

# Conservation Area Statement 22

## King's Cross







Kings Cross Team and  
Conservation & Urban Design Team  
London Borough of Camden  
Environment Department  
Town Hall Extension  
Argyle Street  
London WC1H 8ND  
Telephone: 020 7974 1944



[page 4 Introduction](#)

[page 9 Planning History](#)

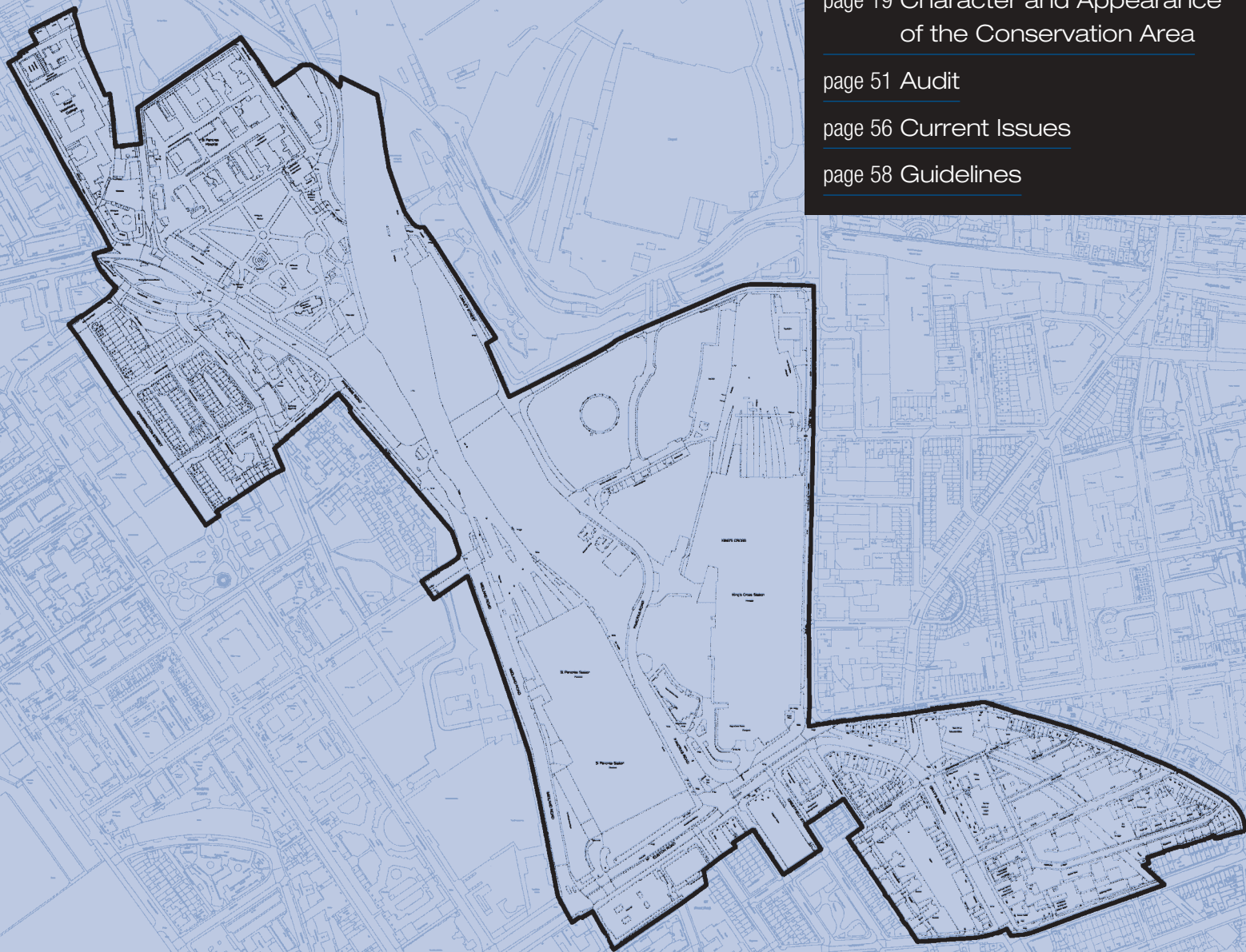
[page 10 History](#)

[page 19 Character and Appearance  
of the Conservation Area](#)

[page 51 Audit](#)

[page 56 Current Issues](#)

[page 58 Guidelines](#)





## KING'S CROSS CONSERVATION AREA STATEMENT LONDON BOROUGH OF CAMDEN

Conservation Area Statement no. 22

### CONTENTS

<b>1. INTRODUCTION</b>	4	<b>6. CURRENT ISSUES</b>	56
1.1 General Introduction	4	6.1 New Development in Sub-Area 2	56
1.2 Aims and Methodology	5	6.2 New Development in other Sub-Areas	56
<b>2. PLANNING HISTORY</b>	9	6.3 Alterations to Existing Buildings	56
2.1 Designations and Extensions	9	6.4 Changes of Use	57
2.2 Planning History	9	6.5 Small scale developments within the public realm	57
<b>3. HISTORY</b>	10	6.6 Telecommunications	57
3.1 Introduction	10	6.7 Traffic	57
3.2 Pre-1750	10	<b>7. GUIDELINES</b>	58
3.3 1750-1820	11	7.1 Introduction	58
3.4 1820-1850	11	7.2 Camden Unitary Development Plan Policy and Supplementary Guidance	58
3.5 1850-1900	11	7.3 New development	58
3.6 1900-1945	15	7.4 Design	59
3.7 1945-1996	15	7.5 Archaeology	59
3.8 1996-2003	15	7.6 Listed Buildings	60
3.9 2003-2007 and beyond	17	7.7 Materials and maintenance	60
<b>4. CHARACTER AND APPEARANCE OF THE CONSERVATION AREA</b>	19	7.8 Demolition	61
4.1 Introduction	19	7.9 Change of Use	62
4.2 Sub Areas	20	7.10 Extensions	62
Sub Area 1: St Pancras Gardens	20	7.11 Roof extensions	63
Sub Area 2: King's Cross/St Pancras	26	7.12 Roof gardens	64
Sub Area 3: Euston Road	37	7.13 Conservatories	64
Sub Area 4: Gray's Inn Road	40	7.14 Façadism	64
<b>5. AUDIT</b>	51	7.15 Fire Escapes	65
5.1 Introduction	51	7.16 Disabled Access	65
5.2 Listed buildings	51	7.17 Trees and landscaping	65
Sub Area 1: St Pancras Gardens	51	7.18 Shop fronts	65
Sub Area 2: King's Cross/ St Pancras	51	7.19 Shop front security	65
Sub Area 3: Euston Road	51	7.20 Advertisements	66
Sub Area 4: Gray's Inn Road	51	7.21 Satellite dishes	66
5.3 Historic Parks and Gardens	52	7.22 Telecommunications	66
5.4 Buildings and groups of buildings that make a positive contribution to the Conservation Area	52	7.23 Ventilation Ducts/Air Handling Equipment	66
Sub Area 1: St Pancras Gardens	52		
Sub Area 2: King's Cross/ St Pancras	53		
Sub Area 3: Euston Road	53		
Sub Area 4: Gray's Inn Road	53		
5.5 Elements of streetscape that make a positive contribution to the Conservation Area	53		
5.6 Buildings and features that detract from the character of the Conservation Area	54		
Sub Area 1: St Pancras Gardens	54		
Sub Area 2: King's Cross/ St Pancras	54		
Sub Area 3: Euston Road	55		
Sub Area 4: Gray's Inn Road	55		
5.7 Opportunity sites	55		
5.8 Conservation Area Boundary	55		

Conservation Area Statement approved at Executive  
Committee: December 2003.  
Published: June 2004.

# KING'S CROSS

## *Conservation Area Statement*

---

---

---

---

---

---

---

---

### **1. INTRODUCTION**

#### **1.1 General Introduction**

**1.1.1** This Conservation Area contains some of the most important historic buildings and structures in the country and has areas of great interest and variety.

**1.1.2** The King's Cross area has formed a major gateway into central London for over two centuries. The Regent's Canal introduced a major transport system for goods into and out of the area. The construction of Euston Road was an important change. Later, the railways enabled the rapid transportation of people and goods and materials to, from and through London to meet the demands of industry and the burgeoning urban population. By the mid-19th Century, King's Cross was the busiest goods handling area in Britain.

**1.1.3** The construction of the King's Cross Goods Station, opened in 1850, King's Cross station in 1852, the Great Northern Hotel in 1854, the Metropolitan Railway (the first underground station in the world) a decade later, St Pancras Station in 1865-69 and the Midland Grand Hotel (St Pancras Chambers) in 1868-76 reflects the importance of the railway companies and the significance of rail travel in the Victorian age. The two stations represent the finest examples of architectural expression of their age, in terms of British railway architecture.

**1.1.4** In the same way that the railway superseded the canals as a means of mass-transporting goods in the 19th Century, the 20th Century saw a shift in goods movement from rail to road. The goods handling areas between the stations and to the north became redundant and fell into decline. However, Exel continue to handle goods in the area.

**1.1.5** The passing of the Channel Tunnel Rail Link (CTRL) Act in 1996 began a new chapter in the evolution of the area. Through the extension of St Pancras Station, the King's Cross area will become an international terminus for trains to Europe via the Channel Tunnel. In addition, the works include adapting the station for the Midland Main Line and a new station for Thameslink services. The Act set up streamlined planning and heritage procedures. The CTRL works are due for completion in 2007.

**1.1.6** From 2007, work will commence on the development of the King's Cross Opportunity Area. This extends from Euston Road in the south, to the North London Line in the north, the Midland Main Line in the west and York Way in the east. The Opportunity Area is a 'major development opportunity' and is designated



in Regional Planning Guidance no.3, Camden's Unitary Development Plan (UDP) and in the Draft London Plan (2002). Sub Area 2 in the Conservation Area forms part of this Opportunity Area. Camden has adopted new planning policies for this Opportunity Area in the replacement chapter 13 of the UDP adopted in April 2003 (now section 9 of the Replacement UDP Deposit Draft of June 2003). Opportunity Area policies seek to promote its comprehensive redevelopment as a high density, high quality, mixed-use urban quarter. Planning policy emphasis therefore varies across the Conservation Area. Regeneration will revitalise the Opportunity Area with a mix of refurbished buildings, new uses and new development.

**1.1.7** Regeneration of the area to the east of York Way (within the London Borough of Islington) known as the "Regent Quarter" has commenced, covering three blocks from Wharfdale Road to the Lighthouse block, where permission has also been granted for a re-modelling scheme.

**1.1.8** The Statement describes the existing character of the Conservation Area and provides an outline of the key issues within it, for example development pressures. The Statement also refers to the relevant planning policies and guidance that applies to the Conservation Area and includes (in section 7) general guidelines for its conservation, enhancement and maintenance.

## **1.2 Aims and Methodology**

**1.2.1** Camden Council has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990: "from time to time determine which parts of their area are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance" and to "designate these areas as conservation areas."(S. 69(1)). Designation provides the basis for policies designed to preserve or enhance the special interest of such an area. Designation also introduces a general control over the demolition of unlisted buildings.

**1.2.2** As a result of the CTRL works, significant changes have been made to the area and will continue to be made until 2006. This has necessitated a revision of the existing Statement. It is anticipated that a further revision will be made in 2007, when the CTRL works have completed and prior to the commencement of the Opportunity Area's redevelopment.

**1.2.3** The Statement contains a description of the current appearance of the Conservation Area, to inform formulation of planning policies for this area and the determination of planning applications.

**1.2.4** This Statement comprises Supplementary Planning Guidance (SPG). It replaces the adopted King's Cross Conservation Area Statement (1998) and sits alongside the Council's other SPG, most notably the Council's general SPG document (July 2002) and the King's Cross Opportunity Area Planning & Development Brief (December 2003), which it informed. The Council will have regard to this Statement in determining the effects of proposed development throughout the King's Cross Conservation Area, including the King's Cross Opportunity Area. In particular the Council will adopt the following approach:

- Take into account its duties under Section 54A of the Town and Country Planning Act 1990 which requires the Council to have regard to the Development Plan and any other material considerations;
- Consider its statutory duties in respect of listed buildings and/or conservation areas and in particular the need to have special regard to the desirability of preservation or enhancement so far as the proposal affects a listed building;
- Take into account any other material aspects which should be considered;
- Having had regard to both duties reach a conclusion or, in the event that there is a conflict between these duties, reach a balanced conclusion.

**1.2.5** This Statement is for the use of local residents, community groups, businesses, property owners, architects and developers as an aid to the formulation and design of development proposals and change in this area.

**1.2.6** Guidance on the enhancement of the public realm of the area is provided in the Council's 'Streetscape Design Manual' (2000) (currently under review). This describes appropriate surfacing materials, furnishing and lighting and identification of the special characteristics of smaller areas within it. There is a reference guide for the use of

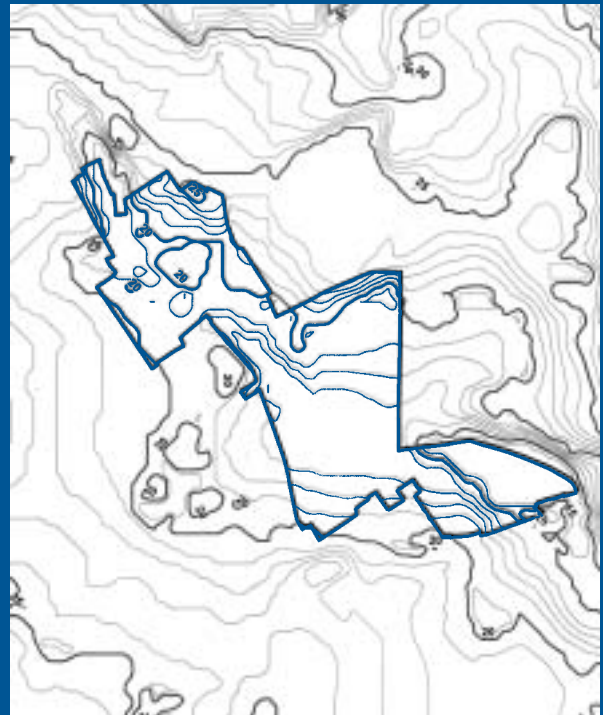
# location



*Camden and location of Conservation Area*



*Urban grain*



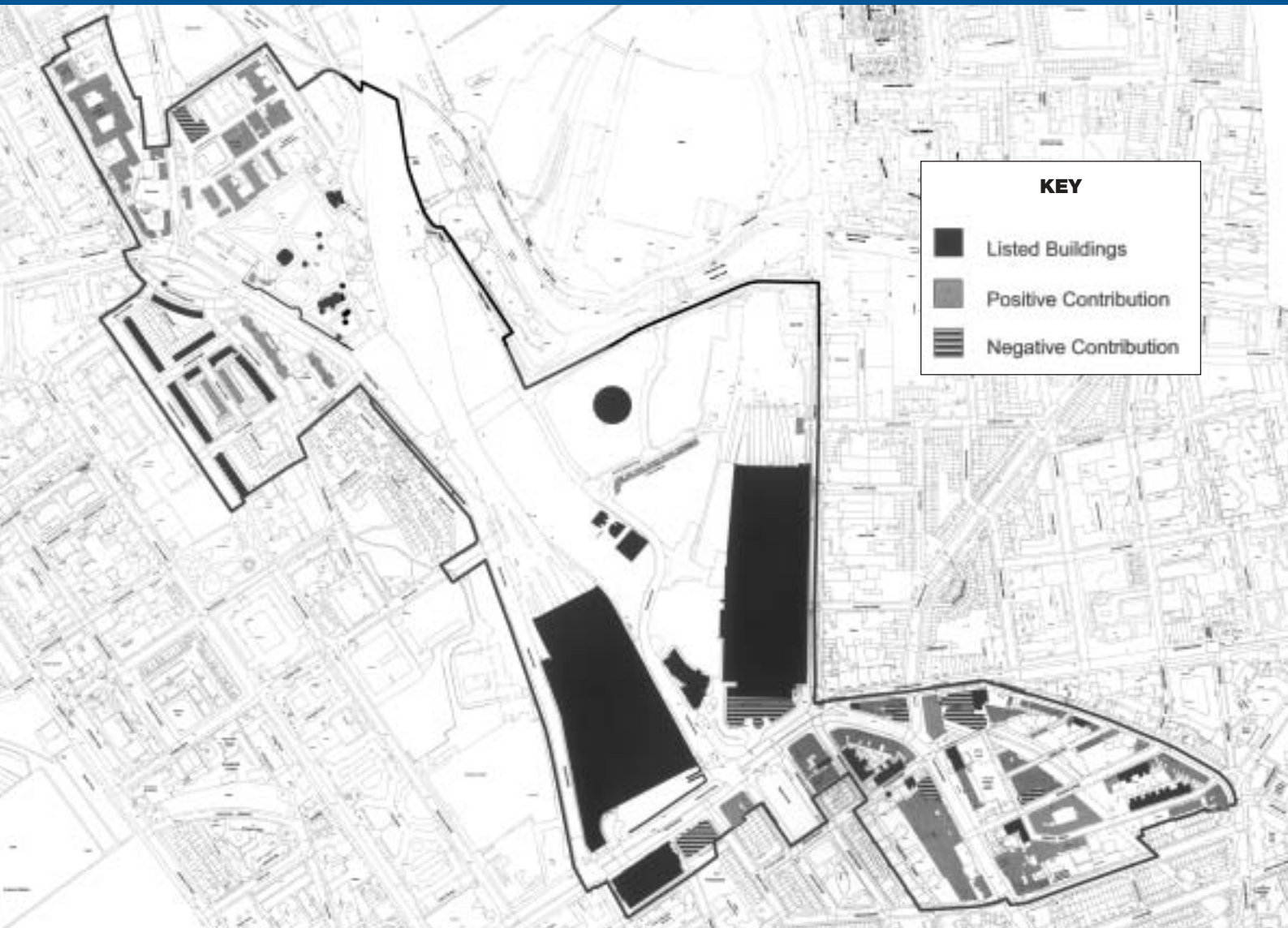
*Topography*

standard design details, surfacing materials, street furniture and street lighting to be used in engineering, traffic management and other environmental improvement schemes. This includes sample illustrations of best practice, such as for historical and other typical street settings within Conservation Areas. In addition, English Heritage has produced 'Streets for All' (2000).

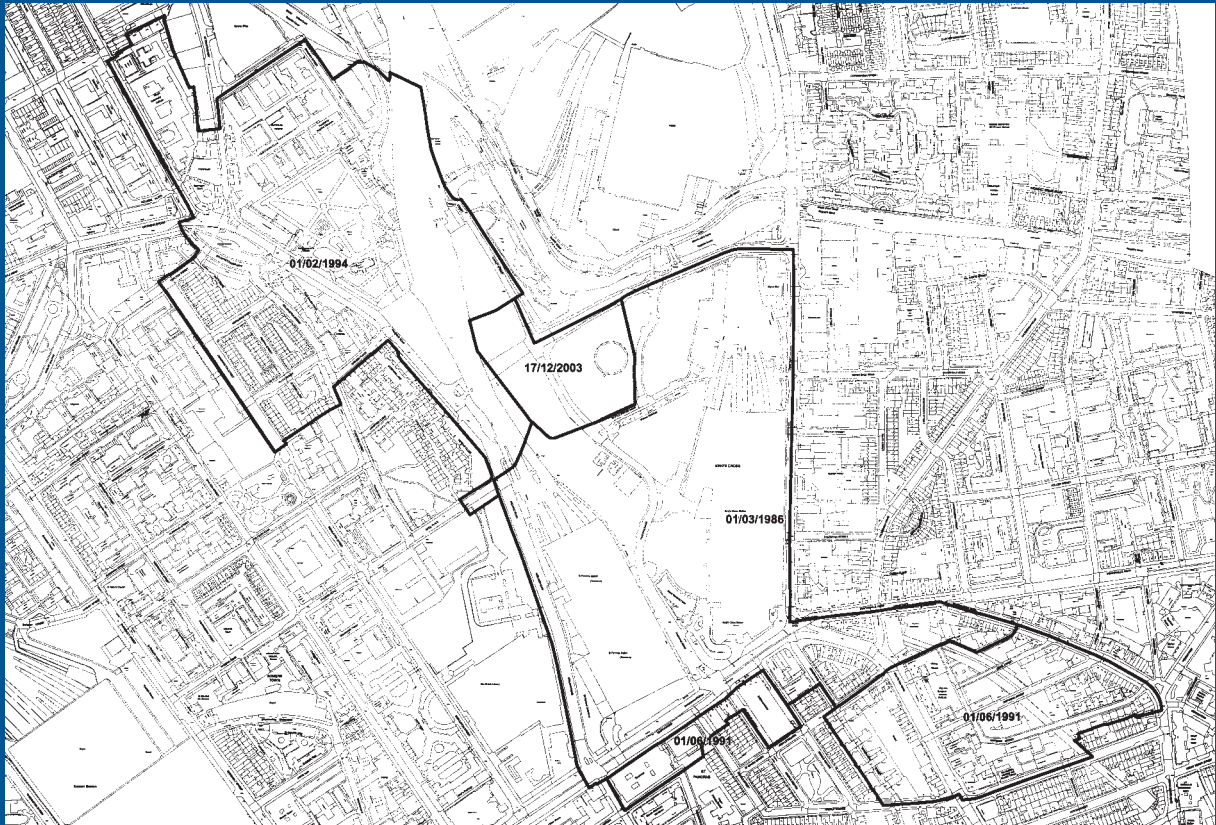
**1.2.7** The temporal baseline for the description of the character and appearance of the area is the latter part of 2003. The current appearance is the only basis for an empirical description. The emerging works such as the new train shed extension to St Pancras station have also been described. In addition, an indication of the finished CTRL and associated works is given.

**1.2.8** The methodology has followed the standard guidance available, being English Heritage's 'Conservation Area Practice' (1995) and 'Conservation Area Appraisals' (1997) (Statements are also referred to as 'appraisals'). The Statement also follows the form and content of Camden Council's current series of Conservation Area Statements.

