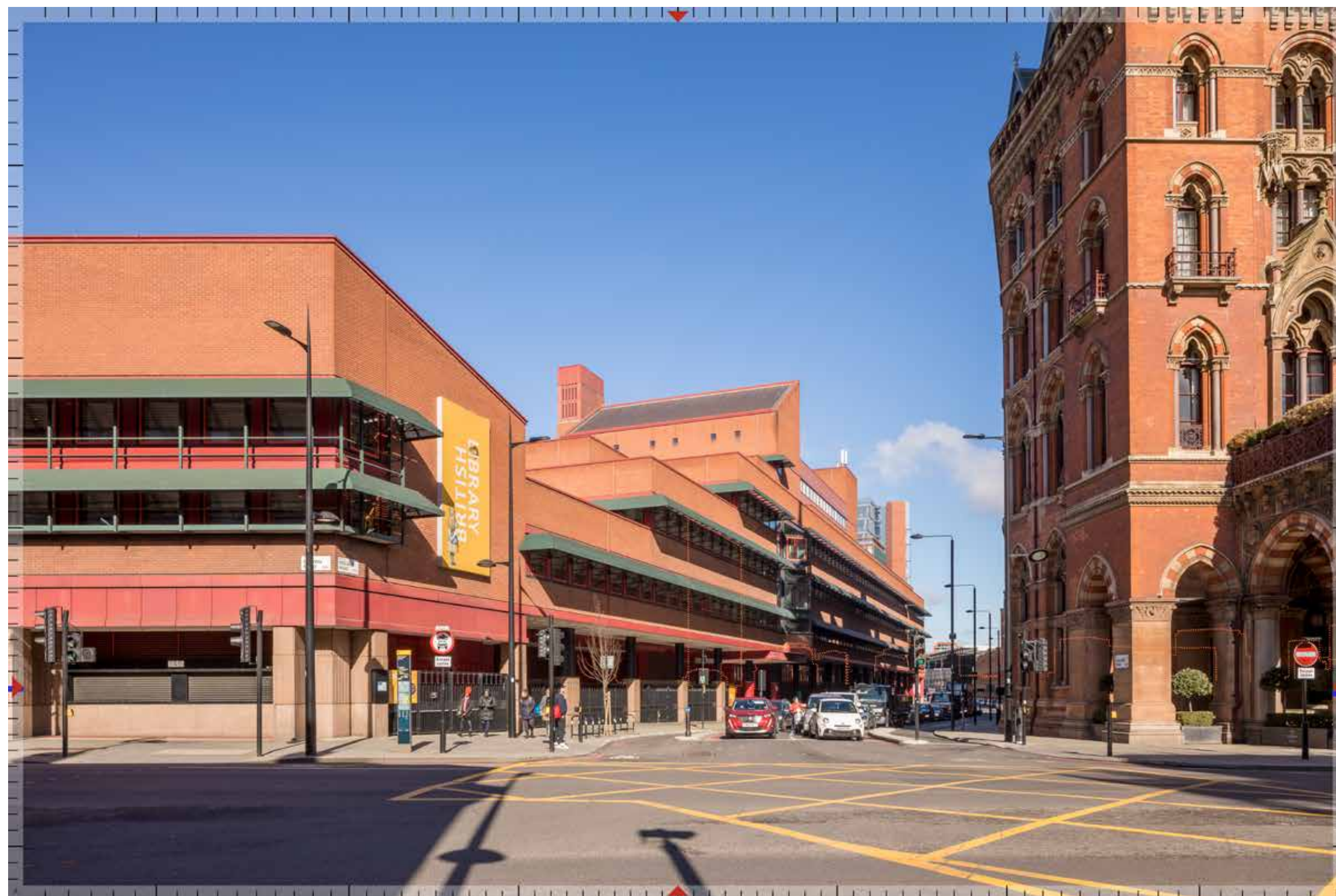


Cumulative

7.69 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

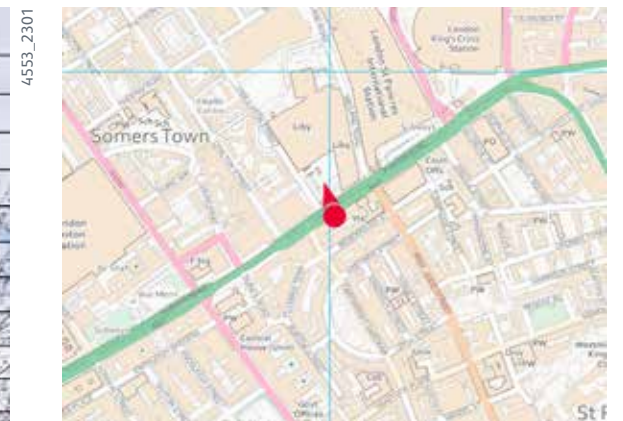
Cumulative effect: **minor in scale; beneficial in nature**



Cumulative



Existing



Existing

- 7.70 This view, requested for inclusion by HE, is taken from the south pavement of Euston Road opposite the Grade I listed British Library designed by Colin St John Wilson and completed in 1999. The viewing position is outside the King's Cross Conservation Area, which does not include the British Library. On the left of the view is the British Library's entrance porch at the junction with Ossulston Street. To its right is the low perimeter wall to the library's courtyard. Beyond the L-shaped red-brick library building is visible enclosing the east and north sides of the courtyard. Mature trees on Euston Road and in front of the library's perimeter wall screen the views of the library from this position even in winter; the horizontal slate roofs and slender clock tower are legible though the trees but this is not the best position from which to appreciate form and detail of the building
- 7.71 *Value attached to the view:* the view is not designated; it is a representative view of a listed building; its value is therefore judged to be **medium**.
- 7.72 *Visual receptors affected:* High numbers of travellers and workers on this important route across central London and library users who are not focused on the view.
- 7.73 *Susceptibility to change of visual receptors:* travellers, library users and workers generally have a low susceptibility to change.

Sensitivity: **low to medium**

Proposed

7.74 The uppermost parts of the Proposed Development (shown rendered) would be visible infilling part of the backdrop to the existing library roofscape between the porch and the clocktower. The Proposed Development would remain significantly lower than the library on the skyline, presenting a simple neutral horizontal plane that would complement the form of the existing listed building. The Proposed Development would be partly obscured by trees even in winter. The change to the composition of the view would be slight with a low magnitude of impact. The light coloured, angled glass surface of the visible part of the Proposed Development would reflect the colour of the sky and would read as a light-coloured recessive plane beyond the existing library roofscape complementing its horizontality. As a result of its horizontality and recessive treatment, seen filtered through foreground trees, it would not distract or draw the eye from the listed library, allowing the distinctive form of the listed building to remain clearly legible in the view. The character and quality of the view would be preserved. The nature of the effect would therefore be neutral.

Magnitude of impact: **low**

Effect: **minor in scale; neutral in nature**



Proposed



Summer reference photograph

Cumulative

7.75 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

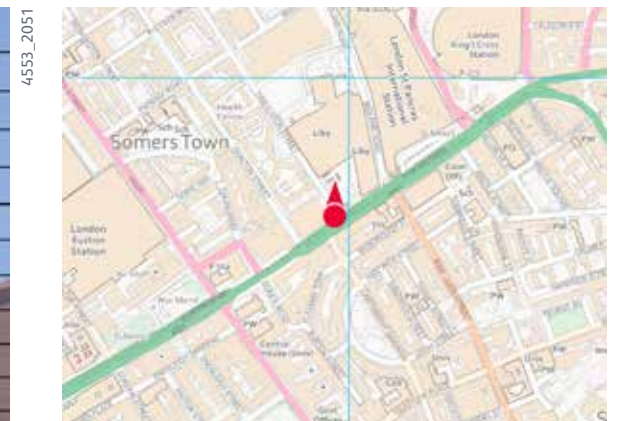
Cumulative effect: **minor in scale; neutral in nature**



Cumulative



Existing



Existing

7.76 The view is taken from the southern end of Ossulston Street close to the junction with Euston Road and opposite the south-west corner of the Grade I listed British Library designed by Colin St John Wilson and completed in 1999. The viewing position is outside the King's Cross Conservation Area, which does not include the British Library. On the right of the view is the edge of the British Library's entrance porch on Euston Road. A low red brick perimeter wall and railing encloses the library's courtyard to Ossulston Street. Within the courtyard the statue of Isaac Newton statue by Eduardo Paolozzi is visible. Beyond, the L-shaped red-brick library building is visible enclosing the east and north sides of the courtyard. The stepping form of the building, its horizontal roofscape and the slender clocktower are all clearly legible across the courtyard; the British Library is immediately recognisable in this view. To the left of the library, the distinctive curved form of the western end of the Francis Crick Institute is visible partly screened by trees on Ossulston Street. Out of view to the left is the southern end of the Grade II listed Levita House to the west of Ossulston Street

7.77 *Value attached to the view:* the view is not designated; it is a representative view of a listed building; its value is therefore judged to be **medium**.

7.78 *Visual receptors affected:* High numbers of travellers and workers on Euston and library users and moderate numbers of Somers Town residents.

7.79 *Susceptibility to change of visual receptors:* travellers, library users and workers generally have a low susceptibility to change. Residents have a high susceptibility where views

contribute to their enjoyment of high-quality townscape. Overall the susceptibility to change is judged to be medium.

Sensitivity: **medium**

Proposed

7.80 To the left of the British Library's clock tower, part of the Proposed Development (shown rendered) would be visible infilling part of the backdrop to the existing library roofscape. It would remain significantly lower than the library on the skyline, presenting a simple horizontal plane that would complement the form of the existing listed building in the foreground. To the left, part of the western end of the Proposed Development would be visible beyond the western edge of the existing library site partly concealing the Francis Crick Institute. The change to the composition of the view would be slight; while it would change the backdrop of the listed building it would not distract or draw the eye as a noticeable element of the scene and the existing form of the library would continue to dominate the composition. The magnitude of impact would be low. To the left of the clock tower the angled glass surface of the visible part of the Proposed Development would reflect the colour of the sky and would read as a light-coloured recessive plane beyond the existing library complementing its horizontal roofscape. The western end of the Proposed Development seen to the left along the Ossulston Street frontage would not rise above the scale of the library in the foreground and would remain subservient to the existing building. Its red-toned western stair tower would provide a vertical emphasis that would complement the geometry and material palette of the existing library building. The Proposed Development would complement the scale, form and materiality of the existing building library while reading distinctly from the listed fabric and enhancing the streetscape of Ossulston Street. The nature of the effect would be beneficial.

Magnitude of impact: **low**

Effect: **minor in scale; beneficial in nature**



Proposed



Ossulston Street, junction with Euston Road

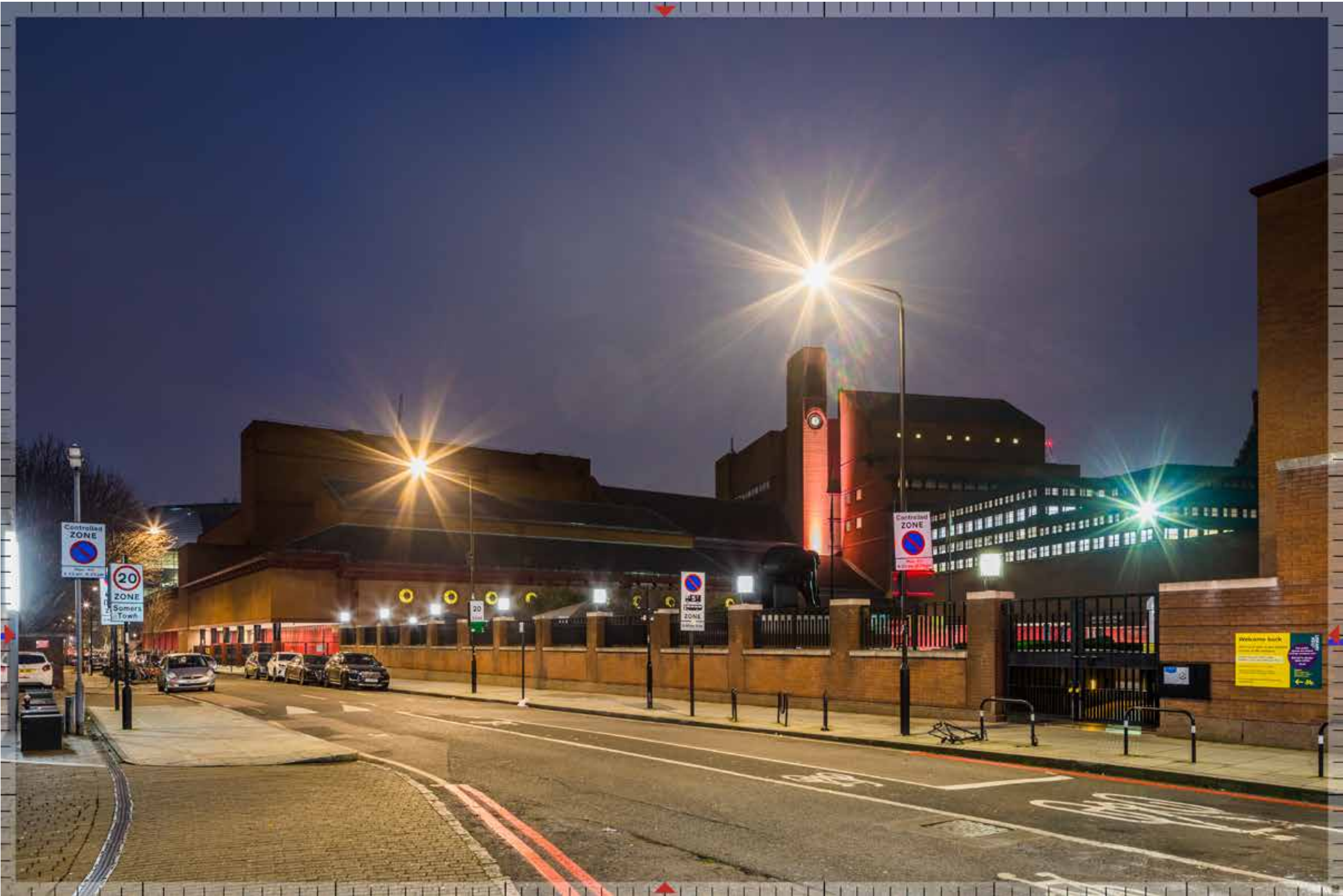
Cumulative

7.81 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

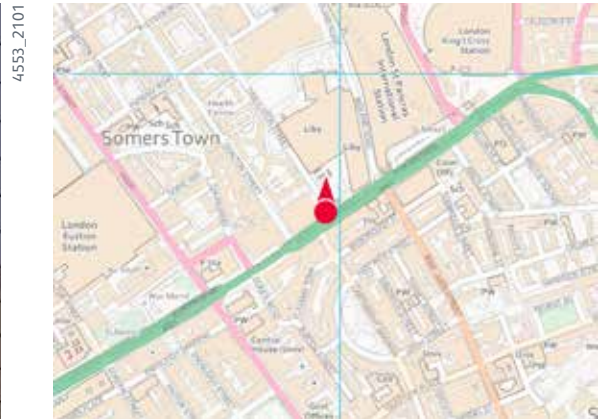
Cumulative effect: **minor in scale; beneficial in nature**



Cumulative



Existing



Existing

- 7.82 As by day the stepping form of the building, its horizontal roofscape and the slender clock-tower are all clearly legible across the courtyard and the British Library is immediately recognisable. The listed building is animated by illuminated strips of windows to the east (right) of the courtyard, illuminated round windows to the north (left) and uplighting of the clock tower. Street lighting on Ossulston Street illuminates the foreground more brightly. To the left of the library, the Francis Crick Institute is visible partly illuminated beyond the dark upper parts of the British Library in the foreground.
- 7.83 *Value attached to the view:* the view is not designated; it is a representative view of a listed building; its value is therefore judged to be **medium**.
- 7.84 *Visual receptors affected:* High numbers of travellers and workers on Euston and library users and moderate numbers of Somers Town residents.
- 7.85 *Susceptibility to change of visual receptors:* travellers, library users and workers generally have a low susceptibility to change. Residents have a high susceptibility where views contribute to their enjoyment of high-quality townscape. Overall the susceptibility to change is judged to be medium.

Sensitivity: **medium**

Proposed

7.86 The visible parts of the Proposed Development (shown rendered) are gently illuminated contrasting with the dark upper levels of the existing building. DAS. The illumination would enhance the night time animation of the building marking the presence of the extension, while allowing the darker form of the existing building to remain distinct. The nature of the effect would be beneficial.

Magnitude of impact: **low**

Effect: minor in scale; beneficial in nature



Proposed

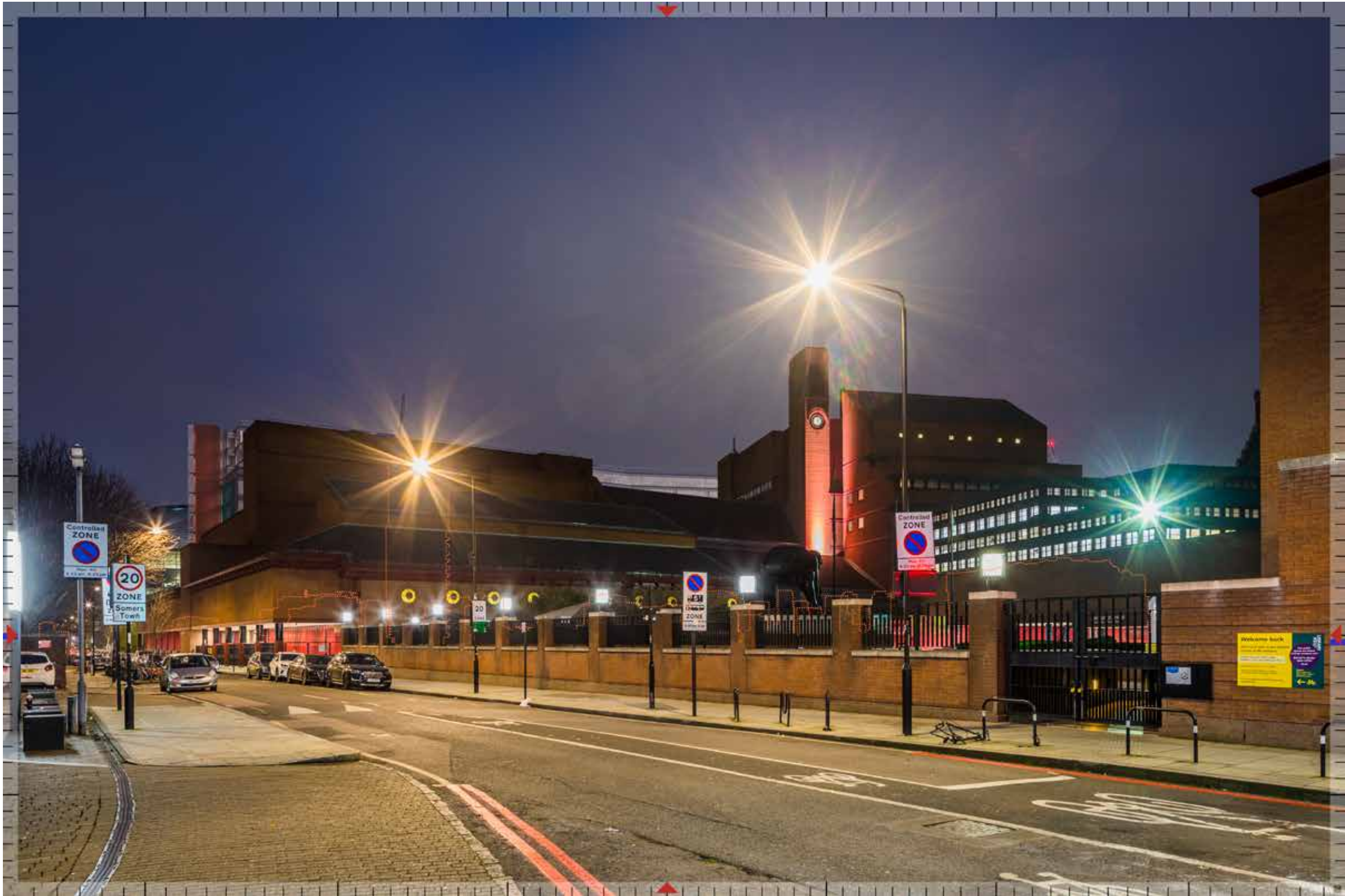


Ossulston Street, junction with Euston Road (dusk view)

