

# BUILT HERITAGE STATEMENT

Phoenix Yard, 65-69 Kings Cross Road,  
London, WC1X 9LW

JCH00797  
Phoenix Yard  
Shepherd Epstein Hunter  
February 2020

# CONTENTS

## Prepared by:

Gregory Barrett BA (Hons), MPhil (Cantab), FRSA

Chris Griffiths LLB (Hons), MA, IHBC

## Authorised by:

Jo Evans Bsc (Hons), MRTPI, IHBC

Tom Copp BA (Hons), MA, AssocIHBC

## Report Status:

FINAL

## RPS Ref:

JCH00797

## Issue Date:

February 2020

© Copyright RPS Group Plc. All rights reserved.

The report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by RPS Group Plc, any of its subsidiaries, or a related entity (collectively 'RPS'), no other party may use, make use of, or rely on the contents of this report. The report has been compiled using the resources agreed with the client and in accordance with the scope of work agreed with the client. No liability is accepted by RPS for any use of this report, other than the purpose for which it was prepared. The report does not account for any changes relating to the subject matter of the report, or any legislative or regulatory changes that have occurred since the report was produced and that may affect the report. RPS does not accept any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report. RPS accepts no responsibility for any documents or information supplied to RPS by others and no legal liability arising from the use by others of opinions or data contained in this report. It is expressly stated that no independent verification of any documents or information supplied by others has been made. RPS has used reasonable skill, care and diligence in compiling this report and no warranty is provided as to the report's accuracy. No part of this report may be copied or reproduced, by any means, without the prior written consent of RPS.

## CONTENTS

	Pages
Executive Summary	3
1.0 Introduction	4
2.0 Legislative and Planning Policy Framework	
2.1 Legislation and National Planning Policy	5
2.2 National Planning Guidance	6
2.3 Local Planning Policy and Guidance	8
3.0 Architectural and Historical Appraisal	
3.1 Historical Development: Kings Cross Road	9
3.2 Historical Development: Phoenix Yard	10
3.3 Historic Map Progression	15
4.0 Assessment of Significance	
4.1 Site Assessment	18
4.2 Identification of Heritage Assets	24
4.2 Statutorily Listed Buildings	26
4.3 Conservation Areas	29
5.0 Proposals and Assessment of Impact	
5.1 Development Proposals	31
5.2 Assessment of Impact	32
6.0 Conclusions	33

## Appendices

Appendix A: Statutory List Description

Appendix B: References

## EXECUTIVE SUMMARY

---

This Built Heritage Statement has been prepared by RPS in respect of Nos. 65-69 Kings Cross Road, Camden, otherwise known as Phoenix Yard. The Built Heritage Statement has been prepared on behalf of Shephard Epstein Hunter as part of a full planning application for the above Site. This document should be read in conjunction with the other documents submitted as part of the application.

The Site has been identified within the Bloomsbury Conservation Area Appraisal and Management Plan as an area which contributes positively to the character and appearance of Sub Area 14: Calthorpe Road/Frederick Street, of which it is a part. The buildings on Site are not statutorily listed or included in an any local list however. The site also lies within the setting of a number of listed and locally listed buildings.

The development proposals have been considered carefully in line with the advice set out in Section 5.2 of this report and following multiple pre-application discussions with Camden Council. Thus the development will ensure that the special interest of the surrounding built heritage assets and the character and appearance of the conservation area will be preserved and enhanced.

The Site is prominent within the streetscene, and therefore proposals give due weight to the importance of appropriate scale and massing of new development, and as such responds positively to the prevailing character and appearance of the conservation area and the settings to nearby listed buildings.

# 1.0 INTRODUCTION

This Built Heritage Statement has been prepared by RPS in respect of Nos. 65-69 Kings Cross Road, Camden, otherwise known as Phoenix Yard. The Built Heritage Statement has been prepared on behalf of Shephard Epstein Hunter as part of a full planning application for the above Site. This document should be read in conjunction with the other documents submitted as part of the application.

This Built Heritage Assessment meets the requirements of the NPPF, strategic and local planning policy and guidance and has been prepared in accordance with relevant national and local planning.

The Site comprises a complex of interconnected buildings around a central courtyard off Kings Cross Road. The buildings on site date from the nineteenth century, although it is likely that some elements of the complex pre date the 1800s and have been incorporated into later built form.

The proposal is for a two storey extension of the existing buildings to provide commercial and residential accommodation. Part of 69 Kings Cross Road will also be converted to residential.

The Site is located within the Bloomsbury Conservation Area (Character Area 14). The site has been identified within the Bloomsbury Conservation Areas Appraisal and Management Plan as an area which contributes positively to the character and appearance of Sub Area 14: Calthorpe Road/Frederick Street and should be treated as a non-designated heritage asset. The Site is in close proximity to a number of both designated and non-designated heritage assets which may be affected by any future proposals which include listed buildings and the New River Conservation Area.

This report refers to the relevant legislation contained within the Planning (Listed Buildings and Conservation Areas) Act 1990 and both national and local planning policy. In addition, relevant Historic England guidance, notably *GPA2: Managing Significance in Decision Making in the Historic Environment* and *GPA3: The Setting of Heritage Assets*, have been consulted to inform the judgements made. Relevant information, including the listing citations for the relevant heritage assets have also been consulted in preparing this Heritage Impact Assessment and are included at Appendix A. The conclusions reached in this report are the result of detailed historic research, a walkover survey of the Site and publicly accessible locations in the surrounding area, map studies and the application of professional judgement.

This Statement draws together this assessment work, alongside further research and the findings of the Site visit, to provide an initial assessment of the significance of potentially affected built heritage assets in accordance with paragraph 189 of the NPPF. It also considers the potential impact on the setting and significance of the relevant built heritage assets arising from the proposed development, which is at an early stage.

The findings of this report are based on the known conditions at the time of writing and all findings and conclusions are time limited to no more than 3 years from the date of this report. All maps, plans and photographs are for illustrative purposes only and sourced unless they are the author's own.

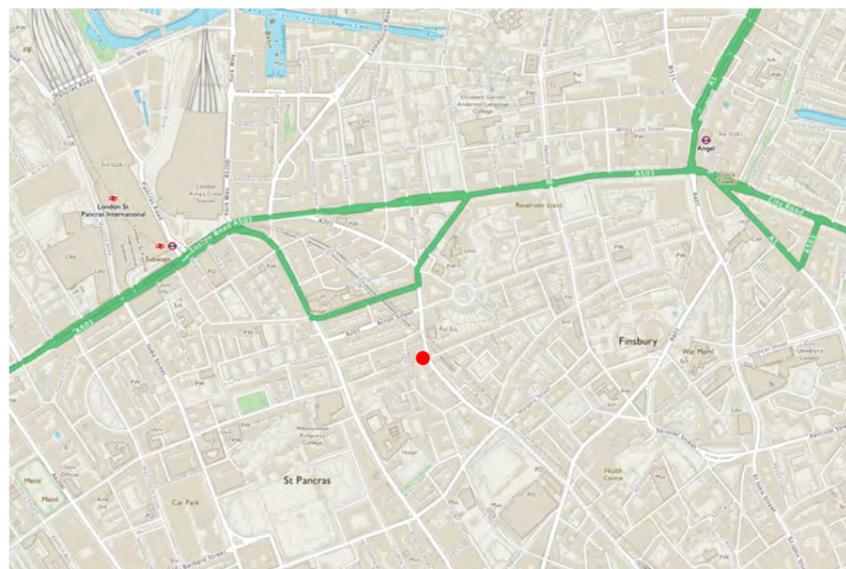


Figure 1: The Position of the Site in the Kings Cross Area of London, also shown the nearby eponymous railway station and the Regents Canal (Ordnance Survey, 2019)



Figure 2: An aerial view of the Site, shaded in red (Google earth)



Figure 3: Existing Elevations of the Site (Shephard Epstein Hunter, 2019)

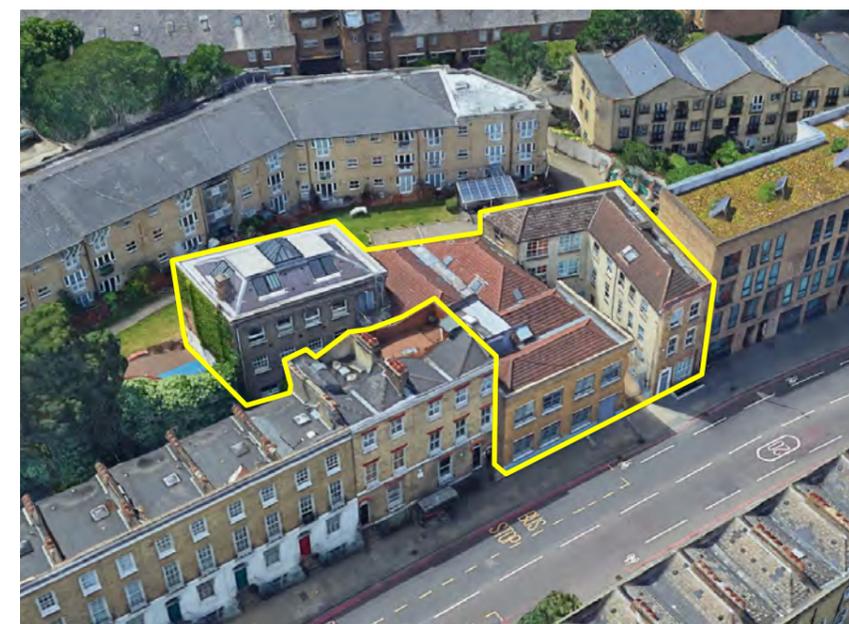


Figure 4: The Site, as it fronts Kings Cross Road (Google earth)

## 2.0 LEGISLATIVE & PLANNING POLICY FRAMEWORK

### 2.1 LEGISLATION & NATIONAL PLANNING POLICY

The current national legislative and planning policy system identifies, through the National Planning Policy Framework (NPPF), that applicants should consider the potential impact of development upon 'heritage assets'. This term includes: designated heritage assets which possess a statutory designation (for example listed buildings and conservation areas); and non-designated heritage assets, typically compiled by Local Planning Authorities (LPAs) and incorporated into a Local List or recorded on the Historic Environment Record.

#### Legislation

Where any development may affect certain designated heritage assets, there is a legislative framework to ensure proposed works are developed and considered with due regard to their impact on the historic environment. This extends from primary legislation under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The relevant legislation in this case extends from section 66 of the 1990 Act which states that special regard must be given by the decision maker, in the exercise of planning functions, to the desirability of preserving listed buildings and their setting.

The meaning and effect of these duties have been considered by the courts in recent cases, including the Court of Appeal's decision in relation to Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council [2014] EWCA Civ 137.

The Court agreed within the High Court's judgement that Parliament's intention in enacting section 66(1) was that decision makers should give 'considerable importance and weight' to the desirability of preserving (i.e. keeping from harm) the setting of listed buildings.

Section 69(1) of the Act requires LPAs to 'determine areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance' and to designate them as conservation areas. Section 69(2) requires LPAs to review and, where necessary, amend those areas 'from time to time'.

For development within a conservation area section 72 of the Act requires the decision maker to pay 'special attention [...] to the desirability of preserving or enhancing the character or appearance of that area'. The duty to give special attention is considered commensurate with that under section 66(1) to give special regard, meaning that the decision maker must give considerable importance and weight to any such harm in the planning balance.

#### National Planning Policy

National Planning Policy Framework (Ministry of Housing, Communities and Local Government, February 2019)

The NPPF is the principal document that sets out the Government's planning policies for England and how these are expected to be applied.

It defines a heritage asset as a: 'building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest'. This includes both designated and non-designated heritage assets.

Section 16: Conserving and Enhancing the Historic Environment relates to the conservation of heritage assets in the production of local plans and decision taking. It emphasises that heritage assets are 'an irreplaceable resource, and should be conserved in a manner appropriate to their significance'.

For proposals that have the potential to affect the significance of a heritage asset, paragraph 189 requires applicants to identify and describe the significance of any heritage assets that may be affected, including any contribution made by their significance. The level of detail provided should be proportionate to the significance of the heritage assets affected. This is supported by paragraph 190, which requires LPAs to take this assessment into account when considering applications.

Under 'Considering potential impacts' the NPPF emphasises that 'great weight' should be given to the conservation of designated heritage assets, irrespective of whether any potential impact equates to total loss, substantial harm or less than substantial harm to the significance of the heritage assets.

Paragraph 195 states that where a development will result in substantial harm to, or total loss of, the significance of a designated heritage asset, permission should be refused, unless this harm is necessary to achieve substantial public benefits, or a number of criteria are met. Where less than substantial harm is identified paragraph 196 requires this harm to be weighed against the public benefits of the proposed development.

Paragraph 197 states that where an application will affect the significance of a non-designated heritage asset, a balanced judgement is required, having regard to the scale of harm or loss and the significance of the heritage asset.

Paragraph 200 notes that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. It emphasises that proposals that preserve those elements of the setting that make a positive contribution to, or better reveal the significance of, the asset should be treated favourably.

Furthermore, paragraph 201 states that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. When determining the impacts arising from the loss of a building or element that does positively contribute, consideration should be given to the relative significance of that building and the impact to the significance of the Conservation Area or World Heritage Site as a whole.

## 2.2 NATIONAL PLANNING GUIDANCE

### National Guidance

#### Planning Practice Guidance (MHCLG)

The Planning Practice Guidance (PPG) has been adopted in order to aid the application of the NPPF. It reiterates that conservation of heritage assets in a manner appropriate to their significance is a core planning principle.

Key elements of the guidance relate to assessing harm. It states that substantial harm is a high bar that may not arise in many cases and that while the level of harm will be at the discretion of the decision maker, generally substantial harm is a high test that will only arise where a development seriously affects a key element of an asset's special interest. It is the degree of harm, rather than the scale of development, that is to be assessed.

#### BS 7913:2003 Guide to the Conservation of Historic Buildings

The British Standard 7913:2003 Guide to the Conservation of Historic Buildings provides guidance on the assessment of significance. It states that significance represents a public interest, and the planning system, and the policy and legislation which support it reflect this.

In identifying how significance may be assessed it is stated that heritage has cultural, social, economic and environmental values, and that the attributes that combine to define the significance of a historic building can relate to its physical properties or to its context.

The guidance identifies that there are many different ways in which heritage values can be assessed. It recognises that some heritage bodies of the United Kingdom have suggested that these fall into the following groups:

- a) aesthetic value, derived from ways in which people draw sensory and intellectual stimulation from a place (this encompasses things purposely designed for that effect and those that are not (e.g. the picturesque, the sublime));
- b) communal value, derived from the meanings of a place for people who relate to it in different ways, associations with social groups and individuals (this changes over time);
- c) evidential value, derived from the potential of a place to yield evidence about the past (e.g. archaeology);
- d) historical value, derived from the ability of a place to demonstrate or illustrate an aspect of the past or association with historic figure or event (for example a battlefield or memorial).

The guidance goes further to suggest an alternative approach and to think of a historic building's significance as comprising individual heritage values from a list that might include:

architectural, technological or built fabric value; townscape characteristics; spatial characteristics; archaeological value; artistic value; economic value; educational value; recreational value; social or communal value; cultural value; religious value; spiritual value; ecological value; environmental value; commemorative value; inspirational value; identity or belonging; national pride; symbolic or iconic value; associational value; panoramic value; scenic value; aesthetic value; material value; and technological value.

#### Overview: Historic Environment Good Practice Advice in Planning

The PPS5 Practice Guide was withdrawn in March 2015 and replaced with three Good Practice Advice in Planning Notes (GPAs) published by Historic England. GPA1: The Historic Environment in Local Plans provides guidance to local planning authorities to help them make well informed and effective local plans. GPA2: Managing Significance in Decision-Making includes technical advice on the repair and restoration of historic buildings and alterations to heritage assets to guide local planning authorities, owners, practitioners and other interested parties. GPA 3: The Setting of Heritage Assets replaces guidance published in 2011. These are complemented by the Historic England Advice Notes in Planning which include HEAN1: Understanding Place: Conservation Area Designation, Appraisal and Management (February 2019, 2nd Edition), HEAN2: Making Changes to Heritage Assets (February 2016), HEAN3: The Historic Environment and Site Allocations in Local Plans (October 2015), and HEAN4: Tall Buildings (December 2015).

#### GPA2: Managing Significance in Decision-Taking in the Historic Environment (March 2015)

This document provides advice on numerous ways in which decision making in the historic environment could be undertaken, emphasising that the first step for all applicants is to understand the significance of any affected heritage asset and the contribution of its setting to that significance. In line with the NPPF and PPG, the document states that early engagement and expert advice in considering and assessing the significance of heritage assets is encouraged. The advice suggests a structured, staged approach to the assembly and analysis of relevant information:

- 1) Understand the significance of the affected assets;
- 2) Understand the impact of the proposal on that significance;
- 3) Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF;

- 4) Look for opportunities to better reveal or enhance significance;
- 5) Justify any harmful impacts in terms of the sustainable development objective of conserving significance balanced with the need for change; and
- 6) Offset negative impacts to significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.

#### GPA3: The Setting of Heritage Assets (Second Edition; December 2017)

This advice note focuses on the management of change within the setting of heritage assets. This document replaces GPA3: The Setting of Heritage Assets (March 2017) and Seeing History in the View (English Heritage, 2011) in order to aid practitioners with the implementation of national legislation, policies and guidance relating to the setting of heritage assets found in the 1990 Act, the NPPF and PPG. The guidance is largely a continuation of the philosophy and approach of the 2011 and 2015 documents and does not present a divergence in either the definition of setting or the way in which it should be assessed.

