

1970s  
Ordnance Survey Map  
King's Cross Road & Surroundings  
(Current site boundary in red)



2016  
Current Ordnance Survey Map  
King's Cross Road & Surroundings  
(Current site boundary in red)

5.0 SITE HISTORY

5.1 Whilst the Application property is not listed, the neighbouring properties to the Northeast and Southeast, known as 'Derby Lodge', located at nos. 49-144 Wicklow Street and nos. 1-48 Britannia Street are a Grade II listing. The buildings were erected by the Improved Industrial Dwellings Company in 1865. The adjacent buildings at nos. 3-5 Britannia Street and Nos. 149-163 King's Cross Road are highlighted in the King's Cross / St. Pancras Conservation Area as making a positive contribution to the area.

5.2 The property lies within the King's Cross / St. Pancras Conservation Area, which was originally designated in March 1986. The King's Cross / St. Pancras Conservation Area Statement notes that whilst the area is dominated by the stations and its function as the gateway to Central London, there is great variety in terms of the character and appearance of the area.

5.3 The property is located in 'Sub Area 4: Gray's Inn Road' of the King's Cross / St. Pancras Conservation Area Statement, comprising the principal roads of King's Cross Road and Gray's Inn Road and linking King's Cross to the City of London. The Statement notes that;

*"These roads are lined with a mix of early 19th century terraces and larger scale institutional buildings. The area between the main roads contains narrow streets paved in granite sets, predominantly lined with later 19th century buildings of former light-industrial and commercial uses, as well as housing, and several vacant sites currently used for car parking. These streets are bisected by the London Underground Metropolitan Line and Thameslink railway cutting, and, despite piecemeal re-development, have a characteristic fine urban grain with broad consistency of building heights and materials."* (p.40)

5.4 The historic OS maps shown to the left describe the development of the area since the mid-19th century. The OS map of 1870 and 1910 indicate a lightwell to the rear of the application property, although this appears to have been filled-in in the mid 20th century. It is also apparent from the historical maps that the building has been taking on many forms throughout this timeframe.

5.5 With this historic research in mind, the proposal set out in this document looks to respect and enhance the quality and heritage of both the application property and neighbouring listed buildings, as part of the King's Cross / St. Pancras Conservation Area, whilst providing an opportunity to increase employment floorspace in the area.



6.0 SITE PLANNING HISTORY

6.1 Planning history available on Camden's planning portal, relating to the Application site at the rear of 159-163 Kings Cross Road are listed below:

2012/2648/P  
June 2012

Withdrawn application (recommended for approval) for the renewal of a Full Planning Application for the 'Change of use and works of conversion of the existing light industrial building (Class B1c) including extension at first and second floor level, to provide 2 x flexible Class B1 units at ground and first floor levels, and 1 x self-contained residential unit (Class C3) at second floor level.'

2008/2940/P  
May 2009

Consent granted for the 'Change of use and works of conversion of the existing light industrial building (Class B1c) including extension at first and second floor level, to provide 2 x flexible Class B1 units at ground and first floor levels, and 1 x self-contained residential unit (Class C3) at second floor level.'

2005/4752/P  
December 2006

Refused application for 'The change of use of the mezzanine first floor from light industrial use (Class B1) to residential flats (Class C3) to provide 4 no. one bedroom flats including works of conversion comprising the installation of roof windows new windows on the southwest elevation and the formation of a lightwell at first floor level.' These refused schemes resulted in the substantial loss of B1 floorspace. This issue in particular was substantially re-examined in the subsequent submission. Reasons included loss of light industrial (Class B1), residential conversion resulting in poor quality accommodation and proposed units not compliant with cycle and parking standards.

2005/1782/P  
May 2005

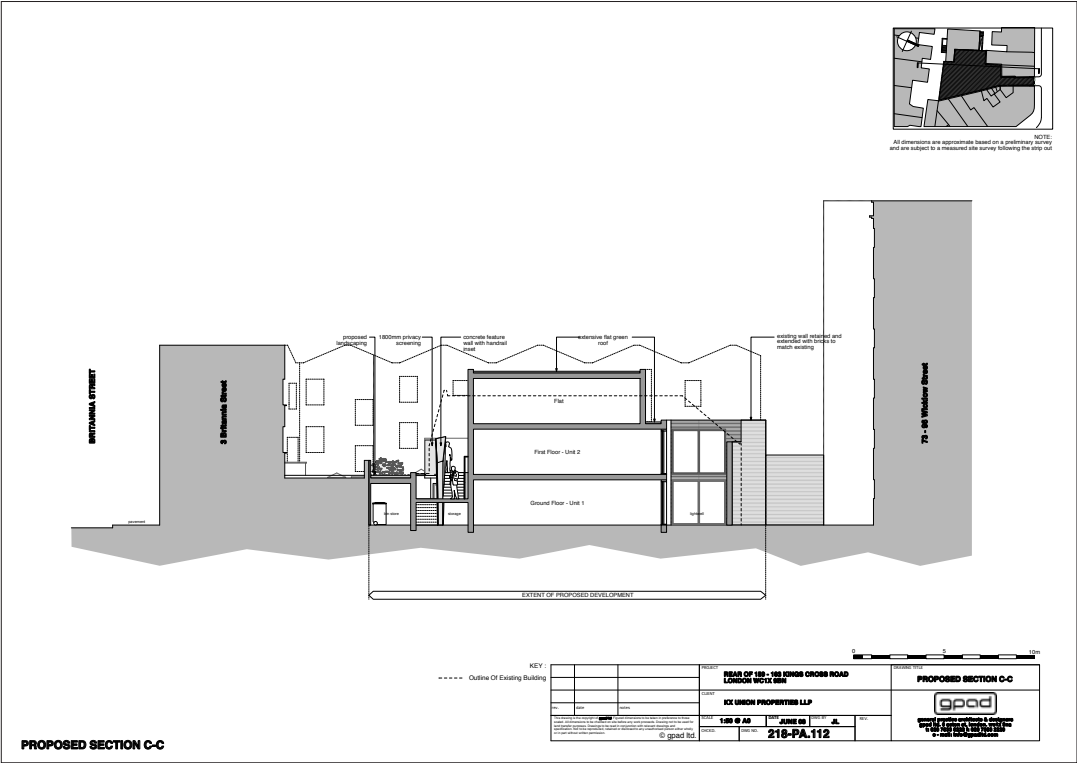
Withdrawn decision for the 'Retention of existing B1 unit on the ground floor and change of use of first floor from workshop (B1) to provide 4 one-bedroom flats, including alterations at roof level and front entrance.'