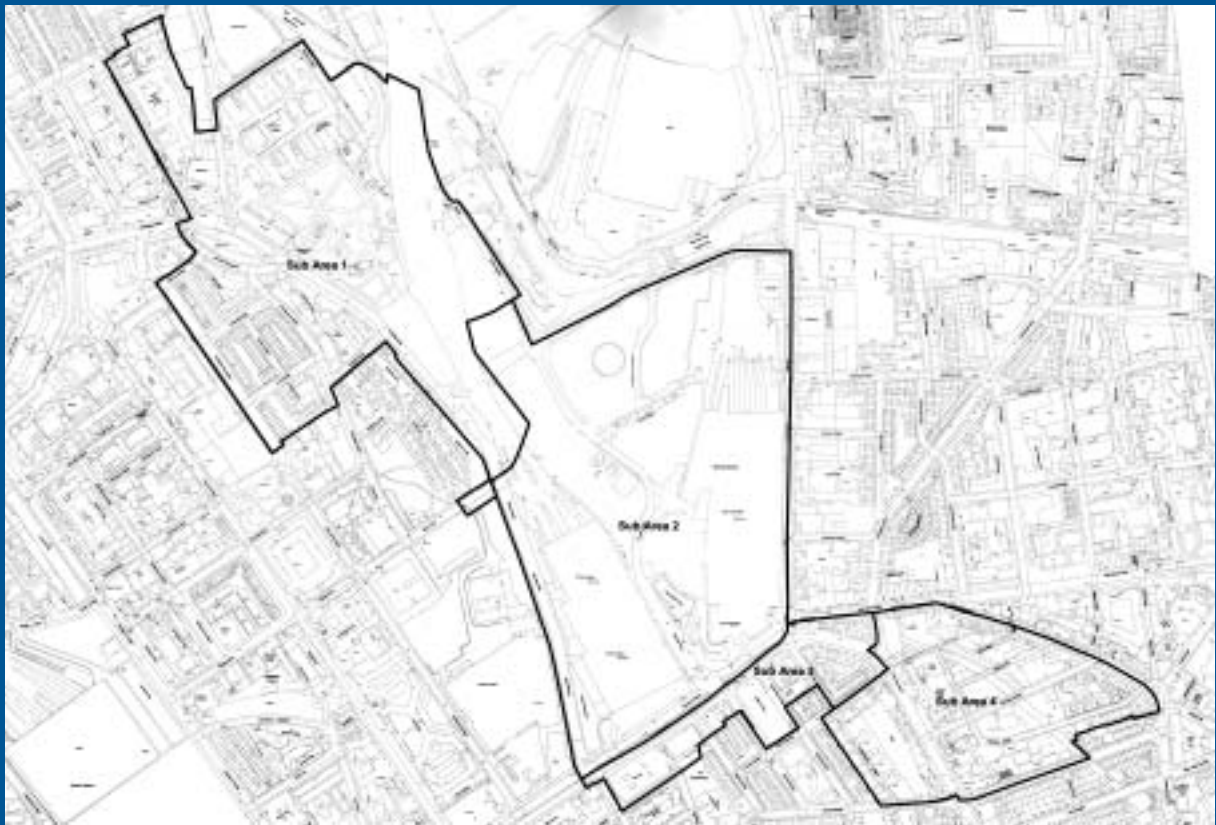
**1.2.9** The views described are local public views, visible in 2003. Dates given for various submission of planning applications may be subject to change. Planning Policy Guidance nos. 15 and 16 are currently being reviewed; a draft Planning Policy Statement addressing both conservation of the built environment and archaeology is due for consultation purposes. The revised document should be consulted in due course.



*Listed buildings and buildings which make a positive or negative contribution to the Conservation Area*



*King's Cross designated areas*



*King's Cross sub areas*

# planning history

## 2. PLANNING HISTORY

### 2.1 Designations and Extensions

**2.1.1** The King's Cross Conservation Area was initially designated by the Greater London Council (GLC) in March 1986. The designation straddled the boundary between Camden and Islington and included the Conservation Area to the east of York Way.

**2.1.2** The Conservation Area has been enlarged on two occasions since 1986. In 1991, the boundary was extended to the south of Euston Road to include the area between Judd Street, Argyle Street, Swinton Street and King's Cross Road. The Conservation Area was extended to the north west in 1994 to include the area surrounding St Pancras Gardens.

**2.1.3** The London Borough of Camden's Conservation Area Statement for King's Cross was first published in 1998. That Statement included an assessment of a part of the Regent's Canal Conservation Area in the vicinity of King's Cross. This King's Cross Statement supersedes the previous Statement published in 1998.

### 2.2 Planning History

**2.2.1** The area surrounding King's Cross and St Pancras stations was designated in 1976 by the GLC as an 'Action Area', whilst the Euston Road frontage was defined as a 'National Set Piece' - a group of buildings, streets, spaces and monuments that contribute to London's role as a capital city. From 1995 to 2003, the area surrounding King's Cross Station was also the subject of a successful Single Regeneration Budget (SRB) bid.

**2.2.2** During recent decades, the area has been the subject of major redevelopment proposals. In the early 1990's the London Regeneration Consortium submitted an application for the comprehensive redevelopment of the railway lands. The application was withdrawn in 1994. In November 1994, the Channel Tunnel Rail Link (CTRL) Bill, locating the CTRL terminus at St Pancras, was placed on deposit. The Bill became law in December 1996 and includes special procedures for dealing with planning, highways, listed buildings, archaeology and conservation matters. Currently, it is expected that work on the CTRL will be completed at the end of 2006. Parts of the Conservation Area fall within areas safeguarded for CTRL and for Crossrail 2.

**2.2.3** In November 1994 the London Borough of Camden adopted a Community Planning Brief covering the King's Cross Railway Lands, as Supplementary Planning Guidance. As outlined in 1.2.4 above, this has been superseded by the King's Cross Opportunity Area Planning & Development Brief.

**2.2.4** Given the importance of the locality, the Camden Unitary Development Plan (March 2000) devotes an entire chapter to policies for the Opportunity Area (Chapter 13). A revised Chapter 13 (now section 9 of the Replacement UDP Deposit Draft of June 2003) was adopted by the Council in May 2003 to reflect the changing situation.

**2.2.5** It is anticipated that in 2004, a planning application will be submitted for a high density, mixed-use development at King's Cross. This will comprise the development of the Opportunity Area between the stations and land to the north of the canal following completion of the CTRL works at the end of 2006. Additional planning applications are anticipated from Network Rail (formerly Railtrack) for an extension to the station, immediately to the west of King's Cross Station. The 1974 canopy at the front of the station is expected to be removed as part of this project, and it is anticipated that this will remain in situ until the new extension is operable.

# history

## 3. HISTORY



Thomson's map, c1803



Greenwood's 1827 map

### 3.1 Introduction

3.1.1 The following provides a brief overview of the historical development of the area based on the sources acknowledged within the bibliography.

### 3.2 Pre-1750

3.2.1 Although Roman remains have been discovered in the vicinity of York Way, there is no evidence of settlement in the King's Cross area until the development of the hamlets of St Pancras and Battle Bridge during the medieval period. The former developed in the vicinity of the St. Pancras Old Church, which was rebuilt during the 12th Century and may have been built on the site of a 4th Century Pagan temple. It is considered to be one of the earliest Christian sites in the country and was originally built to serve 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. A small settlement developed in the vicinity of the church, which was situated on a

hillock overlooking the River Fleet (which was culverted beneath Pancras Road in 1825). By the 13th Century most activities in the parish had migrated to the Kentish Town area. There was a Civil War defence south of the Church. St Pancras Old Church remained relatively neglected until its enlargement and restoration in 1848 by A.D. Gough and R.L. Roumieu.

3.2.2 The ancient 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 now covered by the Conservation Area, flowing along the western side of Pancras Road before turning eastwards towards Gray's Inn Road.

3.2.3 As is indicated on John Rocque's Map of 1746, the two small settlements of St Pancras and Battle Bridge remained relatively isolated and were surrounded by open fields until the mid-18th Century. Other early buildings were inns such as the Brill in Somers Town.

### 3.3 1750-1820

**3.3.1** The construction of the New Road (now Euston Road) between Paddington and Islington in 1756 acted as one stimulus for urban development and the road rapidly became London's northern boundary. The Act of Parliament that endorsed the development of the New Road however required that no buildings should be erected within 50 feet of it. Accordingly, although it became residential in character, properties were built with long gardens fronting onto the road.

**3.3.2** 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. The College is thought to be the first veterinary college in the country and remains within the northern part of the Conservation Area. At the southern end of Pancras Way, a workhouse was also built in 1809 and rebuilt and its infirmary accommodation much enlarged after 1880. That site is now occupied by the Hospital for Tropical Diseases (St Pancras Hospital).

**3.3.3** 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 dug over for brick making, while tile kilns and dust yards, where refuse was sifted, added to the pollution of the air. This, and the dampness of the Fleet Valley, discouraged the building of further houses.

**3.3.4** The area to the east of Gray's Inn Road was first developed in 1767 and the road layout survives to the present. The area was densely developed with small units, most of which were demolished and redeveloped in the later 19th century with the existing larger units of a commercial or semi-industrial nature.

### 3.4 1820-1850

**3.4.1** During the early 19th century, canals provided the primary means of transporting goods. 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 signalled the area's industrial growth. Several industrial companies, including the Imperial Gas Light and Coke Company, located in the area during the 1820s.

**3.4.2** King's Cross derived its name from the sixty foot high structure which was erected as a memorial to King George IV in 1830-35. Built at the junction of the New Road (Euston Road), Maiden Lane (York Way) and Gray's Inn Road, this structure was removed within fifteen years.

**3.4.3** 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. To the south of Euston Road, St Chad's Street, Chesterfield (now Crestfield) Street and Liverpool (now Birkenhead) Street were laid out and standardised late Georgian, "third class" housing, consisting of three storeys plus a basement level, were developed from the 1820s onwards.



**3.4.4** The north western parts of the Conservation Area began to develop during the 1840s. Several streets in Somers Town, to the west of St Pancras Gardens, including Medburn Street, Goldington Street and Goldington Crescent, were laid out with three-storey terraced houses, some of which have survived subsequent redevelopment and Second World War bombing. The River Fleet, which ran along the west side of Pancras Road, was put into a culvert at the beginning of the 19th century.

### 3.5 1850-1900

**3.5.1** The onset of the industrial revolution had profound impacts on the King's Cross area. Given the need for the rapid transportation of people, goods and materials to, from and through London, the dominance of the canal was short-lived

as the railways provided a more efficient mode of transportation. The coming of the railways was the first major change to London since the rebuilding after the Great Fire of London. Goods yards were built in the expanse of open land to the north of the Regent's Canal and King's Cross became the busiest goods handling complex in Britain. A temporary passenger station was constructed in the Great Northern Railway Company's new goods yard in 1850. However, it was the intention of the Great Northern Railway from the outset, to construct a main line station fronting onto the New Road.

**3.5.2** The reason why both passenger termini were located on the north side of Euston Road was because a Parliamentary Commission in 1846 decided that the central London area was not an appropriate location for large surface railways. The land south of Euston Road had been fully developed by this time and the termini and railways would have taken up prime inner-city land.

**3.5.3** King's Cross Station was designed by Lewis Cubitt, and completed in 1852. When it opened, it was the largest railway station in Britain. Given that the station was largely built on the garden plots to the west of Maiden Lane (later re-named York Way), the development of the station required limited demolition, although the Small Pox Hospital and Fever Hospital occupying part of the site were relocated.

**3.5.4** 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. It was designed to address King's Cross station across a large formal garden between it and the hotel.

**3.5.5** In 1859 work began on the Metropolitan Railway, the world's first underground railway, which passed along the Euston Road between Paddington and Farringdon stations. The underground railway was constructed using the 'cut and cover' method, which required the demolition of several buildings, including those on the triangle of land between Gray's Inn Road and Pentonville Road. Following the completion of the railway line, several new properties were built during the 1870s to replace the demolished buildings. The most distinctive was the narrow 'Lighthouse' tower building, with its prominent cupola, at the junction between Gray's Inn Road and Pentonville Road.

**MIDLAND GRAND HOTEL, ST. PANCRAS TERMINUS, LONDON.**  
W. FOWLE, Manager.

**THE MIDLAND GRAND** is designed and arranged to meet the requirements of those who desire either the most complete apartments or a modest Bachelor's Bedroom; and the Casino and Wine List will be found to embrace the elegance of the French Casino and the classic Vintage, and the simplest meals with the wine of the Grande or the Rhone at one shilling the half bottle.

**THE MIDLAND GRAND** is exceptionally healthy, being situated in the most healthy part of London, away from the street fogs, and having a large free area all round it.

**THE MIDLAND GRAND**, designed by the late Sir George Scott, has splendid Public Rooms, wide Corridors, every improvement, luxury and Home Comfort.

**THE MIDLAND GRAND** faces the Terminus of the Midland Railway, whence Express Trains depart for Scotland, Manchester, Liverpool, and all principal Manufacturing Towns.

**THE MIDLAND GRAND** is now the Cheapest First Class Hotel in London, and the charges for Attendance and Gas have been abolished. One Hundred Rooms at 2s. 6d. and 4s. per day, inclusive. Board Apartments, 8s. 10s. 6d. per day for the Winter.

**THE MIDLAND GRAND** has Passenger Elevators, Hot and Cold Water, Light, Telegraph, Telephone to Theatres and business centres. High Class Table D'Hotel open to non-residents, 2s.

The Midland Railway Company's Conductors will meet Families coming to the Midland Grand Hotel.

Passengers travelling between Scotland and England may order Rooms at the Midland Grand Hotel by telegram, free of charge, from any station on the Midland route.

**SHILLING CAB FARE TO NEARLY ALL THEATRES AND CITY AND WEST END CENTRES.**

The QUEEN'S HOTEL, LEEDS. The MIDLAND HOTEL, BURY, and The NEW MIDLAND HOTEL, BRADFORD. See under the name Management.

**3.5.6** 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. However unlike King's Cross, 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 controversial relocation of part of the burial ground. When

constructed, the station roof, designed by the engineer William Barlow, was the world's largest single span station roof without internal support. The station opened for passengers in 1868.

**3.5.7** In 1876, the Midland Grand Hotel, designed by Sir George Gilbert Scott in a Gothic revival style, was completed by the Midland Railway. It was built in front of the station with the hotel occupying the floors above



# history





station ground floor facilities. The hotel was developed as direct competition for the Great Northern Hotel. The building is now known as St Pancras Chambers.

**3.5.8** The Midland Railway also built very extensive facilities for goods and coal traffic. These were mostly just outside the Conservation Area and mostly do not survive, but the coal offices that flank part of Pancras Road, the vaults under St Pancras Station and some stables in St Pancras Way are amongst residual features.

**3.5.9** The two rail termini, their associated hotels and freight facilities dominated the area and served as a monument to the industrial power of London and the significance of the King's Cross area during the Victorian era. Their construction stimulated the intensive development of residential, commercial, industrial and leisure premises within the area during the latter half of the 19th Century.

**3.5.10** In the 1860s, tenement blocks were built fronting onto Stanley Passage and Clarence Passage to the east of St Pancras Station. This philanthropic accommodation was constructed by the Improved Industrial Dwelling Company 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 Gym, which was designed by Edward Grüning, was built between the stations during 1864 for the German Gymnastic Society. Culross Buildings were developed to the south of the gas works in 1891, being an illustrative example of social housing.

**3.5.11** As the character of the New Road - now Euston Road - became more commercial, shops replaced the large front gardens that previously fronted the south side of the road and many of the area's earlier properties were converted into hotels to serve the passengers on the Great Northern Railway and Midland Railway.

**3.5.12** 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 Euston Road was completed in 1937.

### 3.6 1900-1945

**3.6.1** By the turn of the 20th Century, the principal features that now comprise the King's Cross Conservation Area were in place. Nonetheless, several isolated developments took place during the first half of the century.

**3.6.2** In 1904 the gas works situated on Goods Way were closed, although the gasholders continued in use and remained a dominant feature of the area until the early years of the 21st Century. In 1921, Goods Way was completed across the site of the gas works. In 1921 the Scala Cinema, with its prominent stuccoed baroque frontage was developed at the southern termination of the Caledonian Road. In addition, the Piccadilly and Northern Lines were constructed during the early decades of the 20th Century, although their introduction had little impact above ground.

**3.6.3** In 1935, St Pancras Town Hall (now Camden Town Hall) was constructed on Euston Road opposite St Pancras Station to designs by A.J. Thomas. 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 was redeveloped, to designs by H.P.G. Maule and was reopened by King George IV.

**3.6.4** During the Second World War the area covered by the Conservation Area experienced extensive bomb damage, although both King's Cross and St Pancras stations escaped relatively intact. Damage to the west side of King's Cross station is still evident in the 'bomb gap' south of the suburban train shed. 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.

### 3.7 1945-1996

**3.7.1** The main concentration of development during this 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. New flats were also built in Birkenhead Street to the south of Euston Road.

**3.7.2** In 1977, Camden Town Hall was extended to the east. During the 20th century, new retail units were developed within, or projecting forward of, existing buildings fronting Euston Road, Pentonville Road, Gray's Inn Road and King's Cross Road. A temporary single storey canopy was installed to accommodate a ticket office and passenger concourse at the front of King's Cross Station in 1974. Temporary planning permission for 25 years was granted in 1971, which has been since renewed.

### 3.8 1996-2003

**3.8.1** Parliamentary approval of the Channel Tunnel Rail Link Act 1996 enabled the construction of Britain's first major new railway for over a century. When completed, this will comprise a high speed rail line running for 109km (68 miles) between the Channel Tunnel and St Pancras Station. The Act enables significant changes to the station and its immediate surroundings to be carried out, outside of the usual planning process. The following major changes have occurred in connection with the CTRL development:

- Work has commenced on the CTRL terminus adjoining the northern end of the St Pancras Station train shed and two new road links have been laid out beneath it, one of which comprises the re-aligned west part of Goods Way;
- The western end of Goods Way has been realigned. It now passes beneath the partly constructed CTRL terminus and connects with Pancras Road to the west. As a consequence, the southern boundary of the Camley Street Natural Park has been adjusted and the former Great Northern Railway stable buildings, gasworks cottages and an adjacent area with granite setts on Battle Bridge Road have been removed. The walls on the northern side of Goods Way have also been demolished;

- Pancras Road has been re-routed to pass along the eastern side of the German Gym and Stanley Buildings. The realigned road forms a gyratory system that passes beneath the station extension and connects to Midland Road, on the western side of the station;
- Midland Road has been adjusted north and south of Brill Place;
- Cheney Road and Weller's Court have been removed (the former Cheney Road alignment is partly used by the new route of Pancras Road);
- Clarence Passage and Stanley Passage have been truncated to the west;
- The grade II listed triplet of interlocking gasholders located adjacent to Goods Way has been dismantled and their guide frames and other components placed in storage near Goods Way, adjacent to the remaining no 8. gasholder. The components of the triplets and no. 8 gasholder remain listed. The brickwork tanks and the metal telescopic bells of the triplets have been demolished. The unlisted group of two telescopic gas holders previously situated to the north of Goods Way and the unlisted southern gas holder of the pair located on the southern side of Goods Way have been demolished. In addition, manual sump pumps, wheels and brackets of the guideframes and wrought iron handrail posts have been set aside for re-use, from the former gasholders;
- The grade II listed steam locomotive water point has been relocated from a site adjoining St Pancras Station, to a site overlooking St Pancras Cruising Club basin; and is now in the Regent's Canal Conservation Area
- The retaining wall and the arches beneath the Midland Road frontage of St Pancras Station and the ancillary buildings above them have been demolished to make way for the new Thameslink Station;
- The iron girder road bridges and viaduct carrying the Midland Railway lines north of St Pancras Station, which incorporated extensive coal drops facing the former Pancras Road are being demolished in stages to make way for the new CTRL terminus;
- The northern and southern stable blocks built by the Great Northern Railway previously situated on Battle Bridge Road have been demolished, as have the remains of the Midland Railway's road-transport depôt in that road;
- The experimental steel-framed Battlebridge Flats of 1937-7 at 1-4 Goods Way have been demolished;
- The blacksmith's forge, which previously abutted the eastern end of Culross Buildings has been demolished;
- The western block of Stanley Buildings (grade II listed) has been demolished, leaving two truncated blocks remaining;
- Alterations have been made to the grade II listed German Gym, including the removal of the main entrance and stair;
- Weller's Court Warehouse, formerly to the south of the German Gym, has been demolished;
- The shops and houses of 22-32 Pancras Road have been demolished;
- The two-storey Victorian goods yard offices and the flank wall of the King's Cross Suburban Station fronting Cheney Road have been demolished;
- In the area to the west of the suburban platforms at King's Cross Station, the island platform and canopy, the v-plan milk platforms, the parcel transit area and the cobbled horse wharf platform have been demolished. A decorated cast iron column and evidence of the hotel curve and cutting have also been removed from this area and the entrance to the tunnel has been bricked up;
- The red brick single storey British Rail Staff Association (BRSA) building has been demolished. It previously occupied a site to the north of the Great Northern Hotel;
- The porte cochère of 1852 on the western flank of King's Cross Station has been dismantled for the LUL works and is in storage;

- The 1930s Red Star Parcels office, between King's Cross station and the Great Northern Hotel, has been demolished;
- A new gas governor was built in 2002, close to the junction between Battle Bridge Road and Pancras Road.
- Miscellaneous items of street furniture have been removed and placed in temporary storage, under the provisions of the CTRL Act, with the specific intention that they would be re-used in the area (unless parties agree otherwise for specific items), including: granite setts and kerbstones; stone paving flags; granite and cast iron bollards (including those marked 'GNR' (Great Northern Railway)); Hayward's Patent Self-Locking Plate coal covers; cast iron railings (including those marked 'GNR' and some featuring shields embossed with lions); and cast iron marker posts (including those marked S.P.P. [St Pancras Parish] 1854). Extensive archaeological recording of features destroyed as a result of CTRL works has been undertaken, adding to the resource of information that is preserved by record.

### **3.9 2003 -2007 and beyond**

**3.9.1** By the beginning of 2007, the works associated with the Channel Tunnel Rail Link, the new Thameslink station and the London Underground works (enabled by the CTRL Act) are anticipated to be complete. In essence these include:

- the further demolition of the undercroft structures and bridges to the north of the existing St Pancras train shed;
- the erection of the St Pancras Station extension to the north of the existing train shed, a structure of approximately 19m in height and 100m by 240m in plan form;
- the refurbishment of the existing St Pancras Station to provide platforms and associated passenger facilities for Eurostar trains;
- reinstatement of the original roof coverings to the train shed and the cleaning of external brickwork;
- the demolition and development of buildings to the west, Midland Road, side of the station to enable the construction of the new Thameslink station box and its fit out;
- the provision of new London Underground ticket halls to the west of King's Cross station and to the south of St Pancras Chambers, together with the expansion of the existing ticketing hall. The former will have a direct underground link to the St Pancras Station extension;
- two new Underground entrances immediately south of Euston Road; a new larger entrance on the south-west of the concourse; and a large cladded ventilation unit on the concourse, with a smaller cladded unit to the east;
- a temporary ventilation shaft will be constructed in the 'bomb gap' on the western elevation of King's Cross station, projecting above the parapet of the station; and

**3.9.2** It is anticipated that 'Crossrail 2' (formerly the Chelsea-Hackney line) will include a new station on the south side of Euston Road, at a date after 2016; currently, there is uncertainty regarding the funding and timing of this project.

**3.9.3** It is anticipated that applications plans for the conversion of St Pancras Chambers will be forthcoming in 2004. The Chambers require substantial works to convert them to viable use(s). This may include hotel and residential uses. The forecourt to Euston Road will be reinstated after the LUL western ticket hall works underneath are completed.

**3.9.4** Network Rail and the Strategic Rail Authority are also proposing to remove the 1974 single storey southern canopy to King's Cross Station, as part of their proposals to provide a new western concourse for the station. This is required as a result of anticipated increased passenger demand. This is currently anticipated to be



*Panorama of railway buildings looking south*



*Goldington Court*



*Willing House, Gray's Inn Road*

## 4.CHARACTER AND APPEARANCE OF THE CONSERVATION AREA

### 4.1 INTRODUCTION

**4.1.1** The character and appearance of an area depends on a variety of factors. Whilst the appearance of an area derives from its physical and visual characteristics (i.e. materials, heights of buildings, types and relationship of built form), character includes other less tangible effects relating to the experience of an area. This may include levels and types of activity and patterns of prevailing land uses. The character of an area may also vary according to the season, day of the week or time of day.