Cumulative

7.87 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

Cumulative effect: **minor in scale; neutral in nature**



Cumulative



Existing



Existing

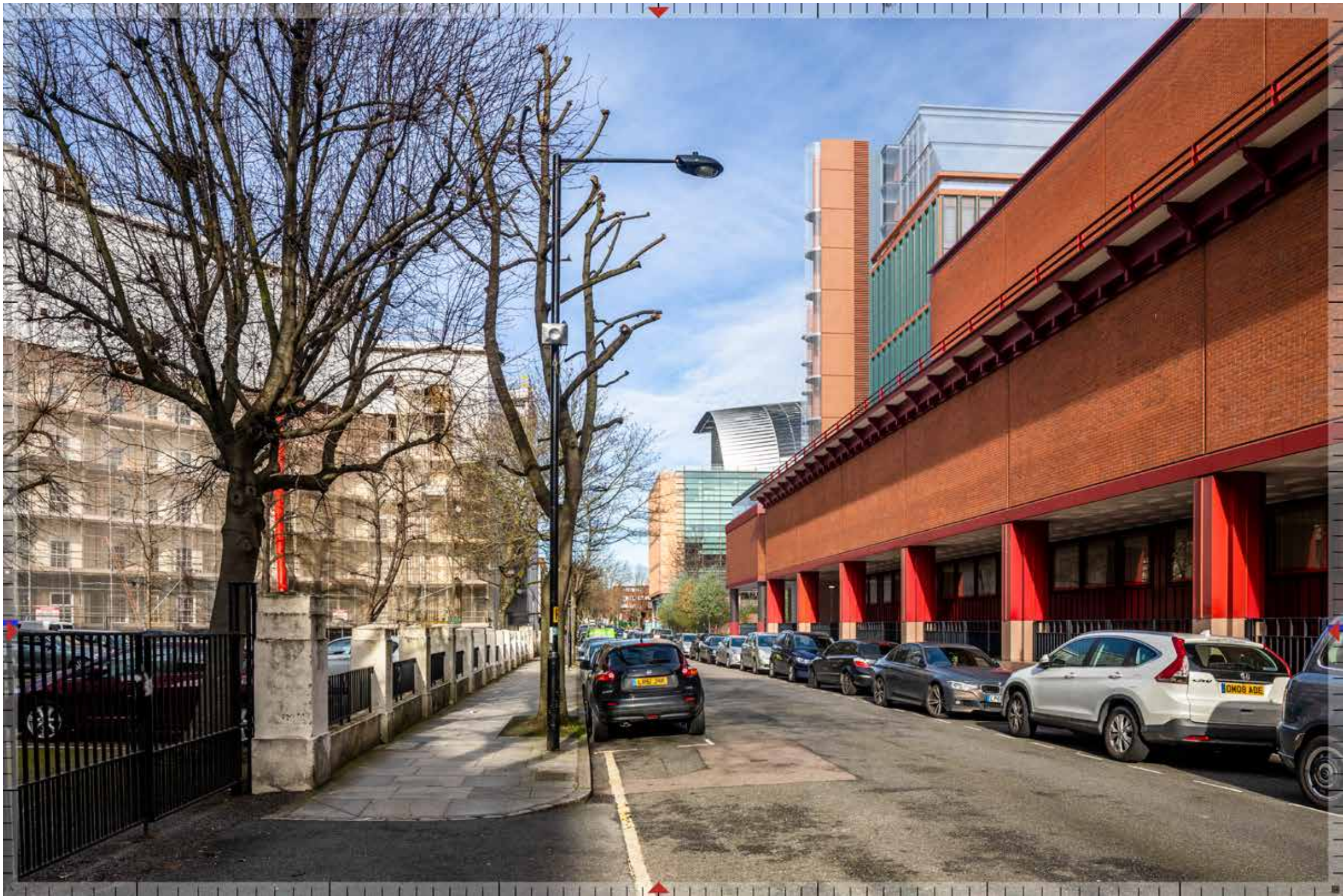
- 7.88 The view is taken to the north of View 11, close to the west of the Grade I listed British Library. The viewing position is outside the King's Cross Conservation Area, which does not include the British Library. On the right of the view is the north-western edge of the British Library fronting Ossulston Street with an arcaded base and simple panels of brickwork above, articulated by an abstracted cornice. To the north (left) of the library, the distinctive curved roof form at the western end of the Francis Crick Institute is visible partly screened by trees. On the left, obscured by the foliage of street trees is the Grade II listed Levita House set back behind a low perimeter wall and parking area. Levita House, completed in 1931, was final part of the Ossulston Estate to be built. It is larger than the preceding two blocks to its north, with a substantial 7-storey centrepiece, lined by lower splayed wings.
- 7.89 *Value attached to the view:* the view is not designated; it is a representative street view that includes incidental views of listed buildings, outside any conservation area; its value is therefore judged to be **low**.
- 7.90 *Visual receptors affected:* Moderate numbers of workers and visitors to both the British Library and the Francis Crick Institute and moderate numbers of Somers Town residents.
- 7.91 *Susceptibility to change of visual receptors:* workers and visitors to the British Library and the Francis Crick Institute generally have a low susceptibility to change. Residents have a high susceptibility where views contribute to their enjoyment of high-quality townscape, as is the case here in relation to the listed buildings on both sides of the street. Overall the

susceptibility to change is therefore judged to be medium.

Sensitivity: **low to medium**

Proposed

7.92 Beyond the north-west corner of the British Library the western end of the Proposed Development (shown rendered) would be visible partly concealing the Francis Crick Institute. The new BLCC within the Proposed Development would extend the street frontage on Ossulston Street continuing its scale and form and the colonnade at street level. The main part of the Proposed Development would be set back from Ossulston Street behind a new area of public open space, with trees defining its western edge. The change to the composition of this close view would be noticeable but the visibility of the Proposed Development would not dominate the streetscape. The magnitude of impact would be medium. The main part of the Proposed Development would rise above the scale of the library in the foreground. While the Proposed Development is of equivalent scale to the Francis Crick Institute it would be closer to the viewing position and would therefore appear taller than the existing building in this view. The Proposed Development would be set back from Ossulston Street behind a new area of public open space reducing its prominence in the streetscape along Ossulston Street. In contrast to the long inactive street elevation of the existing British Library, the Proposed Development would define a prominent richly articulated gable end, which would mark an entrance to the new public 'Foyer' running east-west through the Site that provides new public access into the British Library from the north. The red-toned western stair tower would provide a vertical emphasis that would complement the geometry and material palette of the existing library building. Green fins within the façade composition would modulate and animate the mid-level facades creating more solidity in oblique views while the recessive glazed upper levels would reduce the perceived mass of the building in relation to its neighbours. The Proposed Development would enhance the definition of the streetscape and provide new public realm. Although taller than the existing British Library, the scale would be equivalent to the Francis Crick Institute and would be set back from Ossulston Street;



Proposed

it would not dominate the setting of the listed building seen from Ossulston Street; its form and materiality would complement the existing building while reading distinctly from the listed fabric and would mark a new public entrance to the British Library from the north. The nature of the effect would be beneficial.

Magnitude of impact: **medium**

Effect: moderate in scale; beneficial in nature

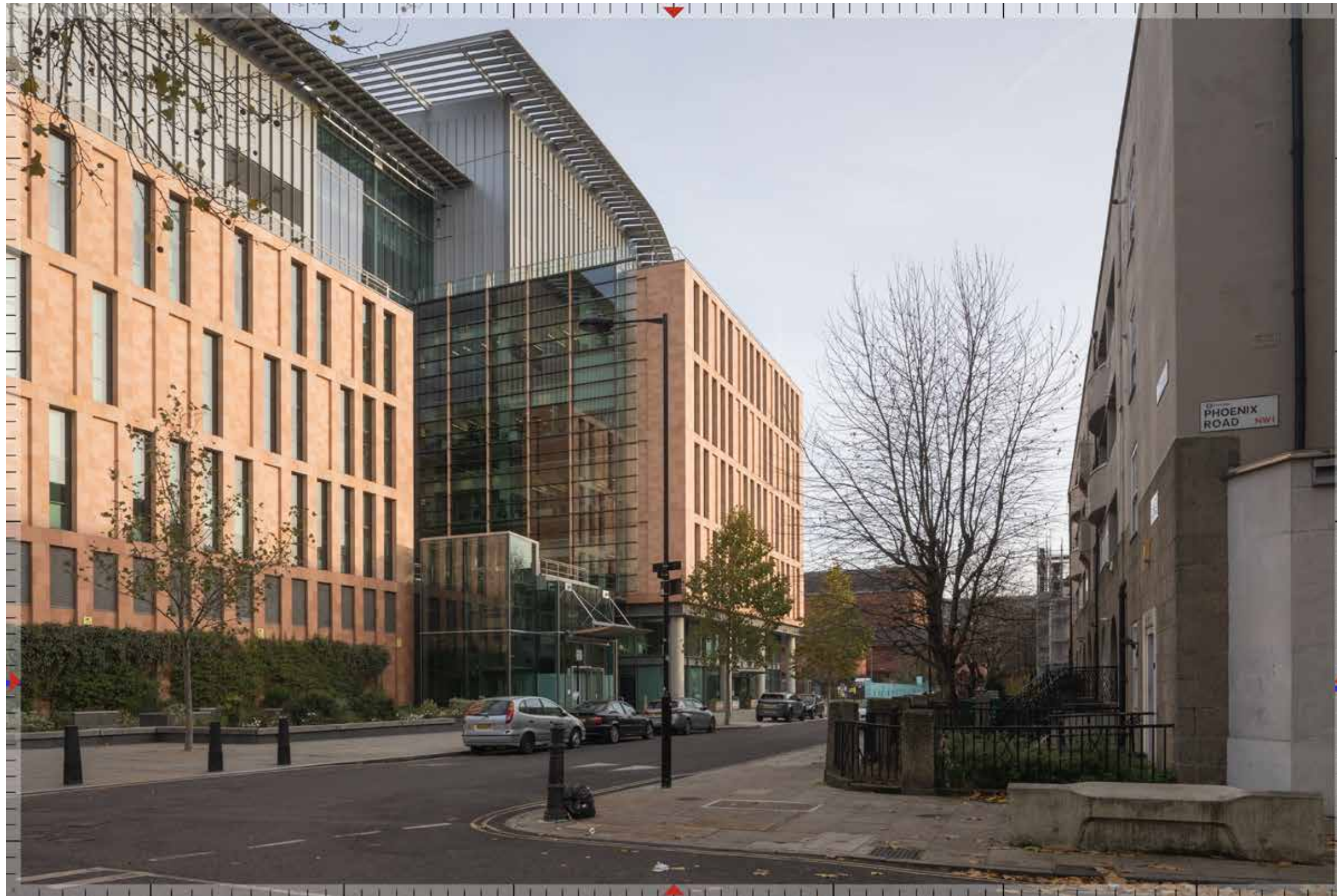
Cumulative

7.93 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

Cumulative effect: **moderate in scale; beneficial in nature**



Cumulative



Existing



Existing

- 7.94 The view is taken to the north of View 12, looking south-eastwards along Ossulston Street past the Francis Crick Institute on the left foreground. The north-west corner of the Grade I listed British Library is just visible beyond the Francis Crick Institute screened by foreground trees; this is not a significant view of the listed building. Framing the view along Ossulston Street on the right is the Grade II listed four storey Chamberlain House built in 1927-9, which forms a group with Levita House to the south and the southern block of Walker House to the north, also both Grade II listed, though neither is visible in this view.
- 7.95 *Value attached to the view:* the view is not designated; it is a representative street view that includes incidental views of listed buildings, outside any conservation area; its value is therefore judged to be **low**.
- 7.96 *Visual receptors affected:* Moderate numbers of workers and visitors to the Francis Crick Institute and moderate numbers of Somers Town residents.
- 7.97 *Susceptibility to change of visual receptors:* workers and visitors to the Francis Crick Institute generally have a low susceptibility to change. Residents have a high susceptibility where views contribute to their enjoyment of high-quality townscape, as is the case here in relation to the listed residential buildings. Overall the susceptibility to change is therefore judged to be medium.

Sensitivity: **low to medium**

Proposed

7.98 The stair tower and at a lower level the new BLCC at the western end of the Proposed Development would be visible to the right of the Francis Crick Institute, partly concealing the north-east corner of the British Library. The Proposed Development would be an immediately noticeable but not dominant element of the scene, not rising above the shoulder height of the Francis Crick Institute seen from here. The magnitude of impact would be medium. The western end of the Proposed Development seen to the left along the Ossulston Street frontage would remain lower than the Francis Crick Institute. The new BLCC would continue the street frontage of the existing library on Ossulston Street but the main mass of the Proposed Development would be set back from Ossulston Street behind a new public open space, reducing its prominence in the streetscape along Ossulston Street. The western stair tower of the Proposed Development would provide a legible marker for a new northern entrance to the British Library in views in which the existing building is not prominent. The nature of the effect would be beneficial.

Magnitude of impact: **medium**

Effect: moderate in scale; beneficial in nature



Proposed



Summer reference photograph

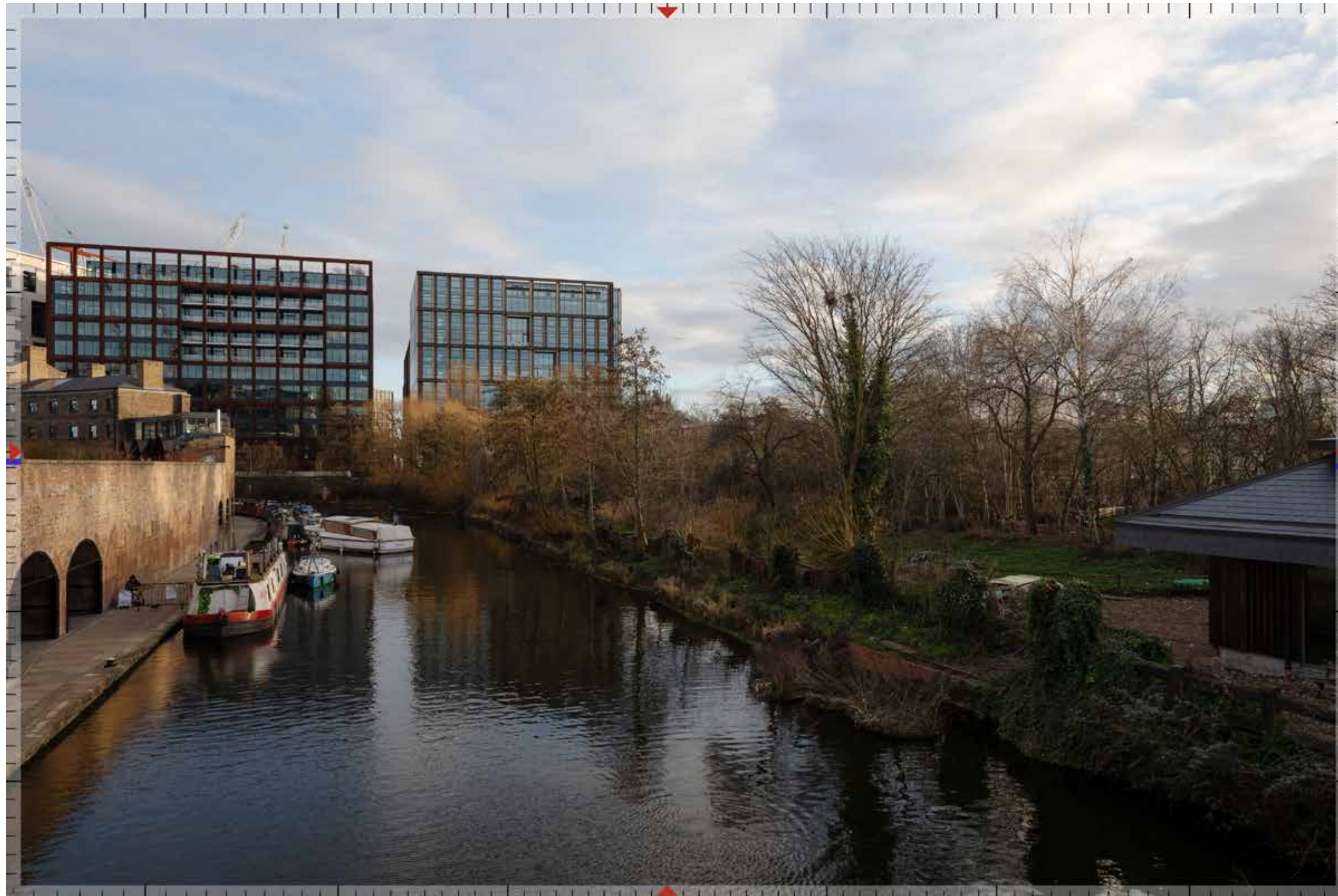
Cumulative

7.99 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

Cumulative effect: **moderate in scale; beneficial in nature**



Cumulative



Existing



Existing

- 7.100 The view is from within Regent's Canal Conservation Area at the centre point of the new bridge across the canal. Terminating the view is new commercial development to the south of Goods Way between King's Cross and St Pancras Stations. To the left of the canal are unlisted retaining walls and buildings elevated above the canal to the north-east of the canal towpath. On the right is the Camley Street Natural Park, an urban nature reserve to the west of the canal, which is included in the conservation area designation. Its visitors' centre is visible on the right of the frame. Trees in the park screen views south-westwards towards the Site; the forms of the train shed of St Pancras and the Francis Crick Institute are just discernible through the winter trees but are not noticeable and would be completely concealed by summer foliage.
- 7.101 *Value attached to the view:* the view is not designated; it is a representative well composed view from within a conservation area; its value is therefore judged to be **medium**.
- 7.102 *Visual receptors affected:* Moderate numbers of workers and visitors to the Camley Street Natural Park and Coal Drops Yard shopping centre, which is out of view to the left of the view.
- 7.103 *Susceptibility to change of visual receptors:* workers and shoppers generally have a low susceptibility to change, with park visitors having a high susceptibility to change because views contribute to the appreciation of the surroundings. Bridges are important points of orientation at which users are likely to focus on views. Overall the susceptibility to change is therefore judged to be high.