As with the NPPF the document defines setting as 'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve'. Setting is also described as being a separate term to curtilage, character and context. The guidance emphasises that setting is not a heritage asset, nor a heritage designation, and that its importance lies in what it contributes to the significance of the heritage asset, or the ability to appreciate that significance. It also states that elements of setting may make a positive, negative or neutral contribution to the significance of the heritage asset.

While setting is largely a visual term, with views considered to be an important consideration in any assessment of the contribution that setting makes to the significance of an asset, and thus the way in which an asset is experienced, setting also encompasses other environmental factors including noise, vibration and odour. Historical and cultural associations may also form part of the asset's setting, which can inform or enhance the significance of a heritage asset.

This document provides guidance on practical and proportionate decision making with regards to the management of change within the setting of heritage assets. It is stated that the protection of the setting of a heritage asset need not prevent change and that decisions relating to such issues need to be based on the nature, extent and level of the significance of a heritage asset, further weighing up the potential public benefits associated with the proposals. It is further stated that changes within the setting of a heritage asset may have positive or neutral effects.

The document also states that the contribution made to the significance of

## 2.2 NATIONAL PLANNING GUIDANCE

---

heritage assets by their settings will vary depending on the nature of the heritage asset and its setting, and that different heritage assets may have different abilities to accommodate change without harming their significance. Setting should, therefore, be assessed on a case-by-case basis.

Historic England recommends using a series of detailed steps in order to assess the potential effects of a proposed development on significance of a heritage asset. The 5-step process is as follows:

- 1) Identify which heritage assets and their settings are affected;
- 2) Assess the degree to which these settings and views make a contribution to the significance of a heritage asset(s) or allow significance to be appreciated;
- 3) Assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it;
- 4) Explore ways to maximise enhancement and avoid or minimise harm; and
- 5) Make and document the decision and monitor outcomes.

## 2.3 STRATEGIC & LOCAL PLANNING POLICY & GUIDANCE

### Strategic Policy

*The London Plan: The Spatial Development Strategy for London Consolidated with Alterations since 2011* (Greater London Authority (GLA), March 2016)

Adopted in March 2016, policies set out in this document are operative as formal alterations to the London Plan; the Mayor of London's spatial development strategy, and form part of the development plan for Greater London. In particular, this document encourages the enhancement of the historic environment and looks favourably upon development proposals that seek to maintain heritage assets and their settings.

**Policy 7.6: Architecture**, states,

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

**Policy 7.8 (Heritage Assets and Archaeology)** provides the relevant policy with regards to development in historic environments and seeks to record, maintain and protect the city's heritage assets in order to utilise their potential within the community. It states that 'Development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.' Policy 7.8 also further supports Policy 7.4 in its requiring local authorities in their policies, to seek to maintain and enhance the contribution of built, landscaped and buried heritage to London's environmental quality, cultural identity and economy, as part of managing London's ability to accommodate change and regeneration.

### Emerging Policy: The London Plan: Spatial Development Strategy for London – Draft for Public Consultation (Draft, December 2019)

In December 2019, a draft new *London Plan* was published for public consultation. This plan sets out the Mayor of London's strategy for 2019 to 2041. Once approved, it will replace the previous *London Plan*.

The policies highlighted below merit consideration.

### Policy D3 Optimising site capacity through the design led approach

B Development proposals should: Form and layout

1) enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions

And

11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character

12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well.

Policy HC1 Heritage conservation and growth (C) states,

'B. Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:

2. utilising the heritage significance of a site or area in the planning and design process

3. integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place

4. delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.

C. Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings, should also be actively managed. Development proposals should seek to avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

### Local Planning Policy

In considering any planning application for development, the planning authority will be mindful of the framework set by government policy, in this instance the NPPF, by current Development Plan Policy and by other material considerations.

### Camden Local Plan (2017)

The Camden *Local Plan* was adopted by the Council on 3 July 2017 and replaced the *Core Strategy* and *Camden Development Policies* documents

as the basis for planning decisions and future development in the borough.

**Policy D2 Heritage** states, '*The Council will preserve and, where appropriate, enhance Camden's rich and diverse heritage assets and their settings, including conservation areas*'.

It goes on to state, '*The Council will not permit development that results in harm that is less than substantial to the significance of a designated heritage asset unless the public benefits of the proposal convincingly outweigh that harm.*'

### Camden Planning Guidance

To support the policies of Camden's *Local Plan*, Camden Planning Guidance (CPG) forms a Supplementary Planning Document (SPD), an additional 'material consideration' in planning decisions, which is consistent with the adopted Core Strategy and the Development Policies. Following statutory consultation, the Camden Planning Guidance documents (CPG1 to CPG8) replace Camden Planning Guidance 2006.

### CPG 1: Design (March 2019)

The Council prepared the Camden Planning Guidance (CPG) on Design to support the policies in the Camden Local Plan 2017. This guidance is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions. It states that development schemes should consider

With regard to heritage (Section 3), it states:

"The Council will only permit development within conservation areas that preserves and where possible enhances the character and appearance of the area.

Our conservation area statements, appraisals and management plans contain further information and guidance on all the conservation areas.

Most works to alter a listed building are likely to require listed building consent.

The significance of 'Non-Designated Heritage Assets' (NDHAs) will be taken into account in decision-making.

Historic buildings can and should address sustainability and accessibility.

Heritage assets play an important role in the health and wellbeing of communities."

### Bloomsbury Conservation Area Appraisal and Management Strategy 2011

## 3.0 ARCHITECTURAL & HISTORICAL APPRAISAL

### 3.1 HISTORICAL DEVELOPMENT: KINGS CROSS ROAD

#### Origins

A more exhaustive history of the local area is available from British History Online and from the *Bloomsbury Conservation Area Appraisal*, however the following is a precis of the historical development of King's Cross Road.

The origins of King's Cross Road and Gray's Inn Road can be traced back to medieval times, where the latter was a historic route from London to the south. The route was identified by historians Thomas Cromwell and William J Pinks as a section of the ancient way from High Barnet to Port Poole, and it is mentioned as such in John Norden's *Speculum Britanniae* of 1598. King's Cross Road however follows the line of the old River Fleet, which was culverted in later centuries. As such, the area has always been marginal, historically lying on the fringes of several parishes and routes.

The area remained mostly undeveloped until the eighteenth century, with only nine houses present at Battle Bridge (now known as Kings Cross) in 1746. This was predominantly due to the ground around the River Fleet being too marshy to develop. It was this area which was known as Bagnall's Marsh, or Bagnall's Wash (which was the name of the River Fleet at this time). The pattern of land ownership at this time was dominated three large freehold estates, with waste ground that belonged to the Manor of Cantlowes. The route (or the part concerned with the Site) later came to be known as Bagnigge Wells Road, as on Rocque's map of 1747.

#### Initial Development, Bagnigge Wells Road

Planned development of the north of this area occurred in the late eighteenth century following an Act of Parliament for the construction of Penton Place. This linked the New Road with Bagnigge Wells Road. The first phase of development along Bagnigge Wells Road took place during the end of the 19th century, between 1790 and 1840. The River Fleet was eventually culverted and converted into a sewer in 1825. Much development occurred under the builder Joshua Hodgkinson one of many tenants of the manorial waste ground. Hodgkinson rose from a bricklayer to a developer, building in Winchester Street and elsewhere in St Pancras and Clerkenwell. Bagnigge Place and Hamilton Row were constructed by Hodgkinson, however these were demolished and replaced by buildings of the New River Company which owned adjacent land in the 1840s, having purchased the land from Hodgkinson's estate after his death in 1827. These were houses of three storeys with shops, of which none are now extant. Further building in the immediate area took place under the auspices of George Rendell, his surveyor John Booth and the Lloyd Baker family. Unfortunately, none of this built fabric remains extant today. Development elsewhere in the area was driven by several companies and estates, and development on the Site changed hands many times.

#### The Later Nineteenth Century

King's Cross Road formerly gained its name in 1863, replacing the previous name of Bagnigge Wells Road. This was in part due to confusion, the previous name had originated from a corruption of the name for this stretch of the River Fleet, and was constantly being misspelled on letters. The area was also variously known as Lower Road, Pentonville. The subsidiary names on the Clerkenwell side of the route were abolished and the entire street renumbered.

The nineteenth century saw further change to the area. A number of terraces were demolished to make way for the new metropolitan railway in the 1860s, the space needed for cut and cover construction. The railway construction had led to a sub-standard backfilling over the lines, and caused subsidence in the surrounding buildings.

Industrial development in the area continued to grow and diverse uses such as the Bagnigge Wells pleasure gardens and Phoenix Brewery and later, Cubitt's yard, the builders merchants flourished.

#### Twentieth Century to present day

King's Cross Road in the early part of the twentieth century was noted for by novelist Arnold Bennet as *"a hell of noise and dust and dirt, with the County of London tramcars, and motor-lorries and heavy horse-drawn vans sweeping north and south in a vast clangour of iron thudding and grating on iron and granite, beneath the bedroom windows of a defenceless populace."*

The area became dominated by hotels and hostels because of its proximity to Euston, Kings Cross and St Pancras Stations. Many of these buildings can still be seen today. The area was severely damaged by air raids of 1917. The second world war air raids however did not damage the east side of Kings Cross Road to a great extent, however in the following years much of the housing here was left unmodernised and in poor repair.

The latter half of the twentieth century also saw a further shift in prevailing uses of the buildings in the area, from residential interspersed with industrial to a shift towards converted office space.

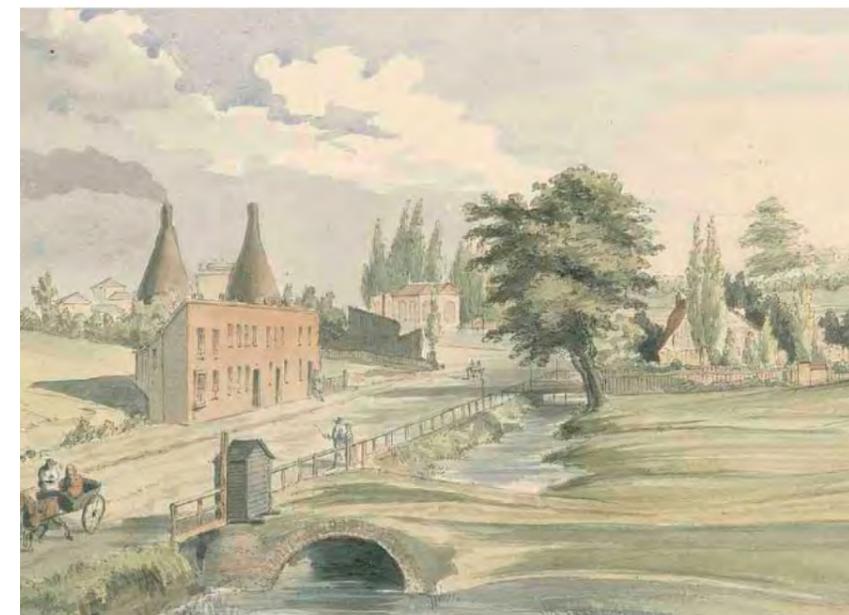


Figure 5: Bagnigge Place with Randell's tile kilns behind, c. 1800, from a watercolour of the mid-nineteenth century. Clearly shown is Hamilton Row, constructed by Joshua Hodgkinson in the early 1800s (British History Online)

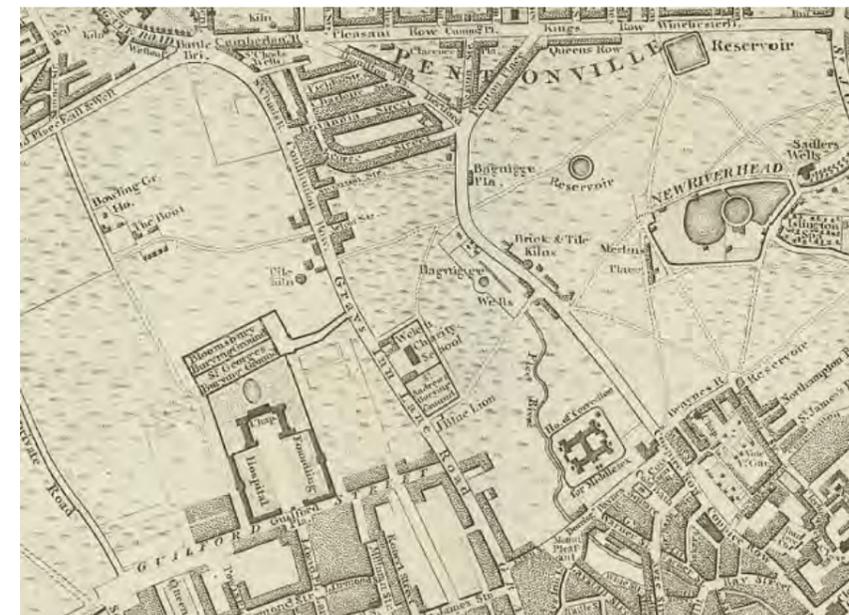


Figure 6: Wallis; Plan of the Cities of London and Westminster 1797 (oldmapsonline.com)

## 3.2 HISTORICAL DEVELOPMENT: PHOENIX YARD, 65-69 KINGS CROSS ROAD

The following history of the Site has been sourced from archival material, historical material provided by Shephard Epstein Hunter, the applicant, and a detailed 1981 history of the Site by E.J. Chapman. Where possible, this history has been corroborated by archival material.

### Bagnigge Wells

The land originally belonged to the manor of Cantlowes, one of three patches of wasteland either side of what is now King's Cross Road. The land itself was known as Bagleis Comon from 1623. By 1653 the area was known as Bagnigge "Island," and in 1676, by Elizabeth Cooke constructed Bagnigge House. The original Site of this Bagnigge House is a matter of some conjecture, and it is unclear whether the site was that of the Brewery or the later site of the Bagnigge Wells Tavern further south.

Bagnigge House was said to have been used as a retreat by Nell Gwynne and Charles II, and it appears to date from at least 1680. A stone from what is supposedly the original built fabric of Bagnigge House can be found within the terraces built adjacent to the Site. This stone is pictured on the garden wall close to the Site, which opened into Bagnigge Wells Gardens. The inscription, states "ST This is Bagnigge House neare the Pindar of Wakefield 1680." It is unknown whether ST stands for her son, Simon Thrisrosse, or is a corruption of SP, Saint Pancras. The building was leased in 1689 to Richard Salsbury, a vintner, as a public house. The water of the river Fleet itself influenced the form of the building, the curving west and wall following the sweep of the river bank.

The area around the Site was later developed into Bagnigge Wells Gardens, opening in 1758. Mentioned in the Pevsner guide for North London, Bagnigge Wells was one of the many resorts which had opened around the site of wells for public entertainment and "taking the waters". This was engineered by Thomas Hughes of Holborn, who leased the "Morgan" House to the south in 1757 and used it for storage and processing of tobacco and founded the Pleasure Garden. Hughes Passed on the lease to John Davis, a Vinter who acquired Bagnigge Wells House in 1769.

Bagnigge wells remained a fashionable resort, downsizing slightly in 1831 but only finally closing in 1841. The water of the spa was marketed as curing all ailments and well publicised by John Bevin.

### Phoenix & Chapmans Brewery

A few years later the buildings then on the Site were adapted for use as a Brewery, using the water from the Fleet and from the wells which lie underneath the Site to this day. Fig 10 indicates the brewhouse and three gabled building as extant from 1762, although the date of the illustration appears inaccurate.

The first record of brewing on site dates from a deed deposited with the Middlesex registry by John Davis (then owner of Bagnigge House) in 1769.



Figure 7: King's Terrace, with the remains of Chapmans Brewery, Bagnigge Wells, in foreground, 1844. The Three gabled building is clearly visible (British History Online)

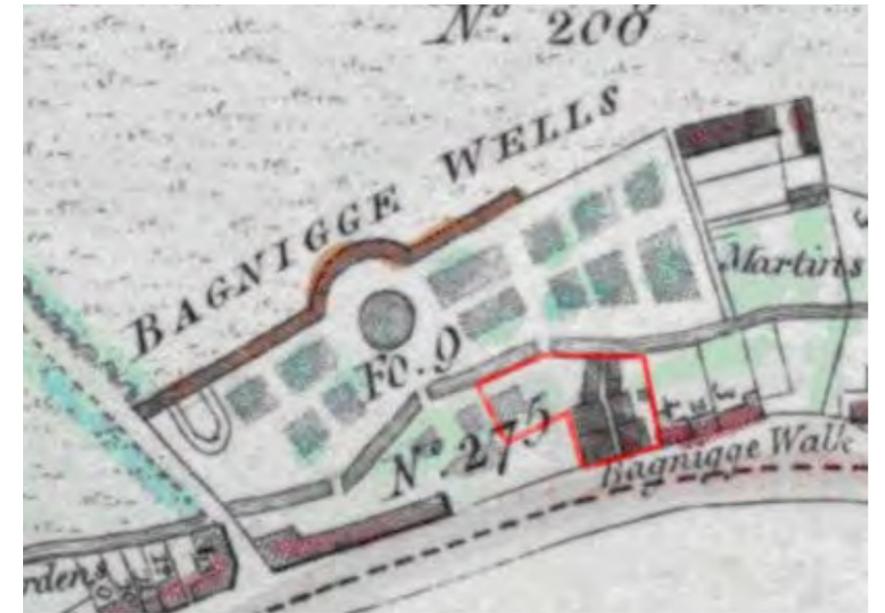


Figure 8: Thomsons Map. The first record of built form on Site around a central courtyard/lane leading down to the river Fleet from the early nineteenth century (SHE Document, 1804)



Figure 9: Dating from 1860, at the time the building stopped being a brewery. The Phoenix is clearly depicted above the door which is most likely to the central yard as extant today. (SEH document)



Figure 10: Excerpt from an image of Bagnigge Wells, with the three gabled brewery shown to the left of the image, a much earlier depiction than thought possible. This does also not tally with Wallis Plan of 1797 suggesting this could be from a later date. (Collage, 1762)

## 3.2 HISTORICAL DEVELOPMENT: PHOENIX YARD, 65-69 KINGS CROSS ROAD

E.J. Chapman's history suggests that the building was demolished at this time and replaced with brewhouses, malt stores and stables. This is what appears on Thomsons map of 1804. At this time the size of the gardens doubled and money was acquired from an investor specialising in the brewing industry and new techniques. It is likely that the three gabled brewery depicted in many accounts was first constructed at this time on the Site, perhaps on the earlier footprint of Bagnigge Wells House.