**4.1.2** The assessment of the character and appearance of the area is based on 2003. Whilst the areas to the south of Euston Road and to the west and north of St Pancras Gardens are unlikely to change considerably between 2003 and 2007, the character and appearance of the area including and surrounding St Pancras and King's Cross stations is undergoing substantial change. The description of the character and appearance set out below therefore derives from the combined effect of the retained historic fabric, the CTRL and London Underground Ltd above-ground works, the undeveloped spaces between retained and new development, and the new street pattern.

**4.1.3** Whilst parts of the King's Cross Conservation Area are dominated by the stations and the area's function as a gateway to Central London, there is great variety in the character and appearance of the area as a whole. Whilst the stations are major landmarks in the urban fabric of London and major centres of public transport interchange, the streets to the south of Euston Road and to the north and west of St Pancras Garden are more characteristic of the general grain and land uses beyond the Conservation Area boundary and are largely unrelated to the stations.

### 4.2 SUB AREAS

**4.2.1** In order to provide a clear description of the distinct qualities of the King's Cross Conservation Area for the purposes of this statement it has been divided into four sub-areas.

**4.2.2** The common characteristics of the sub areas are a combination of the following: land use, density of development, scale and style of buildings and period of development. In this case, each sub area is defined by the frontages of buildings and the overall conservation area boundary which both mark distinct edges.

**4.2.3** The following sub areas have been defined as having distinctive and definable characters:

- 1** St Pancras Gardens: the area bounded by Chenies Place, Charrington Street, College Grove and the CTRL lines to the north of St Pancras;
- 2** King's Cross/St Pancras: the stations and the area between them, extending to Goods Way and Camley Street;
- 3** Euston Road: the buildings on the southern side of Euston Road and the junction with Pentonville and Gray's Inn Roads; and,
- 4** Gray's Inn Road: The remaining area of the Conservation Area south of the Euston Road, bounded by Pentonville Road, King's Cross Road, Swinton Street, and Argyle Street.

## SUB AREA 1: ST PANCRAS GARDENS

**4.2.4** This sub area covers the northern section of the Conservation Area and crosses over the tracks of the elevated railway lines to the north of St Pancras Station. It is centred upon St Pancras Gardens and comprises a mix of residential and institutional uses, including clusters of hospital and educational buildings in the northern part of the area.

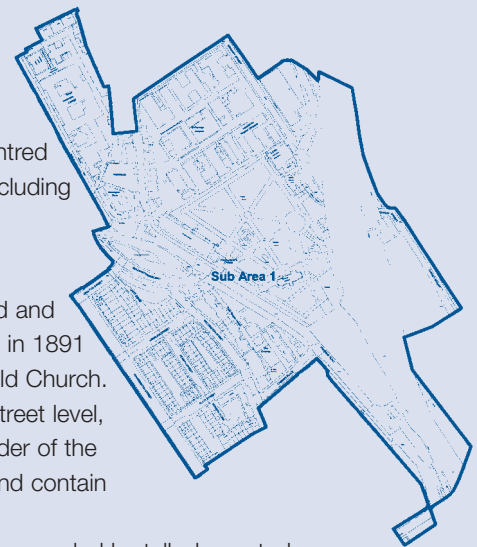
### St Pancras Gardens

**4.2.5** St Pancras Gardens occupies a triangular shaped space between Pancras Road and the elevated railway lines to the north west of the CTRL terminal. The gardens laid out in 1891 incorporate the greater part of the former burying grounds that adjoined St Pancras Old Church. Located on a low bluff beside the River Fleet, which was historically culverted below street level, the gardens and church lie above the level of Pancras Road and thus provide a reminder of the ancient topography. The gardens are arranged around a radial network of pathways and contain various sarcophagi,

tombs and decorative memorial structures as well as mature trees. The gardens are surrounded by tall, decorated wrought iron railings with an ornate gate providing an entrance to the gardens from Pancras Road. A gothic marble monument incorporating a sundial (grade II listed) is situated near the entrance and commemorates the graves that were disturbed due to the construction of the Midland Railway. Nearby at a nodal point is a cast-iron drinking fountain of 1877 in the form of a circular temple of five attenuated Corinthian columns (listed at grade II). The most prominent of the memorial structures is the grave of Sir John Soane and family (grade I listed), a marble monument, which is set beneath a Portland stone canopy within a low balustrade.

**4.2.6** St Pancras Old Church (grade II\*listed) is set in its own grounds within St Pancras Gardens and is served by a separate entrance from Pancras Road. The small church is constructed of coarse stone with a flint eastern façade and a pantiled and slated roof. Its amalgam of architectural styles and materials reflect several episodes of restoration, alteration and extension. The narrow western elevation facing Pancras Road is dominated by an arched entrance surrounded by decoratively carved mouldings and set within a small porch. The porch is flanked by arched lancets and surmounted by a circular window. The Church's northern elevation comprises five windows serving the nave plus a 19th Century extension decorated with Lombard friezes. A projecting tower with round arched lancets and a half-timbered belfry added during the 20th Century dominates the church's southern flank.

**4.2.7** The Gardens are bounded by metal railings, through which buildings are visible on all sides, either within the site as on the south and east sides, or beyond the boundary on the north and west. These buildings (described elsewhere) form an intermittent boundary and views through and beyond are afforded on all sides.



**4.2.8** Within the gardens are three buildings. The Environmental Health Centre at the north east corner is a two storey 1960s building with red tiled projecting first floor supported on pillars. The St Pancras Coroner's Court to the south is a single storey red brick building with an attic level set within a slate roof. The St Pancras Gardens elevation includes a large central bay housing an arched sandstone window, which is divided into smaller arched panels. This central bay is flanked by smaller arched windows, again with sandstone surrounds. Triangular dormer windows are set within the roof of the building, which also incorporates terracotta detailing and tall 'pointed' chimneys. The rear extension to the Coroner's Court, which fronts Camley Street, starkly contrasts with the form and appearance of the building's original St Pancras Gardens elevation, being of two storeys above basement level garages, with an angled two-storey bay constructed of grey blocks. In the north west corner is a building of a form that suggests a park



keeper's cottage, located next to the main entrance. It has three storeys, of yellow stock brick with red dressings, and a tile hung first floor level, prominent white painted eaves and a tall central chimney.

### **St Pancras Hospital**

**4.2.9** To the north and west of St Pancras Gardens is a collection of buildings comprising the St Pancras (University College) Hospital. This is on the site of the former St Pancras Workhouse; the current layout of three sections divided by access roads dates to c1890 when the earliest of the current buildings were erected.

**4.2.10** The original Infirmary, which fronts Pancras Road at the west side of St Pancras Gardens and dates to between 1880-1895, is five storeys in height, plus a central attic level and is constructed of stock brick with red brick detailing. It is a substantial example of the workhouse infirmary buildings that were erected in London under the Metropolitan Poor Act of 1867. The long, imposing Pancras Road façade is subdivided into eight bays, which are surmounted by tall gables with gothic detailing, and a flat central section. The building is surmounted by a central brick tower with pitched slated roof, which rises to a height of approximately four storeys above the main body of the building and is visible in views from the west beyond the Conservation Area boundary. Smaller towers are arranged symmetrically at each end of the building.

**4.2.11** On the main site, the southern section, bordering St Pancras Gardens to the south, comprises a gatehouse, a church and four blocks, three to the west erected by the 'St Pancras Guardians of the Poor' in 1890 as workhouse accommodation, and the eastern most (Hospital for Tropical Diseases) built in the 1950s. Fronting St Pancras Way is a three-storey range in yellow stock brick with red brick detailing. This is the southern half of and originally symmetrical pair of gatehouses dating to c1890. The church dates to the early 20th century, and is a simple form with a nave and single storey aisles on either side. It is in yellow stock brick with red brick dressings to match the adjacent buildings, and to the rear is a contemporary church hall structure, in matching materials with lancet windows. Both of these buildings are now used as offices. To its east, the two interconnected blocks are of five storeys, in yellow stock brick with red brick to ground floor and detailing above and have tall narrow timber sash windows and pitched slate roofs. Their height and tall narrow form is an imposing element within the site and in views from St Pancras Road. The third block is of 3 storeys in similar materials as its neighbours, but has a less imposing appearance. It has chimney flues expressed on the flank elevations, slated gables above the rear wings and its southern façade incorporates a large recessed arch. The 1950s block respects the scale, bulk and building line of its neighbours, but is otherwise architecturally undistinguished. It is constructed of brown brick with a flat roof, small projecting porch to the main entrance and an external cranked staircase in rendered concrete on the east elevation.

**4.2.12** The central section contrasts in scale and form to the southern section and comprises three blocks. The eastern two comprise a cluster of 1, 2 and 3 storey buildings in yellow stock with red dressings, contemporary with and matching the Workhouse buildings to the south. Slight variations in roof forms (slate roofs either hipped or with gables), window details (round or square headed) and the presence of simple decoration such as projecting brick courses at eaves level makes the group attractive and varied yet with a strong consistency of form and materials. At the centre of this group are a chimney and a water tower, which are visible in views from Granary Street, and act as a local landmark. The westernmost building is a 2 storey brown brick building of 1980s date, with timber cladding at first floor and tiled roofs pitched towards a central courtyard. This sits at a lower level on the site and causes a visual gap and a marked change in scale between it and the tall buildings to the south.



**4.2.13** The northern section again comprises three blocks which replace 1890s workhouse buildings. To the east is a 1930s two storey block, in yellow and stock brick with brown brick dressings, a pitched tiled roof and timber sash windows. It has a domestic scale and appearance. To the west are two interconnecting late 20th century blocks, in yellow brick with shallow pitched tiled roofs and metal windows. These respect the scale, form and building line of the neighbour to the east but are poorly detailed. The third block is a two storey prefab-type building, which respects the prevailing scale and layout, but its design and materials visually detract from the character and appearance of the whole site.

**4.2.14** The site is surrounded by a continuous stock brick boundary wall. The northern side, along Granary Street, is of several phases and the earliest parts may belong to the original workhouse of 1890.

#### **Goldington Crescent Gardens and St Pancras Way**

**4.2.15** Goldington Crescent Gardens forms an elongated oval shaped green space occupied by mature trees and surrounded by cast iron railings at the junction between Pancras Road, Crowndale Road, Royal College Street and St Pancras Way. The space serves as a focal point for the northern section of the Conservation Area.



**4.2.16** To the north of Goldington Crescent Gardens, Goldington Court, a municipal housing estate, is situated at the junction between Pancras Road, Royal College Street and Pancras Way. This is the earliest municipal housing in the borough. It comprises five connected blocks with a central court, which is accessed through an arch situated opposite the gardens. The blocks are five storeys in height plus an attic storey set within a mansard roof. They are constructed of stock brick with red brickwork at ground and first floor level and in the staircase bays

which articulate the facades. Decorated gables and tall chimneys contrast with the slate roofs of the blocks. The entrance arch is decorated with carved brick panels and painted artificial stone voussoir blocks, and is surmounted by a crest.

**4.2.17** Goldington Crescent (also Goldington Buildings) (grade II listed) forms a curved block overlooking the Gardens. The Crescent comprises a terrace of five storey properties and is constructed of stock brick with orange brick detailing.

**4.2.18** Goldington Crescent Gardens forms an elongated oval shaped green space occupied by tall mature trees and surrounded by modern cast iron railings at the junction between Pancras Road, Crowndale Road, Royal College Street and St Pancras Way. The space is a nodal point, but because of the busy traffic and linear shape it has not become a static space.

**4.2.19** To the north of Goldington Crescent Gardens, Goldington Buildings, an early 20th century municipal housing estate, is situated at the junction between Pancras Road, Royal College Street and Pancras Way. It comprises five connected blocks with a central court, which is accessed through an arch situated opposite the gardens, and is a prominent feature in views up Pancras Road. The blocks are five storeys in height plus an attic storey set within a mansard roof. They are constructed of stock brick with red brickwork at ground and first floor level. Decorated gables and tall chimneys contrast with the slate roofs of the blocks. The entrance arch is decorated with terracotta panels and mouldings reading 'Goldington Buildings, AD 1903'.

**4.2.20** Goldington Crescent (grade II listed) forms a curved block overlooking the Gardens. The Crescent comprises a terrace of three-storey properties dated 1849-50 and is constructed of stock brick with orange brick detailing, with stucco to ground floor. The terrace has small front gardens bounded by modern iron railings set on a low brick wall.

**4.2.21** A short section of St Pancras Way to the north of Goldington Crescent Gardens is situated within the King's Cross Conservation Area. The buildings within this stretch are diverse, and the streetscape is generally poor, but it does include some buildings of architectural or historical value, namely at no.7. Nos. 1-3 is a plain two storey 20th

century warehouse building with steel framed windows. No. 5 is a plain late 19th century three storey warehouse buildings with painted façade. These three buildings detract from the appearance of St Pancras Way. However, their rear elevation, which is visible from Royal College Street, is more coherent and intact, and bears painted advertisements. At no.7 St Pancras Way are two former Midland Railway stables buildings from the 1860s, the residue of a large stables complex that formerly extended for 200m northwards. The frontage block is of two storeys with blind, round arched windows at ground floor and stone lintels at first floor. It bears a painted sign reading 'South Stalls' on the St Pancras Way elevation. The entrance way and courtyard are paved in granite setts. The rear block is similar but a single storey only, with roof ventilators and very tall cast iron pillars internally. The adjacent residential property at No. 9 St Pancras Way is a large three-storey double fronted dwelling plus basement dating to the 1860s, which is constructed of red brick of a distinctive north-Midlands type, with cream brick detailing at ground floor level. The property has decorated lintels at first floor level and a modern porch surmounting the unadorned front door, and substantial iron railings to a small front area set on a low wall and was probably intended for a Midlands Railway manager.

**4.2.22** Nos. 7 & 9 St Pancras Way are rare vestiges of the Midland Railway's major goods yard, granary and ale stores complex at Agar Town.

### **The Royal Veterinary College**

**4.2.23** The three large blocks of the Royal Veterinary College form a consistent street elevation on the eastern side Royal College Street. The southernmost College building is a three-storey block plus attic level, which was constructed in 1924 in red brick. It has an arched central entrance with sandstone surround, which is surmounted by a two-storey hexagonal bay with horizontal bands of windows with sandstone surrounds, above a painted crest. Five dormer windows are set within the slate roof and a chimney set to one side of the entrance bay.

**4.2.24** The central block of the Royal Veterinary College consists of four storeys plus an attic level and surrounds two central courtyards. The building, designed by H.P.G. Maule, was constructed in 1936-37 and is formed of brown brick with red brickwork at ground floor level. The prominent central entrance to the building is surrounded by decorated stonework, which also surrounds the central window at first floor level. The entrance is again surmounted by a coloured crest. Like the adjacent red brick properties, the building is symmetrical in form.

**4.2.25** The buildings to the north of the Royal Veterinary College, at the boundary of the Conservation Area, house the Beaumont Animals' Hospital. The three-storey red brick building fronting Royal College Street is similar in form and origin to the southernmost building of the Royal Veterinary College, though is smaller and less detailed than the latter. A more recent block, constructed of yellow brick with red brick detailing is situated to the rear of this building, but it is not visible from Royal College Street.



### **Cecil Rhodes House and Pancras Road**

**4.2.26** Cecil Rhodes House and The Chenies are large blocks of flats, set at an angle on the western side of Pancras Road overlooking St Pancras Old Church and St Pancras Gardens. They form a distinctive group of late 1940s municipal housing. Cecil Rhodes House consists of four connected residential blocks of eight and ten storeys in height. The blocks are constructed of brown brick and their Pancras Road elevation have imposing, full height vertical windows constructed of glass bricks set in front of the central stairwells. At their bases are vertical rendered fins, and on either side at each floor are short curved brick balconies. The Chenies comprise a connected pair of eight-storey

blocks, which are identical to the adjacent blocks of Cecil Rhodes House. From in front of these buildings views of the rear of the Barlow Train shed and the spire of St Pancras Station are visible in southerly views.

### **Charrington Street to Goldington Street**

**4.2.27** At the Conservation Area's western boundary, Charrington Street, Penryn Street, Goldington Street and Medburn Street are lined with uniform residential terraces dating from the mid-19th Century. Those on the latter two streets are grade II listed. The properties on all of these streets are constructed of London stock brick with rusticated stucco at ground floor level and shallow butterfly roofs set behind parapet walls. Most are three storeys in height plus a basement level, although the corner properties in the northern-most terrace, 44-65 Charrington Street, have a 4th storey. The terraces are largely undecorated, although all have arched entrance surrounds, small cast iron balconies at first floor level and have front areas with modern cast iron railings. Nos. 18-21, 32-41 and 42-46 Charrington Street also have stucco window surrounds at first floor level. Two elongated communal green spaces are situated in place of the original rear gardens to Charrington Street, Goldington Street and Penryn Street houses. Views of unaltered rear elevations and butterfly roof lines are visible along these terraces from Medburn Street and Platt Street.



**4.2.28** The eastern side of Goldington Street and views east along Medburn Street are terminated by the rear elevations to the tall blocks of Cecil Rhodes House and The Chenies. The buildings' rear elevations have similar detailing with use of panels of glass blocks and curved brick balconies. A single storey community hall, which is also of 1940s date is situated to the rear of The Chenies. The small building is seen in the context of the much larger cylindrical glass block structure, above the entrance bay. The tower of St Pancras Station is visible in views southwards along Goldington Street.

**4.2.29** Unity Mews, which is situated to the rear of the buildings fronting Goldington Crescent, is a more recent addition to the Conservation Area, dating from 1992. The western side of the Mews consists of a three-storey block flanked by subordinate two-storey terraces. The group of properties is constructed of pale brown brick with slate roofs. The eastern side of the street includes the rear elevation to Nos. 5-16 Goldington Crescent. A metal plaque at the Chalton Street entrance to the Mews records the site of the Unity Theatre, which occupied the site between 1936 and 1975, as does an inscription into the brickwork at first floor level.

**4.2.30** The northern side of Platt Street is lined with two short terraces of properties identical to those on adjacent streets, however the southern side of the street is formed by Somers Close, which comprises late 20th century three-storey connected blocks. These blocks, which are accessed via a central courtyard, respect the surrounding built form in terms of scale, form and materials, and are a sensitive addition to the area. They are built in stock brick with black painted metal railings and gates.

**4.2.31** Outside the boundary of the Conservation Area, but contributing visually to the southern end of Pancras Road (at nos 119-149) is a long line of coal merchants' offices and shops, which are the last remaining feature of the Midland Railway's Somers Town Coal Depot of the late 1890s. They have grand red brick gothic arches, with elaborate window joinery in the manner of the undercroft of St Pancras Station. They are a rare survival and are listed grade II.





character

## SUB AREA 2: KING'S CROSS/ST PANCRAS

**4.2.32** Sub-area 2 forms the heart of the King's Cross Conservation Area. It includes the stations and extends to Midland Road to the west and York Way to the east, Goods Way to the north and Euston Road to the south. The southern part of Camley Street to the north of Goods Way is also included in this Sub Area.

**4.2.33** This part of the King's Cross Conservation Area has experienced, and will continue to experience, the greatest degree of change between the passing of the CTRL Act and completion of CTRL works at the end of 2006. Some of the buildings and structures and hard landscaping that contributed to the urban grain between the stations have been dismantled or removed and the street layout has been in part altered. This has, in turn, opened up new views.

**4.2.34** The sub area juxtaposes:

- monumental Victorian engineering and architecture;
- buildings and structures associated with the railways;
- Victorian workers' housing, now vacant;
- a current construction works site.

**4.2.35** Despite the changes that have occurred, the area retains a robust industrial character, mostly Victorian.

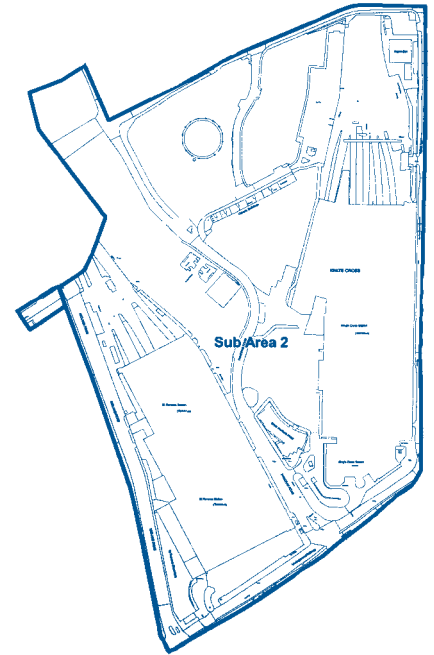
**4.2.36** The two stations, both grade I listed, form a part of our architectural and historical heritage and are of national importance; they form a national set piece. They are the most dominant elements of this area in terms of scale and use. With their wide train shed roof spans, they are also examples of technological virtuosity. Together with the Great Northern Hotel, this group reflects the power of the Railway age and is of notable historic value. It is the most important group of railway buildings in Britain. The extension of St Pancras train shed using new technology is in keeping with the tradition of that of the railway stations.

**4.2.37** Together with the Goods Yard complex in Regent's Canal Conservation Area, the industrial landscape is a major heritage resource both nationally and internationally. They are a very important area of nineteenth century canal, railway industrial, commercial and (former) residential buildings and structures. They have a rarity value, with the national loss of 19th century industrial buildings. "Nowhere else in London provides such a coherent illustration of what happened when the railways arrived and the full range of development they engendered" (GLC Designation Report, GLC HB 744, 12 December 1985) (this observation predates the CTRL works which changed the area).

**4.2.38** The uses are commercial, industrial, transport, and temporary work sites. There are a number of temporary portacabins and kiosks associated with the work sites.

**4.2.39** The main building materials are hand-made red and yellow London stock brick with dark blue engineering brick; Welsh slate for roofs; limestone and sandstone for lintels, sills and copings, and sandstone for bridge abutments and tunnel portals; softwood for external doors and windows; stucco, mostly in applied architectural mouldings, and cast and wrought iron. The external materials for the St Pancras train shed extension are mostly steel, concrete and glass. Glass is used in the two mainline station roofs.

**4.2.40** The buildings are in generally sound condition and where vacant, in the case of the Gym, Culross and Stanley buildings and the Great Northern Hotel, they are being monitored and are not considered at risk. The triplets and the St Pancras Chambers are on English Heritage's 'Buildings at Risk Register'. Although the triplets are structurally sound and in a secure site, no decision regarding their potential relocation has been made, although there is a legal agreement that provides a mechanism for their re-erection to the north of the canal within the Opportunity Area. Negotiations are in hand regarding the triplets' relocation. Negotiations are in hand regarding the future use of the Chambers. The buildings and structures were well constructed and have proved to be durable. The vacated East Side Buildings to St Pancras station will be converted and refurbished as part of the CTRL works.



**4.2.41** The historic floorscape is mostly confined to Battle Bridge Road with its traditional granite setts and kerbs. Materials from other historic floorscapes are in store and may be capable of reinstatement in many instances.