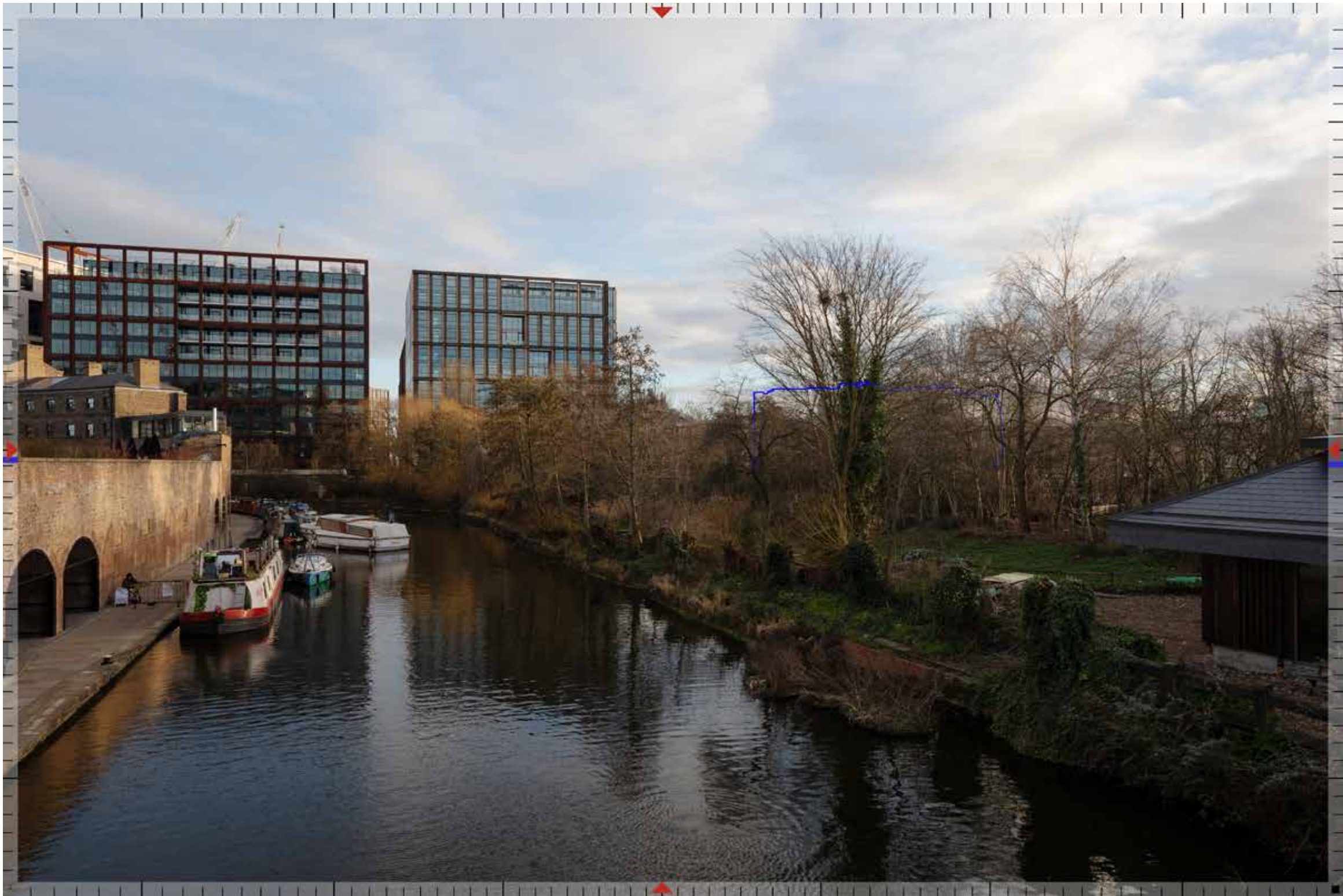
Sensitivity: **medium to high**

Proposed

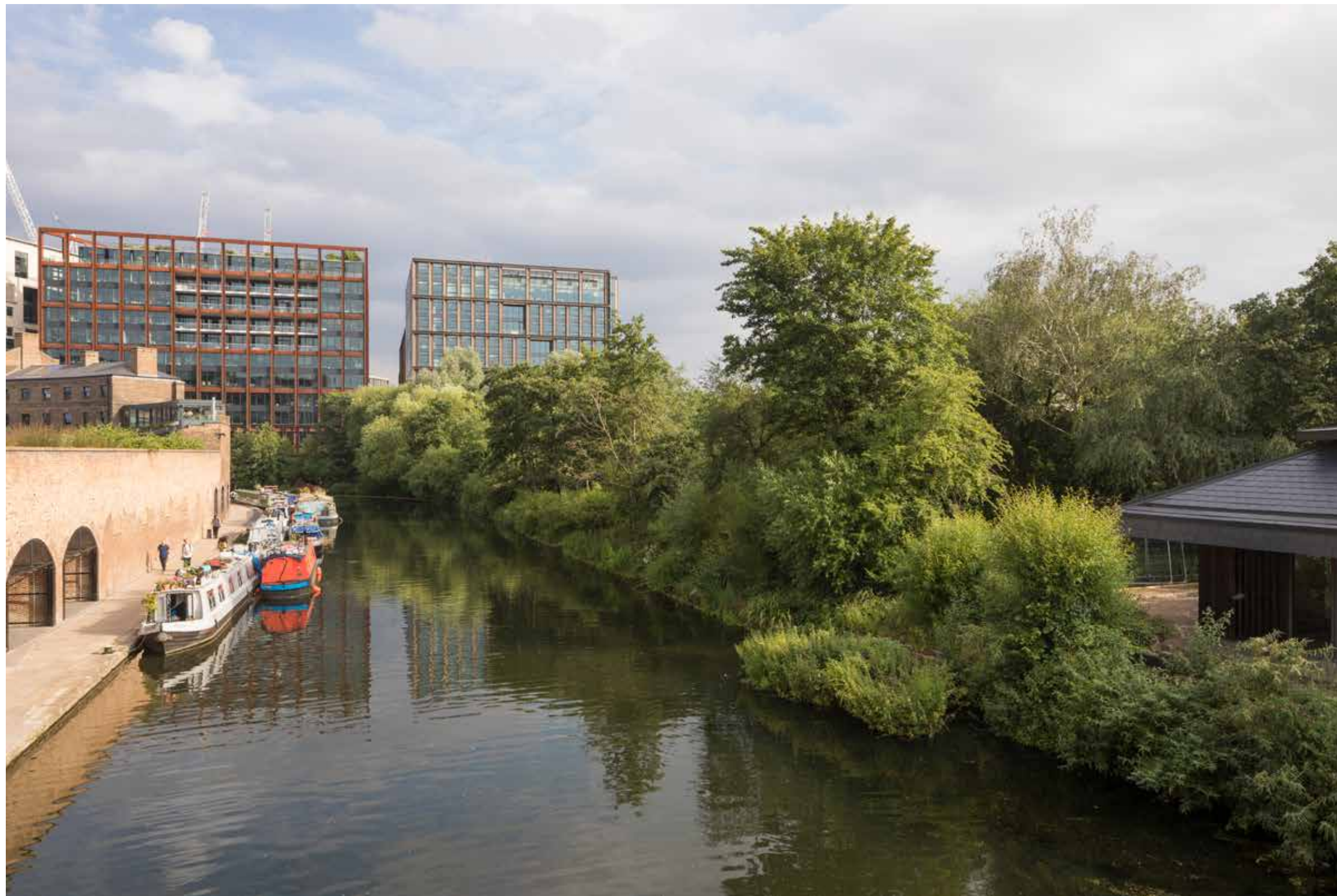
7.104 The Proposed Development would be largely obscured by trees even in winter remain on or below the dense foreground tree line. The change to the composition of the view would be negligible in winter and there would be no visual impact in summer when the Proposed Development would be screened by foliage.

Magnitude of impact: **none in summer to negligible in winter**

Effect: **no effect to negligible**



Proposed

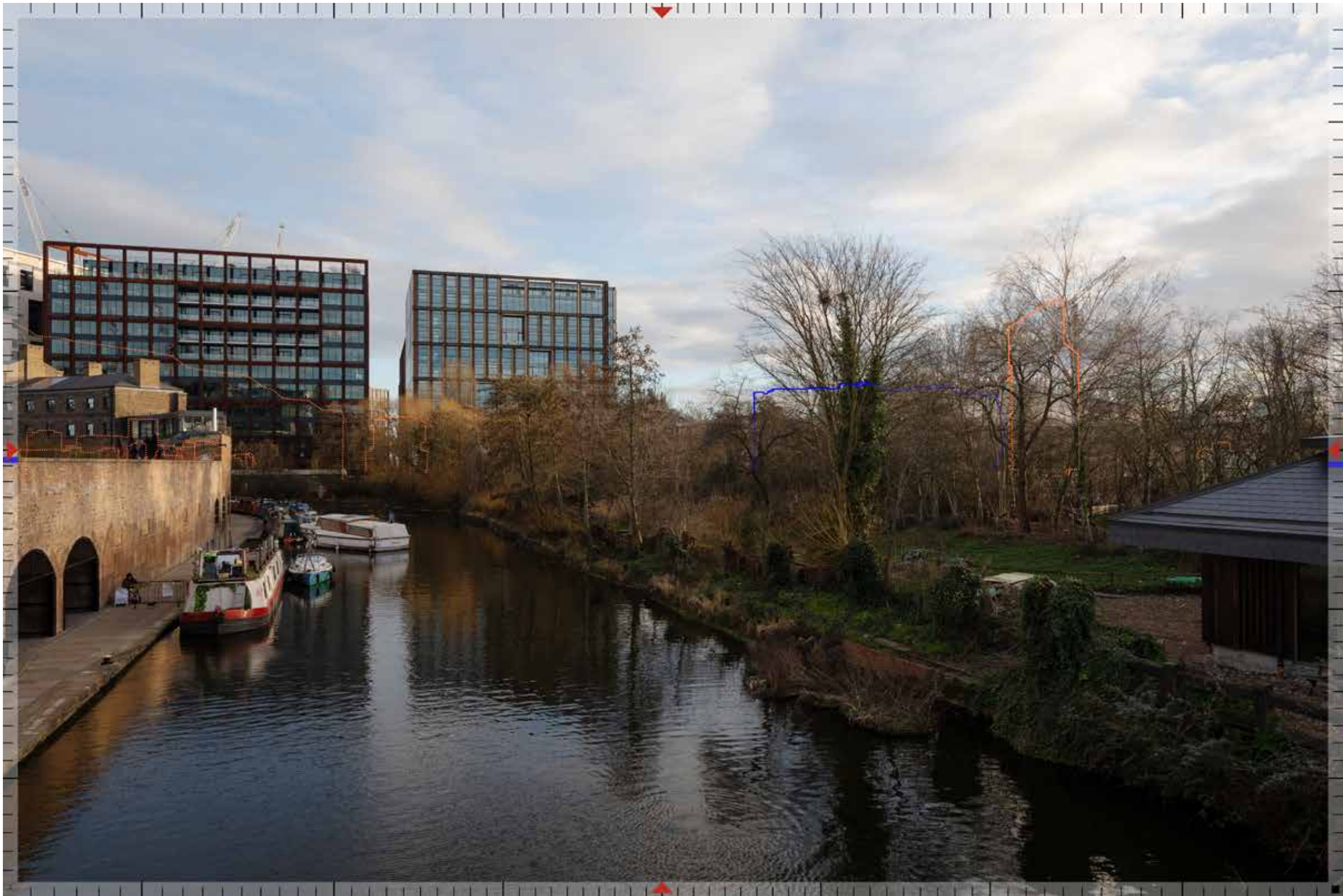


Summer reference photograph

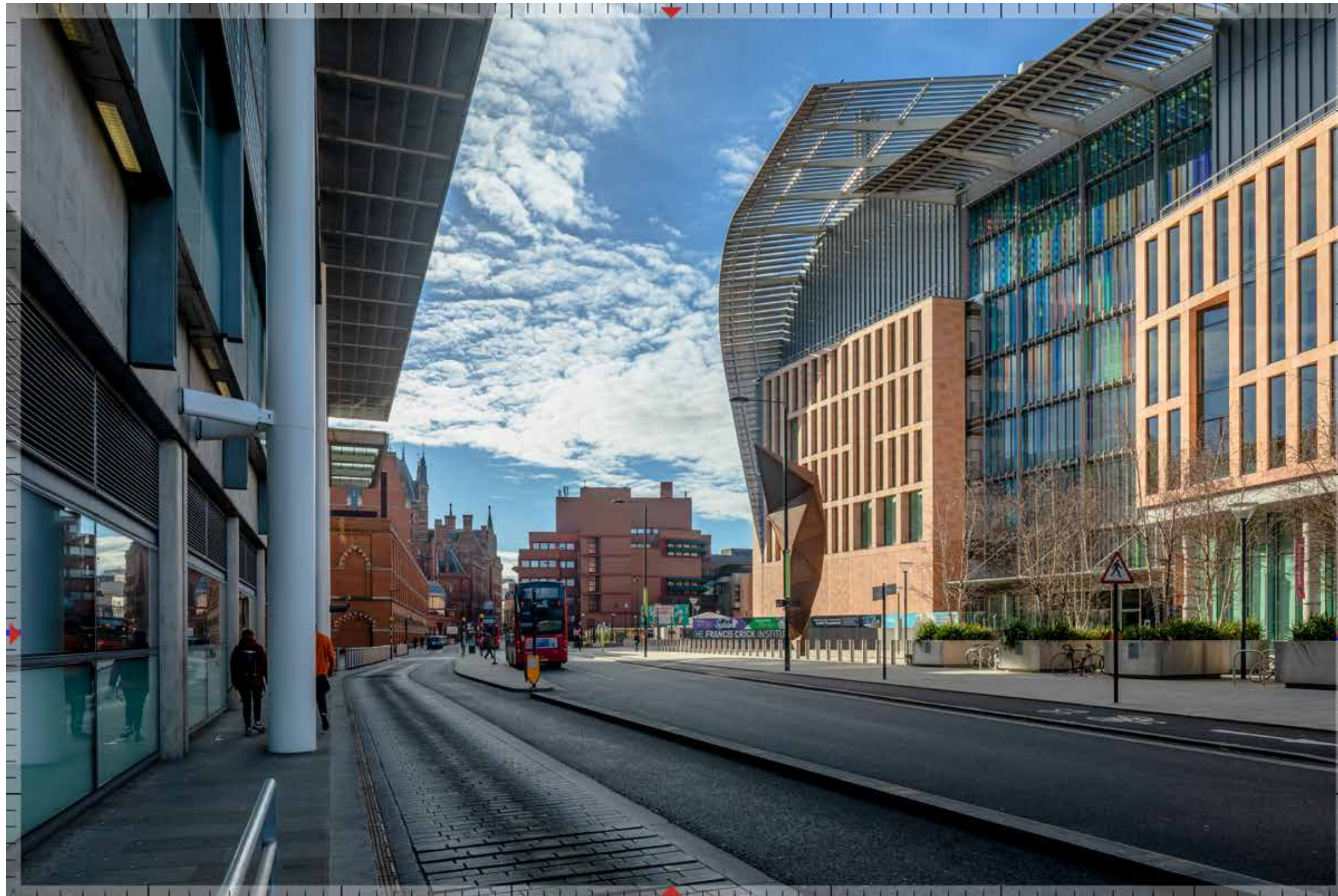
Cumulative

7.105 The consented 25-storey tower at Central Somers Town, in orange wireline, would be visible through the trees in winter, well screened and below the treeline to the right of the Proposed Development. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

Cumulative effect: **no effect to negligible**



Cumulative



Existing

**Existing**

- 7.106 The view southwards along Midland Road is channelled by the eastern end of the Francis Crick Institute on the right and the modern extension to St Pancras Station to the left. Behind the viewing position is the post-war Coopers Lane Estate. To the south of the viewing position is the northern entrance-exit from St Pancras Station. The view is terminated by an oblique view of the Grade I listed St Pancras to the left and the north-west corner of the Grade I listed British Library is visible beyond the Francis Crick Institute on the right; this is not a significant view of either listed building. Between the Francis Crick Institute and the British Library is a large gap in the streetscape of Midland Road. The left side of the view including St Pancras is within the King's Cross Conservation Area and the right-hand side of the view including the British Library is outside the conservation area.
- 7.107 *Value attached to the view:* the view is not designated; it is a representative street view from the edge of the King's Cross Conservation Area that includes incidental views of listed buildings; its value is therefore judged to be low.
- 7.108 *Visual receptors affected:* Moderate numbers of workers and visitors to the Francis Crick Institute and moderate numbers of Somers Town residents; high numbers of travellers using St Pancras Station.
- 7.109 *Susceptibility to change of visual receptors:* travellers using St Pancras Station and workers and visitors to the Francis Crick Institute generally have a low susceptibility to change. Residents have a high susceptibility where views contribute to their enjoyment of high-quality designated townscape. Overall the susceptibility to change is therefore judged to be medium.

Sensitivity: **low to medium**

Proposed

7.110 To the left beyond the Francis Crick Institute, the eastern end of the Proposed Development (shown rendered) would be visible infilling the gap site between the Francis Crick Institute and the British Library and largely concealing the north-east corner of the existing British Library building. The change to the composition of the view would be immediately noticeable but not dominant; the Proposed Development would remain lower than the Francis Crick Institute. The magnitude of impact would be medium. The eastern end of the Proposed Development would consolidate the street frontage of Midland Road to the south of the northern entrance-exit from St Pancras, allowing the Grade I listed fabric of St Pancras to remain clearly visible at the termination of the view. In contrast to the existing British Library which faces Euston Road and is not highly legible from Midland Road, the Proposed Development would define a prominent richly articulated gable end, terminated by a pair red-toned eastern stair towers and three-storey portico which would mark an entrance to the new public 'Foyer' running east-west through the Site that provides new public access into the British Library from the north. The Proposed Development would enhance the definition of the streetscape and would provide a legible and distinctive marker for a new northern entrance to the British Library in views in which the existing building is not prominent. The nature of the effect would be beneficial.