The existing brewery was rebuilt in 1815 by John Hudson on behalf of John Chapman (hence the title Chapman's Brewing Co." on depictions of the building). The money for this early nineteenth century re-build was raised via a loan from the Commercial Union of Norwich. the Phoenix brewery specialised in home deliveries of bitter and mild cask ales in cask and bottle, and as such provision for the stabling of horses and a loading yard was essential. Archival sources illustrate the extent of this building. The three gabled brewing house built around the existing brewery is visible on many contemporary documents from the early nineteenth century and does not appear on Thomson's 1804 plan. E.J. Chapman suggests this three gabled brewhouse later fell into a decrepit condition, and attributes this to it being known by the misnomer of "Nell Gwynne's House." E.J. Chapman also implies the brewery was refaced sometime after 1830, which would explain the discrepancies in illustrations and plans which date from after this time.

The Brewery was forced into liquidation in 1861, following the rapid rise in the price of malt and hops from 1826, and the opening of St Pancras Station which meant that high quality beer could be easily brought to the city from elsewhere. This, in addition to the worsening quality of the water utilised for brewing in the area precipitated the decline of brewing generally in the area. However the Brewhouse continued during this period, changing hands and being known as Sinclairs and later Broadies.

Bagnigge Wells Gardens continued as a skittle alley, concert, and recital venue at this time. "Queens terrace" was built 1850 to the south of the Site. Brewing on the Site ultimately came to an end due to economic factors, but also because of the industrialisation of the surrounding area. The advent of the railway and associated industry and development meant that the Fleet had become too polluted to use in the brewing process, The demolition of the three gabled brewhouse allowed for the construction of Nos. 61 to 63 Kings Cross Road, completed by at least 1861.

### Industrial Use

Following the collapse of the brewery on site, the building complex was occupied by CJ Fox and Sons, millwrights, in 1860. Census data from 1871 indicates Nos. 61 and 63 were at that time occupied by the proprietors of the Site. Records illustrate that this firm continued to occupy at least a part of the Site until at least 1901, as illustrated by the Goad plan (fig 13). At this time the building is also shared with Benton & Johnson, manufacturers



Figure 11: The Brewery is shown operational to the right of the image, with what is thought to be the precursor to the old stable blocks beyond (Collage, c.1840)



Figure 12: The building is shown in this view without the three gabled house which lay to its south (Collage, c.1836)



Figure 13: By the turn of the twentieth century the Site had taken much the form it has today, and was occupied by light industry (Goad Map, 1901)

## 3.2 HISTORICAL DEVELOPMENT: PHOENIX YARD, 65-69 KINGS CROSS ROAD

of Gold and Silver thread. The Goad plan also clearly shows the connection between Nos. 65, 67 and 69. These boundaries appear to shift and change over the subsequent decades, with OS mapping of the late nineteenth and early twentieth century showing multiple boundary changes internally. The rear elements of the building appear to have been expanded in between 1881 and 1896, and at this time the void space between the rear of No. 65 and the ancillary buildings behind (possibly the old stable blocks) was also covered over and expanded upwards.

### Twenty-first Century

The building continued to change in size and form until the latter half of the twentieth century, before taking on the split form (65 separate to a conjoined 67 and 69) until the expansion by Shephard Epstein Hunter in the final years of the twentieth century. Prior to this, the building was in use as an electrical wholesalers and later a childrenswear designers. Extensive internal remodelling and refitting was required to adapt the building for office and studio use.

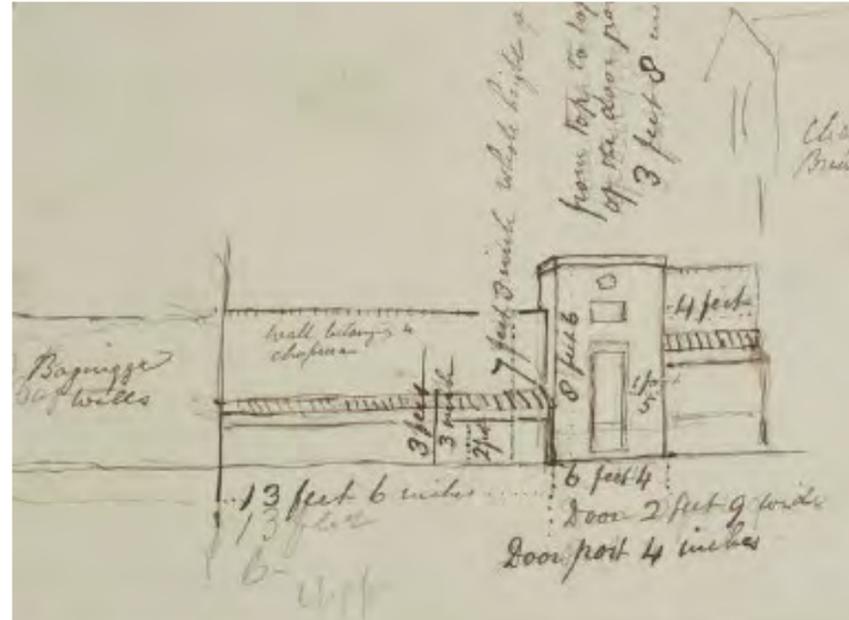


Figure 15: A sketch, possibly taken from the demolition and sale of Bagnigge Gardens (Collage, 1841)

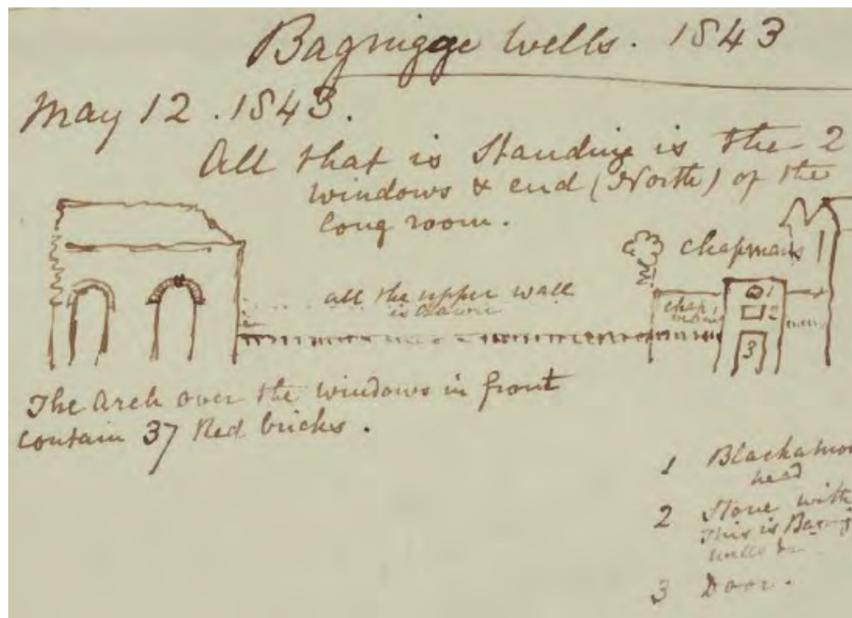


Figure 14: The remnants of the Long Room of Bagnigge Wells Gardens visible to the left, Chapmans brewery to the right (Collage, 1843)



Figure 16: A sketch dated 1849, indicating the position of the stone thought to be part of the original Bagnigge Wells House. (Collage, 1849)



Figure 17: The three gabled house was constructed as a residence ancillary to Chapmans Brewery near to the site of Bagnigge Wells House. It was later mistakenly known as "Nell Gwynne's house" (Collage, 1865)

## 3.2 HISTORICAL DEVELOPMENT: PHOENIX YARD, 65-69 KINGS CROSS ROAD

### Phases of development

The buildings on the Site date from several overlapping and intersecting phases of development as set out in the previous section above. The history of the building appears to show several points where extensive rebuilding/demolition is likely. These are likely to correspond the phases of development listed below.

#### Original Building (No.65)

This is thought to date from the reconstruction of the brewery in 1815 as Chapmans Brewery, when the building was adapted to accommodate the most up to date practices and techniques of the time. The oldest part of the building appears to incorporate built fabric from earlier stages of construction, possibly dating from the late eighteenth century brewery. It is proposed that this could also be the position of Bagnigge House, although this is unclear. The square form of No 65 appears in plans and illustrations from the first half of the nineteenth century onwards.

#### Old Stables

Maps and other documents from the early nineteenth century onwards show that the buildings to the rear of the building follow the curve of the river fleet. This indicates their age because the river was culverted in the late nineteenth century. The ground floor of the old stables is still legible as a discreet separate element of historic built form (the original buildings appear to have been single storey with a pitched roof as shown in fig. 10 above). John Thompson's 1804 parish map suggests there were buildings on the site before the Old Stables, however these appear to have had a different footprint.

#### Extension to Old Stables

During the latter half of the nineteenth century the building was extended towards Kings Cross Road and upwards, but the form of the Old Stables remained in situ within the building. This is evident from the quality and age of the brick comprising this façade, and the later date of the internal structure especially with regard to the roof form. OS maps indicate this expansion took place between 1881 and 1896.

#### Extension to Rear of (No.65)

It is likely that this infill was completed at the same time as the extension to the Old Stables above. This is evident from the OS maps, and the similarity between some of the timber joinery on the upper floors of this space and the extension to the old stables first floor. OS mapping from 1874 indicates this space was a void at ground level, most likely with built form above. This, coupled with the composite beams in this portion of the building and Victorian character of the brick infill to the courtyard space confirms the 1881-1896 origins of this form of the building, possibly involving older built elements (such as the timber beam within the wall to the courtyard.)

#### Nos.67 & 69

The historic maps confirm buildings on the northern fringes of the site as

early as 1800, however the present built form of Nos. 67 and 69 appears to date from the mid to late nineteenth century. Historical evidence indicates that the buildings occupy an older footprint, around a central courtyard which has remained extant throughout the Site as a brewery, place of light industry and offices as it is today. Maps of 1874 onwards show the footprint as it is visible today, and subdivision of No 67 and 69, with No. 69 further split into two plots. The buildings are shown as one single property, contiguous to the interior from 1896 onwards.

- Dating from the 1815 brewery rebuild, incorporating older built fabric (i.e. 1769 brewery)
- Early 19th Century (Ground Floor)
- Mid 19th Century
- 1881-1896 (possible older built fabric)
- Mid 20th Century

N.B. The internal elements throughout the complex have undergone extensive strip-out/refit in a late twentieth century scheme of renovation. This largely involved the removal of modern partitions and suspended ceilings.



Figure 18: Indicative phases of development

## 3.2 HISTORICAL DEVELOPMENT: PHOENIX YARD, 65-69 KINGS CROSS ROAD

### Timeline (As Taken from E.J. Chapman's History & Archival Research)

1621	Known as Bagleis
1623-24	Known as Bagleis Comon
1663	Abraham Hargreave (land north of Black Mary's Bridge)
1670	Thomas Alcock, builds house immediately north of Black Mary's Bridge
1675	George Bradshaw (Morgan House)
1676	Elizabeth Cooke & Simon Thrisscrosse, builds house on Bagley's Common (the Site)
1689	Licenced by Court Baron to to Richard Salsbury, Vinter. Known as Nell Gwynnes
1708	William Morgan (Morgan House)
1714	Thomas Cooke inherits from his mother
1719	Claimed by Bonfields and Warleys. Thomas Bonfield runs as tavern
1747	James Morgan (Morgan House)
1757/8	Thomas Hughes tobacconist, Holborn purchases (Morgan House)
1757	Morgan House property "almost completely surrounded by a brick wall"
1757	Thomas Hughes buys two cooke parcels including the Site, consults dr bevis on wells
1759	Hughes Opens Bagnigge Wells, originally the old morgan walled garden
1762	Spa leased to John Davis, Vintner
1769	Davis Acquires Bagnigge house, which was demolished and replaced by brehouses, malt stores, stables etc
1804	Brewery appears on Tomsons Map
1815	Plot leased to SS Gower on 99 year lease. Resold to John Rain and John Hudson
1815	John Hudson rebuilt the brewhouse and maltings premises as separate brewery and names Phoenix Brewery.
1815	3 gabled brewing house added on the south side. This was later to be confused with Bagnigge House and also known as "Nell Gwynne's House".

1816	Gardens of Brewery sublet to William Thorogood
1816	Hudson sold longlease of Brewery to William Knight, first noted brewer
1817	Upon Knight's death, Brewery sold to Richard Chapman
1830	Lease passes to his nephew Adden Chapman
Post 1830	Brewery re-fronted at this time
1841	Gardens Close, land built on as "queens terrace" 1845-50
1851	Still occupied by brewers
1851	Brewery Opens as Sinclairs, still moderately successful
1858	Known as Broadies
1861	Three gabled brewhouse demolished
1861	1841-1863 Nos 61 and 63 Kings Cross Road Constructed, first tenants Benton and Fox (1871 census).

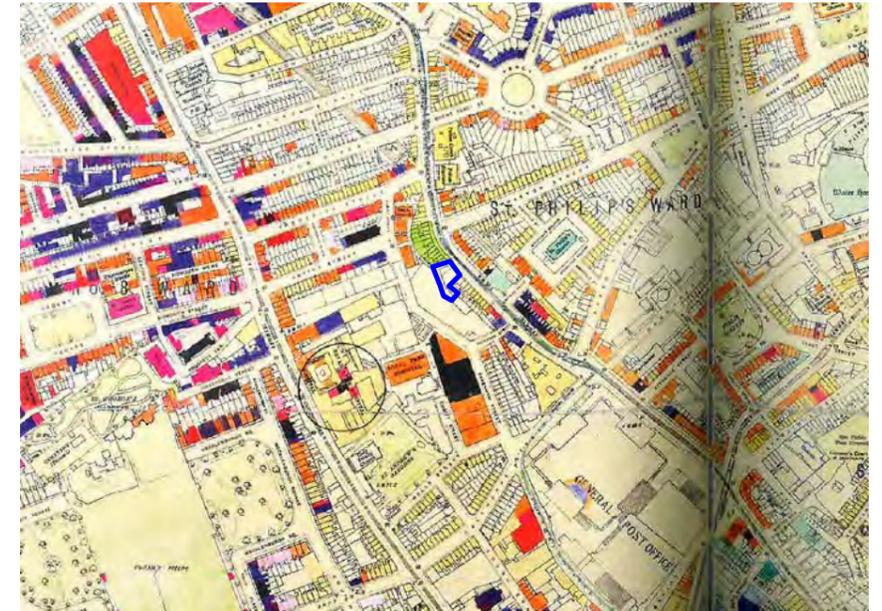


Figure 19: Bomb Damage Map, Site indicated by blue outline (LCC, 1945)



Figure 20: Rocques Map 1746



Figure 21: St Pancras Map c. 1800 drawn by John Thompson (Spas, Wells, & Pleasure Gardens of London, James Stevens Curl, 2010)

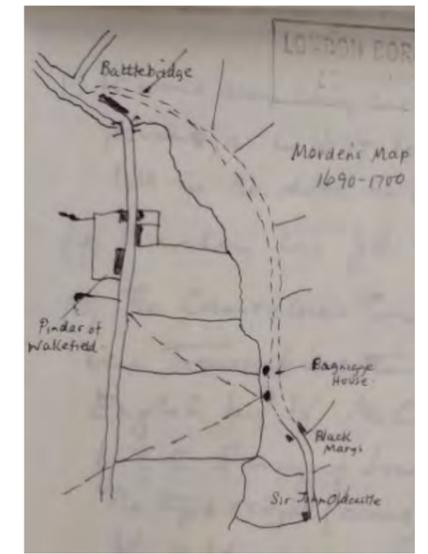


Figure 22: Sketch of Morden's Map 1690-1700, as found within Historical Research undertaken by E.J. Chapman (1981)

### 3.3 HISTORIC MAP PROGRESSION



Figure 23: Bowles' reduced new pocket plan of the cities of London 1784

1784

One of the earliest maps available of the area is that dated 1784 which clearly indicates the extents of Bagnigge Wells, with the road now known as Kings Cross Road referenced as Black Mary Hole, which references another of the wells off the river Fleet.