2004/5097/P  
February 2005

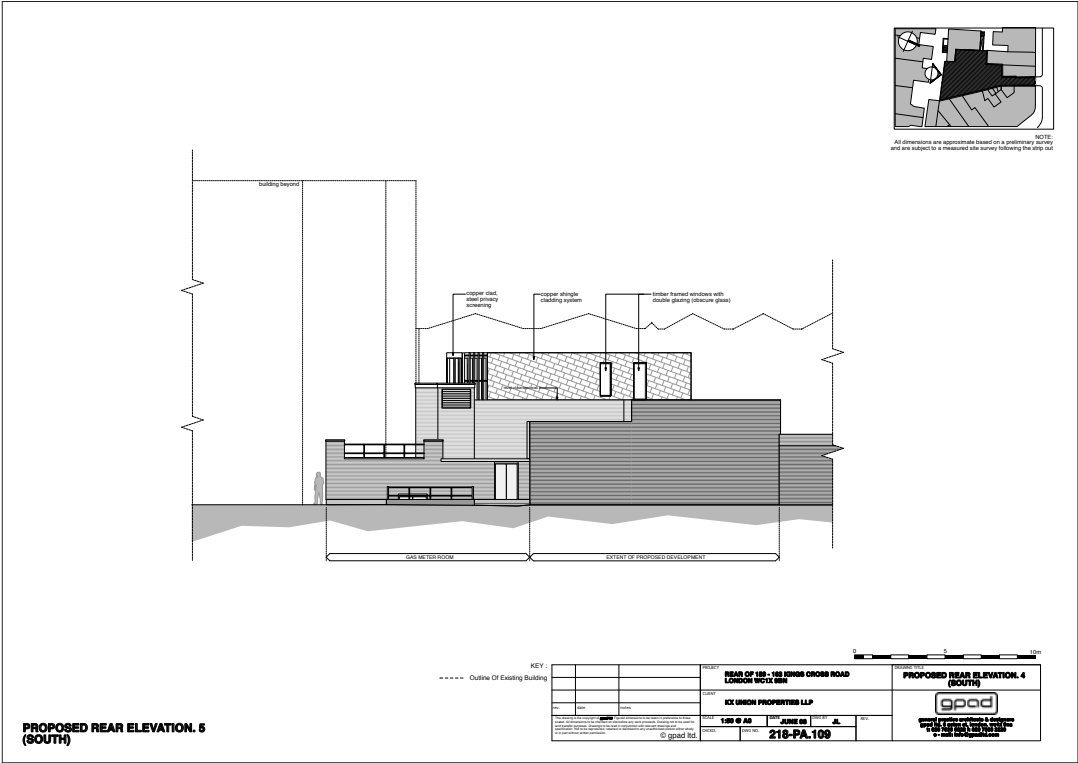
Refused application for the 'Retention of existing B1 unit and creation of 4 no. one bedroom flats above. Alterations at roof level including raising the existing roof profile and creation of new windows and rooflights.'

2004/3498/P  
October 2004

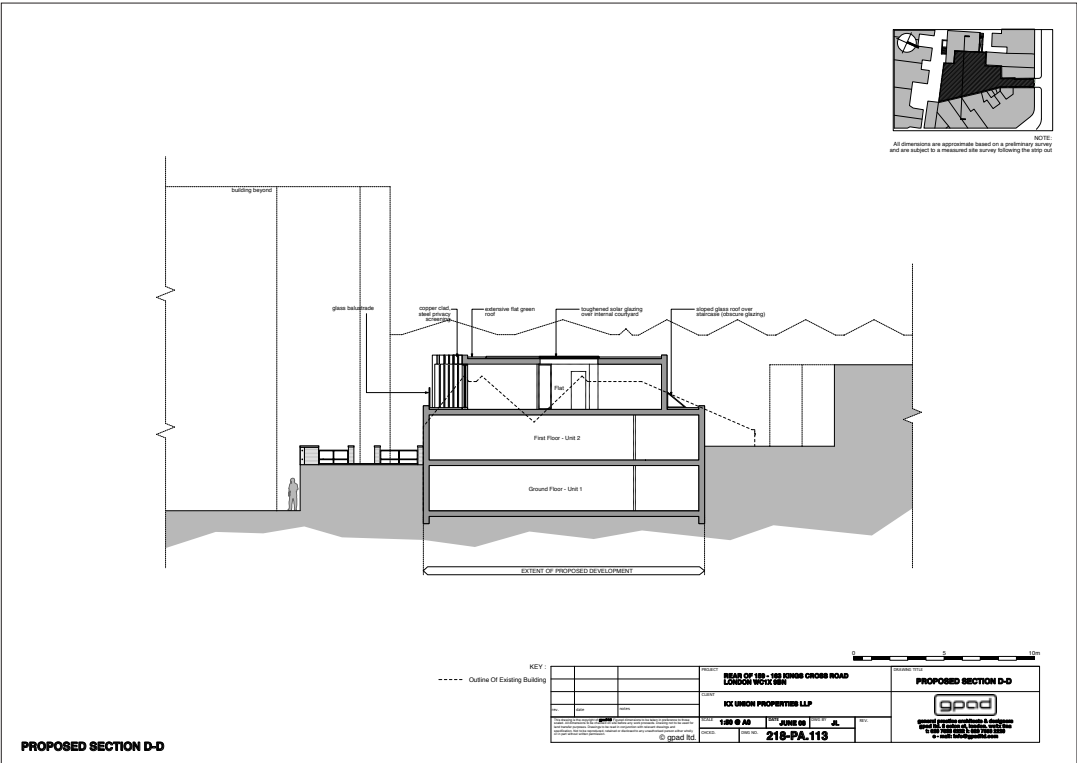
Refused application for the 'Conversion of mezzanine floor from light industrial (Class B1) to four residential flats (4x1 bed) together with roof extension and associated alterations.' Reasons for refusal same as above.



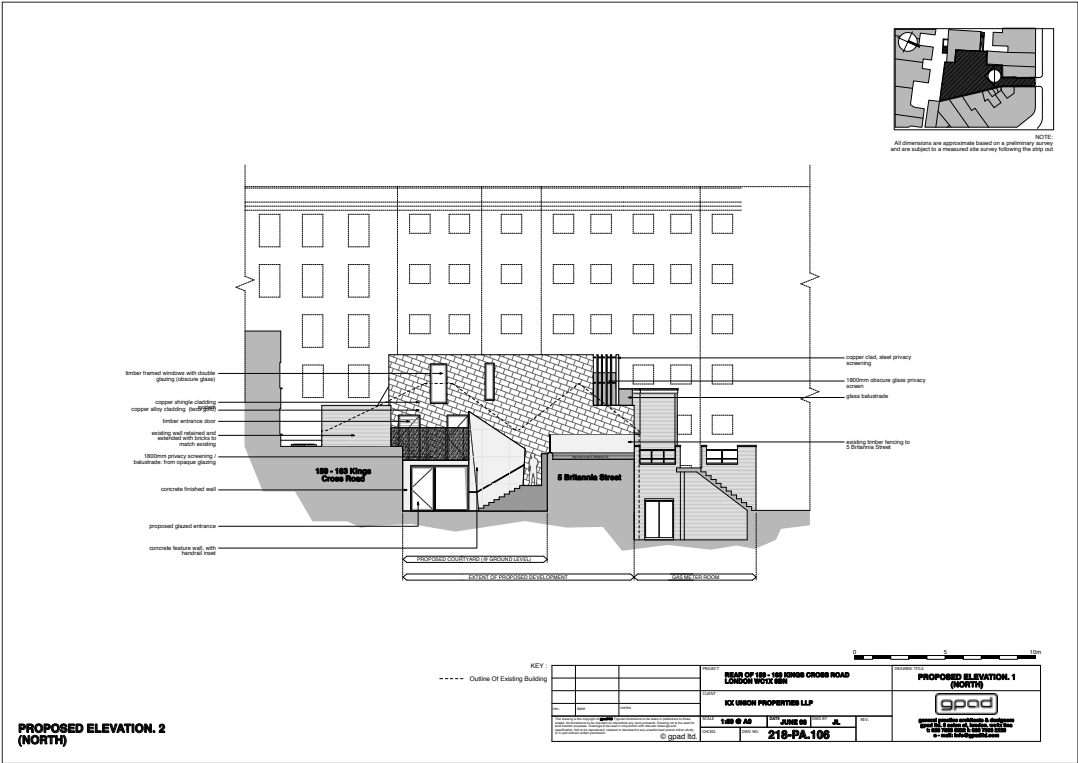
01 Consented Section C-C (ref:2008/2940/P)