Magnitude of impact: **medium**

Effect: moderate in scale; beneficial in nature



Proposed

4553_2905



Midland Road, opposite junction with Brill Place

Cumulative

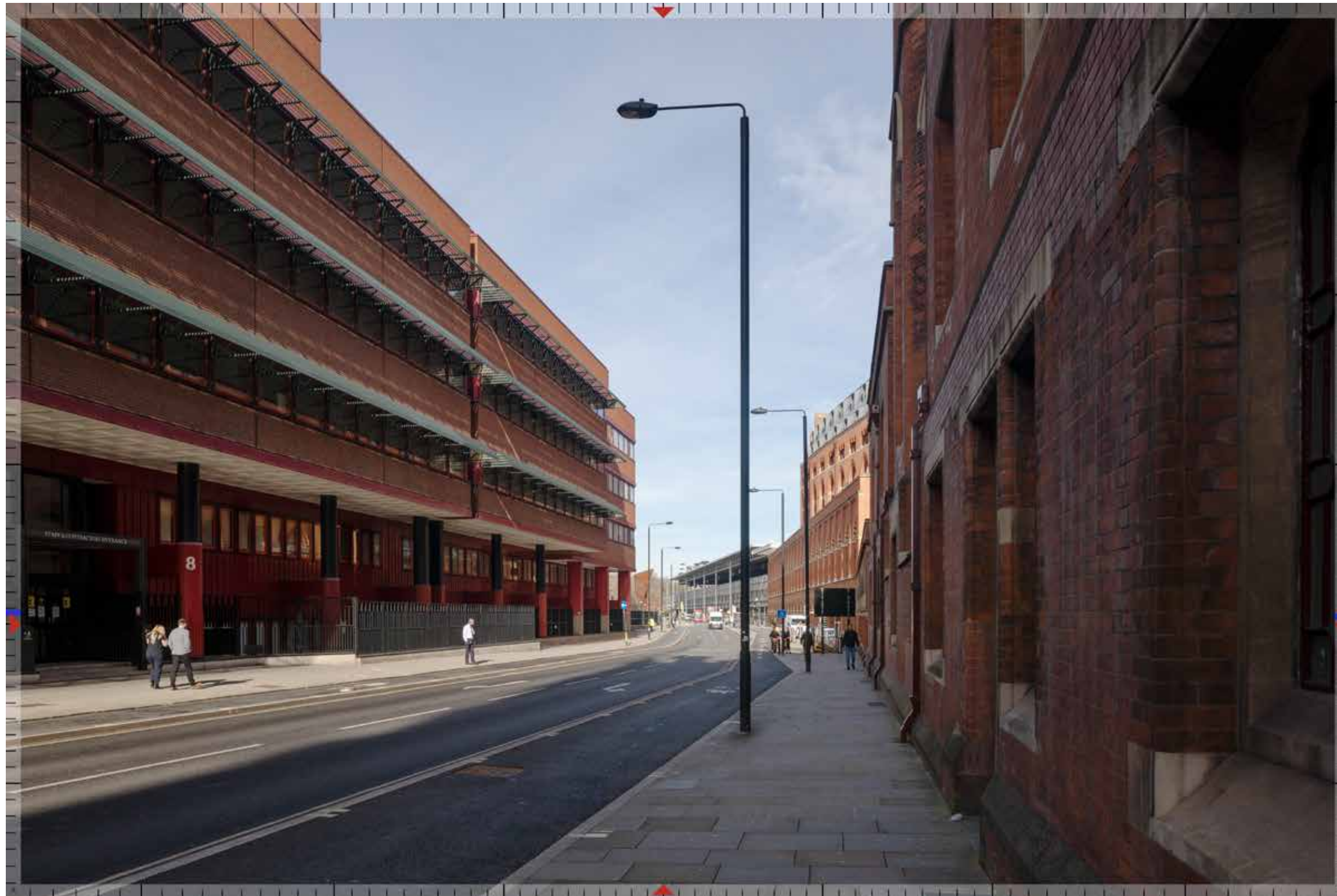
7.111 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

Cumulative effect: **moderate in scale; beneficial in nature**



Cumulative

4553_2906



Existing



Existing

- 7.112 The view looking north along Midland Road is channelled by two Grade I buildings: the British Library on the left and St Pancras to the right, both in red brick but contrasting in age and architectural style. Horizontal bands of windows with louvred brise soleil characterise the east facing elevation of the British Library on the left. The Neo-gothic Victorian St Pancras holds the street frontage of Midland Road as it bends to the left and the modern platform extension is visible terminating the view beyond the red brick of the Victorian hotel and station. Beyond the British Library the gap in the streetscape to its north which is the Site is apparent. The right-hand side of the view including St Pancras is within the King's Cross Conservation Area and the left-hand side of the view including the British Library is outside the conservation area.
- 7.113 *Value attached to the view:* the view is not designated; it is a representative street view from the edge of the King's Cross Conservation Area that includes views of listed buildings; its value is therefore judged to be **medium**.
- 7.114 *Visual receptors affected:* Moderate numbers of workers and visitors to the British Library and Francis Crick Institute; high numbers of travellers using St Pancras Station.
- 7.115 *Susceptibility to change of visual receptors:* travellers using St Pancras Station and workers and visitors to the Francis Crick Institute generally have a low susceptibility to change.

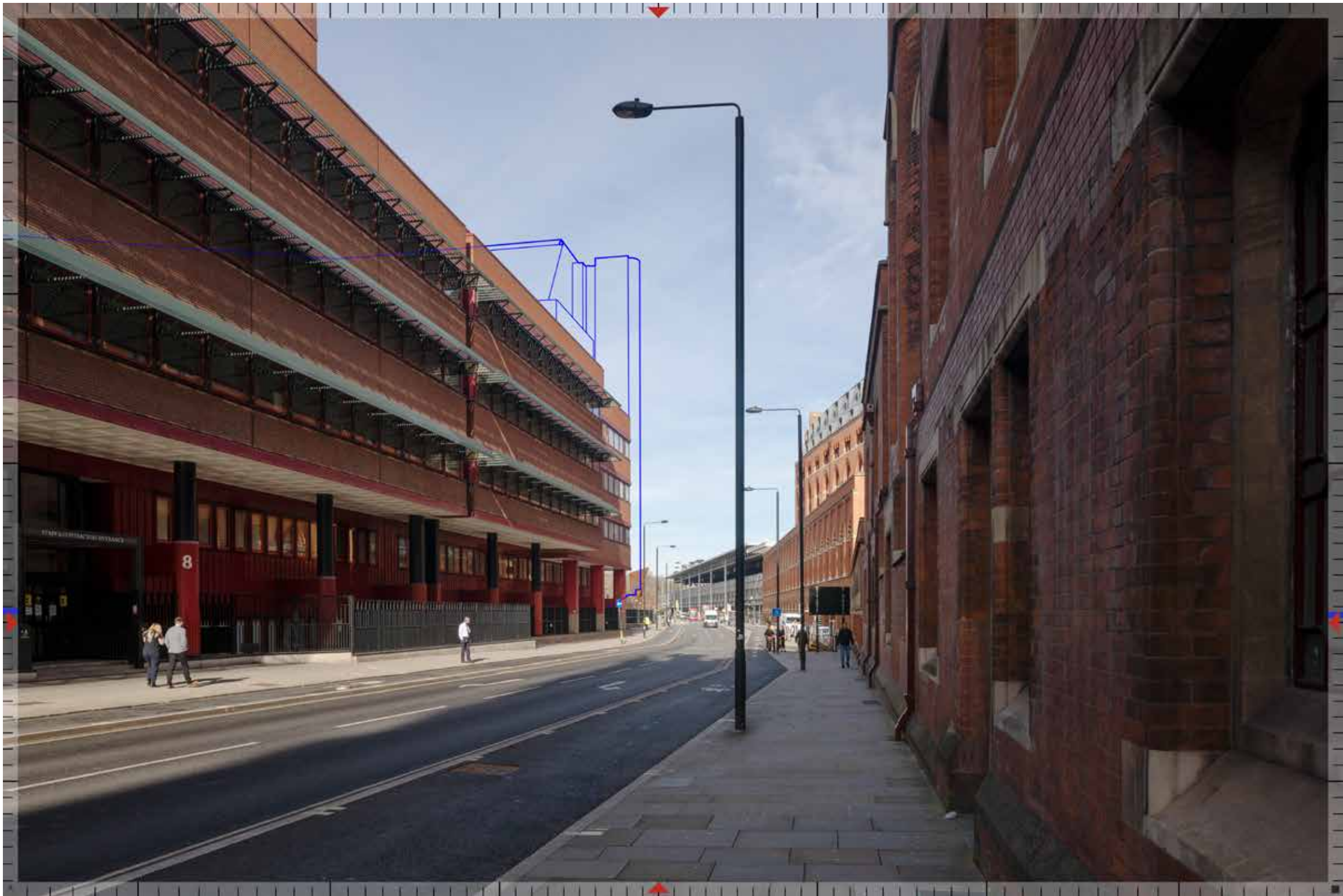
Sensitivity: **low to medium**

Proposed

7.116 To the west (left) beyond the British Library, the eastern end of the Proposed Development would be just visible. Due to the curved alignment of Midland Road the Proposed Development is not highly visible from this position. The change to the composition of the view would be immediately noticeable but not dominant. The magnitude of impact would be medium. The eastern end of the Proposed Development would remain lower than the foreground of the view. It would consolidate the street frontage of Midland Road to the south of the northern entrance-exit from St Pancras. In contrast to the existing British Library which faces Euston Road and is not highly legible from Midland Road, the Proposed Development would define a prominent richly articulated gable end, terminated by a pair red-toned eastern stair towers and three-storey portico, which would mark an entrance to the new public ‘Foyer’ running east-west through the Site that provides new public access into the British Library from the north. The Proposed Development would enhance the definition of the streetscape. It would not dominate the setting of either of the listed buildings; its form and materiality would complement the existing British Library while reading distinctly from the listed fabric. The nature of the effect would be beneficial.

Magnitude of impact: **medium**

Effect: moderate in scale; beneficial in nature



Proposed

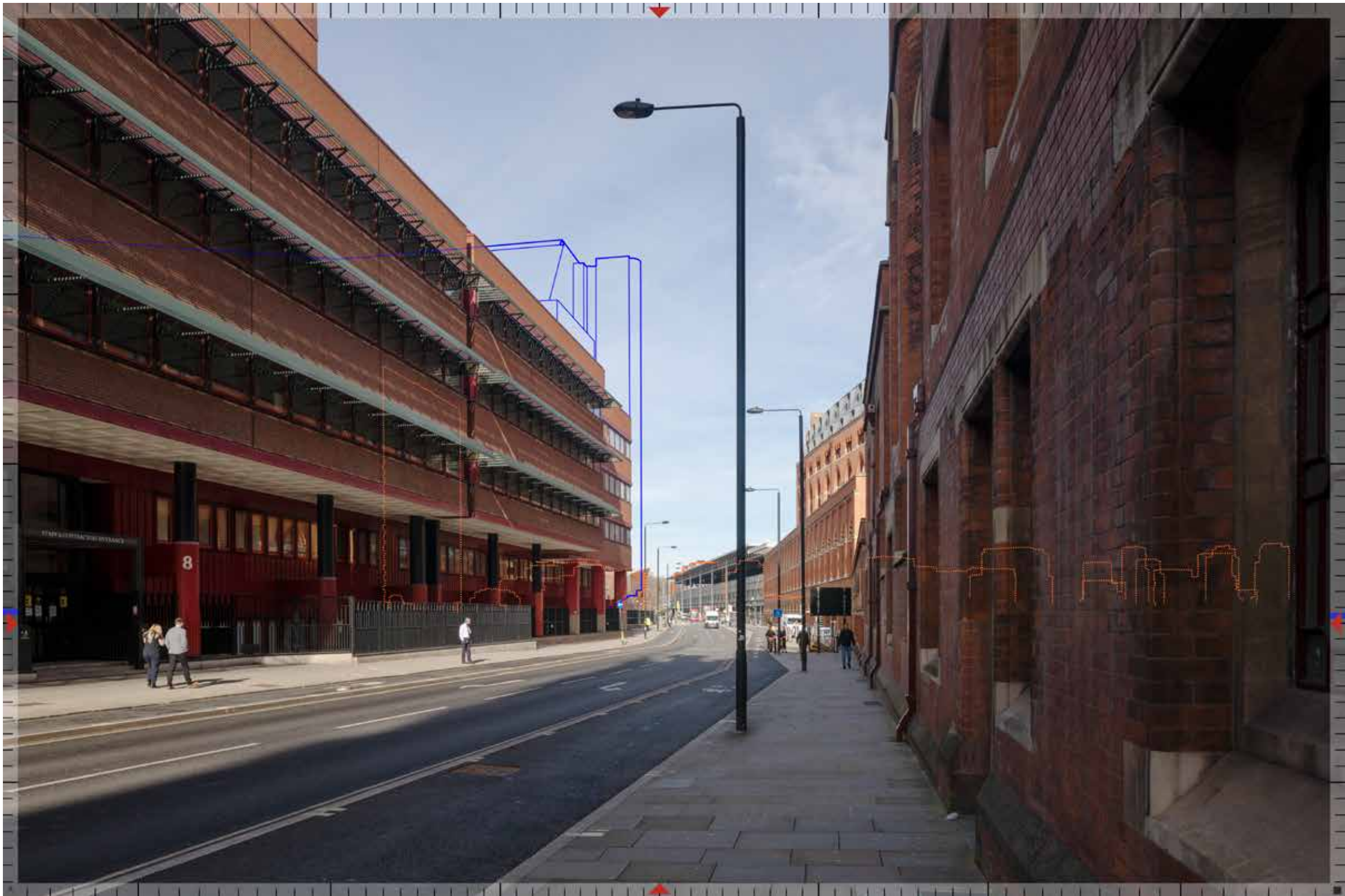


Midland Road, opposite the British Library

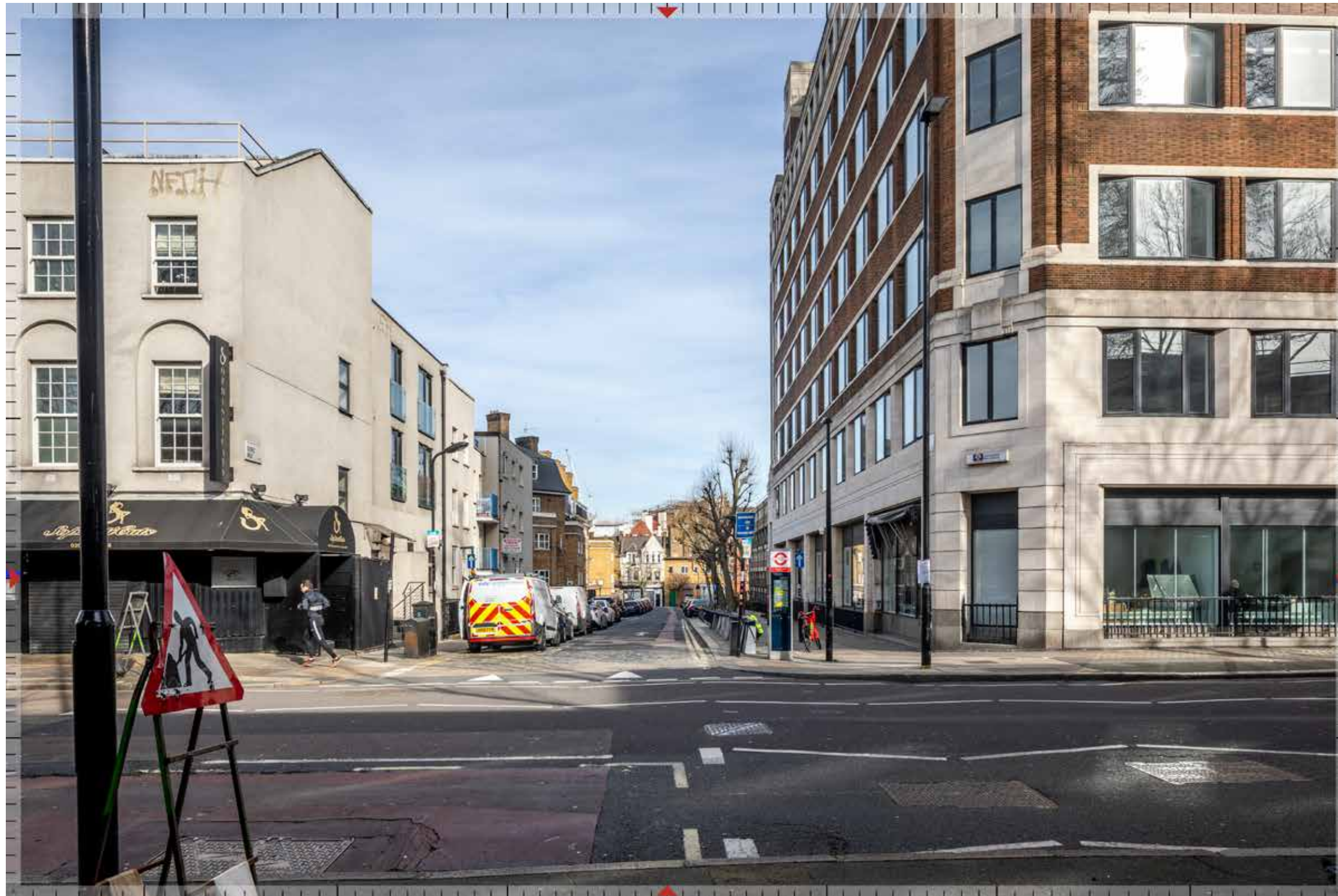
Cumulative

7.117 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

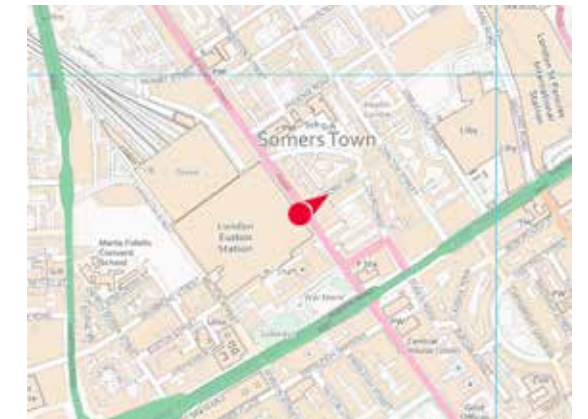
Cumulative effect: **moderate in scale; beneficial in nature**



Cumulative



Existing

**Existing**

7.118 The view looks eastwards from Eversholt Street along Doric Way. Behind the viewing position Euston Station presents a poor quality largely blank and service dominated elevation to this part of Eversholt Street. The townscape in the view is not part of a conservation area. The seven storey Art Deco Euston House on the right and the early 19th century terraced houses at Nos. 24-70 to the left are locally listed. The 1930s St Mary's, St Anne's and St Joseph's flats between Doric Way and Drummond Crescent, seen obliquely to the left of Doric Way and 66 Churchway dating from the mid to late 19th century, which is visible at the termination of Doric Way, are also locally listed. The character of the view is varied is scale, age and quality.

7.119 *Value attached to the view:* the view is not designated; it is a representative street view outside any conservation area. Although not a coherent townscape it includes several locally listed buildings. Its value is therefore judged to be **low to medium**.

7.120 *Visual receptors affected:* Moderate numbers of workers and Somers Town residents. Some travellers moving between Euston and St Pancras or King's Cross Stations via routes that avoid the busy Euston Road.

7.121 *Susceptibility to change of visual receptors:* workers and travellers generally have a low susceptibility to change. Residents have a high susceptibility where views contribute to their enjoyment of high-quality designated townscape, but in this case as the townscape is not of high quality this would be reduced to medium. Overall the susceptibility to change is therefore judged to be low to medium.

