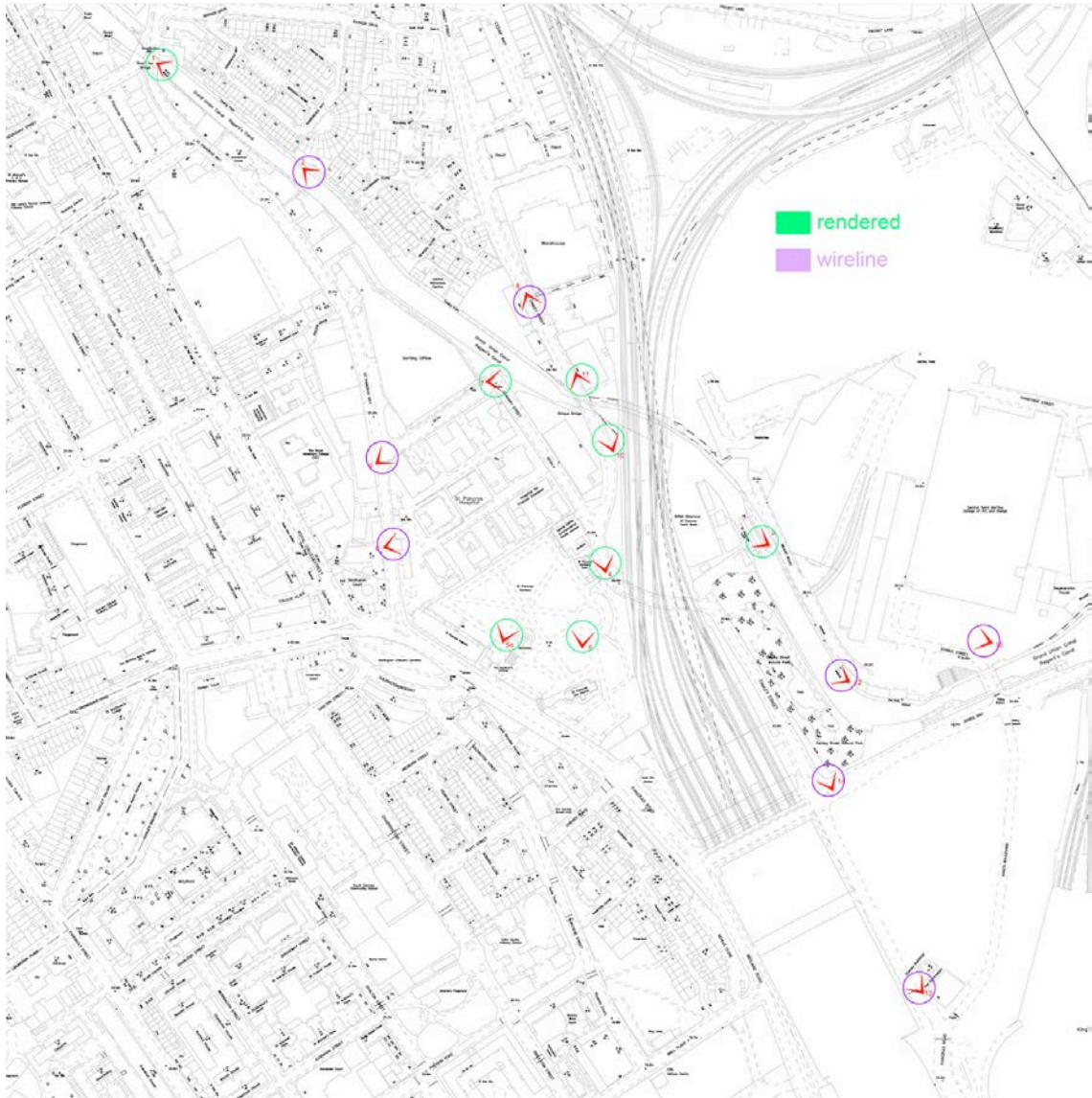
Ordnance Survey, 1953



Ordnance Survey, 1962-71



## Appendix C: Location of assessment view points



Reference should be made to the A3 document accompanying the application containing verified views prepared by AVR London; this provides more detailed information concerning view point positions. See also Appendix D regarding precise location of positions.

## Appendix D: Visualisation methodology

AVR London were commissioned in April 2014 to produce a number of verified images of the proposal known as Camley Street. The positions were identified from briefing information sent over from the architects, site visits and previous townscape submissions.