03 Consented Rear Elevation (ref:2008/2940/P)



02 Consented Section D-D (ref:2008/2940/P)



04 Consented North Elevation (ref:2008/2940/P)



7.0 NEIGHBOURING PLANNING HISTORY

7.1 A number of similar developments in the surrounding area have been granted consent in recent years:

2 Britannia Street, WC1X 9JE  
November 2014 (ref: 2013/6916/P)

Consent granted for change of use from A4 (Drinking Establishment) and erection of mansard roof, including erection of 3-storey infill side extension (south side) plus lowering of the existing basement floor to provide 4x 2 bedroom and 4x 1 bedroom dwellings (Class C3).

159-163 Kings Cross Road,  
February 1992 (ref: 9200147)

Consented application for 'The change of use of ground floor level of 159-161 Kings Cross Road WC1 and rear of 159-161 to "General Practitioners Medical Surgery" (D1 as specified under the Town & Country Planning (Use Classes) Order 1987) as shown on drawings nos. 645/SK1 2 and 3.'

159-163 Kings Cross Road  
December 1991 (ref: 9100237)

Consented application for 'The change of use of the warehouse(B8) to light industrial B1(C) at the rear of No.163 Kings Cross Road the retention of retail (A1) and residential upper floors at No.163 Kings Cross Road two shop units within the A Class Schedule at No.159/161 King's Cross Road and unrestricted B1 use between shops and B1(C) and upper floors of No. 159/161 Kings Cross Road as shown on drawing numbers 91 212/S1 & SK1 revised by letter dated 12th November 1991 and letter dated 25th November 1991.'

2 Wicklow Street  
May 2006 (ref: 2006/2193/P)

Consented application for 'Demolition of the existing single storey garage/yard and replacement with a two storey plus partial basement, two bedroom dwellinghouse, roof terrace, green roof and integral garage for one car'.

4-26 Britannia Street  
August 2003 (ref: 2003/0804/P)

Consented application for 'Change of use from offices/warehouse of (part) ground and first floor levels to provide 5x residential units and associated alterations including new lift and refuse store at western end of building.

1-6 Field Street / 14 Leeke Street  
September 2004 (ref: 2004/3590/P)

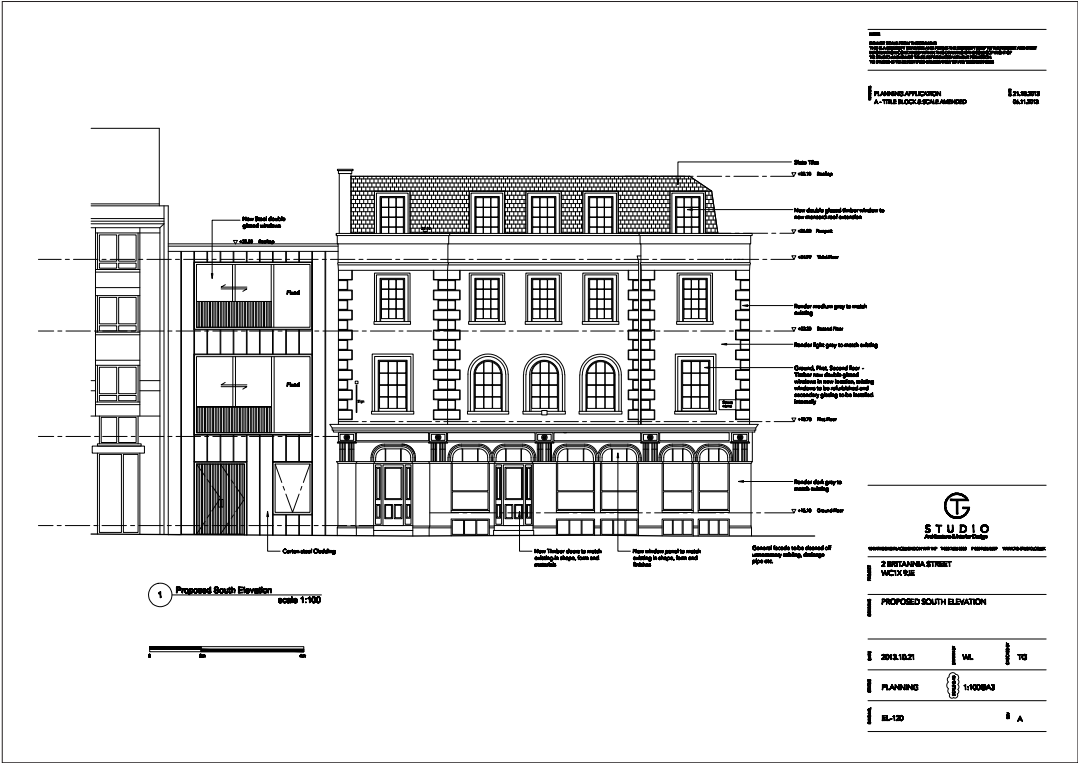
Consented application for 'Partial demolition of existing workshop and extension to form a part 3 part 4 storey building comprising of Class B1 commercial space at ground and first floor level and 7 residential units (5x 1 bed, 1x 2 bed and 1x 3 bed) at second and third floor levels