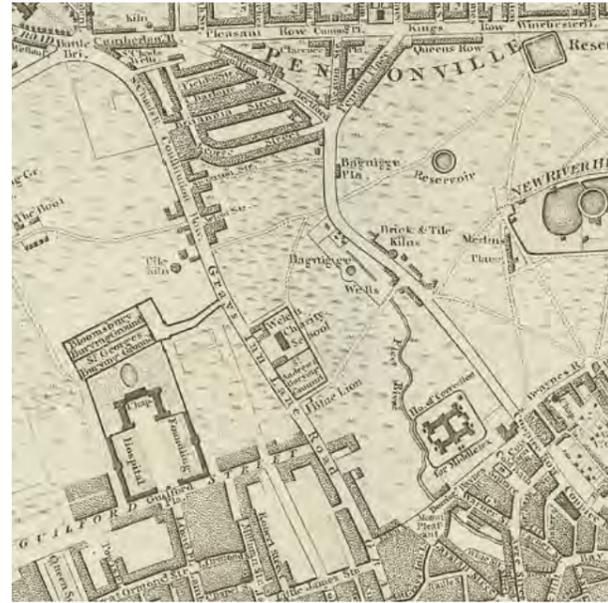


Figure 24: Wallis' Plan of the Cities of London and Westminster, 1797

1797

The form of Bagnigge Wells is clear in this slightly later map, the group of buildings to its northern corner the most likely site for original buildings of the Site.

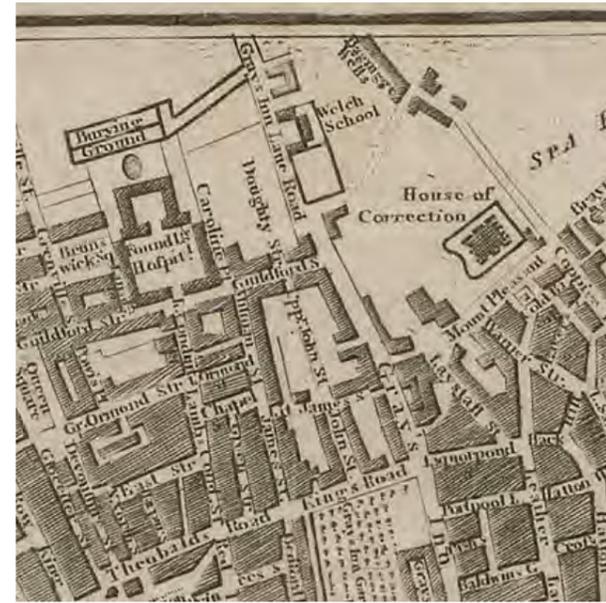


Figure 25: Philips' Picture of London 1802

1802

The 1802 Map above does not illustrate the extent of the Site, but does indicate that the buildings to the south (including the land which was later to become the Bagnigge Wells Tavern and the Long Room) had been constructed by this time.



Figure 26: A new plan of London and Westminster with the Borough of Southwark

1823

Bagnigge Wells is indicated on the above map, however the Site and its buildings at the time are not shown. The curve to the River Fleet, which had determined the present footprint of the building on site, is clear.

### 3.3 HISTORIC MAP PROGRESSION

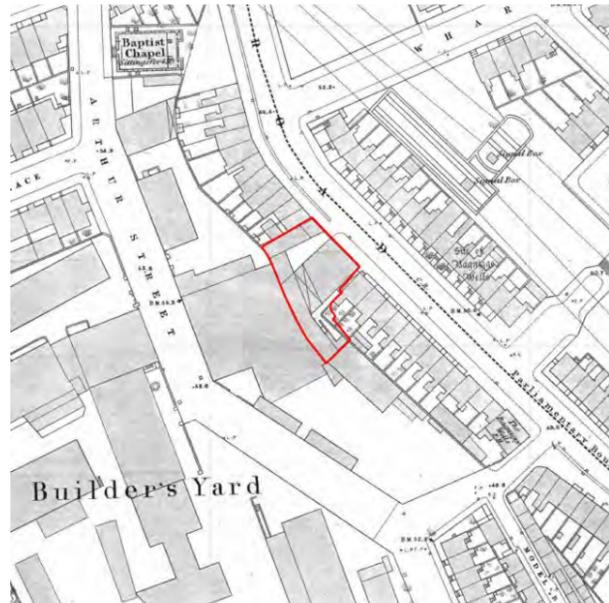


Figure 27: (Ordnance Survey, 1874)

#### 1874

The first OS mapping available for the Site illustrates the extent of the old Stables to the rear of the Site. This map also indicates the previous internal subdivision of the buildings. There is a clear split between Nos. 65, 67 and 69. The "Site of Bagnigge Wells" is indicated to be on the eastern side of Kings Cross Road.

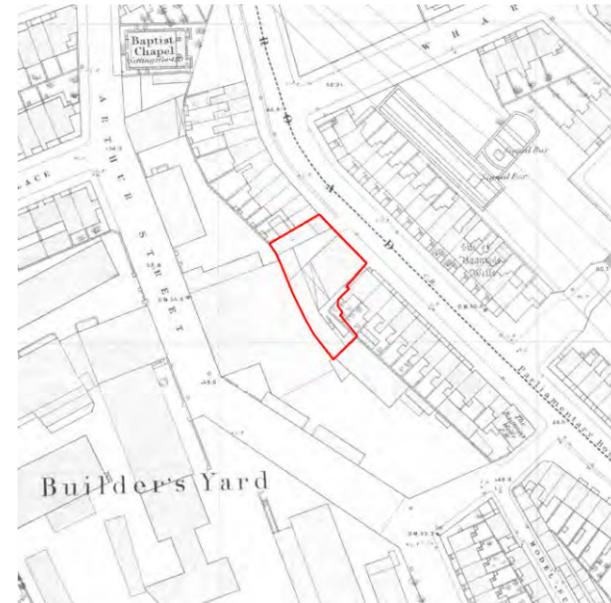


Figure 28: (Ordnance Survey, 1881)

#### 1881

This is the final OS map to indicate the Stables with their previous footprint, indicating that expansion work occurred in between 1881 and the next map, 1896. Also shown on this map is the open space to the rear of No. 65 as a void space, part of the former yard.



Figure 29: (Ordnance Survey, 1896)

#### 1896

By this time the buildings on the Site have settled to very near to their current subdivisions. Also shown is the expansion to the Old Stables building and infilling of the yard to the rear of No. 65.



Figure 30: (Ordnance Survey, 1916)

#### 1916

The opening decades of the twentieth century show no change in the footprints of the buildings within the Site. Cubitts Yard still occupies the region to the west of the Site, the linear grain of the area between Kings Cross Road and Greys Inn Road in stark contrast to the formal circuses and squares to the east.

### 3.3 HISTORIC MAP PROGRESSION



Figure 31: Ordnance Survey, 1952

#### 1952

The middle of the twentieth century sees far greater changes in the context of the Site, and within Site boundaries. Within the Site, the boundaries relate to built form which is closer to the way in which it is understood today, with the amalgamation of the buildings to the rear of No. 65 and no. 67-69 appearing as one. The OS map also shows a connection between Nos. 65 and 67 over the yard area. Within the wider area, blank spots have occurred as a result of house clearances and post-war improvements.



Figure 32: Ordnance Survey, 1971-76

#### 1971-76

The latter half of the twentieth century sees no development changes within the boundaries of the Site, however the built form along Kings Cross Road is much changed from in previous decades. The construction of two garages north and south of the Site in previous years break the historic street front, and the previous historic Cubitt's builders yard to the west (rear) of the Site is a Garage, later marked as a Post Office Depot.

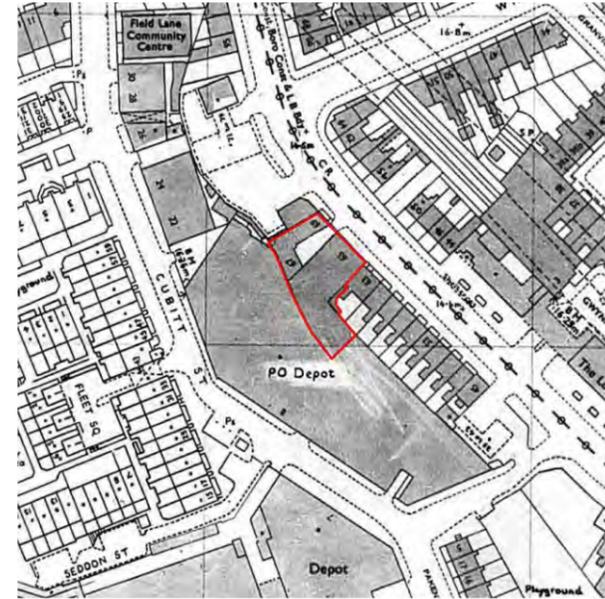


Figure 33: Ordnance Survey, 1982-83

#### 1982-83

The late twentieth century sees the construction of dwellings to the west of the Site in the form of the low rise Fleet Square. The Site is still subdivided, its dual footprints on the same ground as today. The bridging element between 65 and 69 appears to have been removed at this point.

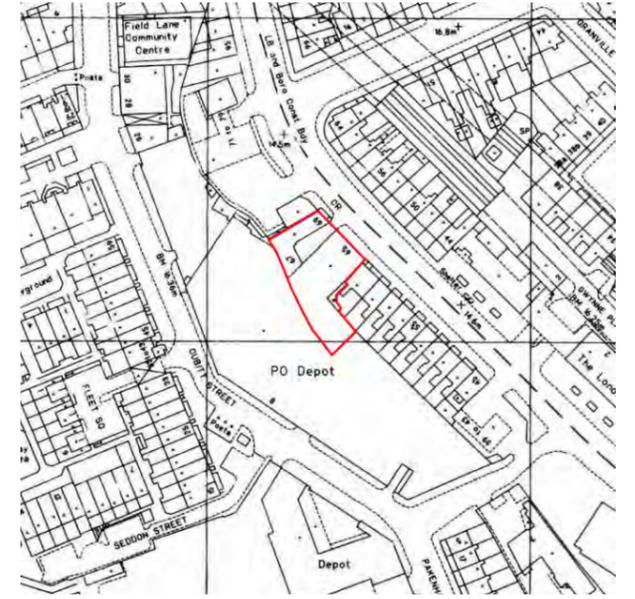


Figure 34: Ordnance Survey, 1991-92

#### 1991-92

OS mapping from the final decade of the twentieth century illustrates the continuity of urban form in the surrounding area. Kings Cross Road is still shaped by the former curve of the river fleet, and the land to the east in Islington still retains its distinctive urban form of formal squares and circuses.

## 4.0 ASSESSMENT OF SIGNIFICANCE

### 4.1 SITE ASSESSMENT

There are a number of distinct phases of development on site therefore this assessment has been divided into the following:

- Original Building (No.65)
- Old Stables & Extension
- Extension to Rear of (No.65)
- Nos.67 & 69

#### Original Building (No.65)

##### Exterior

The principal façade of No. 65 is constructed from London stock brick and appears to date from the 1950s when the existing building was re-clad. Bomb damage maps indicate that this may have been as a result of surrounding damage from nearby buildings. The façade has a range of four crittall windows, steel frames painted grey with single glazing, to each of its two storeys. A parapet roof rises up to conceal the roof form from the street. Ground floor has timber plank door, also painted grey, to the right hand bay. Brick is in English bond.

The façade of No 65 to the courtyard dates from earlier than the principal mid twentieth century façade. The quality of the oldest brick extant suggests early nineteenth century origins. The upper courses are of the same bond and brick type as the principal facade, indicating their 1950s origins. A blind brick arch with central door is at first floor level to the far left. Remnants of a further recessed archway can be found in the centre of this façade, however, the arch has been removed and replaced by a concrete lintel, indicating that this space was at one point open and utilised for loading to the yard. The space is now occupied by a twentieth century timber framed casement window, with later brick surround. Below this is evidence of a bricked up doorway, yellow bricks, some overfired, sit beneath a timber lintel of the former doorway at ground level. A steel staircase leads up to the door at first floor on the left. The return of the brick wall on the façade which forms the wall to the passage from Kings Cross Road to the garden beyond is also comprised of the same twentieth century stock brick which is found on the façade.

The roof of this element of the building comprises of twentieth century tiles most probably added when the principal face of the building was remodelled in the mid twentieth century.

##### Ground Floor

The ground floor of No. 65 comprises one space, open to the nineteenth century extension to the rear. Clearly visible is the structure of the floor above, timber beams are bolted and flitched to one another and rest on irregular steel columns, which may have replaced earlier timber columns.



Figure 35: No 65 to the inner courtyard, showing different types of brick used from the early nineteenth century onwards.



Figure 37: The two facades fronting Kings Cross, No 65 to the left dates from the 1950s, No 69 appears to be mid to late Victorian in origin.



Figure 36: Inside No 65 on the ground floor, the different construction techniques used clear.



Figure 38: The large steel beam separating No. 65 from a formerly external space.

## 4.1 SITE ASSESSMENT

Timber floor joists and boards are also visible above the primary structure. The ad-hoc nature of the primary structure at this point, and visible age and construction methods used for the timber, implies that some elements of this structure could date back to the original Brewery paid for by John Davis in 1769, or the later expansion in 1816 however this is uncertain. The line of the old rear wall of No 65 (now open) is marked by two thick brick returns with a thick riveted steel box girder creating a long span lintel to the opening and supporting the floor above. This is of similar construction to many of the steel columns, and looks to date from the nineteenth century when the building was remodelled extensively.

Walls are of painted white brick and of varying ages, in line with the façade treatment and age beyond them. There is evidence of recessed openings equivalent to those outside found on the wall to the courtyard. These are currently hidden behind twenty first century storage cupboards and also utilised for services.

### First Floor

The first floor of No. 65 is reached via a staircase within the “old stables” element of the building. The first floor is similar to that below, however a later timber roof structure is supported by timber columns, with queens post trusses with collars. This timber is likely to date from the mid to late nineteenth century when the building was enlarged and consolidated.

Elements of the wall to the courtyard (which is likely to date from the early nineteenth century) contain other elements of timber which bisect the brick arch (visible externally) above the fire escape door. These elements of timber look to be older than the nineteenth century construction of this part of the building, and intersect the apogee of a brick arch in the wall at this point.

### Old Stables & Expansion

#### Exterior

The visible exterior of the east façade of the Old Stables dates from the late nineteenth century when the old stables were extended, both in footprint and in storey height. The east façade of the building comprises of grey stock brick, and is of three storeys with a basement. Window surrounds are of glazed bull nosed brick with shallow brick arch lintels and stone sills. Windows are a range of four to each floor, ground and first floors windows are 12 light single glazed and timber framed the top row of lights to the windows are pivoted hopper lights. Windows to second floor date from the late twentieth century and are two light hopper windows. To the west the façade is of a mixture of brick dating from the original early nineteenth century building and the late nineteenth century expansion of the building with later patching in. The west wall of the building also illustrates the nature of the above storeys as a later addition. This wall is curved, matching the historic line of the River Fleet and also indicating the



Figure 39: The upper floors of No. 65, the timber here is of a different quality than the floor below.



Figure 40: The façade of the extension to the old stables, glazed bricks dressing the window and older OS maps date this extension to the late nineteenth century.

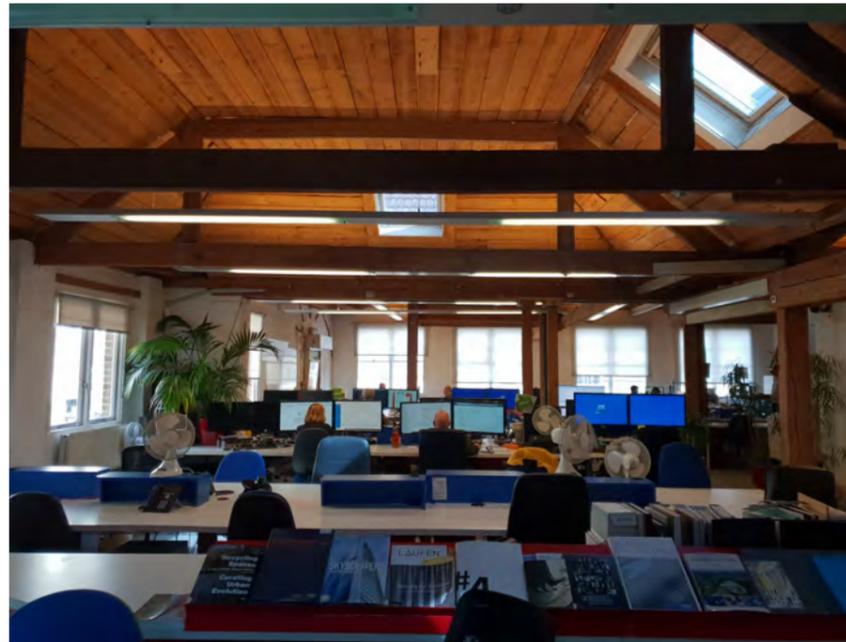


Figure 41: The first floor of No 65, Queen post trusses clearly visible



Figure 42: A Patress plate from the east façade of the extension to the Old Stables

## 4.1 SITE ASSESSMENT

more extensive nature of the historic ground floor. The wall is demarked by brick piers, between which are square glass blocks windows with concrete lintels. This wall is also marked with pattress plates. Discolouration and weathering differences illustrate where a pitched roof dingle storey shed was previously tied to the south wall. The hipped roof is of blue slate, which has been replaced in the late twentieth century and finished with lead. Rooflights sit within hatch roof plane, and a lantern surmounts a truncated hipped construction.