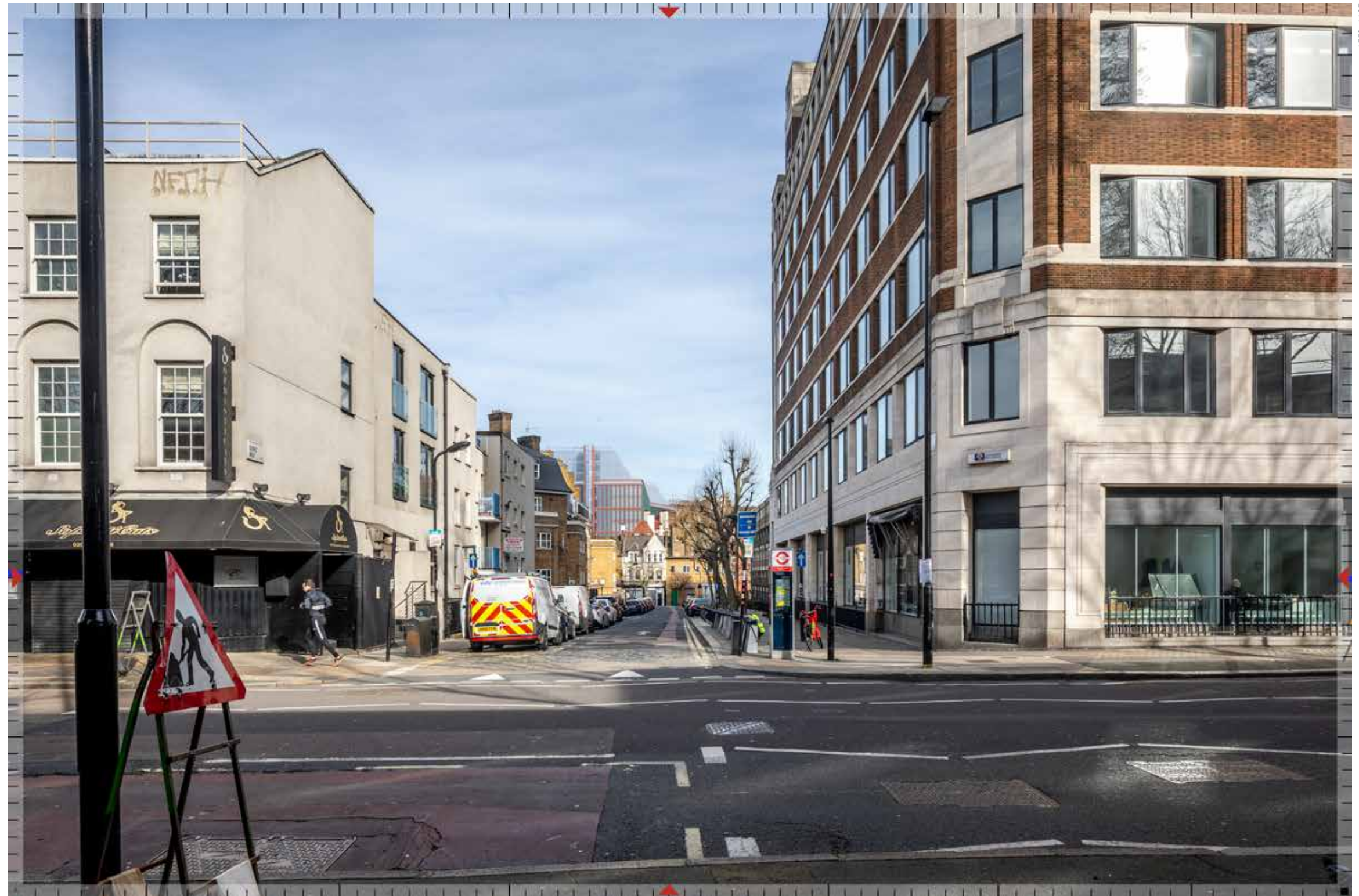
Sensitivity: **low to medium**

Proposed

7.122 The western end of the Proposed Development (shown rendered) would be visible, at a distance of approximately 300m, above the lower scale and finer grain of the foreground roovescape terminating the view along Doric Way. As its scale and form would contrast with the foreground townscape it would form a noticeable addition to the view but would remain significantly lower than the foreground of the view and would not therefore dominate the scene. The magnitude of impact would be medium. The Proposed Development would be understood in relation to the Francis Crick Institute which is similarly visible beyond the townscape of Somers Town in views east from Eversholt further to the north, for example along Phoenix Road. Visible in the view is the richly articulated western gable end of the Proposed Development, which would mark an entrance to the new public 'Foyer' running east-west through the Site that provides new public access into the British Library from the north. The glazed upper parts of the Proposed Development would appear recessive and the crown of the building would dematerialize against the sky to reduce the perceived mass of the building in relation to its neighbours. The lower parts would incorporate red-toned framing and green fins that would create a more solid modulated appearance at the lower levels. The materiality of the Proposed Development would create a contrasting architectural backdrop that would allow the roof-scape of the foreground townscape to read distinctly. The Proposed Development would provide a distinctive and legible marker for a new northern entrance to the British Library in views from the west in which the existing library, which is a public building of national importance, is not prominent. The nature of the effect would be beneficial.

Magnitude of impact: **medium**

Effect: **moderate in scale; beneficial in nature**



Proposed

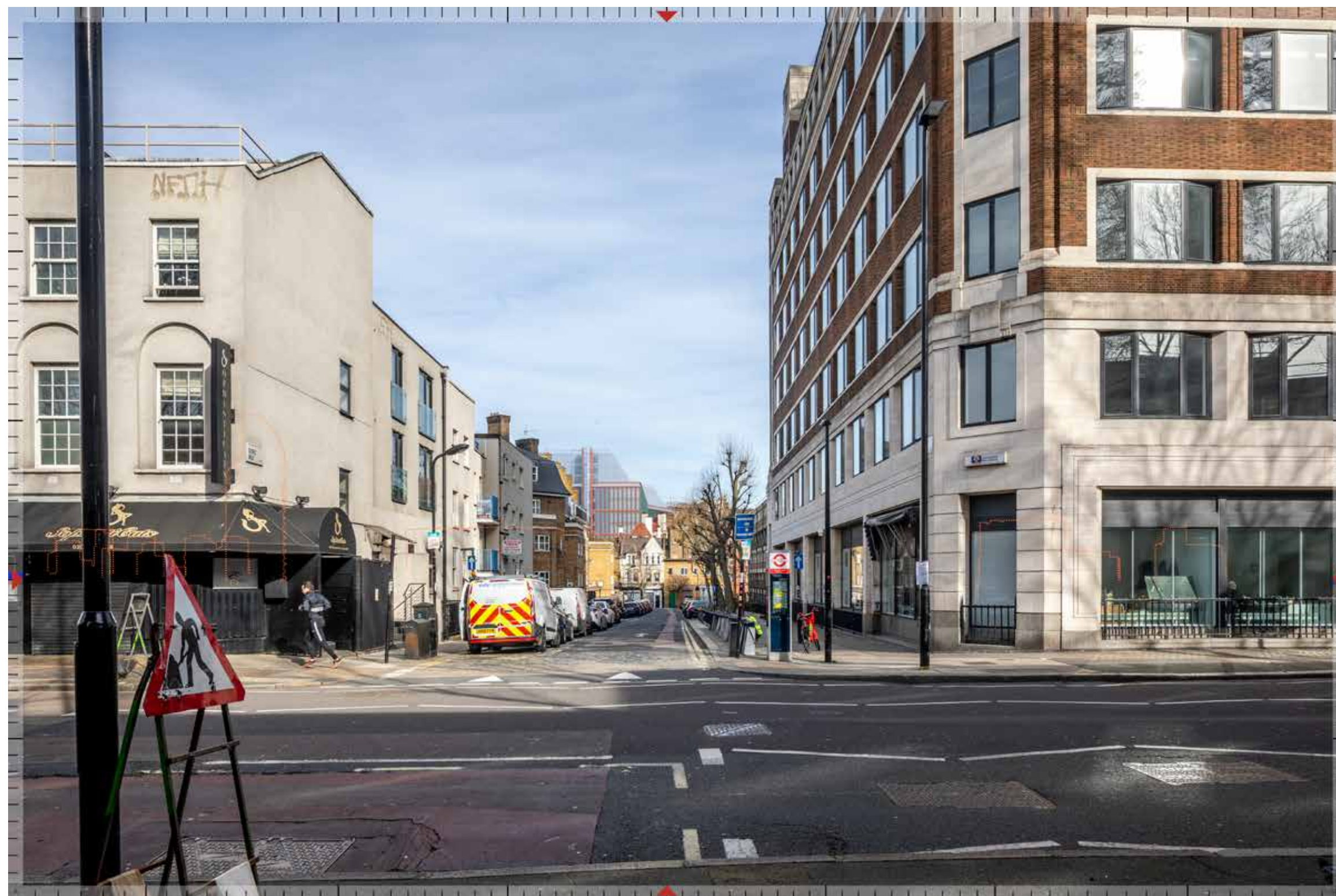


Eversholt St, junction with Doric Way

Cumulative

7.123 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

Cumulative effect: **moderate in scale; beneficial in nature**



Cumulative



Existing

**Existing**

7.124 The view looks eastwards from Chalton Street. The townscape in the view is not part of a conservation area but several buildings on the west side of Chalton Street, behind the viewing position, are locally listed; these date from the 19th and early 20th centuries. The Grade II listing of Levita House between Chalton Street and Ossulston Street includes the attached shops, screen and coffee house and pub on Chalton Street which occupy a large section of the east side of Chalton Street to the south of the viewing position. Levita House, completed in 1931, was final part of the Ossulston Estate to be built. It is larger than the preceding two blocks to its north, with a substantial 7-storey centrepiece, lined by lower splayed wings. The view looks towards the entrance to the northern courtyard of Levita House. On the left is part of one of the lower five storey rendered wings of Levita House. On the right is the two storey Somers Town Coffee House dating 1927-8, believed to be by Arts and Crafts architect and designer Halsey Ricardo. Above its rendered and painted brickwork is a steep hipped roof with tall chimney-stacks, dormers and projecting eaves. The view looks across the northern courtyard and is terminated by the east side of Levita House.

7.125 *Value attached to the view:* the view is not designated; it is a representative street view outside any conservation area. It is a representative characterising view of a listed building. Its value is therefore judged to be medium.

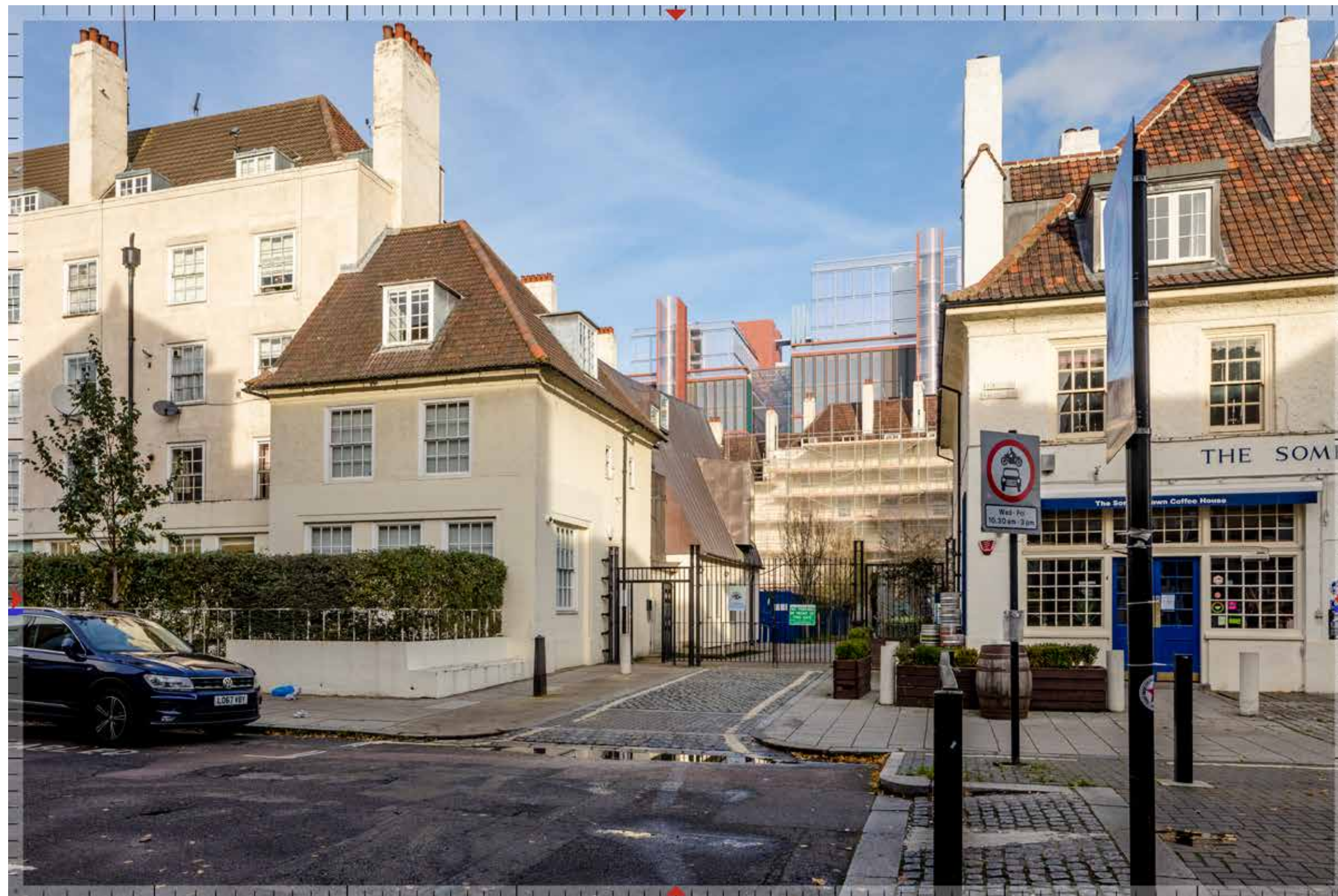
7.126 *Visual receptors affected:* Moderate numbers of Somers Town residents and some local workers and travellers moving between Euston and St Pancras or King's Cross Stations via routes that avoid the busy Euston Road.

7.127 *Susceptibility to change of visual receptors:* workers and travellers generally have a low susceptibility to change. Residents have a high susceptibility where views contribute to their enjoyment of high-quality designated townscape. Overall the susceptibility to change is therefore judged to be medium to high.

Sensitivity: **medium**

Proposed

7.128 The western end of the Proposed Development (shown rendered) would be visible beyond the roofscape of Levita House, at a distance of approximately 100m. As its scale and form would contrast with the foreground townscape of Levita House it would make a noticeable addition to the view but it would remain significantly lower than the foreground of the view and would not therefore dominate the scene. The magnitude of impact would be medium. The Proposed Development would be understood in relation to the Francis Crick Institute which is similarly visible beyond the townscape of Somers Town in views east from Chalton Street further to the north, as demonstrated by View A13 in Appendix A1. Visible in the view is the richly articulated western gable end, which would mark an entrance to the new public 'Foyer' running east-west through the Site that provides new public access into the British Library from the north. The glazed upper parts of the Proposed Development would appear recessive and the crown of the building would dematerialize against the sky to reduce the perceived mass of the building in relation to its neighbours. The materiality of the Proposed Development would create a contrasting architectural backdrop that would allow the roofscape of the listed building in the foreground to read distinctly and the red-toned western stair tower would provide a vertical emphasis that would complement the vertical chimney stacks of Levita House. The Proposed Development would provide a distinctive and legible marker for a new northern entrance to the British Library in views from the west in Somers Town in which the existing building, which is a public building of national importance, is not prominent. The Proposed Development would not dominate the setting of the listed building and would read distinctly from its listed fabric. The nature of the effect would be beneficial.



Proposed

Magnitude of impact: **medium**

Effect: moderate in scale; beneficial in nature



Chalton Street

Cumulative

7.129 None of the cumulative development would be visible. The cumulative effect would not change in comparison to the Proposed Development considered in isolation.

Cumulative effect: **moderate in scale; beneficial in nature**



Cumulative

Built Heritage (off-site) Assessment

Introduction

7.130 Relevant legislation, policy and guidance in the NPPF is set out at Section 3. Designated built heritage assets within an approximate 150m radius of the application Site, the area within which significant effects on the settings of heritage assets might be expected, were identified and considered during the design process. The character, significance and setting of designated built heritage assets are summarised in Section 4. The effects on the settings of heritage assets that are more distant from the application Site are considered in the visual assessment, where visible in key views.

7.131 The following assessment considers likely significant effects of the Proposed Development on the settings of designated heritage assets outside the Site boundary. The likely significant effects of the Proposed Development in isolation and cumulatively on the setting of the King’s Cross Conservation Area is assessed below. The contribution that any likely significant effects of the Proposed Development on the settings of listed structures would make to their heritage significance is assessed in Table 7.6.

Conservation Areas

King’s Cross Conservation Area

7.132 Views 5, 6, 7, 8, 9, 15 and 16 in the Visual Assessment, Views A1, A2, A3, A4, A5, A6, A7, A10, A11 and A12 in Appendix A and Views B5, B6, B7 and B8 in Appendix B illustrate the likely visual impacts on the settings of sub-areas 1 and 2 of the King’s Cross Conservation Area and the very northern edge of sub-area 4 on Pentonville Road. Due to the alignment of streets and spaces and the scale of both the Proposed Development and the intervening development, the Proposed Development would have little visual impact on the setting of sub-area 1 and the majority of sub-area 4 to the south of Pentonville Road. The TZVI in Appendix C demonstrates that the Proposed Development would not be visible from other parts of sub-area 4. Views B15, B16 and B17 demonstrate that there would be little visual impact on sub-area 1. As discussed with HE and LB Camden during the pre-application process, the most sensitive aspect of the contribution of setting to the appreciation of the heritage significance of the conservation area is the ability to recognise and appreciate the skylines of St Pancras and King’s Cross Stations. This sensitivity is particularly from the east and south-east of the stations where the alignment of the Site in relation to the conservation area results in potential visibility of development on the Site above the long horizontal roofline of the St Pancras train shed. This assessment therefore assesses this aspect of the potential changes to the setting of the conservation area in detail.

Impacts on the eastern setting: approach along Pentonville Road

7.133 As demonstrated by Views 5 and 8 in the Visual Assessment and B5, B6 and B7 in Appendix B, the north side of Pentonville

Road provides some good views of the Grade I listed St Pancras Station within the conservation area as an observer approaches from the east. In these views the skyline of the pinnacles and gables of the station hotel are the focal point of the view and its juxtaposition and contrast with the lower horizontal form of the station’s train shed is clearly apparent. These are the views described by John Betjeman or seen in John O’Conner’s painting of St Pancras at sunset. The Proposed Development would start to come into view intermittently always well to the right of the St Pancras hotel skyline, to the east of View 5. At View 5, which is a geometrically defined borough designated view of St Pancras in the LBI, the Proposed Development, 1km away from the viewing position, would be screened by trees and street furniture to the right of St Pancras on the skyline and would not be perceptible. In View B5, at the junction with Rodney Street to the west; as the view shows there is a relatively clear view of the hotel from here and the Proposed Development would be concealed behind the foreground. In View B6 from the junction with Affleck Street there would be some potential visibility of the Proposed Development 750m away from the viewing position; for this stretch of Pentonville Road there is less foreground tree cover but the Proposed Development would still be partly screened and seen well to the right of St Pancras – before receding again below the foreground as an observer moves further west. View B7 at the junction with Calshot Street, to the east of the tall blue-clad towers at 200 Pentonville Road, provides a clear view of St Pancras; from here there is a small amount of potential visibility of the Proposed Development, again well to the right of the hotel and well screened by trees. Continuing westwards the Proposed Development remains largely out of view beyond the foreground receding fully below the roofline of the St Pancras train shed in the foreground. As demonstrated by View 8 the Proposed Development would not rise above the roofline of the trainshed of St Pancras in views from King’s Cross Square at the western end of Pentonville Road. There would be small amounts of fleeting visibility of the Proposed Development from the north pavement of Pentonville Road, with both St Pancras and the Proposed Development coming in and out of view. The Proposed Development, where visible, would be screened by trees, even in winter. The Proposed Development, where visible, would appear well to the right of the St Pancras skyline, which would remain the focal point of the view, and well to the right of the interface between the verticality of the hotel and the horizontality of the train shed, both of which characterise the appearance of the listed building in this view. While there would be slight visual impacts on the setting of the listed building from the north pavement of Pentonville Road, seen in good characterising views of it from the east, the Proposed Development would not block views or alter the silhouette of St Pancras on the skyline as the focal point of these views. The ability to appreciate the heritage significance of the listed building would not be altered by the Proposed Development.