### **St Pancras Chambers**

**4.2.42** St Pancras Chambers (grade I listed) was built to a 1865-67 design by George Gilbert Scott, who won the design competition for the project. The Chambers has a flamboyant and towering appearance. It was built from 1868-1876. The Chambers dominates its surroundings in scale and decoration and is an important local landmark. It is testament to the area's former and current significance and serves as one of the greatest monuments to London's power and affluence during the Victorian period.

**4.2.43** The Chambers was built as the Midland Grand Hotel by the Midland Railway in such a form as to make the presence of the station and hotel highly visible over a wide local area. It has six storeys, two being attic storeys, with a deep basement. The hotel was built in front of the station, with the hotel occupying the floors above the station's ground floor facilities. Because the railway was built over the Regent's Canal, the corresponding height of the platforms and station was high above street level. It is set back behind the steep vehicle ramp of the forecourt, where vehicles would proceed one-way round a sharp bend. Below the forecourt, also designed by Scott, is a tall wall rising above the pavement, with bays on street level. To the west of the main elevation is the five bay main entrance to the hotel, with porte-cochère; this bay is aligned straight with the street, whereas the rest of the main elevation is set at an angle to the street; a curved section joins the left bay with the middle tower. The station, forecourt and shed are all stylistically unified.

**4.2.44** It is a very complex and eclectic design comprising various elements of Flemish, Lombardic, Venetian and Milanese Gothic, with details from English and French cathedrals. Building materials are very diverse: the main material is the deep red 'Gripper's' patent Nottingham brick. The Euston Road façade is variously decorated with terracotta, grey and red granite, limestone and Portland stone. Limestone was from Ancaster and Ketton, sandstone from Mansfield, to be a showcase for materials from the Midlands and north of England. The roofs were re-slatted in 1992-1996 and are covered with Cumbrian slates to the front; the back of the roof is a mixture of salvaged Leicestershire slates from the original covering and Cumbrian slates.

**4.2.45** On the ground floor are round arched ground floor openings and two larger vaulted arches. The floors above ground floor level are decorated with two and three light windows with colonettes, elaborate carving and a Lombard frieze below a deep balustraded parapet. Two rows of gabled windows are set within the building's steeply sloping roof.

**4.2.46** The skyline is very varied. From west to east, there is the stepped gable and two turrets to the left, then the large western tower over the main entrance is three storeys above the body of the building and consists of a steep pavilion roof, carved arcaded windows, friezes and corner spires. Then there are three stepped gables and two rows of many dormers. The eastern clock tower is a storey higher, yet is slimmer and in the manner of Big Ben. This tower is an important local landmark. It incorporates a large oriel with gabled clocks on each face and is decorated with pinnacles and a spire.



**4.2.47** There are several viewpoints of the Chambers along Euston Road, where the Chambers forms a dominant part of the street scene. It is an important local landmark, with its rising mass. Other key views are from Pentonville Road and Gray's Inn Road. The Chambers forms framed views from other streets including Judd Street and Argyle

Street. The huge mass of the train shed and the Chambers are prominent in views from Euston Road looking north along both Midland Road and Pancras Road.

### St Pancras Station and the Barlow train shed

**4.2.48** A significant extent of the huge single-span St Pancras Station train shed (1865-1868) forms the western edge to the space between the stations. It was designed by the Midland Railway engineer William Barlow, assisted by R M Ordish, with design input by George Gilbert Scott. The shed has a span of 80m and length of 200m long. When built, it had the widest span of any roof in the world. This grade I listed structure is described by Pevsner as "one of the outstanding surviving examples of Victorian functionalism and daring" [op cit, p 365]. It remains one of the most impressive train sheds in the world. The wrought iron arch ribs meet to form a slightly pointed apex, which gives it a more Gothic character. The north gable, with its lattice girdered and glazed windshield, is the most prominent part of the train shed roof externally, and rises above the new extension roof. Only the uppermost part of the roof is glazed. The CTRL works will include its refurbishment. The two-storey red brick East Side Buildings on Pancras Road will be refurbished with glazing to the openings at first floor level, providing natural light to offices and ground floor level doors and windows to the departures area. The West Side Buildings have been demolished, but were similar to those on the Chambers and Euston Road frontages. To Midland Road is the Gothic Revival booking hall (part of Barlow House) of 1869, which has a lower roof than the main buildings.



**4.2.49** There is a view looking into the Conservation Area from Brill Place to the Barlow shed. The towers of the Chambers are just visible. An extensive view of the St Pancras extension will form a major part of this view and the shed will form a clear edge to the Conservation Area.

### Midland Road

**4.2.50** Midland Road forms the western edge of Sub Area 2. The southern end of Midland Road is dominated by the British Library to the west, just outside the Conservation Area and by St Pancras Chambers. The Library has a long elevation of red brick. Further north, extensive oblique views of the demolished area of the St Pancras West Side Buildings and the station extension and worksite are apparent.



### King's Cross Station

**4.2.51** King's Cross Station (grade I listed) was designed by Lewis Cubitt, with the engineer Joseph Cubitt and was built in 1850-1852. It is at the eastern end of Euston Road and dominates the junction with York Way, Pentonville Road and Gray's Inn Road. The façade of the station addresses Euston Road and is set at an angle to it. The station has a completely different character to St Pancras station and Chambers. King's Cross is more restrained, being in a plain Italianate style. The façade reflects the plan of the station and its internal roof arrangement, which St Pancras does not. King's Cross' hotel is separated from the station by some distance, whereas St Pancras' hotel is directly in front of its train shed.



**4.2.52** With its scale and sense of geometry, the Euston Road elevation has a striking and powerful



façade. 'The Builder' described it thus: 'The building will depend in its effect on the largeness of some of its features, the fitness of the structure for its purpose, and a characteristic expression of that purpose' [quoted in Pevsner, p 362]. The elevation is dominated by two very large, semi circular arches. The façade reflects the plan of the station and reveals the cross section of the station's interior, with two round arched train sheds. The form of the roof arches is therefore expressed boldly in the Euston Road elevation. The western shed was originally for departures and the eastern shed for arrivals. At the foot of the arches are two plain three-bay arcades with segmented arches, being access into the station. There are full-height projecting piers to the sides and middle; a plain cornice unifies the elevation. The station is of unadorned yellow London stock brick. The elevation is surmounted by a clock tower in the middle in the Italianate villa style, 120 ft high. The roofs originally had laminated timber ribs, replaced by ribs of wrought iron in 1869 and 1887.

**4.2.53** On the eastern side of the southern façade, a third, smaller and elliptical, arch marks the covered taxi cab road for passengers by taxi. Two storeys of yellow brick were added in 1869. The three-storey booking office, of yellow brick, was the main entrance range and is to the station's western side.

**4.2.54** The temporary single storey ticket office and canopy structure to the front of the station southern canopy of the station was constructed in 1974 and was designed by British Rail's Regional Architect's Department. It is single-storey with a profiled metal façade, which obstructs full view of the elevation; its removal would create the opportunity for more extensive views of these. The canopy has an oppressive character. It is anticipated that the concourse will be removed as part of a proposed western concourse. There is an opportunity for the area immediately in front of the station to be a new public space of the highest quality, which integrates the surrounding buildings. The triangular space will include hard landscaping and will afford views of the façade to King's Cross Station, the flank elevation to St Pancras Station, the eastern tower to the former Midland Grand Hotel and the flank and rear of the Great Northern Hotel. The area between the Great Northern Hotel, St Pancras and the King's Cross modern concourse is currently a construction site for the LUL ticket hall and is surrounded by hoardings. Further description of the station complex is given below.

**4.2.55** The Great Northern Hotel, King's Cross station and the Chambers are prominent in views from just south-east of the canopy. The main elevation of the station is prominent in views from local streets including Gray's Inn Road, Euston Road, Pentonville Road, Birkenhead Street and Crestfield Street.

### **The Great Northern Hotel**

**4.2.56** The Great Northern Hotel, also designed by the architect Lewis Cubitt, was opened in 1854. It has five and a half storeys with attic storey and basement and was tall for its time. It is built on a curved plan, for the following reason: the western elevation follows the curved alignment of Old St Pancras Road immediately to the west. This road was realigned to the west to its present location after the hotel was built. The eastern side of the hotel was designed to directly address the western elevation to King's Cross Station, where the projecting booking office forms the focus of the western range. The central doorway of the former booking office appears to be the geometric focus of the hotel's curved elevation. There are attached railings to the basement areas at front and back.



**4.2.57** The curved form presents a pleasing contrast with the long straight side elevations of the stations. The hotel is Italianate in style; with its classical details, it is more elaborate than its station. It has a hipped slate roof with tall chimneys. It is built of yellow stock brick with stucco details. The eastern elevation has a six-window central bay and five-window outer bays, separated by staircase bays with tripartite windows, slightly projecting. The ground floor

windows are plain and semi circular headed and the windows to the first, second and third floors are square headed, with moulded stucco architraves. The fourth floor windows are plain and the dormer windows are have pediments. The treatment of windows to the main elevation therefore is progressively simpler from the 1st floor up. Stucco stringcourses are between the ground, first and second floors and there is a deeply moulded main cornice with dentil course above the top floor. The west elevation is longer than the east elevation and is similar. It has seven bays of windows in the central section with five bays to the sides. The rear staircase bays are set forward from the hotel's building line and have rusticated pilasters. The corners have deeply moulded quoins. A single storey extension and a white painted fire escape on the west elevation detract from the overall quality. The end elevations have rectangular windows with mouldings.

**4.2.58** The hotel is an important component in a group with the stations. It also has its own strong, but not over-bearing, presence. When viewed from areas south east of King's Cross station, including looking west from Gray's Inn Road, the south east elevation can be seen directly. Views of it are also framed between the two stations, forming a strong ensemble. It is also visible in views from streets perpendicular from Euston Road, where this view is framed.

#### **The west side of King's Cross station and the German Gymnasium**

**4.2.59** The western elevation of King's Cross Station includes - from south to north - the range of three and four storey former booking office and waiting rooms, an entrance building with tall Venetian windows, a gap left following Second World War bomb damage and an office building. The former booking office and main entrance is a range of three to four storeys, with Venetian windows. In the space between the local and the main station is courtyard with two-storey offices, with 'Parcels Office' inscribed in stucco on its south end wall.

**4.2.60** All of a similar period, the yellow stock brick buildings reflect the design of the main station building. The wrought iron trussed porte-cochère has been temporarily removed because of the LUL ticket hall construction works and is currently in storage. It has a technically interesting wrought iron roof. The removal of other single storey buildings within the space between the stations has exposed this grand, albeit incomplete, range to view. The Local Station train shed (now platforms 9 - 11) was re-built for the Great Northern Railway's suburban services, which extended in 1894-5, with a functional character clearly deriving from its purpose. It has a trussed girder roof with metal and glass porte-cochère. To the west of the entrance, is an office range of yellow brick with red brick dressings. The stepped red brick detailing is similar to that on the side elevations of the German Gymnasium.

**4.2.61** From a point close to the eastern corner of the German Gymnasium looking south, a wide panorama of the space between the stations has been opened up. This is due to the demolition of various buildings under the CTRL Act, including the Red Star parcels building formerly between King's Cross station and the hotel. This panorama across the former London Underground construction site includes the suburban train shed and King's Cross Station western range to the left, the Great Northern Hotel with the eastern tower of St Pancras Chambers appearing above it and the eastern frontage of the Barlow train shed and roof, which will be re-glazed. The curved elevation of the hotel in perspective adds to the attractiveness of this view. The view therefore contains a group of buildings of significant heritage importance. Whilst the main frontage to King's Cross Station and St Pancras Chambers primarily relate to Euston Road, and are therefore described later, the western range of King's Cross Station and the Barlow train shed primarily address the space between the stations to the south of the German Gymnasium.

**4.2.62** The grade II listed German Gymnasium (1864-5) to the south of Stanley Buildings Built at the same time as Stanley Buildings (1864), it was a unique, purpose-built gym for the German Gymnastic Society and designed by Edward Grüning. The gym is of great historic and aesthetic importance. It was part of the movement towards the



establishment of the Olympic Games and was important in the development of public sport and fitness. Its style is a Prussian neo-medieval vernacular. It has rare surviving laminated timber roof ribs of a type originally used in King's Cross station. Whilst the former entrance to this building from the original alignment of Pancras Road has been demolished as part of the CTRL works, this two and a half storey multi-coloured stock brick building is not diminished by the loss of the immediate urban fabric. Its southern façade is sufficiently imposing to enable the building to sit successfully against the backdrop of the station extension. Its new west wall, created by the demolition of the western part of the structure, has been rebuilt to form an external wall, in keeping with the other elevations. The gym has been exposed to views from the south, due to the removal of an adjacent warehouse.

### **Goods Way and the Gasholders**

**4.2.63** Goods Way forms the northern edge of Sub Area 2 and part of the boundary between the King's Cross Conservation Area and the Regent's Canal Conservation Area. The western half of this road has been realigned to form a straight line with most of the east section, as part of the CTRL works and leads to the St Pancras shed extension area, forming a crossroads with the construction road.

**4.2.64** At areas in Goods Way, including where Goods Way passes over the railway lines leading into King's Cross Station, there are panoramic views looking south. These views across the central part of the Conservation Area include King's Cross Station train shed (with the fan of railway tracks in front of it), its clock tower and the Great



Northern Hotel, Culcross Buildings and the remaining gas holder which are set against a backdrop of St Pancras Station and the Chambers. The eastern tower to St Pancras Chambers is a key landmark in these views. Beyond the Conservation Area, the British Telecom Tower and Euston Tower are visible above the St Pancras Station extension.

**4.2.65** Another panoramic view is from the middle of Goods Way, a short way down at the north end of the temporary construction road, looking south. The important elements of this view are the Chambers, the train sheds and no. 8 gasholder.

**4.2.66** At areas from the Goods Yard complex (in Regent's Canal Conservation Area) looking south, are views towards the stations. The tower at the Chambers is a key landmark. Looking north from Goods Way and from areas around it (including the temporary construction road) are views of the Granary and the Goods Yard complex.

**4.2.67** The northern end of the St Pancras Station extension will be a prominent feature in views looking west along Goods Way. The road gently dips down to the Pancras Road Bridge and the 19m high structure partly terminates this view.

**4.2.68** The Camley Street Natural Park is located on the northern side of Goods Way at its western end. Dense vegetation is visible from the road behind a recently erected tall wooden fence. The sloped edge with wildflower planting forms a soft contrast to the hard urban context.

**4.2.69** To the south of Goods Way there are, from east to west: a Network Rail car park, a construction depot site and the single remaining gas holder. A temporary haul road (for construction traffic only) runs between the latter two areas and links Goods Way to Battle Bridge Road approximately 150m to the south. This temporary road will not be required when CTRL works are completed.

**4.2.70** The 'triplet' gas holders (1880) were three telescopic holders designed by John Clark, works engineer at St Pancras gasworks. The triplets and their parts remain grade II listed. The triplets stood on the site of previous gasholders with very deep tanks. The triplets formerly occupied a site to the north of Goods Way. It was the guide frames (and pumps and posts) that were dismantled in 2001-2002 and are currently (2003) stored on racks within

this site. They form a unique structure as they share columns and are interlinked. They are each of different sizes and had 16, 15 and 13 columns each. They had three tiers in a Classical style, in the Tuscan and at the top, Corinthian order. Within this site are also numerous elements of street furniture and surfacing materials salvaged from the CTRL works sites. There is a legal agreement between English Heritage and London and Continental Railways that provides a mechanism for their re-erection to the north of the canal in the Opportunity Area. However, the un-listed gas holders were destroyed. All the gasholder tanks have been filled in and the gasholder bells have been removed. In addition to operating as a storage site, this area has been used as a construction depot.

**4.2.71** No. 8 gasholder (1883) is only one remaining standing, on the site. It is contained within a site bounded by Goods Way to the north, Pancras Road to the west, Battle Bridge Road to the south and the temporary haul road to the east. No. 8 was stylistically copied from the triplet gasholders and has a similar form of construction. It is a landmark and its skeletal form silhouetted against the sky is visible from Goods Way, Battle Bridge Road, the nearby construction sites and Camley Street. Its hand pump is still in situ. The legal agreement referred to above indicates the possibility of no. 8 gasholder being moved so that all four are located together. Parts of the tall London stock brick boundary walls of the former gas works are retained on the south side of Goods Way and the north side of Battle Bridge Road and parts have been rebuilt to match, where the CTRL works permitted this.

**4.2.72** In the southern-western corner of this area of land is the single storey blue and white gas governor building. This is enclosed by high London stock brick walls and accessed via galvanised steel gates painted black close to the junction between Battle Bridge Road and Pancras Road. These walls form a strong sense of enclosure.

### Camley Street

**4.2.73** Camley Street provides an east-west link below the railway lines into St Pancras Station. Camley Street bridge has been widened as part of the CTRL works and 70m of Camley Street is now enclosed by it. The road rises steadily to the north and there is a view looking south of the new shed, the arch to the Barlow train shed being just visible, with the eastern tower to St Pancras Chambers beyond. Euston Road is just visible through the gaps formed between Stanley Buildings and the Great Northern Hotel and St Pancras Station.



**4.2.74** Immediately to the west of Camley Street, the railway lines into St Pancras are on an embankment behind a 2m security fence. As Camley Street falls towards the junction with Goods Way and Pancras Road, the 'shorebase' (below station platform level) will form the western edge of Camley Street. This will form a substantial mass, with a 70m long by 6m high elevation comprising opaque glazing and metal louvres set between fairfaced concrete columns and below a deep concrete beam. The eastern side of Camley Street forms the boundary to the Conservation Area. Beyond this is the Camley

Street Natural Park and the Regent's Canal (see Regent's Canal Conservation Area Statement). The grade II listed late 19th century locomotive water point has been relocated from a position to the north of St Pancras Station to east of Camley Street bridge and becomes increasingly visible as one progresses northwards up Camley Street.

### Battle Bridge Road and Culross Buildings

**4.2.75** Battle Bridge Road runs parallel to Goods Way approximately 150m to the south. It provides access to the Network Rail car park at its eastern end; its western end is formed by the junction with the realigned Pancras Road. Looking east along Battle Bridge Road, there is a view across the railway lines of King's Cross to the York Central building on York Way, which is outside the Conservation Area and is a local landmark. Looking west, the view is terminated by the St Pancras train shed extension, where the coach road will run below the new station deck. Gas holder no. 8, the Granary complex and other buildings north of the canal are visible in views looking northwards.



**4.2.76** Culross Buildings and Culross Hall (1891-2) occupy the southern side of Battle Bridge Road. Culross Buildings is a multi-storey Victorian philanthropic industrial dwelling, as are the Stanley Buildings. It was built by the Great Northern Railway for its workers on the goods yard and on the station; it was also for people made homeless by the demolition of houses for railway expansion. It is a long, flat fronted four-storey structure of yellow and red

brick with a blue brick plinth at ground floor level. The south elevation has a basement (with round-headed openings) due to the slope of the land. It has a functional character relieved by simple use of colour and Portland stone. The south elevation has horizontal red bandings between storeys. The main elevation to the north is decorated with regular horizontal and vertical red brick banding and is subdivided by regular open stairwells, which are framed by red brick projections (like giant pilasters) which add a vertical orientation and variety to the elevation. Green painted, decoratively curved iron railings are set within the stairwells, whilst similar railings also surround the flat roof. The north and south elevations have green painted timber sash windows, with red brick lintels. There is a Portland stone cornice. There is an unusual flat roof, with railings round the edges, providing amenity areas for the residents and areas for drying washing. Culross Hall is a simple two-storey building constructed of stock brick, with traditional sash windows and red brick lintels. It adjoins Culross Buildings to the east.

**4.2.77** At the western end of Culross Buildings, a curved two storey building at no. 41 Battle Bridge Road completes the road's southern frontage. Its lower height and curved plan form define and turn the corner, thus its scale and form contrast with Culross Buildings.

**4.2.78** The northern side of Battle Bridge Road is lined with a tall green-painted temporary fence, which encloses the construction depot site tall London stock brick wall to the storage site. This wall retains some of the original boundary wall to the gasholder site, and also comprises a newly-built section which is in keeping with the historic section.

**4.2.79** Battle Bridge Road itself is the only street in Sub Area 2 to retain the majority of its traditional granite setts in situ. Other setts are stored for future use. Whilst Culross Buildings and Battle Bridge Road represent largely intact examples of the Victorian character and appearance of the area, their context to the north and immediately to the south is storage and construction sites.

#### **Pancras Road (south) and Stanley Buildings**

**4.2.80** Pancras Road links Euston Road to the south with Crowndale Road, Royal College Street and St Pancras Way in the northern part of the Conservation Area. The northern section of Pancras Road is within Sub Area 1. The southern half has largely been realigned as part of the CTRL works and is currently one-way (south to north).

**4.2.81** Pancras Road provides the main link between the west and east sides of the St Pancras Station extension via a 100m long and 35m wide bridge. The eastern end of the bridge emerges at the junction between Goods Way and Camley Street. From this point Pancras Road then curves in a south-easterly direction around Stanley Buildings and the German Gym, before passing between the western edge of the Great Northern Hotel and St Pancras Station/the Chambers, then joins Euston Road.



**4.2.82** There is a framed view from Pancras Road, between the Great Northern Hotel and the Barlow shed, looking north towards the Stanley Buildings. The shed extension forms a strong edge to this view.

**4.2.83** Between Goods Way and Battle Bridge Road, this stretch of Pancras Road is dominated by the St Pancras Station extension to the west. North-south orientated white painted steel vierendeel trusses will be supported on 19m high steel columns at 30m intervals. There are eight of these columns supporting the main roof and sitting slightly proud of the station deck structure to form a colonnade, albeit one on a monumental scale. An approximately 6m wide strip of roof will be cantilevered beyond the trusses.

**4.2.84** Above station deck level, the train shed extension will be partly enclosed by a 2m strip of fritted glazing surmounted by a 4m high strip of glass blocks in steel frames. Below the station deck level at ground level, there will be a car park enclosed by grilles, the Coach Road and further south, a mix of glazing and high level louvres enclosing the station accommodation. The temporary character of the station extension and immediate work site surroundings is currently that of a massive construction site, with 24-hour working and a number of tall cranes on the skyline around.

**4.2.85** Two shortened blocks of the grade II listed Stanley Buildings (1864-5) remain in the area between the realigned Pancras Road and the station extension. Originally there were five blocks, built as philanthropic housing for workers, by the Improved Industrial Dwellings Co Ltd (builder Matthew Allen). The north and south facing blocks face Stanley and Clarence passages respectively, both of which have been truncated by the CTRL works. They are walk-up blocks with open central spiral staircase with balcony access. The blocks of flats are five storeys in height and have recessed balconies supported by cast-iron columns and enclosed by railings in a lattice pattern. Each balcony opening is flanked by pilasters, which are decorated with an oval emblem and Ionic scrolls. The ground floor level has a painted stucco finish. They have an early example of fireproof floor construction. The CTRL works involved the demolition of the westerly block, second world war bomb damage destroyed one block and another had been lost to road widening. Therefore, their architectural integrity has been compromised.