3 Britannia Street  
July 2005 (ref: 2005/2624/P)

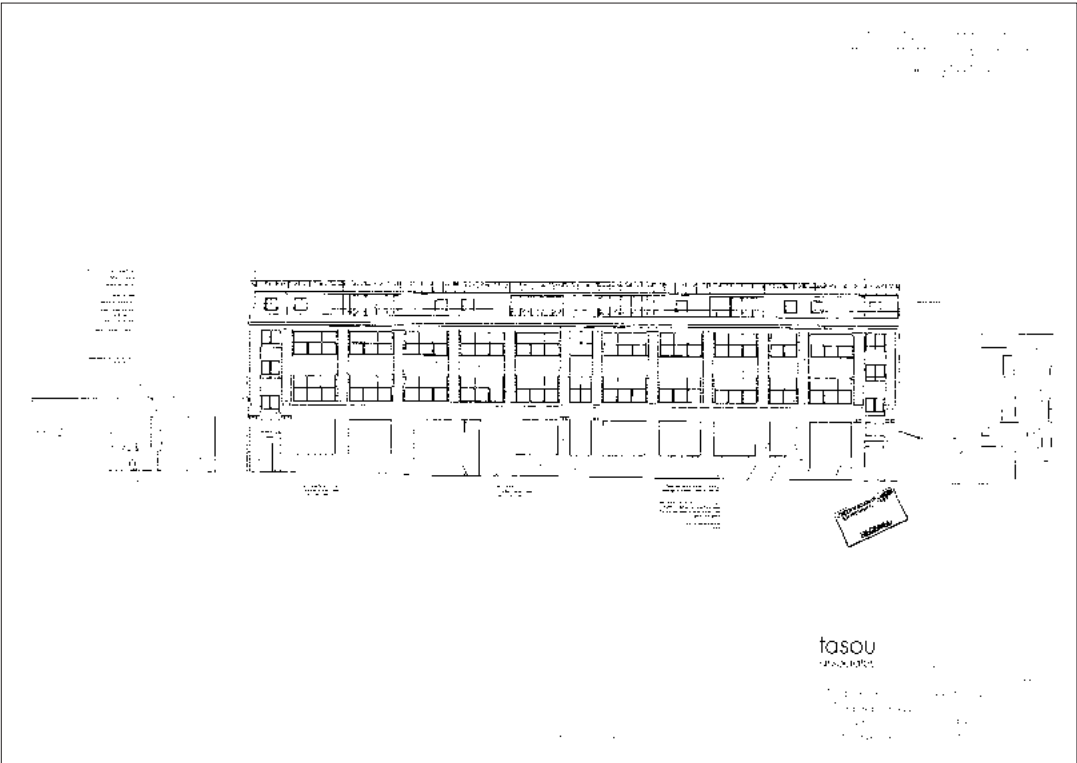
Consented application for 'Change of use of ground floor from office (Class B1) to residential (Class C3) to provide one self-contained flat with the replacement of the ground floor frontage and formation of patio at rear.'



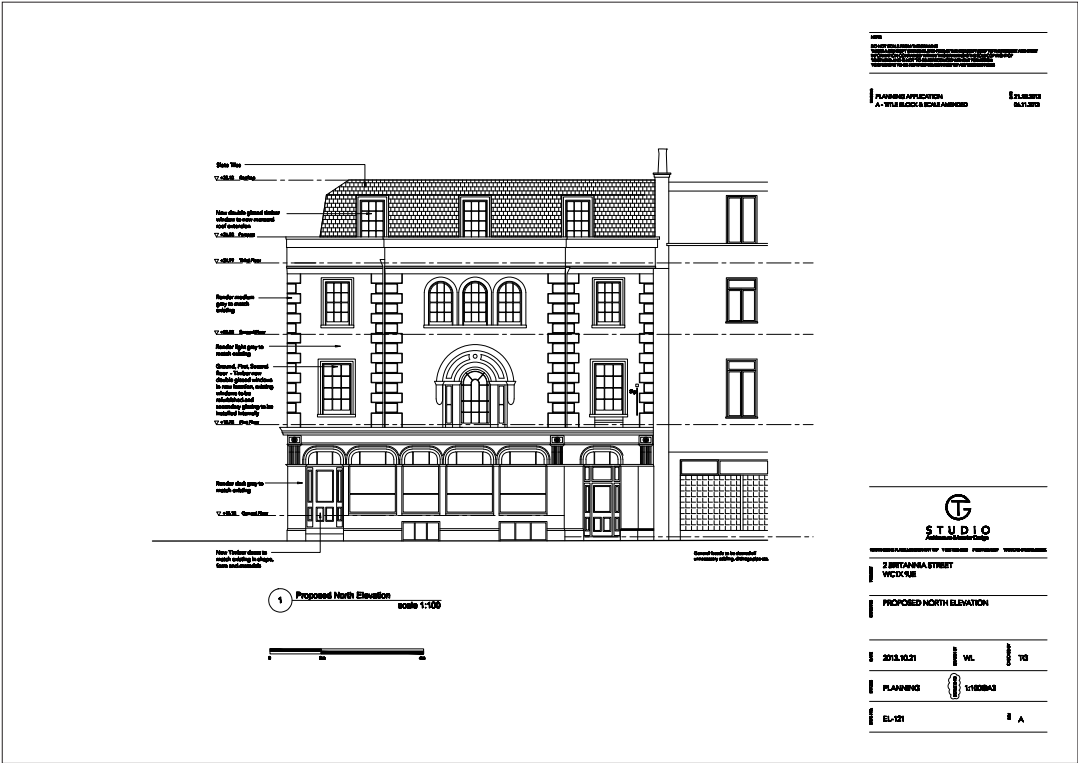
01 2 Wicklow Street, Consented Street Elevation (ref:2006/2193/P)



03 2 Britannia Road, Consented South Elevation (ref:2013/6916/P)