7.134 As demonstrated by View 6 in the Visual Assessment and Views A1, A2, A3, A5 and A6 in Appendix A from the south pavement of Pentonville Road, the hotel element of the Grade I listed St Pancras is not clearly legible through the trees at any point, even in the winter views. Parts of the St Pancras train shed are visible but framed by the foreground of the channelled views along Pentonville Road so that there is no appreciation of its length and horizontality or its relationship to the hotel. There are glimpses of the clock tower of King’s Cross Station against the backdrop of the Barlow Shed from some parts of the street. There is no potential therefore for any visual interference with the St Pancras hotel skyline or with the juxtaposition between the hotel and train shed. We consider these to be incidental views of St Pancras in which the visibility of new development is not inherently harmful.

7.135 To the east of View 6 in elevated views westwards, St Pancras is largely obscured by street furniture and trees. View 6 in the Visual Assessment, taken from the junction with Penton Rise opposite View 5, shows a framed partial view of the St Pancras train shed clearly visible against the open sky seen with the tower of King’s Cross Station but with no visibility of the St Pancras Hotel to the left. The tall blue-clad 200 Pentonville Road to the right will probably draw the eye as the focal point of many people’s view from here. The upper parts of the Proposed Development would be visible on the skyline beyond the St Pancras train shed from this part of Pentonville Road. The rendered view demonstrates that the Proposed Development would appear as a recessive form beyond the train shed, whose light reflective roofscape seen at a distance of almost 1km, would contrast both with the quite distinct dark texture of upper part of Barlow’s train shed and the solidity of the brick clock tower of King’s Cross. The visibility of the Proposed Development would not therefore affect an observer’s ability to recognise and appreciate either St Pancras or King’s Cross in the partial views of them from here. Moving west, the recessive roofscape of the Proposed Development would remain visible beyond the train shed with its height gradually receding. At the junction with Weston Rise (View A1) the Proposed Development would remain visible beyond the train shed and clock tower in winter but would probably be screened by foliage for the majority of the year – as demonstrated by the summer reference photograph. Towards the western end of Pentonville Road beyond the street trees, the St Pancras train shed becomes clearer and more recognisable in the views and the Proposed Development would continue to recede in height seen beyond it, with a recessive appearance beyond the distinct darker roof form of the train shed. At the junction with King’s Cross Road (View A2) there is a clear view of the St Pancras train shed but the Gothic skyline of the hotel remains hidden behind the foreground to the left and the King’s Cross Station clock tower is largely concealed behind the foreground to the right. From here the very top of the Proposed Development would be visible beyond the train shed but, as the render demonstrates, it would appear recessive and this slight visibility would not be noticeable to a casual observer. Approaching the junction with York Way

(View A3) the very with the top of the stair tower would be just visible but again due to the minor level of visibility and its recessive appearance it would not be noticeable to a casual observer. From the junction with Gray’s Inn Road (View A5) and on Euston Road at the junction with Birkenhead Street (View A6) opposite View 8, the Proposed Development would be concealed behind the St Pancras train shed and would not be visible. On HE’s advice the eastern stair tower of the Proposed Development was lowered to remove it from View A5.

7.136 The Proposed Development would be more visible from the south side of Pentonville Road than from the north side, but the views of St Pancras from the south side are much less significant views of St Pancras than those from the north side, characterised by partial less significant views of the key landmarks of St Pancras and King’s Cross Stations that are visible on the approach from the east. In views from the south side of Pentonville Road, the Proposed Development would be seen on the skyline beyond the St Pancras train shed, changing the skyline silhouette, but would appear recessive and would allow the train shed, and where visible, the clock tower of King’s Cross, to remain clearly legible and recognisable in the views. The ability to appreciate the heritage significance of the listed building would not therefore be altered by the Proposed Development.

Approach from the south-east along Gray’s Inn Road

7.137 Approaching the conservation area from the south-east along Gray’s Inn Road, at the junction with St Chad’s Place clear views of King’s Cross Station are revealed. The consented tower at Central Somers town would be visible on the skyline beyond King’s Cross but the Proposed Development would not be visible at this point. Moving northwards to the junction with King’s Cross Bridge, the Proposed Development would start to become visible above the St Pancras train shed but largely obscured by the foreground trees, even in winter, and not noticeable to a casual observer (View A4). On the north side of the same junction (View 7), King’s Cross Station is seen more obliquely with the top of the spire of the St Pancras Hotel clock tower just visible on the left. As a result of the change in curving alignment of Gray’s Inn Road, the top of the glazed stair tower of the Proposed Development would become slightly more visible to right of the foreground planting seen from this position. As the rendered View 7 shows, the very slight visibility of the Proposed Development would appear recessive and would not be noticeable to a casual observer in this view, part of the dynamic kinetic approach to King’s Cross Square from the south-east. Moving north from this point the Proposed Development would recede in the view so that from the east side of King’s Cross Square it would be completely hidden. From the west side at the northern end of Gray’s Inn Road the St Pancras train shed becomes visible to the left of King’s Cross Station with a small part of the consented Central Somers Town development visible beyond the roofline of the Great Northern Hotel. The very top of the Proposed Development would be just visible above the train

shed screened by the foreground trees and street furniture even in winter and but would gradually recede so that from the eastern edge of King's Cross Square (View A6) it would be completely hidden. The slight visibility of the very top of the Proposed Development from Gray's Inn Road in relation to the St Pancras train shed would be fleeting and where visible the Proposed Development would appear recessive. These are kinetic views through sub-area 3 of the conservation area on the approach to the set piece of King's Cross and St Pancras seen from King's Cross Square, views in which the best full views of both stations seen in combination as part of the 'national set piece' is gradually revealed. The slight recessive visibility of the Proposed Development would be barely perceptible and not noticeable to a casual observer from Gray's Inn Road – and would not be visible in the most significant close views from King's Cross Square; it would not therefore alter the ability to appreciate the heritage significance of the conservation area.

7.138 *The close setting along Midland Road to the west*
As Views 15 and 16 from Midland Road on the western edge of sub-area 1 of the conservation area demonstrate, the eastern end of the Proposed Development would consolidate the street frontage of Midland Road, enhancing the definition of the street frontage between the British Library and the Francis Crick Institute, that was created by the demolition of the Somers Town Depot. As the views demonstrate the Proposed Development would preserve the visibility of St Pancras from Midland Road. The articulated gable and pair of eastern stair towers would provide a distinctive marker for the new extension seen in relation to its neighbouring architecturally distinctive large scale public buildings, including St Pancras on the western edge of the conservation area. The scale form and architectural treatment would complement the neighbouring large scale public buildings that form the western setting of sub-area 1 of the conservation area. The nature of the effect would be beneficial.

7.139 *Conclusion*
The visual impact of the Proposed Development on the setting of the conservation area has been tested in detail in a large number of views. This assessment is also informed by dynamic testing of views from Pentonville Road and Gray's Inn Road carried out with HE and LB Camden, from which the static views included in this volume were selected. The views demonstrate that the Proposed Development would have visual impacts on the setting of the conservation area but that there would not be significant impacts on the most sensitive views of St Pancras from the north side of Pentonville Road – as immortalised by John Betjeman and John O'Conner – including the LBI borough view, or in the close views of the King's Cross and St Pancras from King's Cross Square that form the 'national set piece' described in the CAA (Ref 1-13). The intermittent or fleeting visibility of parts of the Proposed Development in other less significant distant, incidental or partial views would not alter an observer's ability to appreciate the heritage significance of the conservation area. There

would be no impact and therefore no effect on the heritage significance of the conservation area or the ability to appreciate it. The heritage significance of the conservation area would be 'preserved' and not 'harmed' in NPPF terms (Ref 1-4, paras.201-202).

Magnitude of impact: **none**

Effect: **no effect**

7.140 *Cumulative*
The top of the 25-storey tower of the consented Central Somers Town would be fleetingly visible beyond King's Cross Station in the approach from the south-east along Gray's Inn Road as demonstrated by View A4 in Appendix A, but, like the Proposed Development, it would recede behind the foreground and would not be visible in the most significant views of the 'national set piece' of Grade I listed stations seen from King's Cross Square. The Central Somers Town development would also be visible from Midland Road as demonstrated by Views A10 and A12 in Appendix A where it would be seen in the context of the modern setting to the west of the conservation area. Consented development to the north of King's Cross and St Pancras which forms part of the King's Cross Central masterplan would consolidate the modern character and setting to the north of the stations. The cumulative development would therefore not increase the scale of the effect on the conservation area in comparison to the Proposed Development considered in isolation.

Cumulative Effect: **no effect**

Bloomsbury Conservation Area

7.141 Testing has demonstrated that only sub-area 13 of the conservation area, closest to the Site would be potentially impacted by the Proposed Development. View A9 in Appendix A and B11 in Appendix B demonstrate that there would be negligible visual impact on the aligned view northwards from the northern part of sub-area 13.

7.142 Potential visibility shown on the TZVI from Cartwright Gardens and Coram's Fields would be distant and well screened by foreground trees. The intervening townscape between the Cartwright Gardens and the Site includes tall modern buildings on Euston Road and this aspect of the setting is not therefore highly sensitive to change. Fleeting distant visibility of the Proposed Development from the southern edge of Coram's Fields would not be noticeable in the context of its varied wider setting.

7.143 Visual impacts on the Bloomsbury Conservation area would be very limited and would not be noticeable to a casual observer. The visual impacts would not alter an observer's ability to appreciate the heritage significance of the conservation area. There would be no impact and therefore no effect on the heritage significance of the conservation area

or the ability to appreciate it. The heritage significance of the conservation area would be 'preserved' and not 'harmed' in NPPF terms (Ref 1-4, paras. 201-202).

Magnitude of impact: **none**

Effect: **no effect**

Cumulative

7.144 The cumulative development would have no additional effect on the setting of the conservation area and the effect would not alter from that for the Proposed Development assessed in isolation.

Cumulative Effect: **no effect**

Listed Structures

St Pancras Station and the former Midland Grand Hotel

7.145 The value of the listed building as a designated heritage asset and as part of a 'national set piece' of Grade I listed buildings with King's Cross, is judged to be very high. Significant views of St Pancras from the eastern end of Euston Road aligning with the Site are particularly sensitive to development breaching the roof line of the Barlow shed of St Pancras. The sensitivity of St Pancras is therefore high to very high.

7.146 As described in section 4 heritage significance of the listed building is derived from the following aspects the appreciation of which may be impacted by changes to setting in the area of the Site:

- The sheer scale of development;
- The intricacy of the architectural design of the hotel;
- The scale and length of the train shed;
- The dramatic roofline created by both buildings;
- The visibility of the buildings as a local landmark; and
- Group value with King's Cross Station.

7.147 As demonstrated by views 15 and 16 the western setting along Midland Road on the eastern edge of the Site is modern, large grain and substantial in scale, and includes other nationally important buildings. The larger scale and grain of the British Library and the Francis Crick Institute forms a complementary modern setting to the immediate west which includes other nationally important buildings that though of large scale do not detract from the dominance of St Pancras. Therefore, the scale and form of the Proposed Development within the close setting of the listed building on Midland Road is considered to preserve the character of this aspect of the setting; change seen along Midland Road is not judged to have any effect

on the ability to appreciate the heritage significance of St Pancras.

7.148 As discussed with HE and LB Camden during the pre-application process, the most sensitive aspect of the contribution of setting to the appreciation of the heritage significance of St Pancras is the ability to appreciate the unchanged skyline of the 'national set piece' of St Pancras and King's Cross from King's Cross Square. There is also sensitivity in relation to visibility of the skyline of St Pancras as a local landmark in approaches to the station. This sensitivity is particularly from the east and south-east of the station where the alignment of the Site in relation to St Pancras results in potential visibility of development on the Site above the long horizontal roofline of the St Pancras train shed. This following assessment therefore concentrates mainly on this aspect.

7.149 Views 5, 6, 7, 8, 9, 15 and 16 in the Visual Assessment, Views A1, A2, A3, A4, A5, A6, A7, A10, A11 and A12 in Appendix A and Views B5, B6, B7 and B8 in Appendix B illustrate the likely visual impacts on the setting of the listed structures. As discussed with HE and LB Camden during the pre-application process, the most sensitive aspect of the contribution of setting to the appreciation of the heritage significance of the listed building is the ability to appreciate the skyline of St Pancras. This sensitivity is particularly from the east and south-east where the alignment of the Site in relation to the listed structure results in potential visibility of development on the Site above the long horizontal roofline of the train shed. This assessment therefore concentrates particularly on this aspect.

Impacts on the eastern setting: approach along Pentonville Road

7.150 As demonstrated by Views 5 and 8 in the Visual Assessment and B5, B6 and B7 in Appendix B, the north side of Pentonville Road provides some good views of the Grade I listed St Pancras Station within the conservation area as an observer approaches from the east. In these views the skyline of the pinnacles and gables of the station hotel are the focal point of the view and its juxtaposition and contrast with the lower horizontal form of the station's train shed is clearly apparent. These are the views described by John Betjeman or seen in John O'Conner's painting of St Pancras at sunset. The Proposed Development would start to come into view intermittently always well to the right of the St Pancras hotel skyline, to the east of View 5. At View 5, which is a geometrically defined borough designated view of St Pancras in the LBI, the Proposed Development, 1km away from the viewing position, would be screened by trees and street furniture to the right of St Pancras on the skyline and would not be perceptible. In View B5, at the junction with Rodney Street to the west; as the view shows there is a relatively clear view of the hotel from here and the Proposed Development would be concealed behind the foreground. In View B6 from the junction with Affleck Street there would be some potential visibility of the Proposed Development 750m away from the

viewing position; for this stretch of Pentonville Road there is less foreground tree cover but the Proposed Development would still be partly screened and seen well to the right of St Pancras – before receding again below the foreground as an observer moves further west. View B7 at the junction with Calshot Street, to the east of the tall blue-clad towers at 200 Pentonville Road, provides a clear view of St Pancras; from here there is a small amount of potential visibility of the Proposed Development, again well to the right of the hotel and well screened by trees. Continuing westwards the Proposed Development remains largely out of view beyond the foreground receding fully below the roofline of the St Pancras train shed in the foreground. As demonstrated by View 8 the Proposed Development would not rise above the roofline of the trainshed of St Pancras in views from King's Cross Square at the western end of Pentonville Road. There would be small amounts of fleeting visibility of the Proposed Development from the north pavement of Pentonville Road, with both St Pancras and the Proposed Development coming in and out of view. The Proposed Development, where visible, would be screened by trees, even in winter. The Proposed Development, where visible, would appear well to the right of the St Pancras skyline, which would remain the focal point of the view, and well to the right of the interface between the verticality of the hotel and the horizontality of the train shed, both of which characterise the appearance of the listed building in this view. While there would be slight visual impacts on the setting of the listed building from the north pavement of Pentonville Road, seen in good characterising views of it from the east, the Proposed Development would not block views or alter the silhouette of St Pancras on the skyline as the focal point of these views. The ability to appreciate the heritage significance of the listed building would not be altered by the Proposed Development.

7.151 As demonstrated by View 6 in the Visual Assessment and Views A1, A2, A3, A5 and A6 in Appendix A from the south pavement of Pentonville Road, the hotel element of the Grade I listed St Pancras is not clearly legible through the trees at any point, even in the winter views. Parts of the St Pancras train shed are visible but framed by the foreground of the channelled views along Pentonville Road so that there is no appreciation of its length and horizontality or its relationship to the hotel. There are glimpses of the clock tower of King's Cross Station against the backdrop of the Barlow Shed from some parts of the street. There is no potential therefore for any visual interference with the St Pancras hotel skyline or with the juxtaposition between the hotel and train shed. We consider these to be incidental views of St Pancras in which the visibility of new development is not inherently harmful.

7.152 To the east of View 6 in elevated views westwards, St Pancras is largely obscured by street furniture and trees. View 6 in the Visual Assessment, taken from the junction with Penton Rise opposite View 5, shows a framed partial view of the St Pancras train shed clearly visible against the open sky seen with the tower of King's Cross Station but with no visibility

of the St Pancras Hotel to the left. The tall blue-clad 200 Pentonville Road to the right will probably draw the eye as the focal point of many people's view from here. The upper parts of the Proposed Development would be visible on the skyline beyond the St Pancras train shed from this part of Pentonville Road. The rendered view demonstrates that the Proposed Development would appear as a recessive form beyond the train shed, whose light reflective roofscape seen at a distance of almost 1km, would contrast both with the quite distinct dark texture of upper part of Barlow's train shed and the solidity of the brick clock tower of King's Cross. The visibility of the Proposed Development would not therefore affect an observer's ability to recognise and appreciate either St Pancras or King's Cross in the partial views of them from here. Moving west, the recessive roofscape of the Proposed Development would remain visible beyond the train shed with its height gradually receding. At the junction with Weston Rise (View A1) the Proposed Development would remain visible beyond the train shed and clock tower in winter but would probably be screened by foliage for the majority of the year – as demonstrated by the summer reference photograph. Towards the western end of Pentonville Road beyond the street trees, the St Pancras train shed becomes clearer and more recognisable in the views and the Proposed Development would continue to recede in height seen beyond it, with a recessive appearance beyond the distinct darker roof form of the train shed. At the junction with King's Cross Road (View A2) there is a clear view of the St Pancras train shed but the Gothic skyline of the hotel remains hidden behind the foreground to the left and the King's Cross Station clock tower is largely concealed behind the foreground to the right. From here the very top of the Proposed Development would be visible beyond the train shed but, as the render demonstrates, it would appear recessive and this slight visibility would not be noticeable to a casual observer. Approaching the junction with York Way (View A3) the very top of the stair tower would be just visible but again due to the minor level of visibility and its recessive appearance it would not be noticeable to a casual observer. From the junction with Gray's Inn Road (View A5) and on Euston Road at the junction with Birkenhead Street (View A6) opposite View 8, the Proposed Development would be concealed behind the St Pancras train shed and would not be visible. On HE's advice the eastern stair tower of the Proposed Development was lowered to remove it from View A5.

7.153 The Proposed Development would be more visible from the south side of Pentonville Road than from the north side, but the views of St Pancras from the south side are much less significant views of St Pancras than those from the north side, characterised by partial less significant views of the key landmarks of St Pancras and King's Cross Stations that are visible on the approach from the east. In views from the south side of Pentonville Road, the Proposed Development would be seen on the skyline beyond the St Pancras train shed, changing the skyline silhouette, but would appear recessive and would allow the train shed, and where visible, the clock tower of King's Cross, to remain clearly legible and recognisable in

the views. The ability to appreciate the heritage significance of the listed building would not therefore be altered by the Proposed Development.

Approach from the south-east along Gray's Inn Road

7.154 Approaching St Pancras from the south-east along Gray's Inn Road, at the junction with St Chad's Place clear views of King's Cross Station are revealed. The consented tower at Central Somers town would be visible on the skyline beyond King's Cross but the Proposed Development would not be visible at this point. Moving northwards to the junction with King's Cross Bridge, the Proposed Development would start to become visible above the St Pancras train shed but largely obscured by the foreground trees, even in winter, and not noticeable to a casual observer (View A4). On the north side of the same junction (View 7), King's Cross Station is seen more obliquely with the top of the spire of the St Pancras Hotel clock tower just visible on the left. As a result of the change in curving alignment of Gray's Inn Road, the top of the glazed stair tower of the Proposed Development would become slightly more visible to right of the foreground planting seen from this position. As the rendered View 7 shows, the very slight visibility of the Proposed Development would appear recessive and would not be noticeable to a casual observer in this view, part of the dynamic kinetic approach to King's Cross Square from the south-east. Moving north from this point the Proposed Development would recede in the view so that from the east side of King's Cross Square it would be completely hidden. From the west side at the northern end of Gray's Inn Road the St Pancras train shed becomes visible to the left of King's Cross Station with a small part of the consented Central Somers Town development visible beyond the roofline of the Great Northern Hotel. The very top of the Proposed Development would be just visible above the train shed screened by the foreground trees and street furniture even in winter and but would gradually recede so that from the eastern edge of King's Cross Square (View A6) it would be completely hidden. The slight visibility of the very top of the Proposed Development from Gray's inn Road in relation to the St Pancras train shed would be fleeting and where visible the Proposed Development would appear recessive. These are kinetic views on the approach to the set piece of King's Cross and St Pancras seen from King's Cross Square, views in which the best full views of both stations seen in combination as part of the 'national set piece' is gradually revealed. The slight recessive visibility of the Proposed Development would be barely perceptible and not noticeable to a casual observer from Gray's Inn Road – and would not be visible in the most significant close views from King's Cross Square; it would not therefore alter the ability to appreciate the heritage significance of the listed building.