**4.2.86** Looking between the Gym and the Stanley buildings from the realigned Pancras Road, there is a glimpsed view of the new train shed extension, with the Barlow shed above it. The train shed extension is a new and major element of this view.

**4.2.87** There is also a similar view from the realigned Pancras Road, between the Stanley Buildings.

**4.2.88** The demolition of the rest of the rest of the Stanley Buildings group has left the west elevations of these buildings exposed to views from the south. The northernmost block will be about 10m away from of the façade of the station extension.

**4.2.89** Where the St Pancras train shed follows the alignment of the Barlow shed, the Stanley and Gym buildings are aligned on the former street pattern, at a splayed angle with the train shed.

**4.2.90** The area to the east of the realigned Pancras Road contained by Culross Buildings to the north and the King's Cross suburban train shed to the south-east is a construction site. This has diluted their original urban context. The removal of Victorian buildings, walls and railway related structures has opened up new views of the southern elevation and fenestration of Culross Buildings and the articulated wall of the adjacent train shed.



#### **York Way**

**4.2.91** York Way forms the eastern edge of Sub Area 2. King's Cross station's monumental east side buildings form a strong edge in views along this straight north-south aligned road. This flank has blind arches to the lower, street level. Just to the north of the station is a pair of cobbled ramps providing access to the taxi pick-up area to the south and the signal box to the north. Adjacent to the ramps is the two storey engineers' bothy building. Only a single storey of this building is evident from the east and it forms a modest termination to the view looking west from Wharfedale Road in Islington. A stock brick wall (at

approximately eye-level) forms a boundary from the north side of the station up to Goods Way, to the back of pavement edge on the western side of York Way. This view also includes no. 8 gasholder and will include the upper part of the station extension. A late 20th Century brick signal box building is located close to the junction between York Way and Goods Way. To the east of York Way, opposite the station, the newly named "Regent Quarter" will be regenerated with new development and the refurbishment and intensified use of existing buildings. This will help enhance the character and vitality of York Way.

**4.2.92** At the northern end of King's Cross station is a complex of railway tracks called the 'Throat', which is of great significance to railway historians for viewing railway traffic. The tracks emerge through the three tunnel portals dating from 1852, 1878 and 1892 of the gasworks tunnel. The earliest, central portal has millstone grit voussoirs. A disused tunnel runs to the south east. Looking north from the station platforms and rails, the Goods Yard complex is visible over the gasworks tunnel.

**4.2.93** There is a panoramic view just outside the Conservation Area, looking towards it, from Maiden Lane Bridge, looking southwards over the canal. The canal is prominent in the foreground and the view features no. 8 gasholder, the Chambers and the Barlow shed. Two other views from York Way are as follows. Firstly, on York Way south of Wharfedale Road, there is a wide view over the tracks, looking west towards Culross Buildings, King's Cross station

shed and no. 8 gasholder. Secondly, there is a panoramic view north of Wharfdale Road, from the cobbled ramp adjacent to York Way, looking west and north-west, over the tracks. This encompasses the Goods Way complex in the Regent's Canal Conservation Area, Culross Buildings and no. 8 gasholder.



#### **Summary & Commentary**

**4.2.94** This part of the King's Cross Conservation Area has experienced significant change. This has resulted in the loss of elements of heritage merit, fragmentation of the urban grain and radical change to the character and appearance of the area. The changes resulting from the CTRL and London Underground works have resulted in the widening of the settings of most of the principal buildings, mostly those to the south of, and including, the German Gymnasium. Change has also resulted in some buildings and structures standing alone, comparatively isolated from their former context. For example, Stanley Buildings sit somewhat uncomfortably in the context of the new St Pancras Station extension and the remaining gasholder and Culross Buildings are currently somewhat isolated. Nevertheless, these buildings continue to contribute positively to the character and appearance of the Conservation Area, although as a result of the CTRL construction works, they currently do lack a meaningful and coherent visual context.

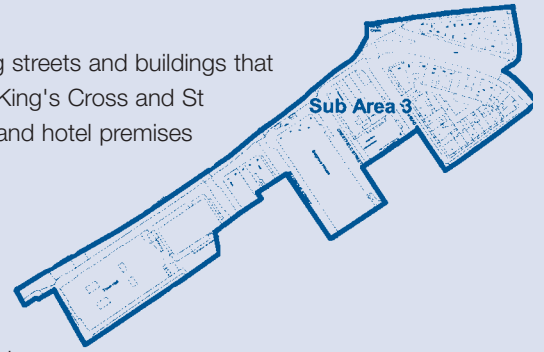


character



### SUB AREA 3: EUSTON ROAD

**4.2.95** Sub Area 3 comprises the south side of Euston Road and the adjoining streets and buildings that have a visual and/or physical connection to the main road. It is dominated by King's Cross and St Pancras stations and St Pancras Chambers in Sub Area 2 and includes retail and hotel premises fronting the main roads as well as Camden Town Hall and associated offices.



#### Euston Road: South Side

**4.2.96** The south western boundary of the Conservation Area is defined by Camden Town Hall, (grade II listed, built as St Pancras Town Hall) which is an elongated classically-designed building with a four storey central section, including a raised attic, and three storey outer wings. It was built in 1934-7 and designed by A J Thomas. The building's symmetrical façade is dominated by giant Corinthian columns and two projecting pavilions, which surmount the building's two Euston Road entrances. It is faced with Portland stone. Ironwork detailing is incorporated into the façade at ground floor level and carved Camden crests are situated above the entrances to the building.

**4.2.97** The eight-storey Town Hall Annexe to the east of the Town Hall is particularly prominent in the street scene. The addition was built in 1974 and is constructed of concrete with five curved bays containing large single paned windows and a taller western stairwell. At ground floor level, the building is significantly recessed beneath the overhanging first floor.



**4.2.98** Argyle House, at nos. 29-31 Euston Road is a four-storey mid 20th century building. It is constructed of brown brick, with a sandstone ground floor and flat roof. The building's Euston Road façade includes traditional multi-panelled steel-framed windows with sandstone surrounds at first floor level and a frieze of overlapping discs also at first floor level. The name of the property is attached in prominent white letters between the first and second floor levels. The ground floor retail units include a plethora of prominent signage that is poorly integrated with the street scene.

**4.2.99** The adjacent building at nos. 23-27 Euston Road is a four-storey corner property, plus a mansard attic storey, with highly decorated elevations to both Euston Road and Belgrove Street. The ground floor is constructed of rusticated stone with alternating red brick and stone bays occupying the floors above. The building's façades are highly detailed, particularly the corner bay, which includes an elaborately detailed porch above the main entrance and a carved crest above a third floor balcony. The red brick bays include arched stone window surrounds at first floor level, whilst the sandstone bays are decorated with carved crests flanking the second floor windows.

**4.2.100** Belgrove House, situated at nos. 13-21 Euston Road, is a three storey building of 1950s date constructed of brown brick with sandstone window surrounds at first floor level and an elevated central section also constructed



of sandstone. It is built on the footprint of the early 20th century King's Cross coach station. The façade includes a range of signage, which is poorly integrated with the building's elevation.

**4.2.101** The properties at nos. 1-11 Euston Road form an attractive unlisted four-storey terrace probably dating to c1840, which are a vestige of the original Euston Road frontage buildings, which remained almost intact in this area until the early 20th century. The elevation is divided into three sections: nos. 9 and 11 at the western end of the group and nos. 1 and 3 at the eastern end have decorative white painted window surrounds, which are arched at first floor level, and the central properties have less decoration and a plain façade. The single storey, flat roofed retail units added to the front of the properties detract from the appearance of the original properties and alter and obscure the original building line that returns into Birkenhead and Crestfield Streets. In addition they obscure views of the upper floors of nos. 1-11 from Euston Road pavement, and include a range of garish signage. No. 11 has a projecting single storey to the front that is earlier in date than the modern retail units, and has arched windows to the side to match those on the side elevation of the main house. The flank elevations of no. 1 on Birkenhead Street and no. 11 on Crestfield Street also retain a high level of decoration.

**4.2.102** The southern part of the west side of Birkenhead Street falls within Bloomsbury Conservation Area. Within King's Cross Conservation Area are nos.58a, 59 & 61 on the west side and nos 1-7 on the east side.

**4.2.103** Nos. 1-7 Birkenhead Street are a terrace of 7 houses dating to c1827-32. They are of stock brick with three storeys, and railings around a small front area. Nos 4, 5 & 6 have mansard roof extensions, nos. 5 & 6 have set back roof extensions with railings set on the front parapet wall. Timber sliding sash windows remain except at no.1, where they have been replaced by unsympathetic modern windows. They are listed at grade II.

**4.2.104** No. 58a is the King's Cross Methodist Mission. This is of three storeys with a lower ground floor, with a central block of 5 bays and flanking wings, slightly set back. The ground floor has a dominant entrance with four pairs of timber doors, approached by wide stone steps. The front basement area has railings. Some timber sliding sashes remain, but many have been replaced with less sympathetic windows. No. 59 is a terraced house dating to c1827-32, of similar form to nos 54-58. It has a fine door surround and fanlight and ground floor window with matching arched surround. The first floor windows are set in shallow blind arched reveals. Timber sliding sash windows remain at first and second floors and the front area has railings. No. 61 is a three-storey building of three bays with a central entrance. It has a rendered façade and is highly decorated, with pilasters between windows at ground, first and second floors, projecting cornices between the floors and a balustrade and pediment at roof level. It is similar in appearance to the return of no. 1 Euston Road.

**4.2.105** The buildings on Crestfield Street are inconsistent in terms of height, materials and form, and the road is dominated by the highly decorated return of no. 11 Euston Road, and the two storey, brown brick rear elevation of the Methodist Mission. The terrace at the south end of street fall within the Bloomsbury Conservation Area.

**4.2.106** Nos. 1-7 St Chad's Street form a consistent terrace of grade II listed, three-storey properties, plus basement and - in the case of nos. 2-7 - mansard roof extensions. This fine terrace dates to c1827 and is constructed of yellow stock brick and incorporates round arched doors and windows at ground floor, windows in blind arched recesses at first floor and flat arched windows at second floor, ornate cast iron balconies at first floor and railings around small front areas. Nos. 2-5 and 7 St Chad's Street have a rusticated rendered ground floor level. At the western end of the terrace, no. 8 St Chad's Street is a modern three-storey property, which is constructed of yellow brick and has large contemporary windows and a flat roof. This building makes a neutral contribution to the streetscene. The south side of St Chad's Street falls within sub-area 4.



### Gray's Inn Road and Pentonville Road

**4.2.107** Nos. 311 to 345 Gray's Inn Road form a consistent four-storey terrace of early 19th century date, with largely unadorned façades and retail units at ground floor level. The terraced properties are variously constructed of stock brick and dark brown brick, although the western section of the group, nos. 323-345, have white painted façades. Nos. 313-333 have blind recessed arches around the first floor windows. Nos. 335-337 have greater decoration on their front elevations, with giant order pilasters at 1st and 2nd floor levels and decorated window surrounds. The Gray's Inn Road elevation to nos. 319 and 321, situated in the centre of the group, includes a painted sign reading 'Scales, Weights and Weighing Machines'.

**4.2.108** The triangular block between Gray's Inn Road, Pentonville Road and King's Cross Bridge is dominated by the 'lighthouse building', which is prominently situated at the junction between Pentonville Road and Gray's Inn Road and terminates views to the east along Euston Road. It is listed grade II and dates to c1875, built on a former railway construction site. This block has a triangular plan with a rounded apex and is mostly four-storeys in height, plus an attic mansard level. It is constructed of London stock brick with stucco dressings and has a deep projecting cornice below the mansard level. Decorated arched dormer windows are set within the mansard roof. The building's apex is surmounted by a tall 'lighthouse' tower, which is clad in metal sheeting, surrounded by a cast iron balcony and capped by a small dome and weather vane. The tower serves as an important local landmark. The building has flank elevations on Pentonville and Gray's Inn Roads of one storey lower than the main section.

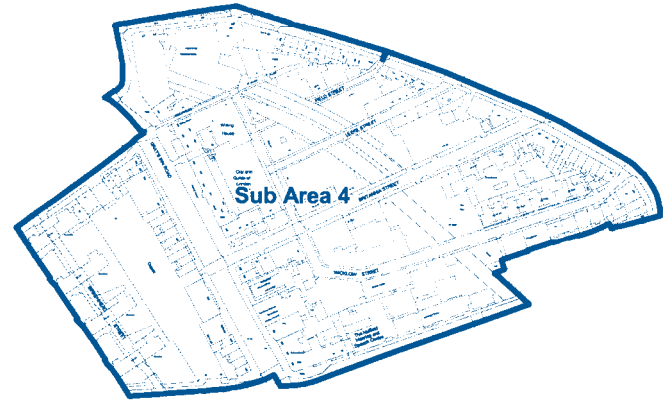
**4.2.109** The buildings at the eastern end of the lighthouse block - at nos. 1-5 King's Cross Bridge, no. 368 Gray's Inn Road and no. 281 Pentonville Road - comprise poor quality, single storey retail units with a flat roof and a plethora of signage. Prominent billboard advertisements are also located on the roof of the units. These properties are poorly integrated with both the adjoining 'lighthouse building' and the Scala, which is situated on the opposite side of King's Cross Bridge.

**4.2.110** The Scala, which occupies the entire eastern side of King's Cross Bridge is a prominent white-painted former cinema building, which is three storeys in height with a small dome at the northern end. The building has a stucco façade with rusticated treatment at ground and first floor level and large columns above. Circular windows are set within the façade at first floor level and narrow vertical windows are included in the floors above. Smaller circular windows are set within the dome at the northern end of the King's Cross Bridge façade. Like the nearby 'lighthouse tower', the dome, which is surmounted by a ball finial, serves, as a local landmark and is visible in views westwards along Pentonville Road.



## SUB AREA 4: GRAY'S INN ROAD

**4.2.111** This sub area comprises the area bounded by Pentonville Road and King's Cross Road to the north and east, Swinton Street to the south and the Birkenhead Street Estate to the west. King's Cross Road and Gray's Inn Road are principal roads linking King's Cross to the City of London. 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 setts, 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. The blocks of the 1950s Birkenhead Street Estate are located against the west boundary of the Conservation Area.



### West of Gray's Inn Road

**4.2.112** The southern side of St Chad's Street is fragmented, with little consistency in style, scale or building line. Nos. 13 and 14 St Chad's Street are grade II listed, three-storey properties, plus basements, dating to c1827, which have similar elevational detailing to the terraced buildings on the north side: they have square headed windows and iron balconies at first floor level. To the west of these properties, no. 12 St Chad's Street forms the northern entrance to the depot that runs behind the Gray's Inn Road frontage buildings. The entrance and yard has granite sett paving beyond which is a single storey building of no architectural or historic merit, set behind the buildings on St Chad's Street. The adjacent property, no. 13 St Chad's Street, is a three-storey building, which is constructed of stock brick and has a plain façade. At ground floor level, the building has been rendered and large modern windows and contemporary signage introduced.

**4.2.113** The seven storey blocks of the Birkenhead Street Estate are adjacent and occupy the area at the western boundary of Sub Area 4. The St Chad's Street elevation to the northernmost block includes open balconies and projecting stairwells, whilst the southern elevation to the slab block fronting Argyle Street is characterised by regular fenestration and recessed balconies. The estate is bounded by a pale orange brick wall with large areas of glazing, and the route of Birkenhead Street through the estate is now a private road.

**4.2.114** The building adjacent to the Birkenhead Street Estate on Argyle Street, no. 55, forms the southern entrance to the depot situated to the rear of the Gray's Inn Road frontage buildings. The two-storey mid 20th century building is constructed of yellow brick and has a horizontal band of windows at first floor and vertical windows at ground floor on either side of a wide vehicular entrance, with rendered reveals and mullions.



### Gray's Inn Road

**4.2.115** Gray's Inn Road is a wide, busy street of one-way northbound traffic connecting King's Cross with Clerkenwell and Holborn to the south. The west side is fronted by a continuous early 19th century terrace (nos 251-309) running between St Chad's Street and Argyle Street, with some of the original buildings replaced by 20th century developments. The eastern side of the road is of a larger scale, was largely re-developed post the late 19th century, and includes educational and medical institutions.

**4.2.116** At the junction of Gray's Inn Road and St Chad's Street, nos. 307-309 Gray's Inn Road are three-storey buildings, part of the original terrace, with retail units at ground floor level, which are constructed of London stock

brick. No. 307 Gray's Inn Road includes a mansard roof addition. No. 309 retains timber sliding sash windows at 2nd floor; all other windows to both buildings are top hung casements with non-traditional materials and detailing. No. 309 has first floor windows set into a deep and wide reveal, whereas those of no. 307 are set into shallow blind arched reveals. The ground floor retail units to both properties are modern and not in keeping with the character of the Conservation Area, despite that of no. 307 being of timber in a traditional design. No. 309 Gray's Inn Road has a handrail above the parapet wall.

**4.2.117** The adjacent building, nos. 297-305 Gray's Inn Road, is a mid to late -20th century four-storey block, plus mansard and basement levels, which is constructed of red brick with a white painted, rendered and rusticated ground floor level and has metal framed windows. This building is greater in scale and does not relate to the storey heights of the adjacent buildings.



**4.2.118** Further south, nos. 279-295 are 9 three-storey buildings, part of the original terrace. The buildings are constructed of stock brick with timber sash windows and recessed blind arches at first floor level. They have been variously altered, mainly at ground floor and roof level. All but no. 291 have shopfronts which are of a poor design quality and which detract from the

appearance of the terrace. Most original detailing at ground floor level has been lost; the shopfront and surround of 279 is an exception. Timber windows remain at nos. 279 and 291 with the remainder having been replaced with unsympathetic modern alternatives. The roofline has been significantly altered, with steep mansard roofs to all but 279 and 289. Most of the properties have also been painted and only nos. 281, 291, 293 and 295 retain unpainted brick façades. No. 291 is unique in not having a shopfront at ground level, and has rusticated stucco with two timber sash windows and a door at ground floor.

**4.2.119** No. 277 Gray's Inn Road is a double fronted building with a white painted rendered façade. This building retains its timber sash windows, which are recessed within recessed blind arches at first floor level, and includes a prominent pedimented gable and entrance portico. No. 277 marks the centre of the original terrace and the entrance to a former courtyard building, later a depository, to the rear. It has a large vehicular opening at ground floor with a roller shutter.

**4.2.120** Nos. 267-275 Gray's Inn Road comprise a four-storey office block, plus mansard level, of later 20th century date. The building has an imposing dark brown brick façade with red detailing, windows containing dark, reflective glass, a steep mansard roof and recessed windows at ground floor level. The elevation is divided into 4 sections to reflect the plot widths of the earlier dwellings on the site, but despite this, it appears out of scale with its context. The adjacent building, nos 261-265 Gray's Inn Road is a three-storey hostel building of later 20th century date, plus mansard and basement storeys, which is constructed of yellow stock brick and has large horizontal ground floor windows with metal frames. This building respects the scale of the terrace and makes a neutral contribution to the streetscene. This is enhanced by the building line being set back at this point and three mature street trees being located in front of the building.

**4.2.121** Further south, towards the junction with Argyle Street, nos. 251-259 Gray's Inn Road comprise a three-storey group of buildings, part of the original terrace. Like the other groups, several of the properties have poorly integrated retail units at ground floor level, however, their roofline remains largely unaltered other than mansard extensions at no. 259 and railings at parapet level at nos. 253 and 257. No. 251 has a three bay frontage facing Argyle Street at the southern end of the terrace.

**4.2.122** The eastern side of Gray's Inn Road contains buildings of a greater scale than the western side of the road. At the northern end of the road no. 365 Gray's Inn Road, which adjoins the Scala building, comprises a three-storey building with a rendered façade, with a pitched roof behind a parapet wall, unsympathetic window joinery and painted ground floor. On the opposite side of the junction with St Chad's Place at nos. 356-364 Gray's Inn Road is

Willing House, a fine grade II listed Edwardian former office building designed by Hart and Waterhouse. It was converted into a hotel in 2003.

**4.2.123** Pioneer House, at nos. 344-348 Gray's Inn Road is a four-storey Edwardian office building with a recent mansard addition. The building is constructed of red brick with buff stone banding at 1st and 2nd floors, and has timber sash windows. Its façade has a shallowly projecting central entrance bay with stucco rustication at ground floor level, an arched stone entrance which is surmounted by cast iron balconies at first to third floor level and an arched pediment at roof level. It has modern shopfronts inserted at ground floor level on either side of the central entrance bay which relate poorly to the existing building in terms of detailing and materials. This building is adjoined to the south by no. 340 Gray's Inn Road, which is a six-storey, red brick building of mid to late 20th century origin. Its main elevation fronts Britannia Street and the flank elevation to Gray's Inn Road. The frontage consists of unadorned red brickwork and a double height ground floor retail unit. The building's design seeks to continue the scale and proportion of the adjacent building.

**4.2.124** To the south of the junction with Britannia Street, nos. 334 and 336 Gray's Inn Road are three-storey buildings with white painted façades and prominent attached shutters, and steeply pitched roofs with projecting eaves. These have large picture windows to the projecting commercial space at ground floor level. The buildings are of an incongruous scale and form in relation to the adjacent buildings. A four storey building is currently under construction (2003) in the area to the south of nos. 334.

**4.2.125** The Royal National Throat, Nose and Ear Hospital is located at no. 330 Gray's Inn Road. The main, three-storey hospital building is in a Classical style with a rusticated stone façade at first and second floor levels with timber sash windows, a prominent modelled cornice and balustrade above and tiled signage below the cornice. The building projects beyond the main frontage at ground floor and this element is of 1960s design and date. It is painted white and incorporates signage within a Portland stone panel and has metal framed windows.

**4.2.126** The "Water Rats Theatre Bar", at no. 328 Gray's Inn Road, is an attractive four-storey Public House of late 19th century date, which is constructed of stock brick. The façade incorporates decorative painted banding and sash windows with prominent white painted surrounds with columns in the reveals supporting the lintels. 3 small dormer windows with arched heads are set within the building's slate pitched roof above a projecting eaves cornice. The ground floor has a curved projecting timber frontage.

**4.2.127** Swinton House, at nos. 322-326 Gray's Inn Road, is an imposing seven-storey office building, situated at the junction with Swinton Street. The building is faced with buff sandstone with whiter stone at ground floor level. The Gray's Inn Road elevation includes a central shallowly projecting bay and decorative banding between 1st and 2nd floor levels, and a simpler version between 4th and 5th floors. The building's main entrance is set within a prominent portico supported by rusticated stone columns and is surmounted by carved signage. This building and the adjacent, Water Rats Public House and Royal National Throat, Nose and Ear Hospital form an important and varied group of buildings, which are of architectural and historical interest.



### **King's Cross Road**

**4.2.128** The eastern boundary to the Conservation Area runs down the middle of King's Cross Road. The western side of King's Cross Road is lined with residential terraced buildings with retail units at ground floor level, interspersed with larger office and retail buildings and public houses.