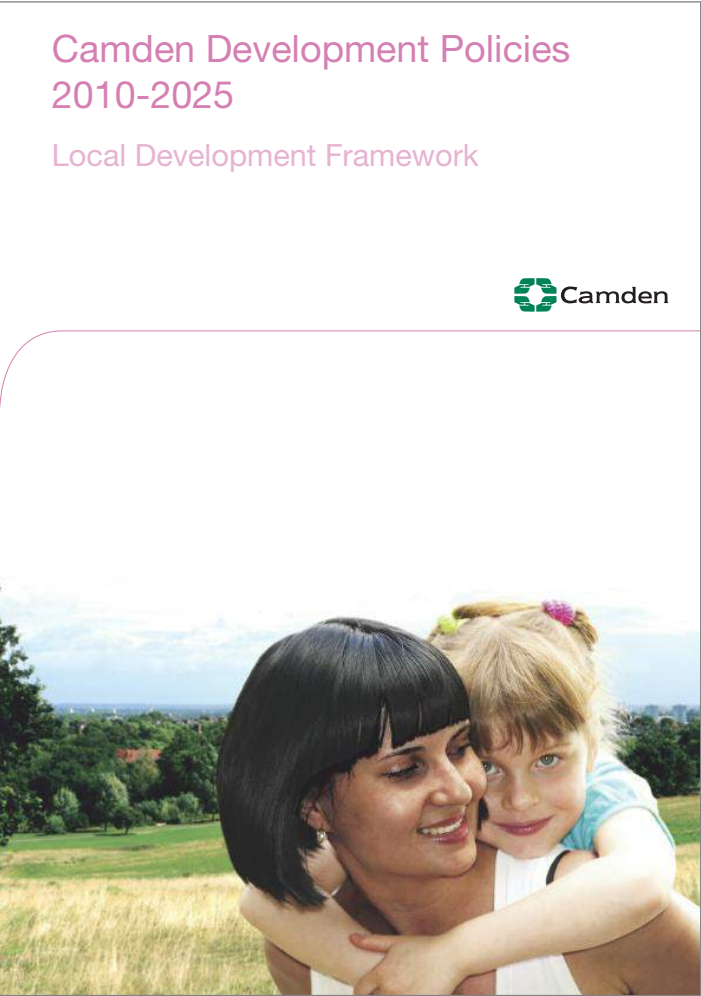
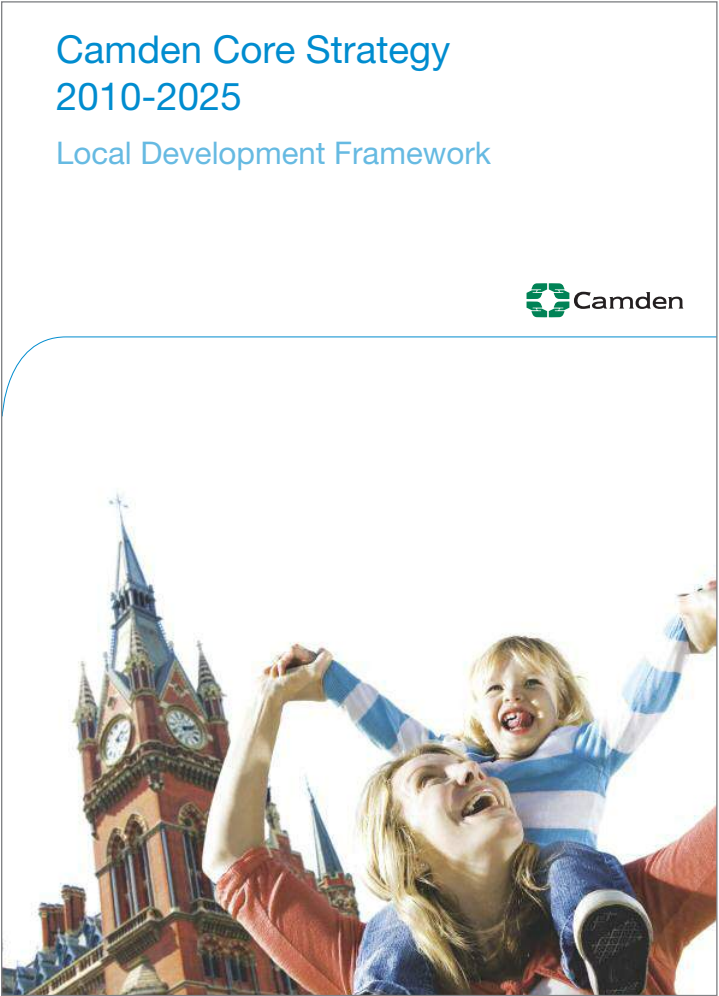
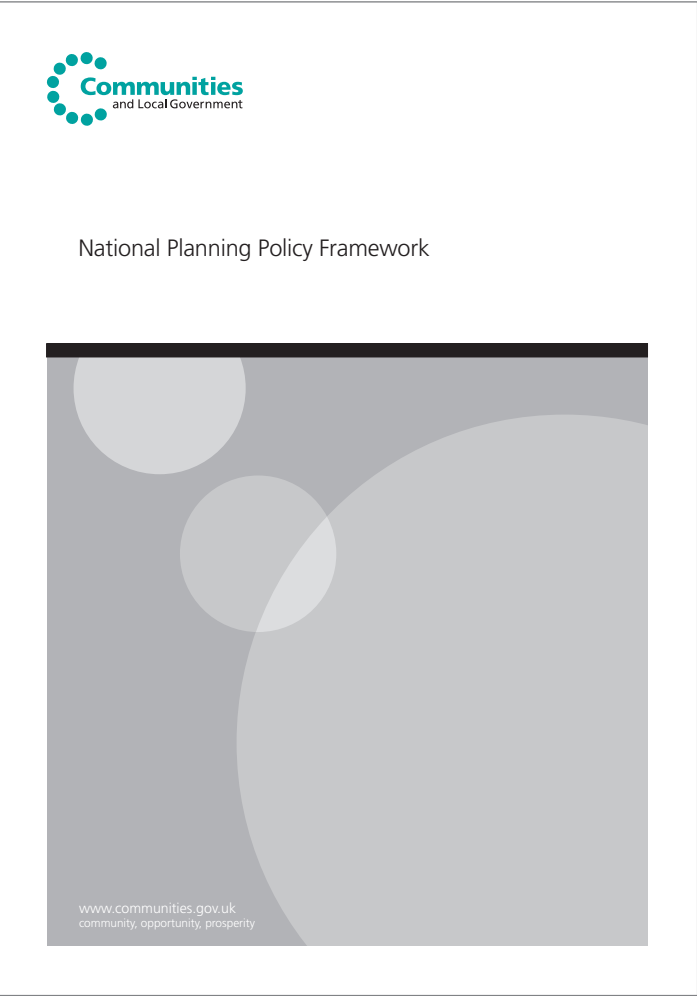
02 26 Britannia Road, Consented Street Elevation (ref:2004/3590/P)



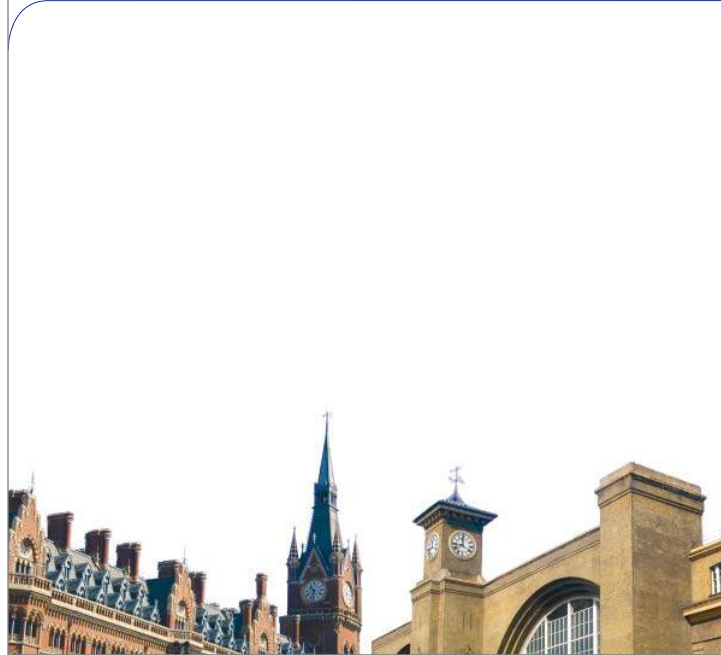
04 2 Britannia Road, Consented North Elevation (ref:2013/6916/P)







Conservation Area Statement 22  
King's Cross



Camden Planning Guidance

Basements and lightwells

London Borough of Camden

CPG 4



July 2015



8.0 PLANNING POLICY

8.1 The principle areas of planning policy which have been considered in compiling the proposal relate to the proposed gain in office (B1) floor space.