2D plans, sections and elevations, Ordnance Survey Mapping and 3D digital models were all provided by the architects KSR for 101 Camley Street, Glenn Howells for 102 Camley Street, and AHMM for 103, these were used by AVR London to verify the proposal from the selected viewing positions.

### Surveying

Control stations were established at each camera position and easily and clearly identifiable static points within the view were identified by the chartered land surveyor on site and marked as an overlay on the photograph from that position.

The survey control stations are resected from the OS base mapping and wherever possible, linked together to form a survey network. This means that survey information is accurate to tolerances quoted by GPS survey methods in plan and commensurate with this in level.

Horizontal and vertical angle observations from the control stations allow the previously identified points within the view to be surveyed using line of sight surveying and the accurate coordination of these points determined using an intersection program. These points are then related back to the Ordnance Survey grid and provided in a spreadsheet format.

The required horizon line within the image is established using the horizontal collimation of the theodolite (set to 1.60m above the ground) to identify 3 or 4 features that fall along the horizon line.

Surveying equipment used:

Wild/Leica TC1000 electronic theodolite which has 3" angle measuring accuracy and 3mm + 2ppm distance measuring accuracy.

Wild/Leica NAK2 automatic level which a standard deviation of +/- 0.7mm/km

### **Photography**

The scenes were photographed using a plumb line over a survey pin to accurately position the view location. The centre of the camera lens was positioned at a height of 1.60 metres above the ground to simulate average viewing height. The view was taken with a lens that gave approximately a 68 degree field of view, either in landscape or portrait format, a standard which has emerged for verified architectural photography. The nature of digital photography means that a record of the time and date of each photograph is embedded within the file; this metadata allows accurate lighting timings to be recreated within the computer model.

In professional architectural photography, having the camera horizontal is desirable in order to prevent any 3-point perspective being introduced to the image and ensure the verticals within the photographed scene remain parallel. Within architectural photography this is standard practice and more realistically reflects the viewing experience. The camera used by the photographer has the ability to shift the digital capture chip with respect to the centre of the camera lens, allowing for the horizon in the image to be above, below or centrally within the image whilst maintaining the parallel nature of verticals previously mentioned.

Using the surveyed horizon points as a guide, the photograph is checked and rotated, if necessary, in proprietary digital image manipulation software to ensure that the horizon line on the photograph is level and coincident with the information received from the surveyor.

### **Accurate Visual Representation Production Process**

The 3D computer model was supplied aligned on the Ordnance Survey coordinate grid system and approved by the architects.

Within the 3D software a virtual camera was set up using the coordinates provided by the surveyor along with the previously identified points within the scene. The virtual camera was verified by matching the contextual surveyed points with matching points



within the overlaid photograph. As all the surveyed points, virtual camera and 3D model all relate to the same 3-Dimensional coordinate system then there is only one position, viewing direction and field of view where all these points coincide with the actual photograph from site. The virtual camera is now verified against the site photograph.

For the fully rendered views a lighting simulation (using accurate latitude, longitude and time) was established within the proprietary 3D modeling software matching that of the actual site photograph. Along with the virtual sunlight, virtual materials were applied to the 3D model to match those advised by the architects. The proprietary 3D modeling software then uses the verified virtual camera, 3D digital model, lighting and material setup to produce a computer generated render of the proposed building.

Using the surveyed information and verification process described above, the scale and position of a proposal with a scene can be objectively calculated. However, using proprietary software currently available the exact response of proposed materials to their environment is subjective so the exact portrayal of a proposal is a collaboration between illustrator and architect. The final computer generated image of the proposed building is achieved by combining the computer generated render and the site photography within proprietary digital compositing software.

On certain views a wire line of the proposed building is used to demonstrate the extent of the visible development, this is masked by built form and dotted behind vegetation.

View 3 - St Pancras Lock			
Point	Easting	Northing	Level
1	529869.27	183590.05	35.66
2	529930.40	183579.60	24.69
3	529931.14	183583.02	23.77
4	529924.14	183590.53	35.16
5	529921.09	183594.49	25.87
6	529948.73	183578.84	23.42
7	529863.55	183632.61	35.78
8	529913.53	183602.62	26.68
9	529904.39	183616.84	26.03
10	529740.26	183761.43	65.79
11	529738.09	183779.08	59.79
12	529868.75	183661.88	29.56
13	529854.92	183695.71	36.85
14	529942.00	183594.52	23.46
15	529906.91	183653.39	38.13
16	529928.62	183628.24	25.81
17	529950.50	183584.35	23.42







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