### Ground Floor

The ground floor of the old stables indicates the early nineteenth century origins of this element of the building. The curved internal wall is of brick, its thickness indicating its load bearing nature as previously an external wall fronting a small yard space which was also covered over sometime in the nineteenth century. This is further indicated by iron plates over entrances which previously held bars and deep ventilation openings. The curved nature of the wall corresponds to the curving outer wall, meeting the line of the old course of the river Fleet. The wall itself contains may traces of pocketing and patching in and has been painted white during the renovation of the building, though the old external vents still show through. The ground floor of this element has been refitted in the late twentieth century with a staircase up to the floor above, along with ground floor ancillary spaces and utility spaces such as a kitchen and toilet blocks. Further south, the ground floor also contains storage and void spaces. This space was open until at least 1896, and visible within is the former chimney which is thought to predate the expansion of the Old Stables.

### First Floor

The first floor of the old stables and subsequent expansion is utilised for office space and is open plan, the space only interrupted by timber structure supporting the floor above. Timber columns with T capitals support beams which run the along the axis of the stable block. This construction dates form the late nineteenth century when the stable block expanded upwards and eastwards, later than the masonry walls on the floor below. Timber beams run the length of the span, with timber joists above these visible. Herringbone timber struts are visible between the joists . A late twentieth century spiral staircase is found at the far end of the space, with access to the floor above.

### Second Floor

The second floor is also one large room, however this space is not interrupted by structural columns. However above and highly visible is the timber roof structure, comprising of two central large span queen post trusses running east to west. Within the brickwork wall, a timber wall plate is visible with obvious lap joints. The roof structure is visible timber joists with sarking boards. The space is dominated by the central double pitched lantern. The roof fabric and glazing was renovated in the late twentieth/century when the building was brought into office/studio use.



Figure 43: Nineteenth century roof structure, timber queens post trusses.

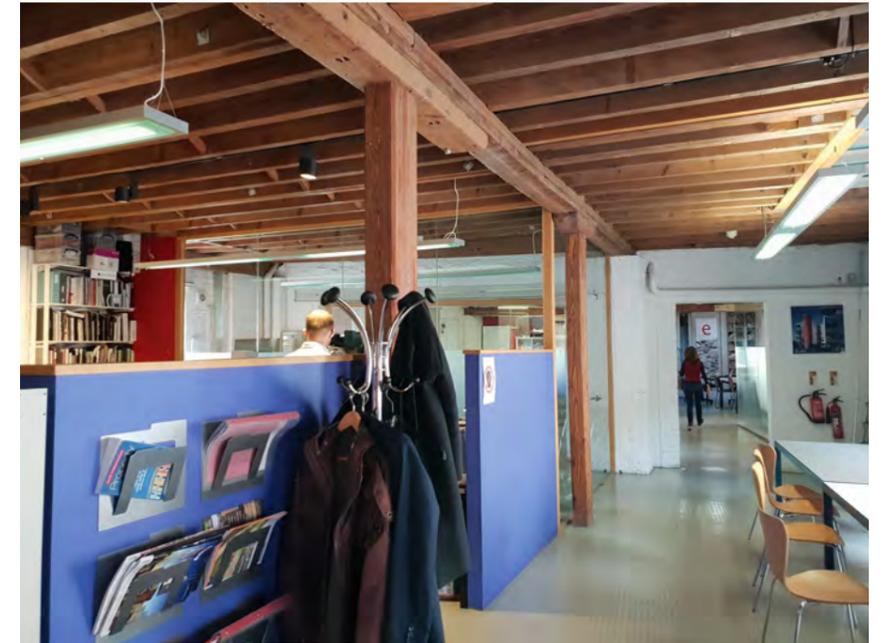


Figure 44: The timber construction in the upper floors of the Old Stable extension is more refined and more regular.



Figure 45: Trusses sitting on a timber wall plate on the second floor of the Old Stables Extension, lapped joint is clearly visible.



Figure 46: The Ground floor of the old Stables, the old external wall clearly highlighted with a iron plate which formerly held bars.

## 4.1 SITE ASSESSMENT

### Extension to The Rear of No. 65

#### Exterior

The extension to the rear of No.65 is still legible as having being constructed as infill to the Yard between the former stables and the rear of the original brewery building. Note the straight joint to the north west quoin of the earlier building. The infill here is to the first floor initially, bridging the carriage way beneath. The ground floor was infilled between 1881 and 1896, as can be seen from the shortened ends of the bridging beam. Externally, the façade visible to the courtyard is constructed of yellow London Stock Brick of a mixture of colours. Windows to the first floor are in a range of two and casement windows dating from the twentieth century, with contemporaneous bricks forming their lintels in a shallow arch. The central doorway is of glass and a twenty first century addition. Roof form is nineteenth century but covered in orange concrete tiles as elsewhere in the building. These replaced slate in the latter half of the twentieth century.

#### Ground Floor

Located between the long span steel beam creating an opening to the rear of the old No. 65 and the curving wall of the old Stable building, the ground floor of the Extension is one contiguous space. As elsewhere, visible above is the timber structure of the first floor, however the space is only broken by a single line of columns which support timber beams with iron tension bars. These span across the space and support the floor above, which helps date this section of the building to the late nineteenth century, when such techniques as the composite beams were becoming more widespread.

#### First Floor

The First floor of the Extension runs into the first floor of No. 65, which has been described previously in this assessment. As such, it contains many of the same features, a variety of timber columns dating from the late nineteenth century and with different jointing techniques. These support queen post trusses and the rest of the built fabric of the roof above.



Figure 47: The façade to the extension to the rear of No. 65. This is indicated as a void space in maps from 1881, and the timber beam appears to be original.



Figure 48: The roof form of the space to the rear of No. 65, also shown is the brick return which would have formed the old exterior rear wall of No. 65.

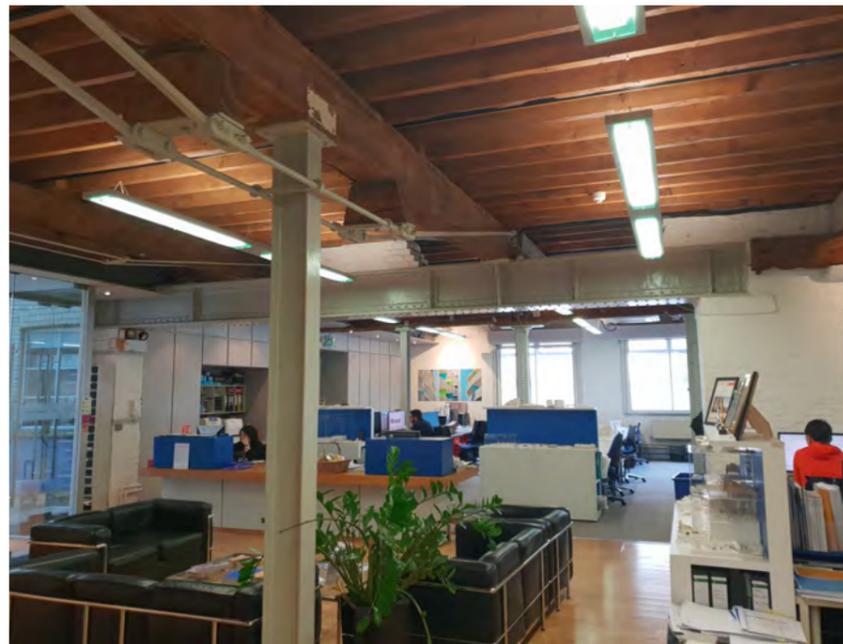


Figure 49: The composite construction of the floor above is clearly visible to the rear of No. 65.



Figure 50: The former rear wall of No. 65. Unusual round window openings are of the same design language as the principal elevation as drawn in the mid nineteenth century.

## 4.1 SITE ASSESSMENT

### No. 67 to 69

#### Exterior

The exterior of Nos 67 & 69 appear to date from the late nineteenth century, although almost certainly incorporate earlier built fabric towards the rear of the site on the ground floor. The facades to the courtyard and King's Cross Road comprise yellow Gault brick, with openings containing fenestration and doorways finished with a shallow segmental brick arch and stone sills. Windows are twentieth century uPVC replacements throughout. The principal façade to King's Cross Road is of a different quality to the courtyard facades however, utilising polychromatic bricks predominantly, with banding of red brick courses. Corner bricks form quoins and constructed of the same Gault brick as window surrounds and return elevation, of a lighter yellow colour. Window surrounds are bull nosed glazed bricks with shallow arched gauge brick lintels and brick sills. The building is topped with a parapet, with a course of angled brick "teeth" to the eaves. The remnants of exterior advertising can be found where the nearby twenty first century development abuts what is now a party wall.

The ground floor of the west (rear) elevation follows the old curving line of the river fleet, and is comprised of the same late nineteenth century stock bricks found elsewhere in the external fabric of the building. At ground level, the old line of the former stables buildings can be clearly seen as the older, early nineteenth century red brick is present here.

#### Interior

The interior floors of Nos. 67 to 69 had already been heavily altered to convert to office use during the twentieth century when it was renovated by Shephard Epstein Hunter in 1999. Two new staircases were fitted toward the principal elevation of the building and towards where Nos. 67 to 69 joins the old stable building to the rear of No 65. The timber roof structure is partly visible on the third floor.



Figure 51: The nineteenth century façade of Nos. 67-69 and the courtyard.

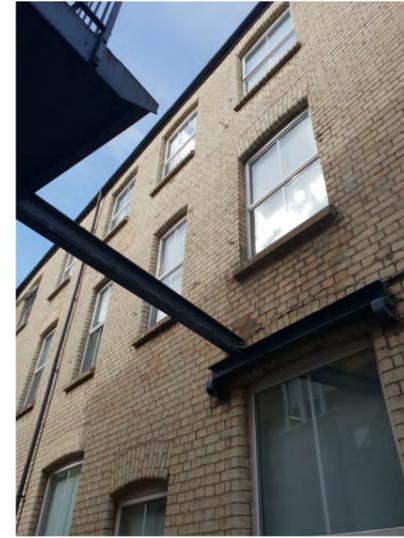


Figure 52: The place of the former link between the two buildings, as indicated on historic OS mapping.



Figure 53: The visible roof timbers on the upper storey of No. 69. Clearly visible are the twenty first century late twentieth century additions within.



Figure 54: Evidence of historic advertising indicating the wall was once more visible.



Figure 55: The courtyard space.



Figure 56: The rear of Nos. 67-69. The red brick appears to date from the same period as that found within No. 65, dating this to the early nineteenth century. Also found on this façade is later Victorian brick, and twentieth century patching in.

## 4.1 SITE ASSESSMENT

---

### Assessment of Significance

#### The Site

This section will provide an overview of the significance of the building, before assessing the significance of those component parts of the building described previously. Reference will be made to the specific heritage interests of the building, together with any features or elements of particular interest. These will be used to highlight any constraints and opportunities offered by the heritage context of the Site in later sections.

The significance of the complex of buildings within the Site is derived primarily from its historic interest. The buildings which comprise the Site have been partially demolished, altered and rebuilt over several centuries each time responding to the contemporary needs of the use of the Site, which evolved over time. As such, the buildings derive historic interest from the layering and intersection of different types and eras of construction. This historic interest is intrinsically tied into the wider area. The Site may have been the location of the original Bagnigge House, was certainly attached to the Bagnigge Wells Pleasure Gardens, and was home to the innovative Phoenix (Chapmans) Brewery throughout the late eighteenth and nineteenth centuries, and later light industry (for example CJ Fox and Sons). Each phase of construction left its mark on the historic built fabric still extant today, and has reflected the changes over time in the wider area of Kings Cross Road and indeed London.

This is echoed in the plan form of the building, organised around a central courtyard which has been historically extant and at one point led down to the River Fleet. The various phases and eras of construction can be inferred from the plan of the building, which can be read internally through the variety of construction treatments from different ages. The curving rear wall of the Site carries extensive historic interest, not just in the palimpsest of historic built fabric but in its plan form, the line of the wall indicating the historic course of the River Fleet and thus so important to the area.

The historic interest predominantly stems from No 65 and the Old Stables which lay behind it, which after years of extension and rebuilding have been amalgamated into one contiguous building as seen today. This element of the building contains historic built fabric which potentially dates back to the original buildings of the Site from at least the late eighteenth century (the feature of the timber in the external wall of No. 65 for instance). There are further architectural features indicative of this, for example the circular brick fringed opening in the (now internal) rear wall of No. 65, which displays the same design language of the now lost façade thought to date from 1815. Historic interest is also found in remnants of built form such as the chimney to the rear of the Site. This is freestanding within the old Stables building, tapers, and research indicates that it was previously external before the building was expanded.

The building contains features of architectural interest, which contribute to the significance of the heritage asset, which are almost all found within No.65 and the old stables. The exposed timber/iron hybrid construction in No.65, and the more refined later nineteenth century timber construction of the Old Stables and extension above display a range of varying construction techniques from the nineteenth century and earlier, a time of great change and innovation in these methods.

There are areas which provide a negative contribution to the significance of the building however, for example the fabric of the roof itself, which was replaced during the latter half of the twentieth century. The principal face of No 65 is also an example of this, having been replaced in the mid twentieth century. The built height at this point makes a minor contribution to the significance of the Site; the height of the front elevation in brick corresponds to the original late eighteenth century building, and is therefore relevant to its historic interest.

There is less architectural and historic interest in Nos. 67-69. The building has a well preserved nineteenth century façade to Kings Cross Road and the courtyard which opens to this, although this is of limited architectural merit it does contribute to the character of the street beyond.

The plan form of the building also carries historic interest, occupying land which has historically made up the Phoenix Brewery and previous buildings around the still extant central courtyard.

Internally, the building has been heavily altered during the early twenty first century, and as such does not contribute to the significance of the Site over all.

#### Setting

The setting of the Site positively contributes to its significance. The Site is appreciated from approaches along King's Cross Road, and is a central feature of this due to its stepped out footprint, height, and position at the curve of the road itself. However, the diminutive stature of No. 65 does create a gap or hiatus within the townscape which is at once awkward in appearance and 'unresolved'. Thus there is an opportunity to enhance through new development which results in a more coherent streetscape and with greater visual interest than the present arrangement. When viewed from these points the Site is co-visible with a number of historic buildings from the nineteenth century which intimate the earlier origins of the built form of the Site and create a visually engaging street scene. This is highlighted by the protection of the surrounding built form to the principal elevation within the Bloomsbury Conservation Area.

This is different from the rear of the building however, the curving rear wall which contributes to historic interest is only appreciated in the setting of the rear of residential buildings of low architectural quality. This lies outside the conservation area.

## 4.2 IDENTIFICATION OF HERITAGE ASSETS

The purpose of sections 4.2—4.4 is to identify and assess heritage assets in the surrounding area whose significance and/or setting may be affected by proposed development within the Site.

A systematic approach to assessing significance and the contribution made by setting to that significance has been devised for heritage assets within the study area. In turn this has enabled a proportionate and robust approach to gauging the potential impact of development as accurately as possible. This approach is summarised below.

### Scope of assessment and selection criteria

The proposed baseline study area or buffer zone extends 250m beyond the perimeter of the Site. This takes into account the size of the Site itself and the potential for the development proposals to impact on the surroundings. Within the 250m buffer zone, a number of designated heritage assets have been identified, however due to the nature of proposals many of these can be scoped out from assessment.

Both Camden Borough Council and Islington Borough Council maintain a local list and the search buffer also contains a number of locally listed buildings and structures.

Given the number of designated heritage assets within the study area, its varied topography, urban context and existing intervening built development and vegetation, an approach that is proportionate to the relative significance of the assets to be assessed and commensurate with the magnitude of proposed development at the Site is considered to satisfy the requirements of paragraph 189 of the NPPF. Accordingly a significant number of the above designated heritage assets have been scoped out of the detailed assessment due to a lack of inter-visibility owing to the screening effect of topography and intervening built form and lack of historic or functional links between these and the Site. It is considered that new development at the Site of the scale proposed, would have no impact on the setting or significance of these assets and hence they will not be taken forward for detailed assessment.