8.2 Office Provision

The London Borough of Camden (LBC) 'Core Strategy' Policy CS.1 promotes the appropriate development in highly accessible locations of the borough, it continues;

*"The Council will promote the most efficient use of land and buildings in Camden by seeking development that makes full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site; and expecting high density development in Central London, town centres and other locations well served by public transport"*

8.3 Policy CS.3 states that highly accessible areas appropriate for development, such as King's Cross, are considered to be suitable locations for the provision of homes, retail and offices, providing that such development is of suitable scale and character for the area. Policy CS.7 further supports the above policies with regards to the protection and enhancement of Camden's centres to serve the needs of residents, workers and visitors.

8.4 Policy CS.8 states that Camden's industries will be supported by safeguarding existing employment sites in the borough that meet the needs of modern industry and employers.

8.5 Camden Development Policy DPI3 provides further guidance in order to protect land and buildings suitable for continued business use:

*"Where premises or sites are suitable for continued business use, the Council will consider redevelopment proposals for mixed use schemes provided that: c) the level of employment floorspace is maintained or increased; e) premises suitable for new, small or medium enterprises are provided; f) floorspace suitable for either light industrial, industry or warehousing uses is re-provided where the site has been used for these uses or for offices in premises that are suitable for other business uses."*

8.6 The proposed scheme looks at replacing the existing poor quality employment floorspace with high-quality, flexible floorspace suitable for modern use.

8.7 Basements

Camden's Development Policy DP.27 provides guidance on the delivery of basements in the borough. It states that the Council require an assessment of the scheme with regards to the impact on drainage, flooding, groundwater conditions and structural stability. The policy also states that the Council will consider the harm to amenity of neighbouring properties, the loss of open space, trees, townscape and amenity value and whether the development would harm the appearance or setting of the property or surrounding area.

Camden's Planning Guidance 4 (CPG.4) provides further guidance on the development of basements and lightwells in the borough, which has been used as an important guide throughout the development of the proposed scheme.

The proposed basement level sensitively provides additional space in a 'land locked' site thus increasing the employment opportunity whilst providing a considerate development.

8.8 Possible Additional Policy

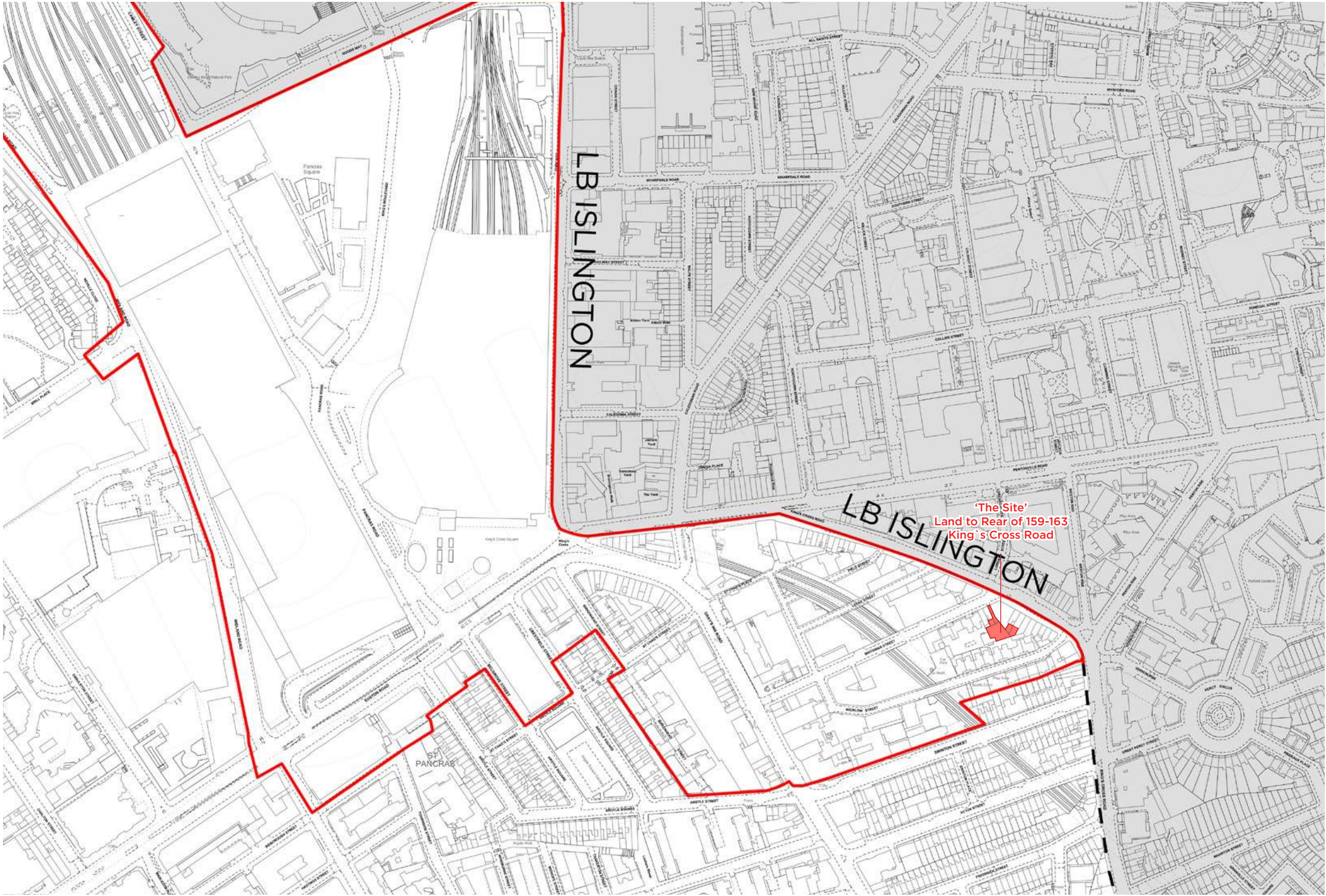
Where it is proposed to redevelop employment land for another business use, including offices, the Council will seek to retain physical features that will enable the flexible use of the premises for a range of business purposes. This will help to maintain the range of employment premises available and is especially important given the limited supply of non-office premises. The typical design features that enable flexible use are:

- Clear and flexible space with few supporting columns;
- Adequate floor to ceiling heights;
- Wide doors / Corridors;
- Loading facilities;
- Large amounts of natural light;
- Availability of a range of units sizes

More information on the demand for different types and specification of business premises can be found in Camden Planning Guidance.







King's Cross / St. Pancras Conservation Area Map  
(Application Property highlighted in red)

9.0 CONSERVATION AREA APPRAISAL

9.1 The Property lies within the King's Cross / St. Pancras Conservation Area as the map highlights. The King's Cross Road / St. Pancras Conservation Area has been known for almost two centuries as a major gateway into central London.

9.2 By the mid-19th Century, King's Cross was the busiest goods handling area in Britain, which reflected into its building heritage. Today, King's Cross / St. Pancras Conservation Area contains some of the most important historic buildings and structures in the country and has areas of great interest and variety.