Conclusion

7.155 The visual impact of the Proposed Development on the setting of the listed building has been tested in detail in a number of views. This assessment is also informed by dynamic testing of views from Pentonville Road and Gray's Inn Road carried

out with HE and LB Camden, from which the static views included in this volume were selected. The views demonstrate that the Proposed Development would have visual impacts on the setting of the listed building but that there would not be significant impacts on the most significant sensitive views of St Pancras from the north side of Pentonville Road immortalised by John Betjeman and John O'Conner, including the LBI borough view, or in the close views of St Pancras in relation to King's Cross Station from King's Cross Square that form the 'national set piece' described in the King's Cross CAA (Ref 1-13). The intermittent or fleeting visibility of parts of the Proposed Development in other less significant distant, incidental or partial views of St Pancras would not alter an observer's ability to appreciate the heritage significance of the listed building. Embedded mitigation has reduced the height of the Proposed Development to ensure that it would not be visible from King's Cross Square and that visual impacts on setting in slightly more distant views on the approaches along Pentonville Road and Gray's Inn Road would be slight and recessive in appearance so that the Proposed Development where visible would not draw the eye or distract the viewer from St Pancras as the focus of views. There would be no impact and therefore no effect on the heritage significance of the listed building or the ability to appreciate it. The heritage significance of the listed building would be 'preserved' and not 'harmed' in NPPF terms (Ref 1-4, paras.201-202).

Magnitude of impact: **none**

Effect: **no effect**

Cumulative

7.156 The top of the 25-storey tower of the consented Central Somers town would be fleetingly visible beyond King's Cross Station in the approach from the south-east along Gray's Inn Road as demonstrated by View A4 in Appendix A, but, like the Proposed Development, it would recede behind the foreground and would not be visible in the most significant views of St Pancras seen from King's Cross Square. The Central Somers Town development would also be visible from Midland Road as demonstrated by Views A10 and A12 in Appendix A where it would be seen in the context of the modern setting to the west of the listed station. Consented development to the north of St Pancras which forms part of the King's Cross Central masterplan would consolidate the modern character and setting to the north of the station. The cumulative development would therefore not increase the scale of the effect on the listed station in comparison to the Proposed Development considered in isolation.

Cumulative Effect: **no effect**

King's Cross Station

7.157 As discussed with HE and LB Camden during the pre-application process, the most sensitive aspect of the contribution of setting to the appreciation of the heritage significance of

King's Cross is the ability to appreciate the unchanged skyline of the 'national set piece' of St Pancras and King's Cross from King's Cross Square. Due to the alignment of the Site in relation to King's Cross there is also some sensitivity in relation to visibility of the King's Cross clock tower as a local landmark seen on the approach from the east seen from the south side of Pentonville Road. These are considered to be partial and secondary views of the listed building, which make a more limited contribution to the appreciation of the heritage significance of listed building. The following assessment concentrates mainly on these aspects.

King's Cross Square

7.158 As demonstrated by View 8 from King's Cross Square and View A6 in Appendix A from the south side of Euston Road at the junction with Gray's Inn Road, the Proposed Development would be concealed behind the Grade I listed train shed of St Pancras and would not break the roofline of King's Cross. View A5 in Appendix A demonstrates that there would also be no impact on views from the junction of Pentonville Road and Gray's Inn Road slightly further to the east. There would be no impact on the view and no change to the ability to appreciate the uninterrupted silhouette of King's Cross Station in any of the close views of the station from King's Cross Square and the eastern end of Euston Road.

Impacts on the eastern setting: approach along Pentonville Road

7.159 As demonstrated by View 6 in the Visual Assessment and Views A1, A2, A3, A5 and A6 in Appendix A from the south pavement of Pentonville Road, the Clock Tower of the Grade I listed King's Cross is visible from parts of the street in relation to the train shed of St Pancras. To the east of View 6 in elevated views, King's Cross is largely obscured by street furniture and trees. View 6 in the Visual Assessment, shows that the clock tower of King's Cross is visible at a distance of more than 600m, against the backdrop of the St Pancras train shed, at the western termination of the view. The tall blue-clad 200 Pentonville Road to the right will probably draw the eye as the focal point of many people's view from here. The upper parts of the Proposed Development would be visible on the skyline beyond the St Pancras rain shed from this part of Pentonville Road. The rendered view demonstrates that the Proposed Development would appear as a recessive form beyond the train shed and clock tower, whose light reflective roofscape seen at a distance of almost 1km, would contrast both with the quite distinct dark texture of upper part of Barlow's train shed and the solidity of the brick clock tower of King's Cross. The visibility of the Proposed Development would not therefore affect an observer's ability to recognise and appreciate King's Cross in the partial views from here. Moving west, the recessive roofscape of the Proposed Development would remain visible beyond the train shed with its height gradually receding. At the junction with Weston Rise (View A1) the Proposed Development would remain visible beyond the train shed and clock tower in winter but would probably be screened by foliage for the majority of the year – as demonstrated

by the summer reference photograph. Towards the western end of Pentonville Road beyond the street trees, the King's Cross Station clock tower is largely concealed behind the foreground to the right and is a much less clearly legible feature of the townscape.

7.160 In views from the south side of Pentonville Road, the Proposed Development would be seen on the skyline beyond the clock tower of King's Cross seen in relation to the St Pancras train shed, changing the skyline silhouette. However the Proposed Development would appear recessive and would allow the clock tower of King's Cross, to remain clearly legible and recognisable in the views and its relationship to the train shed of St Pancras would also remain legible. The ability to appreciate the heritage significance of the listed station would not therefore be altered by the Proposed Development.

Approach from the south-east along Gray's Inn Road

7.161 Approaching from the south-east along Gray's Inn Road, at the junction with St Chad's Place clear views of King's Cross Station are revealed. The consented tower at Central Somers town would be visible on the skyline beyond King's Cross but the Proposed Development would not be visible at this point. Moving northwards to the junction with King's Cross Bridge, the Proposed Development would start to become visible above the St Pancras train shed but largely obscured by the foreground trees, even in winter, and not noticeable to a casual observer (View A4). On the north side of the same junction (View 7), King's Cross Station is seen more obliquely with the top of the spire of the St Pancras Hotel clock tower just visible on the left. As a result of the change in curving alignment of Gray's Inn Road, the top of the glazed stair tower of the Proposed Development would become slightly more visible to right of the foreground planting seen from this position. As the rendered View 7 shows, the very slight visibility of the Proposed Development would appear recessive and would not be noticeable to a casual observer in this view, part of the dynamic kinetic approach to King's Cross Square from the south-east. Moving north from this point the Proposed Development would recede in the view so that from the east side of King's Cross Square it would be completely hidden. From the west side at the northern end of Gray's Inn Road the St Pancras train shed becomes visible to the left of King's Cross Station with a small part of the consented Central Somers Town development visible beyond the roofline of the Great Northern Hotel. The very top of the Proposed Development would be just visible above the St Pancras train shed screened by the foreground trees and street furniture even in winter and but would gradually recede so that from the eastern edge of King's Cross Square (View A6) it would be completely hidden. The slight visibility of the very top of the Proposed Development from Gray's Inn Road in relation to the St Pancras train shed would be fleeting and where visible the Proposed Development would appear recessive. The slight recessive visibility of the Proposed Development would be barely perceptible and not noticeable to a casual observer from Gray's Inn Road. The Proposed Development would not

at any point be visible beyond the roofline of King's Cross and would not be visible at all in the most significant close views from King's Cross Square; it would not therefore alter the ability to appreciate the heritage significance of King's Cross Station.

Conclusion

7.162 The visual impact of the Proposed Development on the setting of the listed building has been tested in detail in a number of views. This assessment is also informed by dynamic testing of views from Pentonville Road and Gray's Inn Road carried out with HE and LB Camden, from which the static views included in this volume were selected. The views demonstrate that the Proposed Development would have visual impacts on the setting of the listed building but that there would be no impact on the close views of King's Cross Station in relation to St Pancras from King's Cross Square that form the 'national set piece' described in the King's Cross CAA (Ref 1-13). The intermittent or fleeting visibility of parts of the Proposed Development in other less significant distant, incidental or partial views would not alter an observer's ability to appreciate the heritage significance of the listed building. Embedded mitigation has reduced the height of the Proposed Development to ensure that it would not be visible from King's Cross Square and that visual impacts on setting in slightly more distant views on the approaches along Pentonville Road and Gray's Inn Road would be slight and recessive in appearance so that the Proposed Development where visible would not draw the eye. There would be no impact and therefore no effect on the heritage significance of the listed building or the ability to appreciate it. The heritage significance of the listed building would be 'preserved' and not 'harmed' in NPPF terms (Ref 1-4, paras.201-202).

Magnitude of impact: **none**

Effect: **no effect**

Cumulative

7.163 The top of the 25-storey tower of the consented Central Somers town would be fleetingly visible beyond King's Cross Station in the approach from the south-east along Gray's Inn Road as demonstrated by View A4 in Appendix A, but, like the Proposed Development, it would recede behind the foreground and would not be visible in the most significant views of King's Cross seen from King's Cross Square. The consented development to the north of King's Cross which forms part of the King's Cross Central masterplan would consolidate the modern character and setting to the north of the station. The cumulative development would therefore not increase the scale of the effect on the listed station in comparison to the Proposed Development considered in isolation.

Cumulative Effect: no effect

7.164 The effects on other listed structures within the agreed study area are considered in Table 7.2. As set out in the table, while there would be visible changes to the settings of a number of

other listed structures, this would have no impact and therefore also no effect on the ability to appreciate their heritage significance. The heritage significance of all the listed structures assessed would be 'preserved' and not 'harmed' in NPPF terms (Ref 1-4, paras.201-202).

Table 7.6: Built Heritage Assessment: Effects on Listed Structures

LS	Designated structure	Sensitivity	Change to setting of designated structure	Resulting impacts and effects on heritage significance or appreciation of heritage significance	Effect	Cumulative Effect	Significant
1	St Pancras Station and Former Midland Grand Hotel Grade I	High to very high	Refer to paras. 7.145 to 7.154	Refer to para. 7.155	No effect	No effect	Not significant
2	Kings Cross Station Grade I	Medium to high	Refer to paras. 7.157 to 7.161	Refer to para. 7.162	No effect	No effect	Not significant
3	Great Northern Hotel and attached railings Grade II	Medium	As demonstrated by Views 8 in the Visual Assessment and A6 in Appendix A, the Proposed Development would not be visible in primary views of the listed building, in relation to Kings Cross Station and St Pancras, from Kings Cross Square. The relationship of the listed building to the neighboring stations would not be altered by the Proposed Development. As the TZVI in Appendix C demonstrates there would be no visibility of the Proposed Development from Pancras Road from where the architectural detail of the listed building can be fully appreciated in close street views and where its historic and functional relationship to both stations is also apparent. As demonstrated by View 7 in the Visual Assessment, limited fleeting visibility of the very top of the eastern end of the Proposed Development above the St Pancras train shed on the approach to the listed building from Gray's Inn Road would be barely perceptible and not noticeable to a casual observer; it would not draw the eye or distract the viewer's attention from the listed building seen with Kings Cross Station at the termination of this approach. The change to the wider setting of the listed building would be very slight and would not be noticeable to a casual observer.	<p>The Proposed Development would have no impact on the most significant views that contribute most strongly to the appreciation of the heritage significance of the listed building. The very slight visual impact on the setting of the listed building, seen in secondary views on the approach from Grays Inn Road, would not alter the ability to appreciate the important relationship of the listed building to Kings Cross Station or to other aspects of the contemporary railway dominated townscape setting including the Grade I listed St Pancras to the west and the Grade II listed German Gymnasium to the north. The slight change to the wider setting of the listed building would have no impact and therefore also no effect on the ability to appreciate the heritage significance of the listed building.</p> <p>The top of the 25-storey tower of the consented Central Somers town would be fleetingly visible beyond King's Cross Station in the approach from the south-east along Gray's Inn Road as demonstrated by View A4 in Appendix A, but, like the Proposed Development, it would recede behind the foreground and would not be visible in the most significant views of King's Cross seen from King's Cross Square. The cumulative development would therefore not increase the scale of the effect on the listed building in comparison to the Proposed Development considered in isolation.</p>	No effect	No effect	Not significant
4	Camden Town Hall Grade II	Medium	The TZVI in Appendix C suggests that there would be potential visibility of the Proposed Development only from Judd Street to the west of the listed building. View A9 in Appendix A demonstrates that the visual impact on the aligned view northwards from the northern end of Judd Street would be negligible and there would therefore be no material visual impact on the setting of the listed building from here. Primary views towards the northern elevation opposite St Pancras from Euston Road, and closer secondary views from Tombridge Street and Bidborough Street, would not be impacted. The Proposed Development would be more than 200m from the listed building and would not noticeably alter views of or from the listed building. The change to the wider setting of the listed building would be very slight and would not be noticeable to a casual observer.	<p>The slight change to the wider setting of the listed building would have no impact and therefore also no effect on the ability to appreciate the heritage significance of the listed building.</p> <p>The consented Belgrove House would be to the east of the listed buildings and like the Proposed Development would not impact on the close setting of the listed building from which the appreciation of its heritage significance is derived. The cumulative development would therefore not increase the scale of the effect on the listed building in comparison to the Proposed Development considered in isolation.</p>	No effect	No effect	Not significant
5	Chamberlain House including shops Grade II	Medium	The three listed buildings are assessed as a group. The TZVI demonstrates that there would be potential visibility of the Proposed Development from Ossulston Street to their east, intermittent visibility from parts of Chalton Street to their west, from the open space between Levita House and Chamberlain House, and from the courtyards of all three of the listed blocks. As Views 11, 12 and 13 from Ossulston Street in the Visual Assessment demonstrate the Proposed Development would be seen in relation to the contrasting modern townscape of large scale modern public buildings to the east of the listed buildings and would be seen in relation to the Francis Crick Institute, which is of equivalent scale; it would not alter the character of that existing taller modern setting. The Proposed Development would reinstate a well-defined well-activated and high-quality street frontage between the existing British Library and Francis Crick Institute, and along Dangor Walk, which would enhance the setting of the listed buildings in townscape terms, activating the northern end of the British Library site which is currently an undeveloped and inactive gap site, partly used as parking and delivery yard and partly in temporary garden use. The built form would be set back from Ossulston Street to incorporate new public open space opposite the northern end of Levita House. As demonstrated by Views 18 in the Visual Assessment and A13 in Appendix A, where intermittently visible from Chalton Street the Proposed Development would be a noticeable new element of the setting of the listed buildings but would remain lower than the foreground of the street views and in many instances would be seen in relation to the existing scale and character of the Francis Crick Institute as part of a contrasting modern back drop. As demonstrated by rendered View 18, while the materiality of the Proposed Development would create a contrasting architectural backdrop the vertical stair towers at the western end of the Proposed Development would complement the verticality of the chimney stacks of Levita House. The glazed upper parts of the Proposed Development would appear recessive and the crown of the building would dematerialize against the sky and reduce its perceived scale. Street trees on Chalton Street and trees in the central courtyards of Levita House, Chamberlain House and Walker House would reduce the visual impact on the settings of the listed buildings to some extent in summer and would screen and soften the visual impact even in winter.	The visibility of the Proposed Development would not alter the ability to appreciate the historic and functional relationships between the three buildings or have any impact on their group value. Consolidation of the contrasting modern townscape of substantial public buildings to the east of the listed group would not alter the character of their easterly setting. In their dense inner-city setting, which is an intrinsic part of their heritage significance, the buildings are not appreciated in isolation and the visibility of other development in relation to the listed buildings is not considered to be inherently harmful. Therefore, visibility of the Proposed Development beyond the rooflines of the listed buildings, which are already understood within a contrasting and varied taller modern townscape to the south and east, is not considered to be inherently harmful. The buildings were developed as higher density inner city housing in contrast to the predominant garden suburb developments of the time and this therefore places them legibly within their high-density central London context. As demonstrated by rendered View 18, the contrasting materiality of the Proposed Development provides a backdrop against which the clear legibility of the detailed massing and roofscape of the listed buildings is maintained. The Proposed Development would not obscure important views of the listed buildings or reduce the ability to appreciate their architectural detail. There would be no impact and therefore no effect on the ability to appreciate the heritage significance of the listed buildings.	No effect	No effect	Not significant
6	Walker House Southern Block Including the Cock Tavern Public House Grade II						
7	Levita House including attached shops and Somers Town Coffee House Grade II						
				The cumulative development would not increase the scale of the effect on the listed buildings in comparison to the Proposed Development considered in isolation.			

LS	Designated structure	Sensitivity	Change to setting of designated structure	Resulting impacts and effects on heritage significance or appreciation of heritage significance	Effect	Cumulative Effect	Significant
8	Stanley Buildings, Flats 21-30 Grade II	Medium	As demonstrated by the TZVI, the Proposed Development would not be visible from the southern end of King's Boulevard, which provides the best views of the listed building seen with the German Gymnasium, the Great Northern Hotel and both mainline stations as part of a contemporary railway townscape group.	<p>As there would be no material change to the setting of the listed building there would be no impact and therefore also no effect on the ability to appreciate the heritage significance of the listed building.</p> <p>The consented development to the north of King's Cross which forms part of the King's Cross Central masterplan would consolidate the modern character and setting to the north of the listed building. The cumulative development would therefore not increase the scale of the effect on the listed station in comparison to the Proposed Development considered in isolation.</p>	No effect	No effect	Not significant
9	No.26 Pancras Road (the German Gymnasium) Grade II	Medium	As demonstrated by the TZVI and View A7 in Appendix A, the Proposed Development would not be visible from the southern end of King's Boulevard, which provides the best views of the listed building seen with the Great Northern Hotel and both mainline stations as part of a contemporary railway townscape group.	<p>As there would be no material change to the setting of the listed building there would be no impact and therefore also no effect on the ability to appreciate the heritage significance of the listed building.</p> <p>The consented development to the north of King's Cross which forms part of the King's Cross Central masterplan would consolidate the modern character and setting to the north of the listed building. The cumulative development would therefore not increase the scale of the effect on the listed station in comparison to the Proposed Development considered in isolation.</p>	No effect	No effect	Not significant
10	Pancras Road Arches Grade II	Medium	As demonstrated by the TZVI and View A10 in Appendix A, the Proposed Development would be visible to the S of the listed structure in relation to the modern Sta Pancras Station extension to the E and the Francis Crick Institute which is closer and appears taller in the setting of the listed structure. The Grade I listed St Pancras would remain clearly legible to the S of the listed structure. The taller modern character of the close setting would not be altered.	<p>The visual relationship to St Pancras would remain clearly legible and the slight change to the wider setting of the listed structure would therefore have no impact and therefore also no effect on the ability to appreciate the heritage significance of the listed building.</p> <p>The top of the 25-storey tower of the consented Central Somers Town would be clearly visible beyond the listed structure as demonstrated by View A10 in Appendix A, but, like the Proposed Development, it would be seen in relation to the taller modern close setting and would not alter the visual relationship to St Pancras. The cumulative development would therefore not increase the scale of the effect on the listed structure in comparison to the Proposed Development considered in isolation.</p>	No effect	No effect	Not significant

8 **Additional Mitigation**

Demolition and Construction

- 8.1
- In accordance with standard practice, mitigation measures relevant to effects on townscape character and views would be employed, including hoarding and other measures set out in a Construction Environmental Management Plan (CEMP) which would be agreed with LB Camden. An outline of these measures is presented in Section 3 of the ES Volume 1, The measures would restrict any temporary potentially adverse effects on views, townscape character and the settings of heritage assets close to the Site during the demolition and construction process.