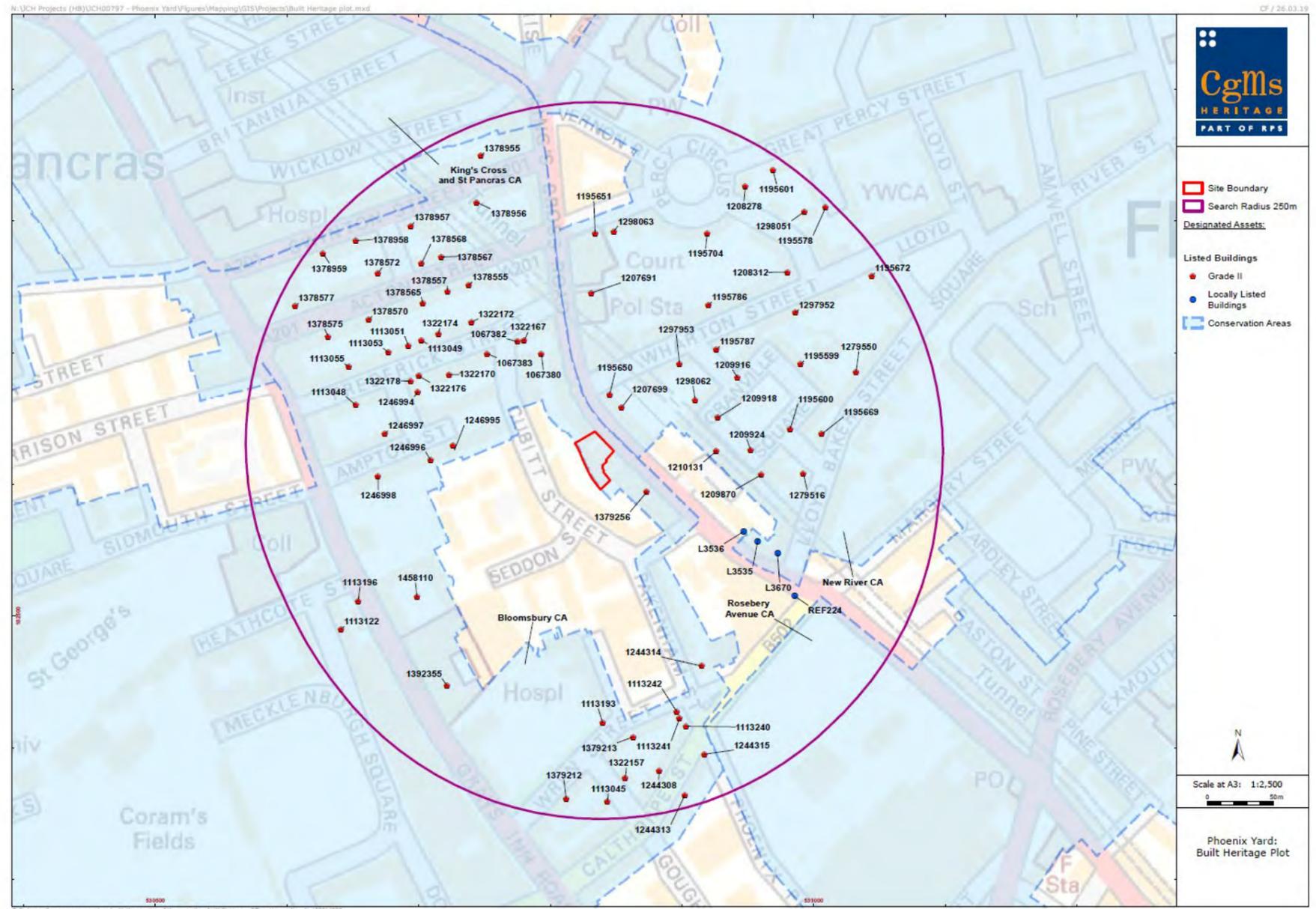


Figure 57: Built Heritage Plot indicating the designated built heritage assets (and locally listed buildings of note) which are potentially subject to assessment.

## 4.2 IDENTIFICATION OF HERITAGE ASSETS

---

### Assessed Heritage Assets

This section identifies those built heritage assets potentially affected by the development proposals. Historic England's *GPA3: The Setting of Heritage Assets, 2017* has been used to inform this assessment and follows Historic England Guidance.

Following desk-based research and a site visit in March 2019 it has been determined that the following designated built heritage assets have potential to be affected by proposals and have been assessed by this report:

- Bloomsbury Conservation Area: Sub Area 14 Calthorpe Street/ Frederick Street
- Numbers 45-63 and attached railings (Grade II listed building, list no. 1379256)
- Numbers 44 to 58 (even) and attached railings (Grade II listed building, list no. 1207699)
- Numbers 62 and 64 and railings attached to number 64 (Grade II listed building, list no. 1195650)
- Police Station (Grade II listed building, list no. 1207691) and Former Clerkenwell Magistrates Court and Attached Railings (Grade II listed building, list no. 1195651)
- New River Conservation Area (London Borough of Islington CA Two)

### Non Designated Heritage Assets:

Desk based assessment and on-site observation, indicates that it is not necessary to assess the locally listed buildings in detail. The proposals would have no impact upon the significance of these heritage assets.

A small group of three locally listed buildings does lie within close proximity to the Site, on the corner of Kings Cross Road and Lloyd Baker Street. One of these is the historic Union Tavern, the site of a public house since the eighteenth century. It is considered that the outline proposals in their current form would not adversely affect the significance of these locally listed buildings.

### Assessment Methodology

The following provides an assessment of the significance of above identified heritage assets. The NPPF defines 'significance' to mean *'the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.'*

As previously discussed there are no built designated heritage assets situated within the site itself. As such, the following assesses the setting of built heritage assets in accordance with the NPPF. The NPPF makes clear that the setting of a heritage asset is the *'surroundings in which it is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of a heritage asset.'*

Historic England's 'GPA 3: The Setting of Heritage Assets' (December 2017) provides a five step process to assess the impact of development within the setting of heritage assets, as well as advice on how views contribute to setting. These are outlined below:

*Step 1: identify which heritage assets and their settings are affected;*

*Step 2: assess the degree to which these settings and views make a contribution to the significance of the heritage asset(s) or allow significance to be appreciated;*

*Step 3: assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it;*

*Step 4: explore the way to maximise enhancement and avoid or minimise harm; and*

*Step 5: make and document the decision and monitor outcomes.*

As such, the following three sections describe the significance of identified heritage assets and address Step 2 of the Historic England guidance by describing the setting and way that it contributes to the identified significance of this heritage asset (Step 1 having been carried out on the previous pages).

It is also the purpose of this section to identify where the development proposals have the potential to impact on significance.

## 4.3 STATUTORILY LISTED BUILDINGS

### Numbers 45-63 and attached railings (Grade II listed building, list no. 1379256)

#### Description

The group listing includes several terraced houses of three storeys plus a parapet and roof form, with a basement below.

The principal elevation of no. 45 is white stucco, a segmental arched doorway with splayed reveals, corniced head and fanlight surrounds a four panelled timber door. Pilasters rise through the first and second floors carrying the entablature above. 1st floor on this building has a round arched architrave sash window with fan decoration.

Elsewhere in numbers 47-59, the principal elevation of the terrace comprises London stock brick, with a white stucco ground floor with channelled rustication. The listing also includes the cast iron railings found to the street, and this form and materiality is mirrored in the ornate iron Juliet balconies to the first floor. Windows are sashes with hidden casing and of classical proportions. Ground floor windows are three over three with generous proportions, the upper storeys of each house have a range of two windows, both six over six lights, however with the first floor windows are taller height than those of the second floor. Where in brick surrounds, windows have flat arched gauged brick lintels and painted stone sills. On the ground floor, where stucco rustication is found, the entrances have a four panel timber door with segmental fanlights. Set into the wall is a carved mask keystone and plaque inscribed "S+P this is Bagnigge House Neare the Pinder a Wakefeilde 1680"

No. 45-59 appears to have been built at a later date, perhaps when the pleasure gardens were reduced in size. Nos 61 and 63 were most likely built when the spa was closed closer to the middle of the nineteenth century and have stucco string course but no ground floor rustication. There is a varying brick colour in the lintels to these buildings, and sashes are later nineteenth century quartered two over two light windows on upper storeys.

#### Significance

The significance of these listed buildings derives from both architectural and historic interest, the terrace is a surviving example of the nineteenth century residential terraced forms and is mostly intact. The buildings have architectural features indicative of this interest in the form of decoration applied to their principal facades in addition to their scale and proportion.

Further historic interest is found in the additional carved keystone described above, indicative of the history of the site of these buildings as Bagnigge Wells, a watering place and pleasure garden founded in 1759 by Thomas Hughes. Many of the houses lie on land previously occupied by the long room where concerts were held. The inscription stone may be derived from an earlier house on the same site.



Figure 58: The façade of the listed terrace



Figure 59: Clearly visible is the Site's relationship with the listed terrace to the left of the image.

#### Setting

The setting of the heritage asset comprises the built form of King's Cross Road, with the historic streets running perpendicular west to Gray's Inn Road, and those running east, rising to the historic planned spaces of Granville Square. The appreciable extent of the setting however is predominantly confined to King's Cross Road, the curve of which has historic interest in corresponding to the former course of the River Fleet. King's Cross Road has multiple historic buildings, some listed, which are predominantly residential in character and date from the nineteenth century. This is interspersed by both historic buildings of different uses and buildings dating from the twentieth and twenty-first century, which in the main rise taller than their nineteenth century counterparts.

The setting of this heritage asset makes a strong positive contribution to the significance of the listed building. The building has historic interest as a nineteenth century residential terrace, and is best appreciated from north or south along King's Cross Road. The other residential buildings which are roughly contemporary with the heritage asset have many with similar features of architectural and historic interest and of the same typology, meaning when viewed together they form a historic street scene which contributes to the significance of the heritage asset. The other buildings of later origin also contribute to this historic interest illustrating the change of the locale over time in use and the diversity of historic built form.

The urban form of the immediate setting has historic interest, its gently curving nature following the course of the valley of the culverted River Fleet and the former home of Bagnigge Gardens.

#### Contribution of the Site to Significance

The Site forms part of the historic street along which the heritage asset is appreciated, and as such contributes to its historic interest in this way. The Site contains buildings which both act as a foil to and complement the heritage asset. The 1950s façade with its horizontality and steel windows contrasts with the terraced heritage asset next door (although the difference in height of built form detracts somewhat from the significance of the heritage asset), whilst the nineteenth century elements of the Site visible from the street maintain many of the features and proportions of the earlier terrace of the heritage asset. The historic use of the Site as a brewery which utilised the same water as Bagnigge Gardens Spa is also a historic and functional link, although this is not appreciable from the street.

## 4.3 STATUTORILY LISTED BUILDINGS

### Numbers 44 to 58 (even) and attached railings (Grade II listed building, list no. 1207699)

#### Description

The heritage asset is a group listing of eight houses which remain of a symmetrical terrace of eleven, dating from 1830. The buildings are of London stock yellow brick, with parapet roofs and party wall stacks and comprise three storeys over a basement. What are potentially the former middle bays project slightly, each house having only a one window range at first and second storey level. Windows here are segmental headed six over six light sash windows in recessed surrounds, divided by pilaster band recesses. In between ground and first and first and second floors are stucco string courses. A brick triglyph motif, found in Nos. 62 and 64, is also found at the parapet level. All other buildings in the terrace have a two window range of six over six light sashes, with segmental openings at ground level. Doors are panelled, original railings to the building are of wrought iron and are included in the listing.

#### Significance

The significance of the heritage asset is derived from its historic interest as a partially extant residential terrace dating from the very early nineteenth century. Aside from the historic interest of this built fabric and typology, some architectural interest is found in the detailing, proportion and scale of the building, which predominantly remains well preserved.

#### Setting

The setting of this heritage asset is identical to that of the previously assessed 54-63 King's Cross Road, due to their close proximity.

The primarily residential character of the immediate setting of Kings Cross Road contributes strongly to the significance of the heritage asset. When appreciating the heritage asset along Kings Cross Road, a number of roughly contemporary historic buildings are also visible which contributes to the historic interest of the heritage asset.

#### Contribution of the Site to Significance

The Site makes a negligible but positive contribution to the heritage, forming part of the historic streetscape of the historic King's Cross Road opposite the listed building.



Figure 60: Formerly known as the "King's Terrace", on the eastern side of Kings Cross Road.



Figure 61: Nos. 62 and 64. Not visible to the rear: the cutting for the metropolitan railway line.

### Numbers 62 and 64 and railings attached to number 64 (Grade II listed building, list no. 1195650)

#### Description

The heritage asset comprises two houses dating from the early to mid nineteenth century. These were originally part of the same terrace as Nos, 44-58 but were severed during the twentieth century. Potentially due to bomb damage. London stock bricks are set in a Flemish bond, though stucco can be found towards the basement. The houses stand to three storeys with a basement and parapet roof. Parapet comprises brick with stone coping, along with decoration reminiscent of a triglyph motif. Upper floors are demarked by stucco sill bands, and each building has a two window range per floor. No 64 has a full height entrance bay which is set back from the principal line of the façade. Gauged brick flat arches are above blind windows on the upper storeys of this. The entrance to no. 62 is raised, with steps rising to it from the street. The entrance to this building is the left bay, with a segmented arched doorway with pilaster door jambs carrying a cornice door head. The door dates from the twentieth century, though has a segmented fan light. Both buildings have gauged brick segmented arched ground floor sash windows.

#### Significance

As with numbers 44—58 evens which is assessed within this report and sits alongside the heritage asset, the significance of this heritage asset is derived from its historic interest as an extant example of an (although altered) early and mid nineteenth century residential building completing a terrace. The building also contains original architectural features of note, which are indicative of historic interest and also representative of architectural interest, for example the brick triglyph motif within the parapet.

#### Setting

The setting of the heritage asset includes that of the previously assessed King's Cross Road, although its corner position means that the building is also appreciable from residential Wharton Street. This rises west to east, and is lined with linked villas laid out in the early nineteenth century. To the immediate east of the listed building is the cutting of the metropolitan railway, although this is hidden by a single storey wall. The setting of the heritage asset contributes to its significance similarly to the rest of the terrace assessed previously. However, the corner position of this building and its canted alignment on the street with stepped back end bay allow for two aspects of appreciation, from King's Cross Road and from Wharton Street. Despite the blank elevation to Wharton street, the street itself is important in forming how the heritage asset is experienced, and is of a different character than King's Cross Road.

#### Contribution of the Site to Significance

The Site makes a positive contribution to the heritage asset, forming part of the historic streetscape of the historic Kings Cross Road which comprises of some nineteenth century elements and later twentieth century additions which correspond to the main phases of development in the area and provide the character of the context of the listed building.

## 4.3 STATUTORILY LISTED BUILDINGS

### Police Station (Grade II listed building, list no. 1207691) and Former Clerkenwell Magistrates Court and Attached Railings (Grade II listed building, list no. 1195651)

#### Description

The Police Station was constructed 1869-1870, of London stock bricks with Portland and tilbury stone dressings to the front elevation. The principal façade is composed of six bays, with a central range of four and two irregular asymmetrical bays either side. The entrance is left of centre, with steps up to Portland stone dressed entrance and elaborate stone sculpture above the door. Windows are six light over six sashes, becoming shorter as they rise. The roof is of Welsh slate and hipped.

The former police court, then a magistrates court with attached former police station is constructed of fine orange brick to its upper storeys with elaborate Portland stone dressings. The ground floor has banded stone rustication, and the roof form is of Welsh slate in the form of a Mansard. The style of the building is a blend of classical features and Queen Anne Revival, with arched open pediment breaking the lintel over the recessed central porch. The former police station attached is of banded stone rustication to the ground floor with rusticated pilasters. Windows are a range of five and are six over six light sashes. Upper storey of London stock brick, windows have stone dressing and are alternately pedimented at the first floor. Entrance can be found to the right of the main building and is single storey with sculpted coat of arms above.

#### Significance

The Police Station derives its significance from historic interest as a late nineteenth century purpose built police station designed by the Surveyor to the Metropolitan Police, Charles Sorby. The building was constructed to replace Clerkenwell police Station, elements of which remain extant next door and attached to the Magistrates Court. As such, the two heritage assets have group value.

The significance of the former magistrates court is derived from both its historic and architectural interest. Historic interest can be found in its former uses and the evolution of the corner site, along with the old and new police stations, as a centre of policing/law. Architectural interest is found in its unusual and well preserved architectural features and composition indicative of its unusual style.

#### Setting

The setting of the heritage asset is multifaceted due to the prominent corner position of the listed buildings on a cross roads. To the south, the historic, mostly nineteenth century buildings of King's Cross Road are appreciable before the bend in the street. The immediate setting of the listed buildings is a mixture of nineteenth century and later built form (especially the distinctive round-corner buildings of the junction with Acton



Figure 62: Former Police Station, Kings Cross Road



Figure 63: The old police station and magistrates court (to the left)

Street. In the immediate setting however is also the late twentieth century Travelodge, forming the opposite corner.

The prominent corner position of the heritage assets makes a strong positive contribution to their significance, allowing the buildings to be appreciated along multiple approaches indicative of its original important civic status and function. In terms of surrounding architecture, the quality of built form is mixed however the urban form of the surrounding street pattern makes a positive contribution to the significance of the heritage assets as mentioned above.

#### Contribution of the Site to Significance

The Site makes a marginal positive contribution to the heritage assets by forming part of the backdrop of long views along Kings Cross Road from the immediate setting of the listed buildings.

## 4.4 CONSERVATION AREAS

### Bloomsbury Conservation Area

The Site lies within the Bloomsbury Conservation Area, which was first designated in 1968. Over the intervening years the conservation area has grown with boundary amendments and reappraisal reflecting the growing appreciation of Victorian, Edwardian, and twentieth century architecture. The current designation dates from 2011 and replaces an earlier 1998 appraisal. Due to this expansion, the Bloomsbury Conservation Area covers a vast area with architectures of different eras and character. This has led to the subdivision of the conservation area into 14 distinct sub-areas of different character.

#### Sub Area 14: Calthorpe Street/Frederick Street

The Site lies within Sub-Area 14 of the Bloomsbury Conservation Area. This character area is on the eastern edge of the conservation area, and abuts the London Borough of Islington.