9.3 The Camden Council's King's Cross / St. Pancras Conservation Area Audit notes that:

*"New development should be seen as an opportunity to preserve or enhance the character or appearance of the Conservation Area. New development should respect the built form and historic context of the area, local views, existing features such as building lines, roof lines, elevational design, and where appropriate, architectural characteristics, detailing, profile, and materials of adjoining buildings. Proposals should be guided by the UDP in terms of appropriate uses." (p.58)*

9.4 The King's Cross / St. Pancras Conservation Area Audit includes guidelines for development proposals in the conservation area. With regards to this, it states that:

*"The Conservation Area includes a variety of building types, ages and styles. Modern development has not always respected the area's context. Developments which are overtly modern will not be resisted, provided they have regard to the layout, height and scale of existing development within the Conservation Area. "What is important is not that new buildings [in Conservation Areas] should directly imitate earlier styles, but that they should be King's Cross 59 designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own." (PPG15, s. 4.17). Regarding the setting of a listed building, PPG15 at 2.16 states: 'Sections 16 and 66 of the [LBC] Act require authorities considering applications for planning permission or listed building consent for works which affect a listed building to have special regard to certain matters, including the desirability of preserving the setting of the building.' (p.58)*

9.5 With regards to this, proposals outlined in the drawings and images included as part of this Planning submission look to respect and enhance the heritage of the listed properties and the character of the King's Cross / St. Pancras Conservation Area.







**King's Cross / St. Pancras Conservation Area Map**  
Application Property highlighted in Red,  
Neighbouring listed buildings highlighted in Blue

## 9.6 LISTED BUILDINGS IN KING'S CROSS / ST. PANCRAS CONSERVATION AREA

**9.7** Two properties in close proximity to the Land to Rear of 159-163 Kings Cross Road are known as being listed, namely:

**01. Derby Lodge, flats 1-48 (II) on Britannia Street:**

**02. Derby Lodge, flats 49-144 (II) Wicklow Street: No. 75 (II);**

They fall under the following description given by Historic England:

*'Flatted philanthropic accommodation. 1865. By the Improved Industrial Dwellings Company founded by Sydney Waterlow; builder Matthew Allen. Painted stucco cement treated as banded rustication to the ground floor; the same material used on balcony-stair recesses (treated as Tuscan pilastrade) and to window aedicules. Cast-iron railings to balconies of authentic lattice pattern; metal filigree spandrels to brick pier supporting balcony; metal railings to roof over recess; infill to ground floor for security purposes; late C20 wall treated as banded rustication to match original.*

*EXTERIOR: 5 storeys. Nos 1-10 with one-window, brick range to either side of full-height balcony recess which is divided into two broad bays by a brick pier with stylised capital from which spring filigree spandrels to lintels. Nos 11-36 entered off similar balcony-stair recess; the flanking ranges to either side, however, have two windows each, suggesting a different plan form. Another notable difference is the small round-arched lancet with screen-like inset found between each pair of windows to this section. The ground-floor windows to block containing units 1-10 are tripartite.*

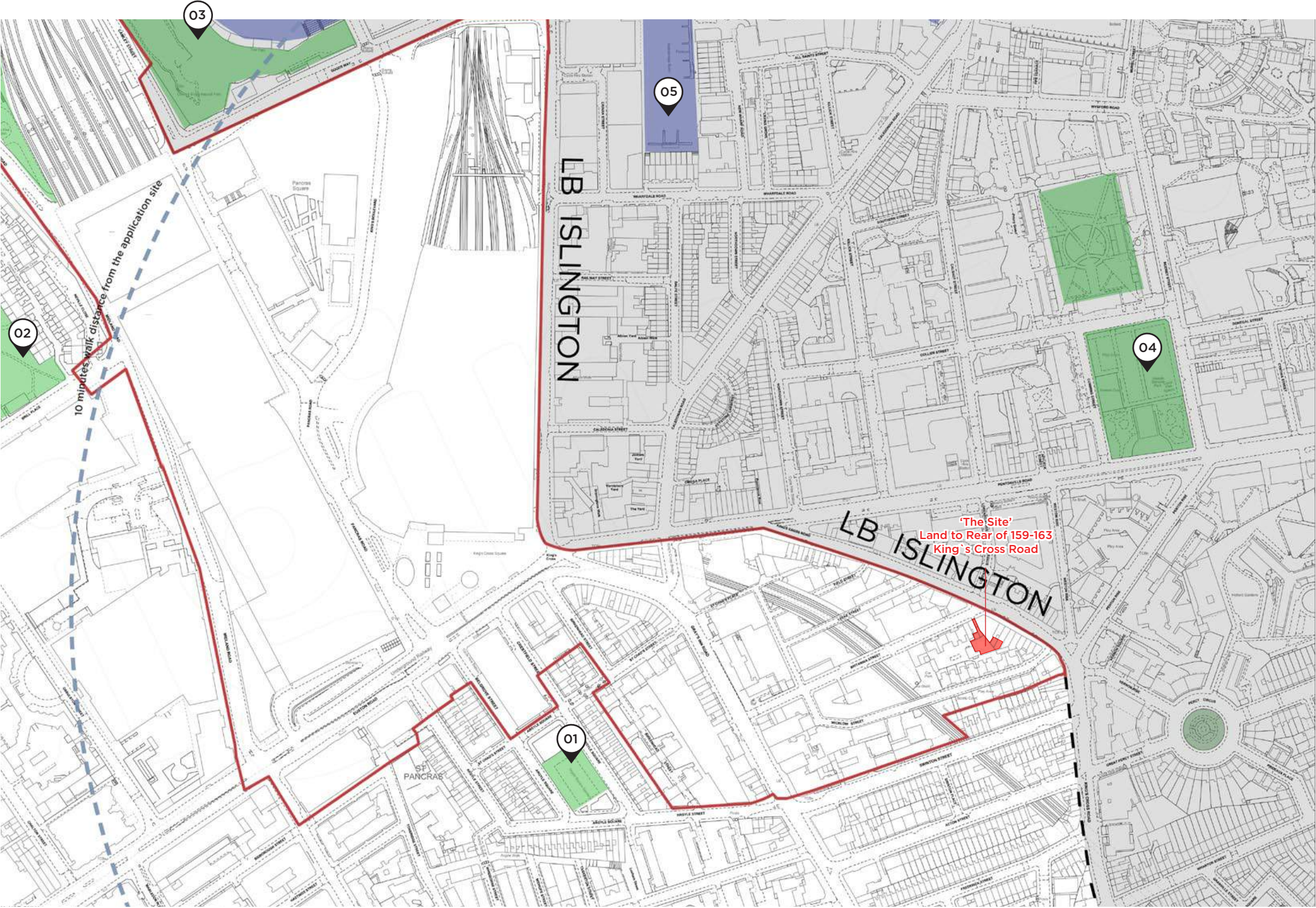
*INTERIORS: not inspected. Forms a group with Derby Lodge (formerly Buildings), flats 37-102, to the south in Wicklow Street (qv). Among the earliest surviving examples of the work of Waterlow's influential and prolific IIDC.'*

### Key:

- Site
- Listed Buildings







Amenity Map  
(Application Property highlighted in Red)