**4.2.129** At the northern end of Sub Area 4, the street frontage to King's Cross Thameslink Station is a single storey building with high fascia signage and large areas of glazing, set back from the building line behind pillars. It is of no architectural merit and its low height creates a gap in the streetscape, which reveals the unattractive rear elevation to the Scala. The station is adjoined to the east by the "Sahara Nights" Public House at nos. 257-259 Pentonville Road, a highly decorated three-storey building with white rendered upper levels, red painted pilasters and intricate detailing above the entrances, and granite frontage to the ground floor which projects slightly in front of the main building.

**4.2.130** At the north western end of King's Cross Road, nos. 207-215 is a large, four storey office building of mid-20th Century date. The building is constructed of red brick with a pale stone ground floor facade, horizontal bands of windows with rendered reveals and a recessed fifth floor roof extension.

**4.2.131** To the east, nos. 187-205 King's Cross Road form a terrace of 10, three-storey buildings of mid to late 19th century date. They are constructed of red brick and have suffered from a high degree of poor quality reconstruction following WW2 bomb damage. They have modern windows with concrete lintels and unsympathetic commercial frontages at ground floor level. The exception is no. 205, which has original window openings, and a good quality timber shopfront with a fascia sign of historic interest. Nos. 201 & 203 have had their front elevations reconstructed in very poorly matching brickwork which detracts from the terrace as a whole. The rear of these buildings is visible from St Chad's Place and have hipped, tiled roofs with dormer windows and with a tall chimney on the rear elevation on alternate buildings.

**4.2.132** To the north of the junction with Field Street, the building at nos. 183-185 King's Cross Road is a prominent three-storey building plus attic level, dating to the turn of the 19th/20th centuries, which is constructed of yellow stock brick with red brick detailing. It has a central entrance bay with giant order pilasters and an arched pediment, and a steeply pitched tiled roof with tall chimneys and large dormer windows. It also includes a white painted retail frontage at ground floor level with large timber framed windows. The building terminates the terrace of properties to the north west and turns the corner with Field Street.

**4.2.133** On the southern side of Field Street nos. 173-181 King's Cross Road form a group of 5 three-storey terraced buildings with retail units at ground floor level and residential use above. The retail units to all of the buildings have timber frontages with projecting cornices, large windows and panelled doors with rectangular fanlights. Nos. 173-179 King's Cross Road are grade II listed buildings, formerly known as Field Place, and date to 1799. All are constructed of yellow stock brick; 177 & 179 have gauged brick arches and all except 181 have timber sash windows. No. 179 has a steeply pitched mansard roof extension which detracts from the unity of the terrace as a whole. The adjacent unlisted property, no. 181, is of similar form to the adjoining group, but the brickwork has been painted. To the south east of the listed terrace, no. 171a is a three-storey building with metal windows situated at the corner of Leeke Street. It is taller than the adjacent terrace and has rendered and painted elevations. It occupies a prominent corner position in the streetscene.

**4.2.134** On the south side of Leeke Street the flank elevation to no. 1 Leeke Street has a frontage on King's Cross Road. The building rises to three-storeys in height, is constructed of stock brick with a projecting cornice at roof level and decorated lintels to 1st and 2nd floor windows, and dates to the mid to late 19th century. It has a retail unit at ground floor level, with a highly subdivided frontage. The adjacent building at nos. 165-167 is an infill property of late 20th century date. It is of three storeys with a recessed 4th storey, and is constructed of yellow brick with large panels of glass bricks at ground floor level and poorly detailed modern windows above. To the south "The Golden Lion" Public House at no. 2 Britannia Street, is a three-storey building with a rendered façade at ground floor level and painted brickwork above, of mid to late 19th century date. Its King's Cross Road elevation comprises a central, slightly projecting, bay with rusticated quoins and a large arched window at first floor and three smaller arched windows at second floor. On the bays to either side are flat headed windows at each floor. On the splayed corner it has a projecting decorative iron balcony at second floor level.

**4.2.135** The buildings south of Britannia Street at nos. 149-163 King's Cross Road, form a uniform terrace of 8 three-storey properties, which are constructed of yellow stock brick with sash windows, rendered window surrounds and a projecting dentilled cornice, of mid to late 19th century date. The ground floor retains original detailing to the facades (eg fascia, pilasters and corbels) although many have modern shopfronts inserted. Nos. 151 & 153 are particularly well preserved historic shopfronts. The north end of the terrace (no. 163) has a gentle curve at the corner





into Britannia Street and has rusticated stucco quoins to slightly projecting bays on King's Cross Road and Britannia Street. The south end of the terrace (no.149), curves sharply at the end with a similar stucco rustication detailing, and windows on the curved end.

**4.2.136** The three buildings to the south of the above terrace, nos. 143-147, are older, mid 19th century, three-storey terraced buildings, which have a smaller scale and are set back from the building line of the adjacent group. The ground floor retail units project slightly to the adjacent building line, and retain original detailing with later shopfronts inserted. Nos.145 and 147 have been painted and have lost original windows, which detracts from their appearance.

**4.2.137** The "Northumberland Arms" Public House on the corner of Wicklow Street and the terrace to the south form the south-easternmost corner of the Conservation Area. The "Northumberland Arms" at no.141 King's Cross Road is a three-storey building with a brown tiled ground floor level with large window openings with small paned windows. The 1st floor is painted brick with arched windows with decorated window surrounds and pediments, rusticated quoins and a projecting dentil cornice as blocking course. Above this are small round arched windows in the second floor and a rendered parapet wall. No. 139 is linked architecturally to the Public House and is a 3 storey red brick house with rusticated quoins and timber sash windows. The buildings at nos. 129-137 date to the mid 19th century and are varied in scale and detailing: nos. 133-137 are a terrace of 3 three-storey yellow stock brick houses with poor quality modern shopfronts inserted into a historic surround. The elevations have bold treatment to the tripartite windows with triangular pediments at 1st floor and square headed windows at 2nd floor. No. 131 is a four storey yellow stock brick building with a simply detailed elevation. A poor modern shopfront has been inserted into an earlier surround. No. 129 is of three storeys with one, simply detailed window per floor. A steeply pitched mansard has been added.

**4.2.138** The area between King's Cross Road and Gray's Inn Road is characterised by narrow streets generally paved with granite setts, lined with former light industrial and commercial buildings. The buildings front directly onto the back of pavement and therefore create a strong sense of enclosure. The area is divided by the Metropolitan and Thameslink railway cutting, which is flanked to the east and west by narrow corridors of vacant land.

**4.2.139** The northernmost street in this area, St Chad's Place, is a narrow street surfaced in well laid granite setts. The western end of the street is dominated by Willing House and the rear of buildings lining Gray's Inn Road. At its eastern end the road tapers to form a narrow alley, which turns sharply to the north to emerge on King's Cross Road between nos. 195 and 197. The bridge over the railway cutting is bordered with a tall corrugated metal barrier, which is unsympathetic to the character of the street. To the south east there are open views over the cutting. A glimpse of the spire of St Pancras Chambers is afforded from the east end of St Chad's Place.

**4.2.140** On the eastern side of the railway cutting, no. 6 St Chad's Place is a single storey former industrial building, which is constructed of London stock brick with black steel-framed windows and circular windows at roof level. The adjacent building, no. 8 St Chad's Place, is a three-storey building that is constructed of London stock brick with red brick window arches. It is currently in office use and has modern windows and a new entrance. Both are of mid to late 19th century date. Further east, the northern side of St Chad's Place is lined with later 19th century, single storey buildings also constructed of London stock brick, whilst a part single, part two-storey industrial building is situated on the southern side of the alleyway. From the east end of St Chad's Place the unaltered rear elevations of properties fronting King's Cross Road are visible, which adds an additional layer to the complex and dense urban grain that is characteristic of this sub area.

**4.2.141** Field Street is situated to the south of St Chad's Place, and is a short street which formerly connected King's Cross Road to Wicklow Street but is now bisected by the railway cutting. On the north side are two and three-storey buildings of late 19th/early 20th century date and which abut the cutting. They are currently in light industrial use. On the south side of the street is an early 20th century single storey building with large metal-framed windows. The former junction with Wicklow Street is currently marked by a short stretch of road at the eastern end of Field Street, which is lined with a tall wire fence that detracts from the streetscene. Both ends of the street are surfaced in granite setts which has been unsympathetically repaired in many places with modern materials.

**4.2.142** Leeke Street is also a narrow enclosed street surface in granite setts, which connects King's Cross Road

and Wicklow Street. To the west of the railway cutting, Leeke Street is fronted by the flank elevations to nos. 40-44 and 46-52 Wicklow Street to the north and south respectively. The former building is a recently renovated former industrial building constructed of stock brick, highly characteristic of this area, but which has had modern windows in untraditional materials and design and a tall, unsympathetic mansard roof added which detract from the character and appearance of the building. Conversely, nos. 46-52 Wicklow Street, which contains the entrance to "Smithy's Bar", represents a successfully renovated former industrial building of end of 19th century date. The two-storey property is constructed of London stock brick with red brick banding and lintels. The building has a contemporary entrance and retains original steel framed windows. To the east of the building at nos. 46-52 Wicklow Street, the Leeke Street bridge over the railway cutting is lined with traditional stock brick walls.

**4.2.143** On the eastern side of the railway cutting, the rear elevation to nos. 1-6 Field Street fronts Leeke Street. It is an undecorated two-storey industrial building, which is constructed of London stock brick and has a wide, prominent blue-painted vehicle entrance. The adjoining building, no. 6-12 Leeke Street is a two-storey early 20th century building with an unadorned white rendered and painted façade with large steel-framed windows and a central gable feature. The northern side of the street is terminated at its eastern end by the building at nos. 2-4 Leeke Street, which is a three-storey property with a blue rendered and painted façade. On the southern side of Leeke Street, a single storey, red brick garage building with two vehicle entrances flanks the railway cutting. The adjoining properties, nos. 13 and 5 Leeke Street are three-storey buildings of mid to late 19th century date, constructed of yellow stock brick with red brick detailing and timber sliding sash windows above ground floor level. Both buildings have unsympathetic, blue painted vehicle entrance shutters. No. 5 has timber sliding sash windows whereas no. 13 has modern windows in unsympathetic materials. To the east, the building at nos. 1-3 Leeke Street is a three-storey property with a brightly painted ground floor retail frontage and residential accommodation above. The building is constructed of yellow stock brick and has a curved corner onto King's Cross Road. The Leeke Street entrance to the building is surmounted by a triangular panel that bears the date 1890 and includes a microscope emblem. All of these buildings have simple cornices on parapet walls.

**4.2.144** Britannia Street is wider than the adjacent roads and connects King's Cross and Gray's Inn Roads. Accordingly, it forms the main east-west thoroughfare through Sub Area 4. Unlike the adjacent streets which mostly contain former industrial buildings of mid-late 19th century date, the buildings lining Britannia Street are of varying ages, uses, and architectural form.

**4.2.145** On the northern side of the street, at the junction with Gray's Inn Road, the building at nos. 48-50 Britannia Street (also no. 342 Gray's Inn Road) is a five-storey red brick property of late 20th century date. The office building has large windows, recessed balconies and double height retail units at ground floor level. The adjoining building to the east, also set back from the Britannia Street building line is no. 46 Britannia Street, which is the flank elevation to a four-storey mid 20th century building fronting Wicklow Street. On the southern side of Britannia Street, nos. 39 and 37 are three-storey buildings of similar date and form to the adjoining buildings at nos 334-336 Gray's Inn Road. They have white painted façades and prominent red shutters. To the east, no. 75 Wicklow Street is a mock gothic building which was constructed in 1872 and formerly housed the Church School of St John. It is constructed of stock brick with red brick banding and stone dressings and has a steeply pitched slate roof. It is listed at Grade II. All of the buildings on the north side of Britannia Street to the east of the junction with Wicklow Street are set back from the street which deviates from the sense of enclosure which is characteristic of the area between Gray's Inn Road and King's Cross Road.

**4.2.146** To the east of the junction with Wicklow Street, the building at nos. 34-44 Britannia Street is a functional five-storey concrete box frame building of 1960s date. It has horizontal bands of metal-framed windows. The office block is entirely unsympathetic to the scale and elevational detailing of surrounding buildings, particularly that adjacent at nos. 28-32 Britannia Street. It is a two-storey building, connected to nos. 48-52 Wicklow Street, dating to the end of the 19th century. It is constructed of London stock brick with red brick projecting string course, and has an plaque bearing the name 'London General Omnibus Company Limited' over the entrance. At the eastern end of the building a narrow four-storey tower with steel-framed windows terminates the block.

**4.2.147** On the southern side of the street, nos. 17-27 form a part two, part three-storey building with an unadorned façade with elongated 1st floor windows and a set back 3rd storey, which is constructed of stock brick and has a

flat roof. The main entrance to the building at the junction with Wicklow Street is set on the corner within a four-storey hexagonal tower which includes red brick detailing and circular windows. The entrance is set within a detailed stucco surround which bears the inscription 'Erected A.D.1900 Offices'. This building is adjoined to the east by no. 15 Britannia Street, a narrow three-storey building constructed of stock brick with red brick detailing, dating to c1875. The façade incorporates shallow hexagonal bay windows at first and second floor levels and a ground floor vehicle entrance with a prominent white surround.

**4.2.148** To the east of the railway cutting, the northern side of Britannia Street is fronted by a large, early to mid 20th century, three-storey industrial building, (nos. 4-24) which is constructed of stock brick and has simple, white painted pilasters and a projecting cornice on an otherwise unadorned façade. The building has large steel-framed windows and a prominent blue garage door at its centre. At its western end, no. 26 Britannia Street is a small single storey garage building constructed of red brick. The "Golden Lion" Public House (described above) terminates the northern side of Britannia Street at its eastern end, turning onto King's Cross Road.

**4.2.149** On the southern side of Britannia Street, a small empty plot used as a car park occupies the area immediately to the east of the railway cutting. This is adjoined to the east by nos. 7-11 Britannia Street, a three-storey building of early 20th century date which is constructed of red brick and has red painted steel framed windows. Adjoining this is Derby Lodge, a grade II listed apartment building erected by the Improved Industrial Dwellings Company in 1865. This six-storey building is constructed of grey/buff brick with rusticated stucco at ground floor level. The building's recessed open stairwells and ornate cast iron balconies give the frontage depth and interest, which is enhanced by stucco pediments over the windows and decorative iron ventilation grilles between the windows on each floor. Derby Lodge is adjoined to the east by nos.1-5 Britannia Street, which comprise a terrace of three-storey buildings with commercial units at ground floor level and residential accommodation above, of mid to late 19th century date. No. 1 is of red brick with rusticated stucco at ground floor and a vehicle entrance. Nos. 2 and 3 are of yellow stock brick with large modern shopfronts at ground floor and simple projecting cornices. All have timber sliding sash windows.

**4.2.150** Wicklow Street runs from King's Cross Road at its southern end and crosses the railway cutting to the south of Britannia Street before turning north to intersect Britannia Street and Leeke Street and terminates at its northern end where it meets St Chad's Place.

**4.2.151** At the northern end of the street, the east side is addressed by the rear of Willing House, and by no. 77 Wicklow Street/46 Britannia Street), a large four-storey former educational building, now in office and residential use. The building is constructed of red brick and its long Wicklow Street elevation incorporates a white painted ground floor level, thick banding and large contemporary picture windows on the ground floor.

**4.2.152** The eastern side of the northern section of Wicklow Street is lined with former industrial buildings, which are constructed of stock brick and are of late 19th century date. Nos. 40-44 Wicklow Street is two-storey building with modern windows and an unsympathetic mansard addition containing roof lights which detracts from the prevailing character of the sub-area. On the corner of Leeke Street and Wicklow Street is no.48 (already referred to above), a two-storey building in yellow stock brick with red brick banding and lintels, which, together with no. 52 Wicklow Street, formed part of the former 'London General Omnibus Company Limited' building fronting Britannia Street at nos. 28-32. The building has a contemporary entrance and retains original steel framed windows. To the south is flank elevation of the five-storey office building at nos. 34-44 Britannia Street which terminates this section of Wicklow Street.

**4.2.153** The southern section of Wicklow Street (south of Britannia Street) is lined with former industrial buildings and structures to the rear of the hospital fronting Gray's Inn Road and, further east, residential properties. At the western end of this section of Wicklow Street, the prominent former church school building (described above) defines the junction with Britannia Street. The building's Wicklow Street elevation incorporates a tall gable, red brick banding and a shaped, leaded window with a hood mould and trefoil tracery.

**4.2.154** To the south of the former church school Wicklow Street is lined with a range of buildings and structures that comprise the rears of the Royal National Throat, Nose and Ear Hospital and the Institute of Laryngology and Otology, both of which front Gray's Inn Road. The main hospital building is a part six, part seven-storey building, the

# streetscape



rear elevation of which is constructed of stock brick with steel-framed windows and a two-storey white painted roof structure. The rear elevation of this building provides a strong sense of enclosure particularly at the point where Wicklow Street changes orientation to run east towards King's Cross Road, where the larger buildings appear to terminate the street. To the rear of the main hospital building, a single storey, stock brick building with a prominent, and entirely unsympathetic, single storey extension at first floor level fronts Wicklow Street. A late 20th century roof extension includes staggered glazed elevations which are prominent in views along Wicklow Street from both the north and east. This building is adjoined to the south by the four-storey Nurses' Home, which is constructed of red brick and has steel framed windows. A two-storey wooden building with a flat roof is situated to the east, between the Nurses' Home and the railway cutting. This building, which is set back from Wicklow Street within a small car park, creates a gap in the otherwise consistent street frontage and fails to preserve the sense of scale experienced elsewhere on Wicklow Street. The rear elevation to the Audiology Centre fronting Swinton Street, as well as adjacent buildings and structures, are also visible from this section of Wicklow Street.

**4.2.155** On the opposite, northern, side of Wicklow Street, the road is lined with the convex flank and rear elevations to the three-storey, stock brick building at nos. 17-27 Britannia Street. This building is adjoined to the east by the single-storey rear elevation to no. 15 Britannia Street, which dates to 1875. Both buildings retain the street's consistent frontage and the sense of scale and enclosure experienced in this section of Wicklow Street.

**4.2.156** On the eastern side of the railway cutting, the areas on both sides of Wicklow Street are occupied by small empty plots used as car parks (that on the northern side accessed from Britannia Street), which are variously enclosed by poorly maintained walls and fences. These are located above the Metropolitan Line Underground tunnel and a cylindrical red brick air shaft is visible in the car park to the north. To the east of the car park on the southern side of the road is a small play area, which is surrounded by a low brick wall and tall wire fence and contains young trees.

**4.2.157** The northern side of this section of Wicklow Street is lined with the long façade to the southern block of Derby Lodge, which is a apartment building identical in form to the building situated on Britannia Street, also listed at Grade II. On the southern side of the road, nos. 5-11 Wicklow Street comprise a later 19th century terrace of 4 three-storey double fronted dwellings, plus basements, in yellow stock brick and have front areas which are enclosed by cast iron railings and steps to raised front entrances. Their Wicklow Street elevations incorporate tripartite windows with white painted surrounds and recessed arched entrances in a gothic style. The terrace is adjoined to the east by no. 3, which is a two-storey modern infill property plus a mansard level, with a rendered façade. The adjacent property, no. 1 Wicklow Street, is a, two-storey later 19th century dwelling, which is constructed of stock brick with rusticated stucco at ground floor level and a wide vehicular entrance with original timber gates and granite sett paving. Wicklow Street is terminated at its eastern end by the flank wall of the "Northumberland Arms" Public House, which is of three storeys with stucco on the upper levels and brown glazed tile to the ground floor.

**4.2.158** The southern boundary of this part of the Conservation Area is formed by Swinton Street, a principal road which connects Gray's Inn Road with King's Cross Road. Swinton Street is lined with a range of offices and institutional buildings as well as smaller domestic properties. Only the larger buildings on the northern side of the street, between Gray's Inn Road and the railway cutting are included within the boundary of the King's Cross Conservation Area.

**4.2.159** At the western end of Swinton Street, the junction with Gray's Inn Road is defined by Swinton House, a six-storey sandstone building plus a mansard level (described above). A richly decorated five-storey extension, which is constructed of London stock brick with red brick detailing, adjoins Swinton House to the rear. This property, nos. 76-78 Swinton Street, has arched modern windows with red brick surrounds, projecting cornices at third floor and roof level, circular windows at fourth floor level and a projecting central entrance bay. It is of notable architectural interest, forms a focal point on Swinton Street and makes a valuable contribution to the character of this part of the Conservation Area.

**4.2.160** To the east of nos. 76-78 Swinton Street, the Nuffield Hearing and Speech Centre is a three-storey red brick building of late 20th Century date, which is of limited architectural value. The Centre is adjoined by a single storey structure, which is constructed of green corrugated metal and has a detrimental impact on the streetscene.

**4.2.161** The easternmost building within the Conservation Area on Swinton Street is the four-storey Audiology Centre, which is situated adjacent to the railway cutting. The centre is constructed of light brown brick and has a prominent dark glazed façade. The contemporary building is both poorly integrated with the nearby buildings within the Conservation Area and is unsympathetic to the residential properties elsewhere on Swinton Street. The area between the Audiology Centre and the railway cutting is currently vacant and is used for car parking. Like the other undeveloped sites flanking the railway cutting, the car park creates a gap in the street frontage and has a detrimental impact on the character of the Conservation Area.

# audit

## 5.AUDIT

### 5.1 Introduction

**5.1.1** An audit of the fabric of the Conservation Area has been undertaken, to identify listed buildings, unlisted buildings that contribute to the character and appearance of the Conservation Area. Buildings and streetscape and other elements that detract from its character and appearance are also identified. These are set out on a sub-area basis.

### 5.2 Listed buildings

**5.2.1** Within the King's Cross Conservation Area, the following buildings and structures are on the statutory List of Buildings of Architectural or Historic Interest:

#### Sub Area 1: St Pancras Gardens

- Camley Street: Coroner's Court (II).
- Chalton Street: Nos. 144-148 (II).
- Charrington Street: Nos. 1-17 (II); nos. 18-41 (II); nos. 42-65. (II).
- Pancras Road: St Pancras Old Church (II\*); gates and railings (II); Sir John Soane's tomb (I); fountain and sundial (II); drinking fountain (II); Abraham Woodhead's tomb (II); Mary Basnett tomb (II); Sir Thomas Webb tomb (II); Flaxman tomb (II); William Goodwin tomb (II); unidentified tomb (II); unidentified tomb (II).
- Goldington Crescent: Nos. 5-16 (II); cattle trough (II).
- Goldington Street: Nos. 26-39 (II).
- Medburn Street: Nos. 6-8; 9-19 (II); nos. 20-25 (II); nos. 26-29 (II); nos. 30-31 (II).

#### Sub Area 2: King's Cross/ St Pancras

- Clarence Passage: Nos. 21-30 Stanley Buildings (II).
- Euston Road: St Pancras Station (I); King's Cross Station (I).
- Stanley Passage: Nos. 11-20 Stanley Buildings (II).
- Goods Way: Triplet Gas Holders (II) [in storage on site]; number 8 Gas Holder (II).
- Pancras Road: Great Northern Hotel (II); no. 26 (German Gymnasium) (II).