#### Description and History

Overall, this sub-area is characterised by a mixture of development dating from the eighteenth century onwards, though predominantly nineteenth century built form and residential in character. The topography of the area also contributes to its distinctiveness, the fall of the land from the west to the east indicates that Kings Cross Road follows the same path as the valley of the culverted River Fleet. The northernmost area was developed first in the eighteenth century, with the remaining areas to the south developed later in the nineteenth century. Sporadic twentieth and twenty first century development exists within this character area, although the overall urban form remains as constructed during the 18th and 19th centuries. This is a series of streets which predominantly follow an east west pattern between Kings Cross Road and Grays Inn Road. The latter is more varied and of a grander scale than the Kings Cross Road and the interstitial streets which link them. These are of fine urban grain with repetitive form, predominantly of three or four storeys. Yellow brick and stucco is widespread, with the addition of rusticated ground floors, mostly dating from the 1820s onwards. The sub area can be further defined as comprising two areas of similar character, with the Swinton Street/Acton Street/King's Cross Road area encompasses the Site. The curve of King's Cross Road ensures that, of the conservation area, the appreciable areas of the sub area lie entirely on this road.

#### Significance

The significance of the sub area is derived from its character and appearance of historic urban form predominantly dating from the nineteenth century, mostly residential, and organised on a hierarchy of streets from the more prominent Grays in Road, the secondary Kings Cross Road and finally the interstitial streets between them running east to west. Contributing to this character and appearance is also the topography, the falling land and the curve of King's Cross Road following the valley of the culverted River Fleet is indicative of historic interest in the area. The

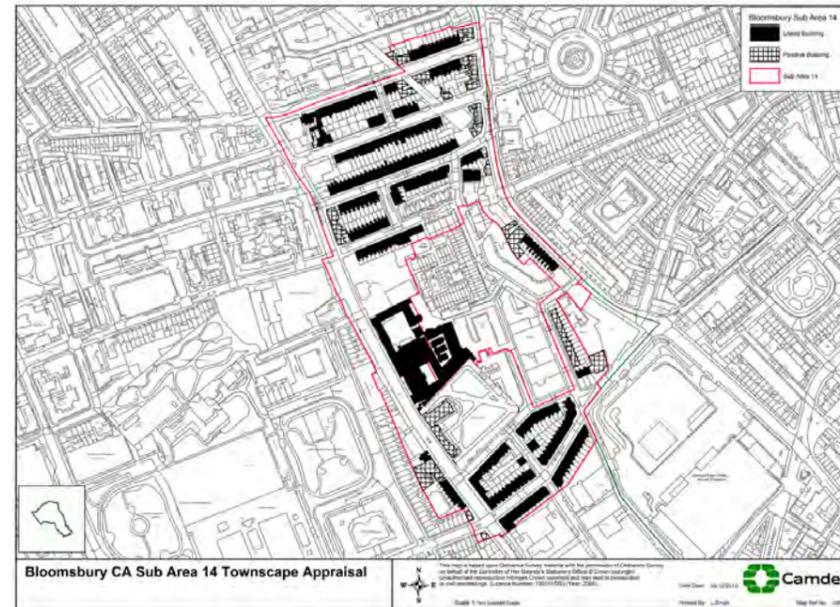


Figure 64: The Extents of Sub Area 14 (Camden Borough Council)

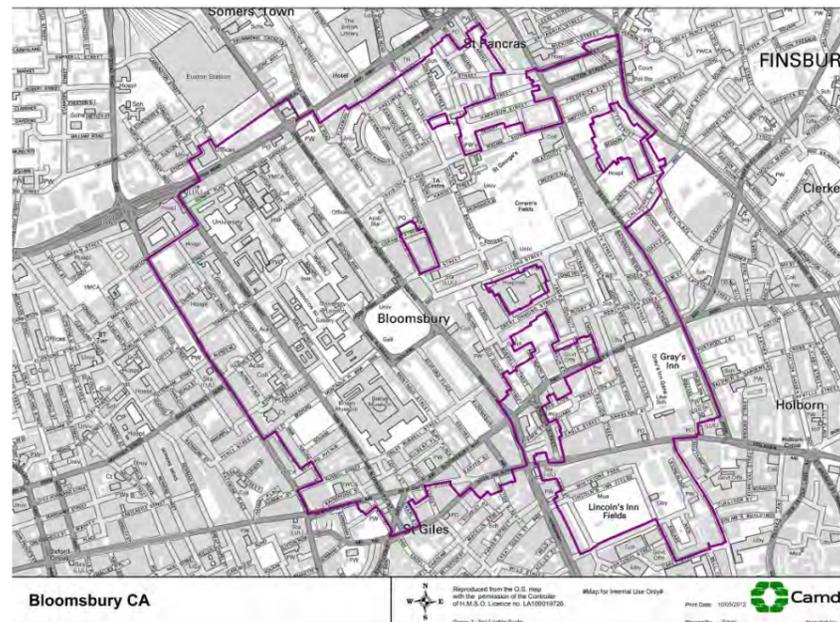


Figure 65: The extents of the entire Bloomsbury Conservation Area (Camden Borough Council)

conservation area has many buildings of architectural and historic interest which contribute to its character, predominantly of nineteenth century origin. Of these and immediately adjacent to the Site are the terraces of listed buildings also assessed in this report. Later buildings with some interest also contribute to this distinctiveness. There are elements of the conservation area which negatively contribute to its character and appearance and dilute the historic interest found in its built form, for example inappropriate signage, commercial shop fronts and modern satellite dishes.

#### Views and Vistas

Views within the conservation area are kinetic and dynamic, contributing positively to the character and appearance of the conservation area. Views along King's Cross Road are gently unfolding, due to the curve of the road and topography. Grays Inn Road contains more linear views which emphasises the grander and more mixed nature of the scale and age of built form along its length. These views are interspersed with lateral views along the key connecting streets within the conservation area which run east to West, and further emphasised by the corner buildings which are often found at their junctions, for example at Acton Street.

#### Contribution of Setting to Significance

The setting of the conservation area strongly contributes to its character and appearance. Much of the immediate setting of the sub area is defined by other sub areas of the Bloomsbury Conservation Area, themselves with their own distinct character and features of significance which derive from different eras of construction. Elsewhere, the urban form of the neighbouring Borough of Islington to the east, the network of circuses and squares, provides a foil for the linear east west nature of much of the urban form of the sub area, and the gently curving King Cross Road. The twentieth century development within the centre of the character area does detract from the significance of the conservation area. It has a poor architectural quality and forms part of the intermediate setting of the Site.

#### Contribution of the Site to Significance

The Site is specifically referenced within the Bloomsbury Conservation Area Appraisal as contributing positively to the sub-area. Overall, the Site contributes positively to the character and appearance of Sub Area 14 of the Bloomsbury Conservation Area as noted within the Conservation Area Appraisal. Following assessment, it is understood that this contribution is primarily derived from the appearance of the late nineteenth century No. 69 to the road and the historic interest of previously industrial buildings within the setting of nineteenth century built-form. The courtyard space, and elements of architectural form (such as the arches in the brick return wall to No. 65 visible from the street) all contribute to this. Visible from the rear, the curving rear wall of the Site, with its various phases of historic brickwork, patress plates and piers follows the historic line of the river fleet, and as such also makes a contribution to the historic development of the conservation area and its special character and appearance.

## 4.4 CONSERVATION AREAS

### New River Conservation Area

#### Description and History

The New River Conservation Area is one of the largest in Islington, and includes within its boundaries the site of the New River Head with its industrial heritage, through to the Sadler's Wells Theatre. The rest of the estate includes late eighteenth and early nineteenth century estates built by the New River Company, the Brewer's Company, and the Lloyd Baker estate. The Site is in proximity to the last portion of the conservation area, the residential areas to the east of Kings Cross Road. This is also a portion of the conservation area which contains shopping frontages, and covers the higher ground to the east which then steeply banks down in places to King's Cross Road and the valley of the now culverted River Fleet. The historic built form to the east of Kings Cross Road is characterised by its formal, planned layouts of crescents, circuses, and squares which lies in stark contrast to the more organic curve of Kings Cross Road and the Fleet Valley.

#### Significance

The significance of the conservation area is defined from its special character and appearance with distinct areas of historic built fabric which are legible to this day as their original intended use from the eighteenth or nineteenth centuries. Of most concern to the Site, the area around the east of Kings Cross Road derives its significance from its residential character of grand and predominantly intact buildings dating from this period, in stark contrast to the more industrial buildings of other parts of the conservation area such as New River Head. The variety of historic public houses at this point, and the shops which are interspersed with this residential development contribute to significance. These are largely intact and line the route to the grander, more formal and imposing residential development to the east. Topography also plays an important role in the way in which the conservation area is appreciated.

#### Views and Vistas

Views along Kings Cross Road are important in forming an appreciation of the conservation area. Also of note for the setting of the Site are views towards the centre of, and out of the conservation area along Wharton Street and Lloyd Baker Street. These reveal the mixture of historic built form which so contributes to the character and appearance of the conservation areas, and also the changing topography which is an important aspect of this.



Figure 66: Extents of the New River Conservation Area (Islington Borough Council)



Figure 67: The Site as viewed from the New River Conservation Area

#### Contribution of Setting to Significance

The setting of the Conservation Area, especially where concerning the environs of the Site, is important in helping to define its character and appearance. King's Cross Road forms a natural border to the Conservation Area, illustrating the difference in historic built form beyond it. This line is also the historic parish and later borough division which is maintained today, and as such contributes to the historic interest of the area and continues to define it. The built form beyond King's Cross Road is very much varied in urban grain than the predominant historic areas to the east of King's Cross Road and within the conservation area. To the west, built form is linear and spans between Grey's Inn Road and King's Cross Road. To the east and within the conservation area historic built form is on the formal plan of circuses and squares as mentioned. The topography allows for this to be appreciable from a number of viewpoints, which has also been discussed.

#### Contribution of the Site to Significance

The Site makes a marginal positive contribution to the setting of the heritage asset by forming a part of the defining urban form of King's Cross Road, which is important as mentioned above. There are limited views to the Site from within the conservation area, however the Site and the conservation area are co-visible from points along King's Cross Road allowing views which contribute to the character and appearance of the heritage asset.

## 5.0 PROPOSALS & ASSESSMENT OF IMPACT

### 5.1 DEVELOPMENT PROPOSALS

#### Proposals

Proposals seek to sensitively redevelop the Site into a mixed use development. The aim of proposals is to reconnect with King's Cross Road, to open up the building façade and create more active ground floor spaces in the same way the loading yard and brewery on Site have done historically.

*“The proposals involve increasing the floor area of the buildings through provision of additional floors and through glazing over and partly infilling the existing courtyard area to form a new internal atrium and accommodation space. Additional office floorspace will be provided along with four new residential flats, comprising one x studio, one x 1 bed and two x 2 bed units. The interior of 65 Kings Cross Road contains some historically interesting features from its industrial past and the proposal seeks to retain these and to make them more prominent by opening up new views through the buildings on the inside and from Kings Cross Road on the outside. The intention is that the development will add a further chapter to the rich story already legible in the existing buildings.”* (SEH DAS, 2019)

Proposals also seek to renew the frontage of the building, whilst maintaining the legibility of the historic courtyard. Proposed development has been designed to mediate between the building height of the twenty first century buildings to the north of the Site and the Grade II listed nineteenth century terraces to the South.

The proposed development has been designed to add another legible layer of built form to this multi-phased building and contribute to its significance. Proposals seek to preserve, and in places enhance, the significance of the building whilst ensuring the preservation of the significance of the nearby heritage assets and the character and appearance of the conservation area.

#### Changes to Proposals Following Pre-application Discussion

This report builds upon previous built heritage assessment work which informed earlier proposals, submitted for pre-application discussion with the Local Planning Authority. This assessment work fed into emerging proposals to capitalise upon heritage opportunities whilst responding appropriately to other constraints, and to inform pre-application discussion.

Following two rounds of pre-application discussion, the massing, design, and materiality of the proposed development has been altered to better respond to the character and appearance of the conservation area and the setting of the other surrounding built heritage assets.



Front Elevation



Rear Elevation



Figure 67: Proposed front and rear elevation (SEH, 2020)

## 5.2 ASSESSMENT OF IMPACT

### The Site (considered a non-designated heritage asset)

The significance of the Site, a non-designated heritage asset, is derived from its architectural and local historic interest as a former Brewery building with roots in the historic Bagnigge Wells Pleasure Gardens. This significance stems from the layers of historic built fabric clearly legible within the Site which demonstrate its development and past uses.

The proposals provide an opportunity to enhance the non-designated heritage asset by revealing more of its features of historic and architectural interest to both the users of the building and the general public. This would continue a process of enhancement which began with the original refit of the building to office space by SEH in the late twentieth century.

The proposed development would provide an improved design response to the street frontage to Kings Cross Road. Overall, alterations to this facade would create greater engagement with the inside of No 65 through increased visual permeability.

The use of the courtyard space as an internal area would further improve this relationship. Key features of architectural interest, for example the varied and historic structural fabric of No. 65, would be better revealed and understood as part of this internalised space. Given the mid twentieth century origins of the façades to No 65 and its neutral contribution to the overall significance of the building, the intervention to this element will not adversely impact the significance of the building.

Proposals will maintain the legibility of the existing phases of the building which contribute to the historic interest of the Site. New layers of built form would respond sensitively to the different historic phases of the building and the Site through minimal disruption of historic fabric, subservient massing and carefully chosen complimentary materials.

The proposed development retains the original internal features of the building which contribute to its significance, for example retaining the timber roof structure of No. 65 by creating a void between the existing building and the proposed upwards extension. These features can be found within Section 5.7 of the DAS.

In addition, the proposed development has been revised following pre-application discussions with the Local Planning Authority. The massing of the extension above No. 65 has been carefully considered to be visually subservient to the building below. The massing of the upwards extension has also been set back to its upper floors to minimise its visual impact to the street and retain the legibility of the original phases of the building's development. Plant has also been relocated and reduced in size to reduce any visual impact.

The materials of the proposed development have been selected to clearly indicate their new nature, whilst responding subtly to the materials and detailing of the existing building. The different use of materials across the new extensions allows the phases of development of the building to be understood. This includes the creation of a glass link to enclose the yard, maintaining its visual permeability.

Although the enclosure of the courtyard and creation of new elements to the upper storeys has the potential to harm the significance of the building through erosion of its plan form, this has been minimised. This minimisation has been achieved through the glazed design of the canopy and limiting the new floorspace to the upper storeys to "bridging elements." As such this element of the proposed development is considered to cause a negligible degree of harm to the non-designated asset.

Proposals involve the minor loss or alteration of historic built fabric, but also offer clear enhancements to the historic building in other places to offset any potential harm. New openings in the built fabric have been situated where possible to avoid older historic fabric. An example of this is the opening created for the bridging element on the first floor, which re-opens a previously bricked up loading opening. This constitutes an enhancement to the non-designated heritage asset through revealing a previously blocked up feature which indicates the buildings historic use.

Proposals also see the introduction of residential use to No. 69, which is thought to have been at least partially a residential building during its lifetime. As such, this change of use will not harm the significance of the non-designated heritage asset. Proposals also see the introduction of balconies to the upper storeys of the building. These have been designed to be recessive and not disrupt the existing building line which contributes to its historic interest. The proposed development includes alterations to the internal layout of the building, however in the main these are limited to late twentieth century internal partitions and other built fabric and focussed mainly within No. 69.

The proposed development includes the localised, minimal loss of historic fabric and associated alterations, which will cumulatively result in a very low level of harm to the building's significance. However, the heritage enhancements provided by the proposed development, such as the increased appreciation of the timber structure, will outweigh these limited harmful impacts. Overall therefore the proposed development will conserve the significance of the Site as a non-designated heritage asset.

### Bloomsbury Conservation Area: Sub Area 14 Calthorpe Street/Frederick Street

The Site contributes positively to the character and appearance of Sub Area 14 of the Bloomsbury Conservation Area, and forms a focal point on the curve of Kings Cross Road, visible from both the north and the south. The different phases of development of the site, its evident former historic light industrial use, along with the opening of the historic yard, make a positive contribution to the character and appearance of the conservation area.

However, whilst illustrating the older, previously industrial nature of the Site, the "gap site" created by the two storey nature of No. 65 Kings Cross Road between the taller Grade II listed nineteenth century terrace to the south and the four storey twenty-first century development to the north does not positively contribute to the historic townscape as it creates a lack of enclosure to the street.

Previous pre-application discussion with the local authority has led to design changes to ensure that the scheme responds better to its heritage context. As such, the principle of the proposed development has been agreed in heritage terms.

As described within an assessment of impact for "The Site", the massing of the upwards extension has been carefully considered and revised following discussions with the Local Planning Authority to retain the legibility of the numerous phases of construction within the Site which contribute to the character and appearance of the conservation area.

The carefully considered upwards extension to the upper storey of the buildings which front Kings Cross Road would benefit the Site as a prominent visual terminus and help remediate the "gap" which currently exists in the urban form between the Victorian terrace to the south and the twenty first century development to the north whilst preserving the elements of the historic street front which contribute to the character and appearance of the conservation area.