10.0 AMENITY ASSESSMENT

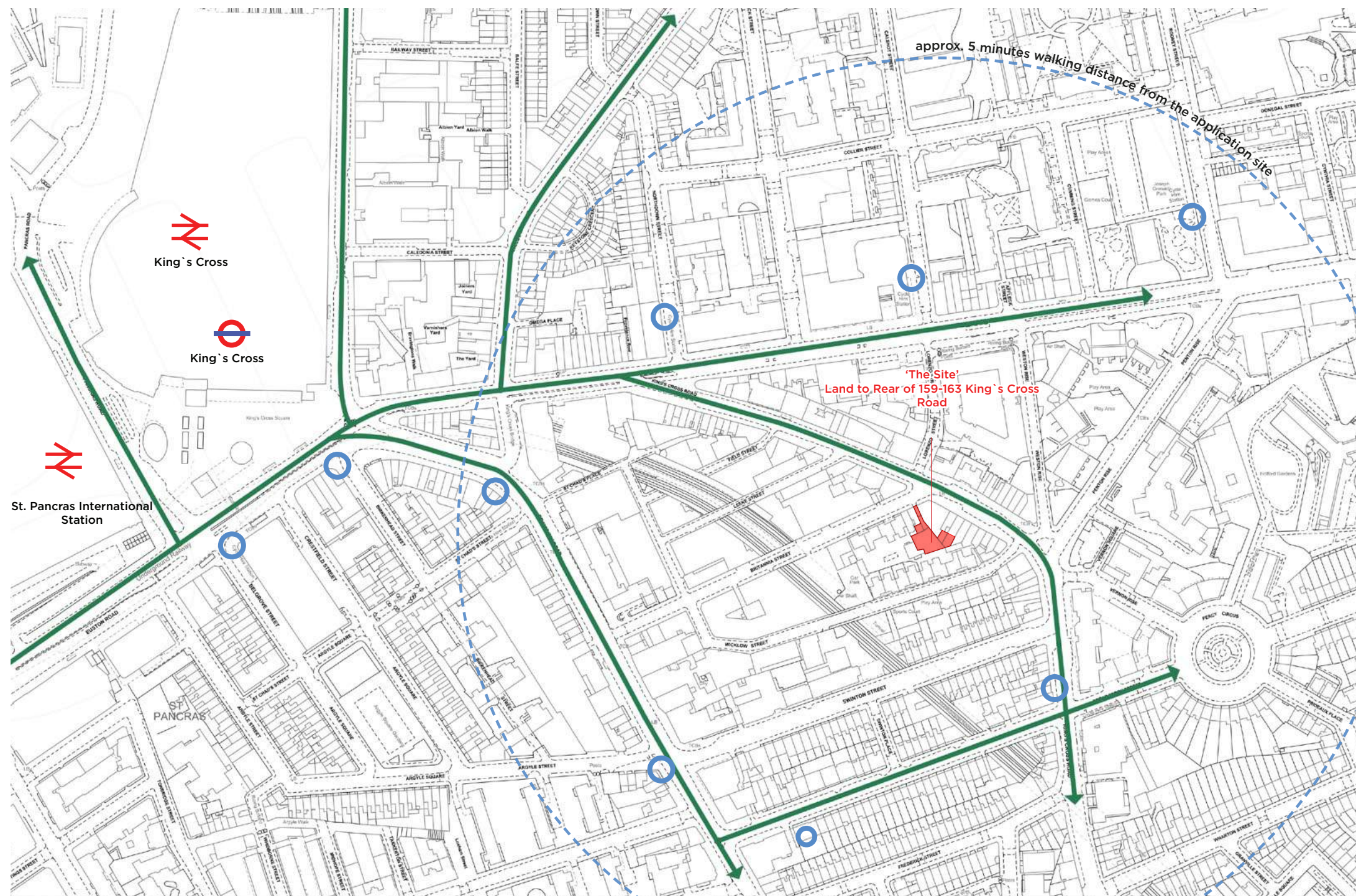
**10.1 Public Amenity**  
The application site has good access to numerous nearby, high-quality gardens and green spaces. They are all maintained to an excellent condition and should provide adequate amenity space for the users of the proposed development.

The closest of these are listed below:

- 1. Argyle Square Garden**  
Described by the London Garden's Online as: 'originally restricted to the residents of Argyle Square and a few adjoining houses, but it is now a public garden. Six mature London plane trees from the earlier layout survive and it is overlooked by surviving C19th terraces along most of three sides. Enclosed by reproduction cast iron railings, it has been redesigned to incorporate a tarmac sports pitch, children's playground and landscaping with shrubs and planting.'
- 2. St. Pancras Gardens**  
Described by the London Garden's Online as being: 'laid out in their present form in 1890-91, and have a geometric layout with paths, mature trees, grass and rose garden, with some monuments remaining.'
- 3. Camley Street Natural Park**  
Described by London Garden's Online as being: 'inspired by nature: a mosaic of meadow, marsh woodland and open-water habitat. These habitats are intensively managed to maintain their diverse wildlife value and include many species of birds, bees, butterflies and amphibians, as well as a rich variety of plants.'
- 4. Joseph Grimaldi Park**  
Described in Wikipedia as a park that 'extends to 0.5 hectares (1 acre) and includes a tarmac ball court, children's playground and shrub beds. Notable trees include specimens of lime, London plane and horse chestnut.'
- 5. Regent's Canal**  
Described in the Canal & River Trust as 'The canal links a diverse cross-section of London's attractions. From the colourful collection of narrowboats at Little Venice basin in Maida Vale, it runs on through Regent's Park. Here it is overlooked by a vast aviary - part of London Zoo. In Camden, it passes the craft stalls and quirky clothing shops of the famous market, a centre for London's alternative culture.'







**Transport Map**  
(Application Property highlighted in Red)

## 11.0 TRANSPORT ASSESSMENT

### 11.1 Transport Links

The application site has excellent access to nearby transport links, with a Public Transport Accessibility Level [PTAL] rating of 6b (0 lowest; 6b highest).

### 11.2 Underground/National Rail

King's Cross St Pancras underground station is located approximately 500 metres north west of the application site and is served by Circle, Hammersmith & City, Metropolitan, Northern, Piccadilly and Victoria underground lines. As such the station offers access to a large proportion of London.

King's Cross overground station is located approximately 500 metres north west of the site and offers access to a range of destinations including Edinburgh, Leeds and Peterborough.

St Pancras International station is similarly located approximately 500 metres from the application site and operates services to a range of destinations including Brussels, Bedford and Brighton.

### 11.3 Bus

The nearest bus stop to the site is located approximately 130 metres walk north on King's Cross Road. Bus routes 17, 45, 46, 259 and N63 operate from this stop.





The Institution of Highways and Transportation (IHT) states that the maximum walking distance to a bus stop should be 400 metres. With regard to this, there are a further 7 bus stops within walking distance of the application site.

### 11.4 Car Parking

There will be no impact on the existing parking arrangement. The proposed is a car free development.

For further information please refer to Transport Statement by Motion.

#### Key:

-  Cycle Hire Stations
-  Underground Station
-  Mainline train station
-  Bus route (6, 16, 46, 98, 187, 332, 414)