#### Sub Area 3: Euston Road

- Birkenhead Street: Nos, 1-7 (II); no. 59 (II).
- Judd Street: Camden Town Hall (II).
- Gray's Inn Road: Nos. 378 - 380
- Pentonville Road: Nos. 295 -297 (II).
- St Chad's Street: Nos. 1-7 (II).

#### Sub Area 4: Gray's Inn Road

- Britannia Street: Derby Lodge, flats 1-48 (II).
- Gray's Inn Road: Nos. 356-364 (Willing House) (II).
- King's Cross Road: Nos. 173-179 (II).

- St Chad's Street: Nos. 13-14 (II).
- Wicklow Street: No. 75 (II); Derby Lodge, flats 49-144 (II).

### 5.3 Historic Parks and Gardens

**5.3.1** Goldington Crescent Garden and St Pancras Gardens are protected under the London Squares Preservation Act 1931. St Pancras Gardens has been identified in the Register of Parks and Gardens of Special Interest in Greater London and is graded II.

### 5.4 Buildings and groups of buildings that make a positive contribution to the Conservation Area

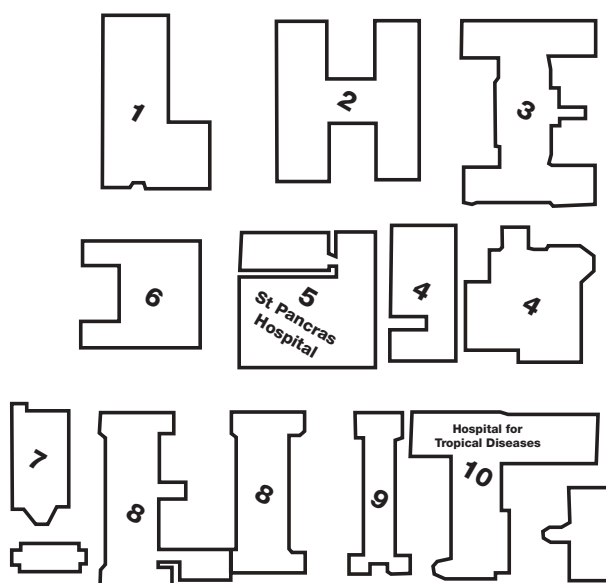
**5.4.1** In addition to the buildings that are on the statutory list, there are a large number of individual buildings and groups of buildings that contribute to the character of their immediate surroundings and the Conservation Area as a whole. A number of buildings are notable because of their value as local landmarks, or as particularly good examples of the local building traditions. The assessment of whether a building makes a positive contribution to the special architectural and historic interest of a Conservation Area is based on guidance provided in English Heritage's publication 'Conservation Area Appraisals'.

**5.4.2** Identification of a building as a positive contributor confers a general presumption in favour of the retention of that building (unless it is proved to meet certain tests: see 'Demolition' in section 7 of this document). Buildings that have been poorly maintained or have had reversible alterations (such as inappropriate painting, roof coverings or additions such as shutters where they are not part of the original part of the property) have been judged to be positive where they otherwise form part of the architectural and historic interest of the area.

**5.4.3** The unlisted buildings which make a positive contribution to the special character and appearance of the area are set out below:

#### Sub Area 1: St Pancras Gardens:

- Pancras Road: The Chenies and Cecil Rhodes House; original St Pancras Hospital; cottage adjacent to St Pancras Hospital.
- Royal College Street: Nos. 1-36 Goldington Court; Royal Veterinary College main building and southern annex; Beaumont Animals Hospital.
- St Pancras Way: No7; no. 9; nos. 37-57 Goldington Court.
- St Pancras Hospital: Blocks (on plan as indicated): 3,4,5,7,8,9 & gatehouse





## Sub Area 2: King's Cross/ St Pancras

- York Way: The engine men's "bothy" building situated adjacent to the cobbled ramps to the north of King's Cross Station on York Way.
- Battle Bridge Road: Culross Buildings; Culross Hall.
- Pancras Road: Passage between Stanley Buildings.

## Sub Area 3: Euston Road

- Euston Road: Nos. 1-11; nos. 23-31.
- Gray's Inn Road: Nos. 311-345; 370-376.
- Pentonville Road: Nos. 283-293; the Scala, 275 - 277 Pentonville Road.
- Birkenhead Street: No. 58a (King's Cross Methodist Mission); no. 61.

## Sub Area 4: Gray's Inn Road

- Gray's Inn Road: Nos. 251-259; nos. 277-295; nos. 322-326 (Swinton House); no. 328 (Water Rats); no. 330 (The Royal National Throat, Nose and Ear Hospital); nos. 344-354 (Pioneer House).
- King's Cross Road: Nos. 133-139; no. 141 (Northumberland Arms PH); nos. 143-147; nos. 149-163; no. 171a; no. 181; nos. 183-199; 205.
- St Chad's Place: No. 6; no. 8.
- Leeke Street: Nos. 2-4; nos. 1-3; nos.5-13.
- Britannia Street: No. 2 (Golden Lion PH); nos. 3-5; nos. 7-11; no. 15; nos. 17-27; no. 28-32.
- Wicklow Street: No. 1; nos. 5-11; nos. 40-44; no. 52; Nurses' Home; ground floor of buildings at rear to the Royal National Throat Nose and Ear Hospital; rear to nos. 15 Britannia Street; rear to nos. 17-27 Britannia Street.
- Swinton Street: Nos. 76-78 (Swinton House)

## 5.5 Elements of streetscape that make a positive contribution to the Conservation Area

**5.5.1** The character and the appearance of the Conservation Area is not only derived from buildings. Elements within the public realm, such as original pavement materials, boundary walls and signage and vegetation and mature trees, contribute greatly to the area's quality, character and appearance.

## Sub Area 1: St Pancras Gardens

- St Pancras Gardens: Steps and cast iron urns; cast iron fence and gates to the east of the gardens; mature London plane trees; unlisted monuments, graves and sarcophagi.
- Goldington Crescent: Granite setts, granite kerbs, cast iron bollards.
- Goldington Street: Granite kerbs.
- Medburn Street: Granite kerbs, raised flower beds.
- Penryn Street: Granite kerbs.
- Charrington Street: Granite kerbs.
- Granary Street: The tall stock brick wall enclosing St Pancras Hospital.
- Pancras Road: Cast iron bollards.

### Sub Area 2: King's Cross/St Pancras

- Goods Way: The gasworks tunnel entrances to the north of King's Cross Station.
- Battle Bridge Road: Granite setts, kerbs.
- York Way: The setted ramps providing access to King's Cross Station eastside taxi ramp, the St Pancras boundary stone situated adjacent to the setted ramps, the cast-iron lintel over the York Road tunnel portal.

### Sub Area 3: Euston Road

- Euston Road: Areas of setts in front of the St Pancras Chambers
- Pancras Road: London plane trees at rear of the Great Northern Hotel, fountain and trough adjoining St Pancras dated 1877.

### Sub Area 4: Gray's Inn Road

- Gray's Inn Road: Cast iron bollards, cast iron street lamp at junction with St Chad's Street, London plane trees.
- St Chad's Street: Cast iron bollards.
- Argyle Street: Cast iron bollards, London plane trees.
- St Chad's Place: Granite setts, cast iron bollards.
- Field Street: Granite setts.
- Leeke Street: Granite setts; London stock brick walls above railway cutting.
- Britannia Street: Cast iron bollards; London plane trees.
- Wicklow Street: Granite setts; London stock brick walls above railway cutting.
- Swinton Street: London stock brick walls above railway cutting.

**5.5.2** In addition to the above, regarding Sub Area 2, items of original street furniture including setts were taken up to facilitate CTRL construction works and are currently in storage, to be reused or reinstated as part of the future form of the area.

### 5.6 Buildings and features that detract from the character of the Conservation Area

**5.6.1** Inevitably, there are buildings that detract from the character and appearance of the Conservation Area. Townscape elements may detract for a number of reasons: scale, discontinuity along a frontage, materials, relationship to the street or due to the impact of alterations and extensions. The degree to which a building is harmful to the character and appearance of the area will depend on its context. A street of uniform character, for instance, may be more susceptible to alterations than an area of more diverse character and appearance. There may be gaps in the townscape that impinge on the character and quality of the Conservation Area.

### Sub Area 1: St Pancras Gardens

- St Pancras Hospital: Block 1

### Sub Area 2: King's Cross/St Pancras

- Battle Bridge Road: Gas Governor.
- York Way/ Goods Way: The late 20th century signal building and the construction office, depot and work sites and the hoardings and fencing that enclose them.
- Euston Road: King's Cross Station concourse.

- Various locations: Construction site portacabins and huts.
- Goods Way: Petrol station (in Regent's Canal Conservation Area).

### **Sub Area 3: Euston Road**

- Euston Road: Eastern extension to Camden Town Hall.
- Gray's Inn Road: Nos. 368 and single storey building adjacent to the west.
- Pentonville Road: Nos. 281
- King's Cross Bridge: Nos. 1-5.

### **Sub Area 4: Gray's Inn Road**

- Gray's Inn Road: No. 305.
- Pentonville Road: King's Cross Thameslink Station.
- Field Street: Fenced area at the junction with Wicklow Street.
- Britannia Street: Nos. 34-44; car parking area to the east of railway cutting.
- Wicklow Street: Structures above ground floor level at rear to the Royal National Throat Nose and Ear Hospital. Areas to the east and west of railway cutting.
- Swinton Street: Single storey structure adjoining the Nuffield Hearing and Speech Centre. Audiology Centre. Area to the west of railway cutting.

## **5.7 Opportunity sites**

**5.7.1** Sub Area 2 is part of King's Cross Opportunity Area. It contains vacant and underused land. There is clearly scope for comprehensive development in this area, but this must take the existing character into account.

**5.7.2** Outside Sub Area 2, there are buildings within the Conservation Area, which detract from the appearance of it and their redevelopment may be considered appropriate, subject to an acceptable replacement coming forward. These primarily include parts of the Hospital site in Sub-Area 1 and areas to the east and west of the railway cutting on Britannia, Wicklow and Swinton Streets in Sub Area 4.

## **5.8 Conservation Area Boundary**

**5.8.1** The boundary of the Conservation Area has been reviewed as part of this study. The CTRL works resulted in the removal of most of the gas holders to enable the construction of the train shed extension and the realignment of Pancras Road and Goods Way. The gas holder sites to the north and south of the former alignment of Goods Way and the southern half of Camley Street were within the adjacent Regent's Canal Conservation Area. The boundary between the two Conservation Areas has been regularised and is now formed by Camley Street and Good Way.

# current issues

## 6. CURRENT ISSUES

### 6.1 New Development in Sub-Area 2

**6.1.1** The King's Cross Opportunity Area, of which sub-area 2 forms an important part, is the largest remaining strategic brownfield development site in inner London. Whilst the area is subject to a wide range of physical and planning policy constraints, there is an opportunity to regenerate a previously blighted part of London and take advantage of the strategic location. The potential therefore exists for development of a very high standard of urban and architectural design that capitalises upon, and takes into account, the character and appearance of the Conservation Area.

**6.1.2** The forthcoming plans for a dense, mixed-use development in the Opportunity Area propose a major development and will result in significant changes to the character and appearance of the central part of the King's Cross Conservation Area.

**6.1.3** The key issues which will arise from the development of sub-area 2 are:

- The quality of architectural design;
- The scale and density of development;
- The mix of proposed uses;
- The affect on the character and appearance of the Conservation Area, in particularly its historic, railway related heritage interest;
- Proposals affecting listed buildings and the effect on their settings;
- The effect of on views of local landmarks;
- The legibility of the proposed urban form and its integration with the surrounding environment.

### 6.2 New Development in other Sub-Areas

**6.2.1** Development pressure is currently highest in sub area 4, but it is anticipated that there will be development pressures on all areas around the Opportunity Area, as a result of the major redevelopment of this Area.

**6.2.2** Sub Area 1 - because of the various distinct elements that are included in this area, the development pressures may vary significantly. A key opportunity site exists at nos. 1-5 St Pancras Way; in addition, there are sites within the St Pancras Hospital site that could be further developed.

**6.2.3** Sub Area 3 - development in this area mainly takes the form of alterations to shopfronts and potential redevelopment of the block bounded by Pentonville Road, Gray's Inn Road & King's Cross Bridge. As mentioned above, the 'Crossrail 2' project will include a new surface station on the south side of Euston Road, at a date after 2016.

**6.2.4** Sub Area 4 - significant levels of development activity relating to empty plots or vacant buildings on Field St, Leeke St, Britannia St & Wicklow St; in addition, small scale alterations to shopfronts and at roof level to the terraced houses within the area.

### 6.3 Alterations to Existing Buildings

**6.3.1** Alterations and extensions can have a detrimental impact either cumulatively or individually on the character and appearance of the area. Examples of inappropriate changes include:

- External painting, cleaning and pointing of brickwork that obscures their original character.
- Extensions which are insensitive to the form of the original building by virtue of their scale, proportions, window detailing, roof form and materials.
- Replacement doors and windows in untraditional materials and with detailing and method of opening that does not match the original.

- Roof level extensions - where these interrupt the consistency of a uniform roofscape or the prevailing scale and character of a block they can be particularly damaging to its character; over high or steep pitches can dominate a building and make it appear top heavy.
- The addition of prominent roof level plant/fire escapes that detract from both the building and character and appearance of the area.
- Replacement shopfront elements that are unsympathetic to the proportions, scale and materials of the building or street into which they have been added.
- Loss of original details such as traditional shopfront elements, frontage railings and balconies, corncicing at parapet level, chimneys and chimney stacks.
- Signage - unsympathetic to the character of the building in terms of size, extent of projection, materials, method of illumination.

#### **6.4 Changes of Use**

**6.4.1** The conversion of buildings for new uses, such as from residential to hotel or office, may have implications for the character and appearance of the area. Examples of inappropriate changes include:

- Unsympathetic amalgamation of terraces to accommodate a larger use, particularly the interruption of the pattern of the repeated terraced frontages within the street and the need for plant and servicing.
- Subdivision of houses into flats where this leads to a proliferation of building services.
- Loss of vitality arising from the loss of a mix of small scale uses within an area

#### **6.5 Small scale developments within the public realm**

**6.5.1** Building frontages, roads and pavements are all important elements of the public realm and the cumulative impact of small-scale changes can have an overall detrimental impact on the character of the area. Such additions can include:

- Loss of frontage railings;
- Loss of original streetscape elements;
- Unsympathetic surfacing materials and poor quality repairs;
- Clutter of street furniture; and,
- Visual clutter from excessive signage and flags.

#### **6.6 Telecommunications**

**6.6.1** The increase in the number of mobile phone users is leading to an increased demand by operators for telecommunications equipment. Masts are frequently mounted on tall buildings and could potentially be prominent within the Conservation Area.

#### **6.7 Traffic**

**6.7.1** Euston Road and Gray's Inn Road form a northern boundary to the Congestion Charging Zone. This has not resulted in increased traffic and parking problems within the part of the Conservation Area beyond the charging zone.

# guidelines

## 7. GUIDELINES

### 7.1 INTRODUCTION

**7.1.1** The designation of a Conservation Area gives the Council greater power to control and manage change. It is not, however, intended to prevent appropriate new development. Some development to single family dwellings does not require planning permission from the Council, under the Town & County Planning (General Permitted Development) Order 1995 (GPDO), such as small extensions and changes to windows not in the roof. This is known as permitted development. However, the Council may impose an Article 4 Direction removing certain permitted development rights, so that permission is needed.

**7.1.2** The majority of development in the Conservation Area is likely to require Planning Permission and/or Conservation Area Consent and/or Listed Building Consent; it is advisable to check with the Planning Department at the Council whether planning permission is required, at an early stage of proposals.

### 7.2 Camden Unitary Development Plan Policy and Supplementary Guidance

**7.2.1** The Borough's principal planning policy document is the Unitary Development Plan (UDP), which was adopted in March 2000. The UDP devotes an entire chapter (Chapter 13) to the King's Cross Opportunity Area, which is relevant for the Conservation Area Sub Area 2. Chapter 13 has recently (2003) been revised and adopted, as section 9 within the Replacement Deposit Draft UDP.

**7.2.2** This Statement comprises Supplementary Planning Guidance (SPG) and should be read with policies in the UDP and other SPG. For development in the Opportunity Area, it should also be read in conjunction with the King's Cross Opportunity Area Planning and Development Brief (2003), which provides guidance on regeneration, planning and urban design.

**7.2.3** Detailed guidance on development is also available in the Council's 'Supplementary Planning Guidance' document of 2002.

**7.2.4** Within Conservation Areas, the Council has certain additional duties in relation to conservation of the built environment, and the UDP environment chapter sets out the Council's general policy and approach. In this context, UDP Policy EN31 states; "The Council will seek to ensure that development in Conservation Areas preserves or enhances their special character or appearance, and is of high quality in terms of design, materials and execution. Applicants will be expected to provide sufficient information about the proposed development and its immediate setting to enable the Council to assess the potential effect of the proposal on the character and appearance of the Conservation Area".

**7.2.5** A further guidance leaflet giving general advice on works and applications in Conservation Areas is available from Camden Council.

**7.2.6** There is also guidance both from Central Government in the form of Planning Policy Guidance no. 15: 'Planning and the Historic Environment' and 'London Terrace Houses 1660 to 1860' and 'Conservation Area Practice' by English Heritage. The Council also produces a separate leaflet on listed buildings that provides guidance on the information that should be submitted as part of a listed building application.

### 7.3 New development

**7.3.1** 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.

**7.3.2** 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

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.'

**7.3.3** Regarding the parts of the Conservation Area in the Opportunity Area, the Council's policies on development are set out in UDP chapter 13 (section 9 of Deposit Draft UDP, 2003). Together with the Planning and Development Brief, these documents promote high-density development. UDP policy KC11 on heritage states that the Council will grant permission for proposals that:

- "preserve listed buildings or structures and their setting";
- "preserve or enhance buildings, structures and other features of character and historic interest, and their setting, within the Conservation Areas"; and
- "preserve remains of significant archaeological importance and their settings".

## **7.4 Design**

**7.4.1** The predominant architecture of the Conservation Area dates from the 19th century. Successful refurbishment and modern design should contribute positively to the character of the area. Appropriate design for the Conservation Area should complement the appearance, character and setting of the existing buildings, historic parks and gardens (including cemeteries) and the environment as a whole. Building heights should take into account views to local landmarks and should take into account other views from within and outside the Conservation Area. There are two Strategic Viewing Corridors from Parliament Hill and Kenwood House to St Paul's Cathedral (as set out in RPG3 and RPG3A). The policy states that the height of development within the viewing corridors should not exceed this development plane. This policy restricts building heights over much of the Opportunity Area to about 50m above ground level (this varies slightly as with the development and ground level). In addition, each plane has a Wider Setting Consultation Area, and these extend beyond each Viewing Corridor.

## **7.5 Archaeology**

**7.5.1** Part of the Conservation Area centred on the junction of Gray's Inn Road and King's Cross Bridge, the core of medieval settlement of Battle Bridge, has been designated an Archaeological Priority Area by the Council in the UDP. Policy EN41 of the UDP states: "Within Archaeological Priority Areas and on other sites having archaeological potential, the Council may require an archaeological field evaluation to be carried out before a planning application is determined".

**7.5.2** Where alteration/demolition of significant archaeology/historic buildings is proposed, appropriate assessment should be undertaken to inform the design of the new scheme, in accordance with PPG15 (s. 2.15: "Some buildings ... are ... of intrinsic archaeological interest. It is important in such cases that there should be appropriate assessment of the archaeological implications of development proposals before applications are determined."

**7.5.3** A condition attached to planning consent may be used to secure building recording and analysis. Such a condition should be undertaken by a professional buildings analyst in accordance with an approved project design that conforms to national guidance. PPG15 (s. 3.23) states: "Local planning authorities should also consider, in all cases of alteration or demolition, whether it would be appropriate to make it a condition of consent that applicants arrange suitable programmes of recording of features that would be destroyed in the course of the works for which consent is being sought."

**7.5.4** Outside the Archaeological Priority Area, proposals for new buildings or for excavation of basements may have some impact on archaeological remains, including up-standing remains, principally of industrial character. The Council will follow the guidance in PPG16 'Archaeology and Planning' and may require a site assessment. If desktop assessments predict the likelihood of significant remains, then some trial excavation may be required to locate them. PPG16 advocates that remains are left in situ and development designed to fit around them. Only in exceptional circumstances would the removal of artefacts from the site be appropriate. Consultation with the Greater London Archaeological Advisory Service in the London Region of English Heritage will be undertaken on all sites where the

possibility of archaeological remains is suspected. The extensive ground works programmes of CTRL and LUL have required desk-top assessment and evaluation of archaeological works and have resulted in an archaeological mitigation programme during development site works. The CTRL and LUL works will have significantly cleared that part of the Conservation Area between the stations and up to Goods Way of its former archaeological potential.

## **7.6 Listed Buildings**

**7.6.1** The Planning (Listed Buildings & Conservation Areas) Act 1990 (the LBC Act) establishes the system of planning control over, and protection for, listed buildings and Conservation Areas. Listed building consent is required for demolition of a listed building, and for "any works of alteration or extension which would affect its character as a building of special architectural or historic interest" (s. 7 of LBC Act; & s. 3.1 of PPG15). The requirement for listed building consent is separate from the need for planning permission. See also 'Demolition' below. The Council has a statutory duty, when considering proposals affecting listed buildings under the LBC Act, to: 'have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.' (s. 16 of the Act; s. 3.3 of PPG15.)

**7.6.2** Listed building consent is not normally required for maintenance and like-for-like repairs. If repairs result in loss of historic fabric or change to the appearance of the building, consent would be required. It is an offence to carry out unauthorised works to a listed building and the penalty can be severe - an unlimited fine or up to 12 months imprisonment, or both (s. 43 of LBC Act). Cleaning or repainting a façade may require listed building consent. Listed buildings do not have 'permitted development' rights.

**7.6.3** The Council will seek the retention and repair rather than the replacement of structural elements and other original features are missing or have deteriorated beyond repair, should they be replaced.

**7.6.4** Advice on whether listed building consent is needed for works to listed buildings is available from the Conservation and Urban Design Team. You are advised to obtain written confirmation that repair work proposed does not require listed building consent. The Council's development policies relating to listed buildings are contained in the UDP. Additional guidance is included in Supplementary Planning Guidance and in the Government's Planning Policy Guidance Note 15, 'Planning and the Historic Environment'. The issues generally relevant to the consideration of all listed building consent applications are set out in s. 3.5 of PPG15.

**7.6.5** Where a listed building is at risk, the Council may serve an urgent works notice on the owner of a listed building that is unoccupied (or for an unoccupied part of a building) where it is suffering damage through deterioration (s. 54 of the LBC Act). The Council may also issue a repairs notice, where as a result of neglect, permanent repair is necessary to secure long-term preservation (s. 48 of the LBC Act).

## **7.7 Materials and maintenance**

**7.7.1** Some of the works below may require prior listed building consent from the Council. For example, matching repairs in the same manner do not require consent but other works, such as re-pointing in a different manner, do require consent. It is recommended to check whether consent is needed with the Council before works commence. PPG15 in s.7 provides advice on the upkeep and repair of historic buildings.