The proposed development retains the legibility of the historic opening to the yard, which contributes to the significance of the conservation area, through creating a glazed link. Following pre-application discussion and design development, this glazed link has been recessed in order to further articulate the different phases of development across the Site and the historic entranceway of the yard itself. The dimensions and location of the entranceway to the yard also maintain the legibility of the return to the façade of No. 65, comprising historic brickwork arches dating from the early nineteenth century. As such, proposals preserve the legibility of the historic courtyard opening to King's Cross Road by maintaining an appreciation of the return to the façade of No. 65, comprising historic brickwork arches dating from the early nineteenth century.

Despite creating inhabited space to the upper storeys of the glazed link, the design of this new space has been developed to mimic the bridging element which historically spanned this entranceway. These elements respond to the historic form of the entranceway whilst maintaining the legibility of the now glazed area as the entrance to a formerly open courtyard. This ensures that this contribution of the Site to the conservation area is preserved.

The materiality and detail of this glazed link has been developed to articulate the historic industrial use and aesthetic of the Site which makes some contribution to its character and appearance. The glazed link has

---

been detailed to respond to the Crittal-type windows extant within the former light-industrial area of the Site.

The proposed development would see the introduction of balconies and windows. These are flush with the building or recessive, ensuring they do not disrupt the building line which contributes to the character and appearance of the conservation area.

The proposals have been carefully considered to respond to the character and appearance of the conservation area. This ensures that the significance of the Bloomsbury Conservation Area is, overall, preserved.

### New River Conservation Area

The Site currently makes a marginal contribution to the significance of the New River Conservation Area through forming part of the building line of Kings Cross Road, which also defines its border. Proposals would maintain the legibility of this building line to Kings Cross Road. The proposed development would cause a change to the setting of the conservation area, however as described in previous assessment, proposals have been carefully considered to respond to the built form of Kings Cross Road in scale, materiality and composition.

The proposed development would also not be visible from the vast majority of the conservation area where its character and appearance can be appreciated. As such, the proposed development would preserve the character and appearance of the New River Conservation Area.

### Numbers 45-63 and attached railings (Grade II listed building, list no. 1379256)

Located to the immediate south of the Site, Nos. 45-63 form a group listing. The significance of the heritage asset is derived from the historic interest of the building: the terrace was originally built on land formerly part of Bagnigge Wells Gardens and as such also has historic functional links with the Site. Architectural interest is also found in the features of the building indicative of its type and age, especially considering the terrace is an almost complete surviving example of its type. The Site also lies in the immediate setting of this heritage asset.

Proposals carefully consider the relationship between new built form and the terrace from long views along Kings Cross Road and from immediate views, specifically in relation to Nos 61 and 63 which lie adjacent to the Site. Proposals ensure the massing and form of the roof extensions do not visually dominate. Steps have been taken to minimise the potential visual impact of the upward extension to No. 65 on the significance of the nearby listed terrace. The form of the extension has been stepped back, in line

with previous pre-application comments from the Local Planning Authority, which ensures that the proposed development does not obscure the upper storeys of the listed terrace and takes cues from the building line of the listed terrace.

Overall, the proposals have been carefully considered to not overwhelm the Terrace in scale, materiality or visually competitive form. This ensures that the significance of the heritage asset is preserved with minor alterations to its setting.

### Numbers 44 to 58 (even) and attached railings (Grade II listed building, list no. 1207699) & Numbers 62 and 64 and railings attached to number 64 (Grade II listed building, list no. 1195650)

Located on the opposite side of King's Cross Road, these heritage assets have been assessed as one due to their similar placement, typology, historic and architectural interest, and relationship with the Site. The Site forms part of the immediate setting of these heritage assets.

The proposed development has been carefully considered in terms of its scale, massing, form and materiality to respond to the surrounding area, remediate the "gap site" quality of the corner of Kings Cross Road, and provide an appropriate response to the heritage context of Kings Cross Road.

As such, it is considered that despite altering the setting of these heritage assets, the proposed development would have a neutral impact to the significance of these listed buildings.

### Police Station (Grade II listed building, list no. 1207691) and Former Clerkenwell Magistrates Court and Attached Railings (Grade II listed building, list no. 1195651)

The Site lies within the broader setting of the above heritage assets, with limited inter-visibility and co-visibility. As such, the Site is appreciated alongside the heritage assets through long views down Kings Cross Road. Given its prominent position as a terminator of the view, the Site makes a neutral contribution to the setting of the heritage asset.

The proposed development takes into consideration these long views from the north in terms of its massing, scale and form, and carefully remediates the Gap-site quality of the Site. As such, the proposed development would preserve the significance of the heritage assets.

## 6.0 CONCLUSIONS

---

This Built Heritage Statement has been prepared by RPS in respect of Nos. 65-69 Kings Cross Road, Camden, otherwise known as Phoenix Yard. The Built Heritage Statement has been prepared on behalf of Shephard Epstein Hunter in order to assess the potential impact of proposed development on any relevant heritage assets as part of a full planning submission.

This report builds upon previous assessment work undertaken by RPS which was utilised to inform design development and pre-application discussion with the Local Planning Authority.

The proposal is for a two storey extension of the existing buildings to provide commercial and residential accommodation. Part of 69 Kings Cross Road will also be converted to residential.

The Site has architectural and historic interest, although not listed or on a local list. It has however been highlighted within the Bloomsbury Conservation Areas Appraisal and Management Plan as an area which contributes positively to the character and appearance of Sub Area 14: Calthorpe Road/Frederick Street, of which it is a part.

The Site lies within the setting of a number of listed and locally listed buildings. Development proposals have sought to preserve the way in which the settings to these listed buildings contribute to their significance and special interest at present and the way in which it contributes to the character and appearance of the conservation area.

The proposed development would add another legible layer of development to the building and continue the works begun by Shepard Epstein Hunter in the late twentieth century. Proposals involve the introduction of residential use to No. 69, which is considered in keeping with the character of this part of the Site and with the character and appearance of the conservation area. The proposed development would involve some very limited harm to the significance of the building which has been further minimised through design, but also offer enhancements to the non-designated heritage asset, which outweigh any such impacts. The significance of the building as a non-designated heritage asset will therefore be conserved by the proposed development.

In broad terms, the proposals will ensure that the scale and massing of new development responds to its context in an appropriate way. Whilst the proposed development would cause a negligible degree of harm to the conservation area through some erosion of the legibility to the courtyard (though minimised through the design), proposals would also offer a minor enhancement to the character and appearance of the conservation area through remediating the “gap-site” of the historic townscape to provide enclosure to the street. Proposals have also been carefully considered to preserve the historic features of the Site, limiting potential harm to the character and appearance of the conservation area through alteration of the former historic yard. On the whole, it is considered that the proposed

development would preserve the character and appearance of the conservation area and comply with section 72 of the Planning (Listed Buildings and Conservation Areas) Act, 1990.

The proposed development would also preserve the contribution made by the Site to the significance of nearby listed buildings and the nearby New River Conservation Area.

# APPENDICES

## APPENDIX A: STATUTORY LIST DESCRIPTION



Numbers 45-63 and attached railings

Grade II listed building

List no. 1379256

Date first listed: 22nd January 1973

Terrace of 10 houses. No.45: early C19. Stucco with rusticated ground floor. 3 storeys and basement. 1 window. Segmental arched doorway with splayed reveals, cornice-head, fanlight and panelled door. Pilasters rise through 1st and 2nd floors carrying entablature. Recessed sash windows; 1st floor round-arched, architraved with fan decoration in the tympanum and cast-iron balcony. SUBSIDIARY FEATURES: attached cast-iron railings with spearhead finials to areas. Nos 47-59: early C19, altered. Yellow stock brick with rusticated stucco ground floors and plain stucco 1st floor sill bands. 3 storeys and basements. 2 windows each. Segmental arched doorways with splayed reveals, panelled jambs, cornice-heads, fanlights and panelled doors. Gauged brick flat arches to recessed sashes; 1st floor with cast-iron balconies. Cement cornice and blocking course. SUBSIDIARY FEATURES: attached cast-iron railings with spearhead finials. Nos 61 & 63: mid C19. Yellow stock brick; parapet rebuilt in multi-coloured stocks. Plain stucco band at ground floor level. 3 storeys and basements. 2 windows each, No.63 with 1 window right hand extension. Round-arched doorways with fanlights and panelled doors. Gauged red brick flat arches to recessed sashes. Set into the wall, a carved mask keystone and plaque inscribed: S + P THIS IS BAGNIGGE HOVSE NEARE THE PINDER A WAKEFEILDE 1680. SUBSIDIARY FEATURES: attached cast-iron railings to areas. INTERIORS: not inspected. HISTORICAL NOTE: this was the site of Bagnigge Wells, watering place and pleasure garden founded 1759 by Thomas Hughes. The houses are on the site of the Long Room where concerts were held. The inscription, refixed, may be derived from an earlier house on the site of the spa. Nos 45-59 were probably developed when the spa was reduced in size in 1813. Nos 61 and 63 were probably built when the spa was closed in 1841. (Survey of London: Vol. XXIV, King's Cross Neighbourhood, Parish of St Pancras IV: London: -1952: 66-68).



Numbers 44 to 58 (even) and attached railings

Grade II listed building

List no. 1207699

Date first listed: 6th April 1973

Row of houses. c. 1830. Stock brick, with parapeted roofs and party wall stacks. Three storeys over basement. Eight houses remain of a symmetrical terrace of eleven. Centre (Nos 52,54 and 56) projecting slightly, each house having one-window range only at first and second floor level, with segmental-headed 6/6 windows in recessed surrounds, divided by recessed pilaster-bands. The other houses (44,46,48,50 and 58) of two-window range: 6/6 sashes with segmental headed openings at ground level. Panelled doors. Plat bands between ground and first and second floors. Original railings and railings to steps remain to several houses. Included for group value.



Numbers 62 and 64 and railings attached to number 64

Grade II listed building

List no. 1195650

Date first listed: 30th September 1994

Two houses, part of terrace. Early to mid-C19. Yellow stock bricks set in Flemish bond with stucco to basement, ground-floor entrance bay of no. 64 and stucco sill bands to upper floors; roofs obscured by parapet, end-wall stack to right. Three storeys with basement; 2 windows each (no. 64 with full-height entrance bay set back with gauged-brick flat arches to blind windows to upper floors). Steps rise to entrance in left bay: segmental (no. 62) and canted (no. 64) arched doorway; no. 64 with pilaster jambs carrying corniced-head, plain fanlight and C20 door. Gauged-brick segmental-arched ground-floor sashes (no. 62 1/1; no. 64 C20 sash set in segmental arched recess). No. 62 1st floor gauged-brick flat arches to full-height 6/6 sashes; no. 64 gauged-brick segmental arch to C20 sash set in segmental arched recess in right bay. No. 62 with gauged-brick flat arches to 3/3 sashes; no. 64 with gauged-brick segmental arch to C20 sash set in segmental arched recess in right bay. Brick parapets (no. 62 with quasi-triglyph decoration) with stone coping. No. 64 with attached iron railings.



### Police Station

Grade II listed building

List no. 1207691

Date first listed: 30th September 1994

Police Station. 1869-1870 by Thomas Charles Sorby, Surveyor to the Metropolitan Police. Stock bricks with Portland and Tilbury stone dressings to front elevation; projecting eaves to roof, material obscured; prominent brick stacks to bearing walls. Italianate style. Four storeys with basement and one-storey Welsh-slate hipped roof block breaking forward along the front right facade; 6-window range. Assymetrical double-fronted with irregular end bays breaking forward and 4-window range centrepiece in recess. Steps rise to slightly off-centre single-bay porch entrance with stone dressings, and bracketed cornice surmounted by elaborate stone sculpture with heraldic supporters, possibly of a later date. 6/6 sashes with brick and stone surrounds throughout, windows becoming shorter as they rise. Ornament in loose, almost brutal manner; stone and brick sill bands to upper floors. Lavish brick cornice beneath eaves. Built as Clerkenwell Police Station to replace an earlier station of 1842 part of which appears to remain attached to the Magistrates Court (q. v.). (Historians File, English Heritage, London Division: 1990-).



### Former Clerkenwell Magistrates Court and Attached Railings

Grade II listed building

List no. 1195651

Date first listed: 30th September 1994

GV II Former Police Court, later a Magistrates Court, with attached former Police Station. Dated 1906, with former Police Station dated 1842. By John Dixon Butler, Architect and Surveyor to the Metropolitan Police.

Fine orange brick to upper storeys, elaborate Portland stone dressings; banded stone rustication to ground-floor, Welsh-slate mansard roof with dormers, rendered and stone end stacks. Foyer entrance plan. Free-Classical/Arts and Crafts/Queen Anne Revival style. Three storeys with basement and attic; double-fronted with four-window range (1:2:1) to King's Cross Road, and eight-window range (2:1:1:1:1:1:1:1) to left return in Great Percy Street; windows of varied shapes.

Single storey former Police Station to front right elevation. Symmetrical main front elevation. Central two-storey continuous stone bow window (paired sashes flanked by pilasters each floor) set in recess and surmounted by attic sashes and striking giant semi-circular pediment supported by oversized brackets: all over centre entrance. Entrance distyle in antis with dentilled cornice, and balustrated parapet, and steps rising to recessed doorway flanked by small windows. Entrance flanked on outside wall by keystone round-arched architraved casement windows with curved and radial glazing bars to fanlights. 6/6 stone pedimented sashes to first and second floor outer bays; moulded stone sill bands to each storey; dentilled cornice, stone balustrated parapet flanking the giant semi-circular pediment. Assymetrical and lively side elevation with oddly shaped recessed cut-away to upper storeys of blank brick wall at front corner.

Banded stone rustication to ground floor for first two bays only. Irregular stone dressings and fenestration of 4/4, 6/6 and 9/9 sashes; windows decrease in height as they go upwards. Two ground-floor stone entrances with prominent hoods and oversized brackets with panelled doors and oeil-de-boeuf overlights; varied paired and bay windows except small single 4/4 sash to right of first entrance; far right bay paired sashes set beneath projecting bow. Dentilled stone cornice and balustrated parapet. Fine attached iron railings.

INTERIOR: fine details to entrance foyer and court rooms. Dixon Butler succeeded his father as Architect and Surveyor to the Metropolitan Police (1895-1920) and designed over 200 police stations and courts. He evolved his own style for the stations and courts, of which this is a good and representative example, owing much to Philip Webb and Norman Shaw, with whom he worked. Three of his police stations (two in Tower Hamlets and one in Enfield) and another Magistrates' Court (Westminster) are also listed. The building occupies a prominent corner site. (Historians File, English Heritage, London Division: 1990).

## APPENDIX B: REFERENCES

---

Camden Borough Council, *Bloomsbury Conservation Area Appraisal and Management Strategy*, April 2011

E. J. Chapman, *Bagleys Common: An Enquiry Into the History of Copyholds on the Manorial Waste* Unpublished Report 1981

Islington Borough Council, *Extents of the New River Conservation Area*, 2016

J. Stevens Curl, *Spas, Wells and Pleasure Gardens of London* Historical Publications Ltd 2010

'King's Cross Road and Penton Rise area', in *Survey of London: Volume 47, Northern Clerkenwell and Pentonville*, ed. Philip Temple (London, 2008), pp. 298-321. British History Online <http://www.british-history.ac.uk/survey-london/vol47/pp298-321> [accessed 3 April 2019].

L. Ward, *The London County Council Bomb Damage Maps 1939-1945* Thames and Hudson Ltd 2015

London Metropolitan Archives: Collage, "Bagnigge Wells Tea Gardens, King's Cross Road, c. 1840"

London Metropolitan Archives: Collage, "Bagnigge Wells Tea Gardens, King's Cross Road, c. 1836"

London Metropolitan Archives: Collage, "Bagnigge Wells Tea Gardens: Plan and sketch of part of building, c. 1841"

London Metropolitan Archives: Collage, "Bagnigge Wells Tea Gardens: Exterior of old doorway, c. 1849"

London Metropolitan Archives: Collage, "Bagnigge Wells, St Pancras, 1762"

London Metropolitan Archives: Collage, "Sketch of the remnants of Bagnigge Wells, c. 1843"

London Metropolitan Archives: Collage, "View of Nell Gwynne's house, Bagnigge Wells, c. 1865"

National Heritage List for England, <https://historicengland.org.uk/listing/the-list/> accessed March 2019

The London Gazette, Vol 1, 1870 p. 378

Walter Thornbury, 'Bagnigge Wells', in *Old and New London: Volume 2* (London, 1878), pp. 296-298. British History Online <http://www.british-history.ac.uk/old-new-london/vol2/pp296-298> [accessed 3 April 2019].

### Cartographic Sources

1746 J. Rocque, Map of London

1784 Bowles' Reduced New Pocket Plan of the Cities of London

1797 Wallis Plan of the Cities of London and Westminster

1802 Philips' Picture of London

1823 A New Plan of London and Westminster with the Borough of Southwark

1874 Ordnance Survey

1881 Ordnance Survey

1896 Ordnance Survey

1901 GOAD Insurance Plan

1916 Ordnance Survey

1952 Ordnance Survey

1971-76 Ordnance Survey

1982-83 Ordnance Survey

1991-92 Ordnance Survey

For more information contact:

Veronica Cassin

Deputy Operational Director

**T** +44 20 3691 05000

**E** [veronica.cassin@rpsgroup.com](mailto:veronica.cassin@rpsgroup.com)



[www.rpsgroup.com](http://www.rpsgroup.com)