**7.7.2** In all cases, existing/original architectural features and detailing characteristic of the Conservation Area should be retained and kept in good repair, and only be replaced when there is no alternative, or to enhance the appearance of the building through the restoration of missing features. Where retained significantly, original detailing including decorative iron balconies, stucco banding and corncicing, door and window surrounds, timber shop front façades, timber-framed sliding sash windows and doors add to the visual interest of properties as well as the street. Where removed in the past, replacement with suitable copies, based on evidence of previous appearance, will be encouraged. Original, traditional materials should be retained wherever possible and repaired if necessary.

**7.7.3** Materials should be appropriate to the locality and sympathetic to the existing buildings. The choice of materials in new work will be an important part and will be considered by the Council as part of the planning process.

**7.7.4** Generally routine or regular maintenance such as unblocking of gutters and rainwater pipes, the repair of damaged pointing and stucco, and the painting and repair of wood and metal work will prolong the life of a building and prevent unnecessary decay and damage. Where replacement is the only possible option, materials should be



chosen to closely match the original. Generally the use of the original (or as similar as possible) natural materials will be required, and the use of materials such as concrete roof tiles, artificial slate and uPVC windows would not be acceptable.

**7.7.5** Carefully detailed brick facades are most important to the existing character. Original brickwork should not be painted, rendered or clad unless this was the original treatment. Such new work, whilst seldom necessary, can have an unfortunate and undesirable effect on the appearance of the building and Conservation Area and may lead to long term structural and decorative damage, and may be extremely difficult (if not impossible) to reverse once completed. Re-pointing of brickwork should only be undertaken in exceptional circumstances owing to the risk of damage to the bricks and hence the appearance of the building. Re-pointing if done badly can also drastically alter the appearance of a building (especially when "fine gauge" brickwork is present), and may be difficult to reverse. A guide to the pointing of brickwork is available free from English Heritage.

**7.7.6** Cleaning should only be undertaken using non-abrasive removal of the protective face of the material, as such methods leave the brick skin much more vulnerable to erosion by the weather. The cleaning of stone or brickwork using large quantities of water can lead to problems of water penetration and some stone buildings cleaned for cosmetic reasons have suffered much more serious damage due to corrosion of iron cramps connecting the stones. The cleaning of listed buildings may need listed building consent and should not be carried out without first consulting the Council's Conservation and Urban Design Team. A minority of buildings have been soot-washed to give them an even appearance.

**7.7.7** The removal of external plumbing from the rear of buildings is not necessarily an improvement. Especially on listed buildings, the insertion of services into interiors can be very harmful to original structure and decorative finishes. Traditionally, external rainwater or sanitary pipework is in cast iron. Replacement in modern materials such as uPVC is considered harmful to the character and appearance of the Conservation Area and will be resisted.

## **7.8 Demolition**

**7.8.1** The demolition of listed buildings will not normally be supported. PPG15 in s. 3.17 states that consent for the total or substantial demolition of listed buildings should not be given without: "clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or find viable new uses, and these efforts have failed; that preservation in some form of charitable or community ownership is not possible or suitable; or that redevelopment would produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition. The Secretaries of State would not expect consent to demolition to be given simply because redevelopment is economically more attractive to the developer than repair and re-use of a historic building, or because the developer acquired the building at a price that reflected the potential for redevelopment rather than the condition and constraints of the existing historic building." Sections 3.17- 3.19 of PPG15 sets out these issues fully, including the considerations to be addressed when proposed works would result in the total or substantial demolition of the listed building. UDP policy EN38 states: "There will be a general presumption in favour of the preservation of listed buildings, and all applications for listed building consent will be considered having special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses."

**7.8.2** PPG15 (s. 3.5) also sets out the issues to be considered in all listed building applications:

- i** "the importance of the building, its intrinsic architectural and historic interest and rarity, in both national and local terms";
- ii** "the particular features of the building (which may include its design, plan, materials or location) which justify its inclusion in the list: list descriptions may draw attention to features of particular interest or value, but they are not exhaustive and other features of importance (eg interiors) may come to light after the building's inclusion in the list";
- iii** "the building's setting and contribution to street scene, which may be very important, eg where it forms an

element in a group, park, garden or other townscape or landscape, or where it shares particular architectural forms or details with other buildings nearby";

**iv** "the extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment (including other listed buildings)".

**7.8.3** Regarding the demolition of unlisted buildings, UDP policy EN32 states: "The Council will seek the retention of buildings which make a positive contribution to the character or appearance of a Conservation Area." PPG15 (s. 4.27) states that proposals for the demolition of unlisted buildings in Conservation Areas should be: "assessed against the broad criteria as proposals to demolish listed buildings (s. 3.16-3.19 [of PPG15])."

**7.8.4** However, regarding the Opportunity Area, in the UDP it states: "Developers will have to demonstrate the balance between the protection of heritage buildings against other social and economic considerations to fulfil wider policy objectives and, as such, to justify any proposals for the removal of heritage buildings and other features in the context of PPG15" (UDP 2003 Deposit Draft section 9, 9.68; 13.68 in replacement chapter 13 of 2000 UDP).

**7.8.5** All applications should show clearly the extent of demolition works proposed. Within the Conservation Area, total or substantial demolition of an unlisted building will require Conservation Area consent.

**7.8.6** Gaps in Conservation Areas as a result of demolition far in advance of redevelopment are to be avoided. PPG15 (s. 49) states: "It will often be appropriate to impose on the grant of consent for demolition a condition under section 17(3) of the LB Act, as applied by section 74(3), to provide that demolition shall not take place until a contract for the carrying out of works of redevelopment has been made and planning permission for those works has been granted."

**7.8.7** Any archaeological/historic building recording and analysis should be undertaken prior to alteration/demolition in line with PPG15. This work should be undertaken by a professional buildings analyst in accordance with an approved project design that conforms to national guidance. PPG15 (s. 3.23) states: "Local planning authorities should also consider, in all cases of demolition, whether it would be appropriate to make it a condition of consent that applicants arrange suitable programmes of recording of features that would be destroyed in the course of the works for which consent is being sought."

## **7.9 Change of Use**

**7.9.1** Proposals should be guided by the UDP (and where relevant, in the King's Cross Opportunity Area Planning and Development Brief) in terms of the appropriate uses and other matters, such as density and parking standards. Changes of use may be permitted where they are consistent with maintaining the viability and historic character or appearance of the area. There are parts of the Conservation Area where the special character of the area is derived from the mixture and balance of uses as well as the physical fabric. The need to safeguard the mixed-use quality of these parts of the Conservation Area will be a material consideration in determining development proposals.

**7.9.2** The Council will consider a change of use that will preserve the architectural features, original plan form and historic value of the building, will not damage its fabric and structural stability or adversely effect its setting.

**7.9.3** Applications for change of use that would intensify the use of a site will not be permitted if it would generate levels of parking, noise or environmental problems which would be detrimental to the character or appearance of the area.

## **7.10 Extensions**

**7.10.1** Extensions can alter the balance and harmony of a property or of a group of properties by insensitive scale, design or inappropriate materials. Some rear extensions, although not widely visible, so adversely affect the integrity of the building to which they are attached that the character of the Conservation Area is prejudiced. Rear extensions should be as unobtrusive as possible and should not adversely affect the character of the building or the Conservation Area. In most cases such extensions should be no more than one storey in height but its effect on neighbouring properties and Conservation Area will be the basis of its suitability.

**7.10.2** Extensions should be in harmony with the original form and character of the house and the historic pattern of extensions within the terrace or group of buildings. The acceptability of larger extensions depends on the particular site and circumstances.

**7.10.3** The opportunity for rear extensions may be limited by amenity considerations of the effect on daylight, sunlight, privacy and outlook. Many King's Cross terrace buildings have existing rear closet wings and have small unbuilt spaces at the rear in relation to the site area. Particularly on listed buildings, original closet wings or rear extensions of interest should be retained. The infilling of yards and rear spaces between buildings or the substantial reconstruction of rear walls will normally be unacceptable.

**7.10.4** Any proposed extension should be clearly subordinate to the main building. In general rear extensions should not extend rearwards beyond the line of any neighbouring extension, or intrude on any garden space or above the height of neighbouring extensions. Domestic gardens can be important to an area's character. Important landscape features such as walls, railings and trees should be left undisturbed.

**7.10.5** Full width extensions are not normally allowed except in some cases at basement level. As a general guideline, rear extensions should comprise no more than half the width of the house and should not rise higher than one storey beneath the original main rear eaves or parapet line. Where a distinct rhythm of rear extensions exists any new proposals should follow the existing scale and character.

**7.10.6** Extensions should be designed to complement the plan form, period architectural characteristics, materials, and detailing of the original building. New windows, arches, opening and doors should be designed to match the existing or original detail found on the main building. Brickwork should also match the existing in respect of colour, texture, facebond and pointing.

### **7.11 Roof extensions**

**7.11.1** Planning permission is required for alterations to the roof, at the front, rear and side, within the Conservation Area. Some alterations at roof level have had a harmful impact on the Conservation Area. Any further extensions in the roof space should respect the integrity of the original roof form (for example butterfly roofs). Existing original details and materials should be precisely matched.

**7.11.2** Windows on the front elevation of a new mansard roof should normally take the form of traditional projecting dormers, which should have timber frames of an appropriate style; usually double hung sashes. In form, scale and pane size they should be subordinate to the floors below. Overall width of the dormer including the side cheeks should not exceed the width of the sashes of the windows below. They should generally be on the centreline of the windows below or if there are fewer dormers then they should be arranged symmetrically about the centreline of the building. The top of the dormer should be lower than the line of the first pitch. The slope above the dormer and its cheeks should be finished in a material to match the roof. On rear mansard slopes which are visible from the street or across open spaces, similar considerations will apply with regard to positioning, size, detail and material of dormer windows. In the case of other rear slopes, greater freedom may be exercised in the size and type of windows, projecting or recessed dormers and skylights, provided that these are carried out in traditional materials and manner. (See English Heritage guidance leaflets on Mansard Roofs and Dormer Windows.)

**7.11.3** The retention or reinstatement of any architecturally interesting features and characteristic elements such as parapets, party walls, cornices and chimney stacks and pots will be encouraged even where internal alterations make these features redundant. Where a roof is altered, the chimney stacks should be raised proportionately and chimney pots of a traditional style should be retained or reinstated on altered stacks. Where a roof is altered, party walls must be carried up in a form similar to the original even where there is no functional requirement. Party walls should be raised behind the parapet wall to follow the profile of the roof extension with 375 minimum upstand.

**7.11.4** The conversion of roof space will be discouraged if this involves the formation of a separate flat. Generally such conversion will only be allowed if it is in conjunction with the flat or house below.

**7.11.5** Where the existing roof line of a complete terrace or groups of houses is largely unimpaired by any extensions or alterations and where it is considered important to retain the integrity of the group as a whole. In

exceptional cases where proposals are forthcoming to add appropriate roof extensions to a complete group as part of a co-ordinated design, greater flexibility may be given.

**7.11.6** Roof level extensions will be unacceptable where:

- Buildings are significantly higher than their neighbours, especially those which have been extended in the past.
- Buildings and terraces are complete compositions and have existing mansards or roof storeys, or where the provision of a roof extension would throw the proportion of the building into imbalance.
- The existing original roof structure is of specific architectural or historic interest which should be preserved.
- There is serious doubt that the building is structurally capable of carrying an extra storey.
- The roof or party walls are exposed to long views from public spaces and where a roof extension in any form would have an intrusive impact on that view.
- There are gaps in development that were designed to separate the larger and grander terraces on the principal roads or squares from the lesser terraces on the side streets. The gaps are usually single storey (some two) and provide a visual break between streets. As they contribute to the character and appearance of the areas, there is normally a presumption against infilling with an extra floor or roof.

**7.11.7** Where a building projects from the established line such as in compositions where the end and middle houses project, any new mansard roof should normally be on the same line all along the terrace. This would allow a wider gutter behind the parapet on the projecting building.

## **7.12 Roof gardens**

**7.12.1** In many situations a roof terrace may cause amenity problems to adjoining properties, and, particularly on front elevations be visually disruptive. Roof terraces are not normally considered appropriate on listed buildings. Where a terrace is acceptable it must have a balustrade or rail for safety purposes which is in keeping with the part of the building on which it is located. Roof terraces are unlikely to be acceptable on top of a mansard roof.

## **7.13 Conservatories**

**7.13.1** Conservatories will normally only be permitted at the rear garden level of buildings. They should be modest in size and relate both to the building to which they are attached and to surrounding spaces. They should not obscure important architectural elements of the main building. Proposals for conservatories at high level on existing extensions or on the front or rear of roofs of buildings will normally be inappropriate. The Council would normally expect conservatories to be designed using traditional materials and painted finishes consonant with the period style and detail of the building to which they are fitted. A glazed conservatory extension confined to basement or ground floor is the only kind of development which the Council may consider appropriate to infill between the closet wing extensions of terrace buildings.

## **7.14 Façadism**

**7.14.1** The character of the area depends not just on the street frontages but also on their integrity as historic structures. Views of side and rear elevations from side alleyways and mews can be important elements in the character of the area. The Council will normally not accept proposals to retain only the façade of a listed building. Proposals for reconstruction behind the façades of unlisted buildings will be resisted where their contribution to the character and appearance of the area will be diminished or the proposal will have a detrimental impact on the scale and grain of the Conservation Area. The retention of principal street elevations of one or more buildings in front of a single large new structure is almost always unacceptable. New roofs, such as false mansards that run continuously across more than one retained façade, or a mixture of old and new façades are also likely to be unacceptable. Rebuilding behind the frontage of some commercial buildings which have an elaborate street elevation but entirely utilitarian, framed construction may however, sometimes be achieved without loss of their contribution to the townscape provided the new construction remains in scale with the street frontage.

### **7.15 Fire Escapes**

**7.15.1** Fire escapes, where needed, should be included in the initial planning application. They should preferably be within the building envelope or be at the rear between mansard and parapet allowing protected access to adjoining property. External fire escapes on the rear of the building should be avoided.

### **7.16 Access for People with Disabilities**

**7.16.1** Where alterations are being proposed to buildings of historic or architectural importance in order to provide access for disabled people, careful consideration will be given to the impact of proposals on the appearance and original or historic fabric of the building and specific design solutions may be required.

### **7.17 Trees and landscaping**

**7.17.1** Anybody wishing to do works to a tree in a Conservation Area, such as pruning or felling, must give the Council six weeks notice of the works before it is carried out. If a tree is subject to a Tree Preservation Order the Council has eight weeks to process the application. Further advice is available from the Tree Officer on 020 7974 5616. The Council will consider the removal of existing trees only where necessary for safety or maintenance purposes or as part of a replanting/nature conservation programme.

**7.17.2** All trees which contribute to the character or appearance of the Conservation Area should be retained and protected. Developers will be expected to incorporate any new trees sensitively into the design of any development and demonstrate that no trees will be lost or damaged before, during or after development.

**7.17.3** All new development should have a high standard of external space (landscape) design, which should respect the character and appearance of the Conservation Area. Where appropriate contributions may be sought for the management and upkeep of the squares in the area through a Section 106 Agreement.

**7.17.4** Applications for development should take into account the possible impact on trees and other vegetation, and state clearly whether any damage/removal is likely and what protective measures are to be taken to ensure against damage during and after work. BS 5837: 1991 shall be taken as the minimum required standard for protection of trees. All trees within 10 metres of a development proposal should be clearly identified. This also applies to underground development.

### **7.18 Shop fronts**

**7.18.1** The installation of a new shop front and most alterations to the existing shop front will need planning permission. SPG contains more detailed advice on the design of shop fronts and signage.

**7.18.2** There are many historic shop fronts within the Conservation Area. Any shop front of historic interest or architectural quality should be retained and if necessary repaired. The loss of historic/ original shop fronts will be strongly resisted. Proposals for new shop fronts will be expected to preserve or enhance the visual character and appearance of the shopping streets, through respect for the proportions, rhythm and form of the original frontages. Shop fronts that are considered to be out of character with the building or the area generally should be replaced with new shop fronts that are appropriate to the proportions of the building and original rhythm of the frontage in order to enhance the appearance of the Conservation Area, when such opportunities arise.

### **7.19 Shop front security**

**7.19.1** The introduction of security measures can detract from the appearance of the Conservation Area. The installation of external security shutters requires planning permission. The Council will prefer the use of security measures that do not require external shutters or grilles such as:

- the strengthening of shop fronts;
- the use of toughened or laminated glass;
- internal grilles or collapsible gates - these do not normally require planning permission unless they result in a material alteration to the external appearance of the shop front, but may require listed building consent;
- improved lighting.

**7.19.2** There will be a general presumption against the use of external security shutters, grilles or meshes on shop fronts. Applicants would have to demonstrate that the above measures are not feasible for external security shutters, grilles or meshes to be considered. A separate leaflet is available on Shop front Security.

## **7.20 Advertisements**

**7.20.1** Legislation concerning the display of advertisements is contained principally in the Town & County Planning (Control of Advertisements) regulations 1992 (as amended). The Regulations identify fourteen classes of advertisement that have "deemed consent". To be acceptable advertisements must relate to the design of the building where they are displayed in order to ensure that they do not detract from its character or, if free-standing, that they do not compromise its setting or spoil the adjoining area. In this respect significant views within the Conservation Area should be respected. For King's Cross, this means that applications will be scrutinised for the possibility of adverse effects on the significant townscape elements. Advertisements will not normally be granted consent on the frontages to squares.

**7.20.2** The council may consider temporary advertisements where these are of high quality, where demonstrable longer-term benefits will arise for the character and appearance of conservation areas directly as a consequence of their display. The council will enter into a legal agreement with applicants to secure delivery of benefits. The temporary period will not exceed three years.

**7.20.3** A profusion of estate agent boards can have a detrimental impact upon the Conservation Area in terms of visual clutter. Only one advertisement, of specified dimensions and height, per property to be sold or let has deemed consent under the Regulations Applications for consent to exceed the deemed consent level will usually be refused in Camden. The Council will, where appropriate, use its powers to prosecute agents who display boards illegally. For more information, see the SPG.

**7.20.4** Shop signs should be appropriate for the shop front, the building on which it is proposed and character and appearance of the area. The fascia should not be enlarged and alter the proportions of the shop front. It should respect the original property sub-division. Even if two adjacent units are combined, the original fascia length and separating corbel brackets and/or pilasters should be retained. Fascias should not be internally illuminated and proposals to install internally illuminated box signs on the front of the surviving original fascias will be resisted. External illumination of signs traditionally painted on the fascia is normally the only acceptable advertisement. However, internally illuminated individual letters fixed to the fascia may sometimes be considered. A projecting sign would normally be allowed on a traditional hanging bracket and again external illumination may be permitted. Shop signs should not normally be above the ground floor. The Council will not normally allow more than one fascia sign and one projecting sign per shop in order to avoid visual clutter in the Conservation Area.

## **7.21 Satellite dishes**

**7.21.1** Dishes are not normally acceptable where they are positioned on the main façade of a building or in a prominent position visible from the street. The smallest practical size should be chosen with the dish kept to the rear of the property, below the ridge line and out of sight if at roof level. Planning permission may be required. Advice from the Planning Department should be sought before undertaking such works.

## **7.22 Telecommunications**

**7.22.1** The location telecommunications equipment within the Conservation Area should be avoided as far as possible. Consideration will be given to the impact of siting on the character and appearance of the building to which a proposal relates, views into and around the area from publicly accessible locations and the effect on the roofscape. The fixing of equipment to listed buildings will not generally be appropriate.

## **7.23 Ventilation Ducts/Air Handling Equipment**

**7.23.1** The erection of all external ventilation ducts and air-handling equipment will require planning permission from the Council. The provision of roof level plant outside the building envelope is not normally acceptable where this will be visible from the surrounding publicly accessible areas. In assessing applications the Council will be concerned about the siting of the equipment, particularly in visually sensitive locations and in the proximity of residential accommodation, to ensure that local amenity is protected. The Council will require full details of mechanical plant and equipment for all A3 (change of use to restaurant, pubs and hot food take-aways) applications.

## **BIBLIOGRAPHY**

- Camden History Society (Various) 'Camden History Review'.
- Cherry, B. & Pevsner, N. (1998) 'The Buildings of England, London 4', Penguin.
- English Heritage (1995) 'Conservation Area Practice'
- English Heritage (1997) 'King's Cross Railway Lands Position Statement'.
- English Heritage (1998) 'King's Cross Development Site, An Inventory of Architectural and Industrial Features'.
- HMSO (1990) 'Planning (Listed Buildings & Conservation Areas) Act 1990 '
- Hunter, M. and Thorne, R., (1990) 'Change at King's Cross', Historical Publications.
- LB Camden (1997) 'CTRL Context Report'.
- LB Camden (1998) 'King's Cross: Conservation Area Statement'.
- LB Camden (2000) 'Adopted Unitary Development Plan': Chapter 13, revised May 2003; Deposit Draft, June 2003 (section 9).
- LB Camden (2003) 'King's Cross Opportunity Area Planning and Development Brief'.
- LB Camden (2001) 'Planning for the Future of King's Cross'.
- LB Camden (2001) 'Regent's Canal Conservation Area Statement'.
- London County Council, Survey of London, Vol XVII and XIX.
- Office of the Deputy Prime Minister (1994) 'Planning Policy Guidance 15: Planning and the Historic Environment'.
- Office of the Deputy Prime Minister (2001) 'Planning Policy Guidance 16: 'Archaeology and Planning'.
- RPS, IHCM & Arup Economics & Planning (2003) ' King's Cross Central, Heritage and Townscape, Draft Historic Character Assessment'.
- Simmons, J. Thorne, R (2003) 'St Pancras Station', Historical Publications.

## **ACKNOWLEDGEMENTS**

The consultants Nathaniel Lichfield and Partners, who provided the initial analysis of the area, produced the consultation draft. This work formed the basis of the statement that was revised, following consultation, by the King's Cross Team and by the Conservation and Urban Design Team.

We would like to thank the following for their help in the preparation of the statement: English Heritage, the King's Cross Conservation Area Advisory Committee and Camden Local Studies and Archives Centre.

For further information, contact:

Camden's Planning Service website: [www.camden.gov.uk/planning](http://www.camden.gov.uk/planning)

### **For sub-areas 1, 3 & 4:**

Conservation & Urban Design Team

London Borough of Camden

Environment Department

Town Hall Extension, Argyle Street

London WC1H 8ND

Telephone: 020 7974 1944

e-mail: [conservation@camden.gov.uk](mailto:conservation@camden.gov.uk)

**For sub-area 2:**

King's Cross Team

London Borough of Camden

Environment Department

Town Hall Extension

Argyle Street

London WC1H 8ND

Telephone: 020 7974 5822

e-mail: [kxteam@camden.gov.uk](mailto:kxteam@camden.gov.uk)

**Useful contacts:**

English Heritage

23 Savile Row

London W1S 2ET

[www.english-heritage.org.uk](http://www.english-heritage.org.uk)

Office of the Deputy Prime Minister (responsible for regional and local government): [www.odpm.gov.uk](http://www.odpm.gov.uk)

Local groups and organisations can be contacted via CINDEX, which is available through Camden Libraries, Camden Information Point and by direct internet access at <http://cindex.camden.gov.uk>

Published: June 2004