The Completed Proposed Development in Existence

- 8.2
- As no adverse effects have been assessed for the completed Proposed Development, no further mitigation in relation to townscape, visual or off-site above-ground built heritage effects is proposed.

9 Residual Effects

Demolition and Construction

- 9.1 While demolition and construction effects would be mitigated by the measures described in Section 8: Additional Mitigation, mitigation is only effective at screening the effects at street level. Residual effects would remain as assessed in Section 7: Assessment. All demolition and construction effects are indirect, temporary, reversible and short term.
- 9.2 All effects associated with the demolition and construction would be indirect, temporary and short term, lasting until the Proposed Development has been completed.

Completed Development in Existence

- 9.3 The effects of the completed Proposed Development that are considered to be significant are those which are moderate and major in scale. They are summarised in Table 9.1. All effects of the completed development would be indirect, permanent, and long-term.
- 9.4 The residual effects on townscape character areas would range from negligible to major in scale and would be beneficial in nature. The effects on the majority of the townscape character surrounding the site would be negligible but there would be localised significant effects on parts of the local townscape that includes or adjoins the Site or where there are views through the townscape towards the Site along streets or across open spaces that align with the Proposed Development.
- 9.5 Due to the location of the Site there would be negligible to minor effects on designated LVMF SPG views. The effects on representative local views would range from none to moderate in scale and would be beneficial or neutral in nature. The visual assessment demonstrates that there would be localised significant effects in the streets adjacent to the Site along Ossulston Street and Midland Road and where streets and open spaces align with the Proposed Development for example from parts of Chalton Street and along Doric Way. There would be no effects on significant local views of King’s Cross and St Pancras from King’s Cross Square and the eastern end of Euston Road.
- 9.6 The residual effects of the completed Proposed Development on the appreciation of the heritage significance of conservation areas and listed structures would range from none to negligible and would therefore not be significant. While there would be visible changes to the settings of a number of designated heritage assets, this would have no impact and therefore also no effect on the ability to appreciate their heritage significance. The heritage significance of all the designated heritage assets assessed would be ‘preserved’ and not ‘harmed’ in NPPF terms (Ref 1-4, paras.201-202).
- 9.7 All townscape, visual and built heritage (off-site) effects assessed to be of a moderate and major scale have been

judged to be of a neutral or beneficial in nature. None of the effects would be adverse and the Proposed Development would not cause ‘harm’ in NPPF (Ref 1-2) terms to the appreciation of the heritage significance of any of the heritage assets assessed.

Table 9.1 Residual Effects

		Sensitivity	Magnitude of Impact	Effect	Further mitigation	Residual Effect	Significant	Cumulative Effect	Significant
Townscape Assessment:									
Townscape Character Area									
1	Kings Cross	Medium	Negligible to high	Scale: Negligible to major Nature: Beneficial	None required	Scale: Negligible to major Nature: Beneficial	Significant	Scale: Negligible to major Nature: Beneficial	Significant
2	Somers Town	Medium	Negligible to high	Scale: None to major Nature: Beneficial	None required	Scale: None to major Nature: Beneficial	Significant	Scale: None to major Nature: Beneficial	Significant
Visual Assessment:									
View									
1	LVMF London Panorama from Parliament Hill to St Paul's (Assessment Point 2A.1)	High	Negligible	Negligible	None required	Negligible	Not significant	Scale: Major Nature: Beneficial	Significant
2	LVMF London Panorama from Kenwood to St Paul's (Assessment Point 3A.1)	High	Negligible	Negligible	None required	Negligible	Not significant	Scale: Major Nature: Beneficial	Significant
3	LVMF London Panorama from Primrose Hill to St Paul's (Assessment Point 4A.1)	High	Low	Scale: Minor Nature: Neutral	None required	Scale: Minor Nature: Neutral	Not significant	Scale: Major Nature: Beneficial	Significant
4	LVMF London Panorama from Blackheath to St Paul's (Assessment Point 6A.1)	High	Negligible	Negligible	None required	Negligible	Not significant	Scale: Major Nature: Beneficial	Significant
5	Islington Local View LV8 from Pentonville Road to St Pancras	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
6	Pentonville Road, junction with Penton Rise	Low to medium	Low	Scale: Minor Nature: Neutral	None required	Scale: Minor Nature: Neutral	Not significant	Scale: Minor Nature: Neutral	Not significant
7	Grays Inn Road	Low to medium	Low	Scale: Minor Nature: Neutral	None required	Scale: Minor Nature: Neutral	Not significant	Scale: Minor Nature: Neutral	Not significant
7N	Grays Inn Road (dusk view)	Low to medium	Negligible	Negligible	None required	Negligible	Not significant	Negligible	Not significant
8	King's Cross Square	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
9	Euston Road, junction with Judd Street	Medium	Low	Scale: Minor Nature: Beneficial	None required	Scale: Minor Nature: Beneficial	Not significant	Scale: Minor Nature: Beneficial	Not significant
10	Euston Road, opposite the British Library	Low to medium	Low	Scale: Minor Nature: Neutral	None required	Scale: Minor Nature: Neutral	Not significant	Scale: Minor Nature: Neutral	Not significant
11	Ossulston Street, junction with Euston Road	Low to medium	Low	Scale: Minor Nature: Beneficial	None required	Scale: Minor Nature: Beneficial	Not significant	Scale: Minor Nature: Beneficial	Not significant
11N	Ossulston Street, junction with Euston Road (dusk view)	Low	Medium	Scale: Minor Nature: Beneficial	None required	Scale: Minor Nature: Beneficial	Not significant	Scale: Minor Nature: Beneficial	Not significant
12	Ossulston Street, outside Levita House	Low to medium	Medium	Scale: Moderate Nature: Beneficial	None required	Scale: Moderate Nature: Beneficial	Significant	Scale: Moderate Nature: Beneficial	Significant
13	Ossulston Street, junction with Phoenix Road	Low to medium	Medium	Scale: Moderate Nature: Beneficial	None required	Scale: Moderate Nature: Beneficial	Significant	Scale: Moderate Nature: Beneficial	Significant
14	Somers Town Bridge	Medium to high	None (summer) to negligible (winter)	No effect to negligible	None required	No effect to negligible	Not significant	No effect to negligible	Not significant
15	Midland Road, opposite junction with Brill Place	Low to medium	Medium	Scale: Moderate Nature: Beneficial	None required	Scale: Moderate Nature: Beneficial	Significant	Scale: Moderate Nature: Beneficial	Significant
16	Midland Road, east of the British Library	Low to medium	Medium	Scale: Moderate Nature: Beneficial	None required	Scale: Moderate Nature: Beneficial	Significant	Scale: Moderate Nature: Beneficial	Significant
17	Eversholt St, junction with Doric Way	Low to medium	Medium	Scale: Moderate Nature: Beneficial	None required	Scale: Moderate Nature: Beneficial	Significant	Scale: Moderate Nature: Beneficial	Significant
18	Chalton Street	Medium	Medium	Scale: Moderate Nature: Beneficial	None required	Scale: Moderate Nature: Beneficial	Significant	Scale: Moderate Nature: Beneficial	Significant

		Sensitivity	Magnitude of Impact	Effect	Further mitigation	Residual Effect	Significant	Cumulative Effect	Significant
Built Heritage Assessment:									
Conservation Areas									
1	Kings Cross Conservation Area	High	None	No effect	None required	No effect	Not significant	No effect	Not significant
2	Bloomsbury Conservation Area	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
Listed Structures									
1	St Pancras Station and Former Midland Grand Hotel Grade I	High to very high	None	No effect	None required	No effect	Not significant	No effect	Not significant
2	Kings Cross Station Grade I	Medium to high	None	No effect	None required	No effect	Not significant	No effect	Not significant
3	Great Northern Hotel and attached railings Grade II	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
4	Camden Town Hall Grade II	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
5	Chamberlain House including shops Grade II	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
6	Walker House Southern Block Including the Cock Tavern Public House Grade II	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
7	Levita House including attached shops and Somers Town Coffee House Grade II	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
8	Stanley Buildings, Flats 21-30 Grade II	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
9	No.26 Pancras Road (the German Gymnasium) Grade II	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant
10	Pancras Road Arches Grade II	Medium	None	No effect	None required	No effect	Not significant	No effect	Not significant

10 Cumulative Effects

- 10.1 Cumulative effects are described in detail for each sub-topic in the relevant paragraphs of Section 7 Assessment.
- 10.2 In conclusion, in distant LVMF views wider changes to the London skyline would increase the scale of cumulative effects in comparison to the Proposed Development considered in isolation. In local views there would be some additional cumulative change as a result of the visibility of the consented Central Somers Town development (Reference: 2015/2704/P) but the scale and nature of local cumulative effects would not change in comparison to the Proposed Development considered in isolation.

11 Assessment Summary

- 11.1

The form and massing of the Proposed Development has evolved in parallel with iterative testing of its potential effects on the quality of the townscape, on local visual amenity and on the appreciation of the heritage significance of local designated heritage assets.
- 11.2

The form of the Proposed Development has been developed in close consultation with the LB Camden and HE. It has been shaped by careful consideration of the Site constraints, its relationship to the existing Grade I listed British Library (separately assessed in Section 7 of the ES Volume 1), and its proximity to, and potential impacts, on the Grade I listed St Pancras adjacent to the east of the Site.
- 11.3

HE's pre-application advice (dated 22 July 2021) notes potential for a low level of 'less than substantial harm', in NPPF terms, to the heritage significance of St Pancras and King's Cross Stations due to the minor visibility of the Proposed Development in secondary views from Pentonville Road and Gray's Inn Road. The Proposed Development would have no effect on the most iconic and best recognised close views of the Grade I listed stations from King's Cross Square and the eastern end of Euston Road. During design development in discussion with HE, the Proposed Development was lowered in height to remove its visibility in View A5 (Appendix A) from the junction of Pentonville Road and Gray's inn Road, and reduce its visibility seen further to the south from Gray's Inn Road. For the reasons set out in the assessment of these heritage assets, while we acknowledge that visual impact on views that contribute less significantly to the settings of the two Grade I listed stations would remain we do not judge this to result in any harm in NPPF terms to the appreciation of the heritage significance of either station.
- 11.4

The Proposed Development would have localised impacts on the local townscape, visual amenity and the settings of designated heritage assets but would not be widely visible outside its local context. The Proposed Development would reinstate built form on a largely empty site, creating well defined new public realm at the western end on Ossulston Street and new well defined street frontages along Dangor Walk and Midland Road. The Proposed Development would be of an appropriate scale that would be equivalent in height to the Francis Crick Institute and would not intrude on significant views of the Grade I listed St Pancras or the existing British Library. The Proposed Development would sit comfortably alongside its modern neighbours to the north and south complimenting the large scale modern civic or public character to the east of Ossulston Street. As the existing British Library and Francis Crick Institute do, it would remain subservient to the Grade I listed St Pancras to its east. The scale and form of the Proposed Development would contrast with the predominantly low-rise residential character of the townscape to the west of the Site but where visible it would be appreciated as part of the contrasting larger scale townscape to the east and the legibility of the Proposed Development as an extension to a public and civic building of national importance
- and part of a nationally important focal point within Central London is appropriate. The Proposed Development has been designed to follow the geometry and colour palette of the existing British Library and would sit comfortably alongside the Grade I listed building. The richly articulated gable ends of the Proposed Development with vertical stair towers at the east and west ends of the Proposed Development would create distinctive markers for the new northern entrances to the British Library which would enhance the legibility of the extended British Library
- 11.5

Demolition and construction would have no significant effects on built heritage. It would have significant effects on townscape character and local views close to the Site, which would be adverse in nature. All effects associated with demolition and construction would be temporary and would last until the Proposed Development has been completed
- 11.6

From the majority of the context townscape and visual effects of the completed Proposed Development in existence would not be significant. There would be no significant effects on LVMF views or designated borough views. While there would be visual impacts on the settings of designated heritage assets there would be no resulting significant effects on the ability to appreciate their heritage significance. The Proposed Development would have significant localised townscape and visual effects on adjacent streets and some limited significant beneficial effects further from the Site where streets and spaces align with the Proposed Development. Any potential adverse townscape or visual effects of the Proposed Development in existence have been mitigated during the iterative design development process prior to submission and all significant effects of the completed Proposed Development would be beneficial or neutral in nature.
- 11.7

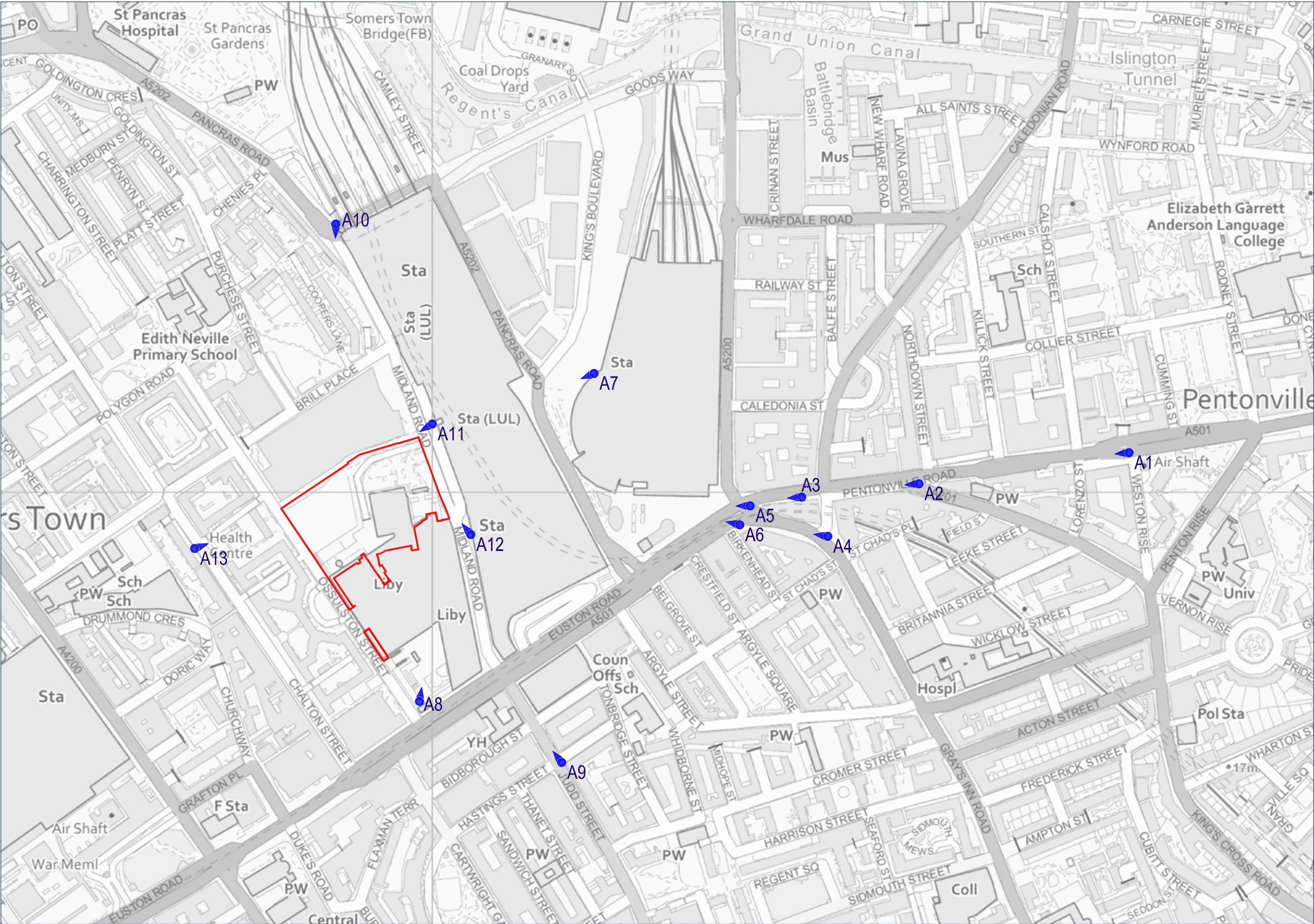
In distant LVMF views wider changes to the London skyline would increase the scale of cumulative effects in comparison to the Proposed Development considered in isolation. Locally there would be some additional cumulative change as a result of the consented Central Somers Town development but the scale and nature of local cumulative effects would not change in comparison to the Proposed Development considered in isolation.

12 **References**

1-1	IEMA & The Landscape Institute, <i>Guidelines for Landscape and Visual Impact Assessment (GLVIA) Third Edition</i> (2013)	1-18A London Borough of Islington, <i>Strategic and Development Management Policies</i> (March 2021)
1-2	GLA, <i>London View Management Framework Supplementary Planning Guidance (LVMF SPG)</i> (2012)	
1-2	Letter from the Mayor of London to Anthony Hollingsworth, <i>Development in the background of Protected Vistas</i> (27 March 2017)	
1-3	<i>Town and Country Planning (Environmental Impact Assessment) Regulations 2017</i>	
1-4	DCLG, <i>National Planning Policy Framework (NPPF)</i> (2021)	
1-5	<i>Statements of Heritage Significance: Analysing Significance in Heritage Assets (Historic England Advice Note 12)</i> 2019	
1-6	Historic England, <i>Historic Environment Good Practice Advice in Planning Note 3: The Setting of Heritage Assets</i> (2017)	
1-7	International Council on Monuments and Sites (ICOMOS), <i>Guidance on Heritage Impact Assessments for Cultural World Heritage Properties</i> (2011)	
1-8	Landscape Institute, <i>Technical Guidance Note 06/19, Visual Representation of Development Proposals</i> (2019)	
1-9	Bedford Borough Council v Secretary of State for Communities and Local Government, Nuon UK Ltd, High Court of Justice Queen’s Bench Division the Administrative Court (26 July 2013)	
1-10	GLA, <i>The London Plan: Spatial Development Strategy for Greater London</i> (March 2021)	
1-11	London Borough of Camden, <i>Camden Local Plan</i> (2017)	
1-12	London Borough of Camden, <i>Euston Area Plan, Background Report</i> (2015)	
1-13	London Borough of Camden, <i>King’s Cross Conservation Area Statement</i> (2004)	
1-14	London Borough of Camden, <i>Bloomsbury Conservation Area Appraisal and Management Strategy</i> (2011)	
1-15	Bradley and Pevsner, <i>The Buildings of England: London 4: North</i> (Yale University Press, 2002)	
1-16	John Betjeman, <i>London’s Historic Railway Stations</i> (John Murray (Publishers) Ltd. 1981)	
1-17	Jack Simmons and Robert Thorne, <i>St Pancras Station</i> (Historical Publications, 2012)	
1-18	London Borough of Islington, <i>Development Management Policies</i> (2013)	

Appendices

A Supplementary Verified Views

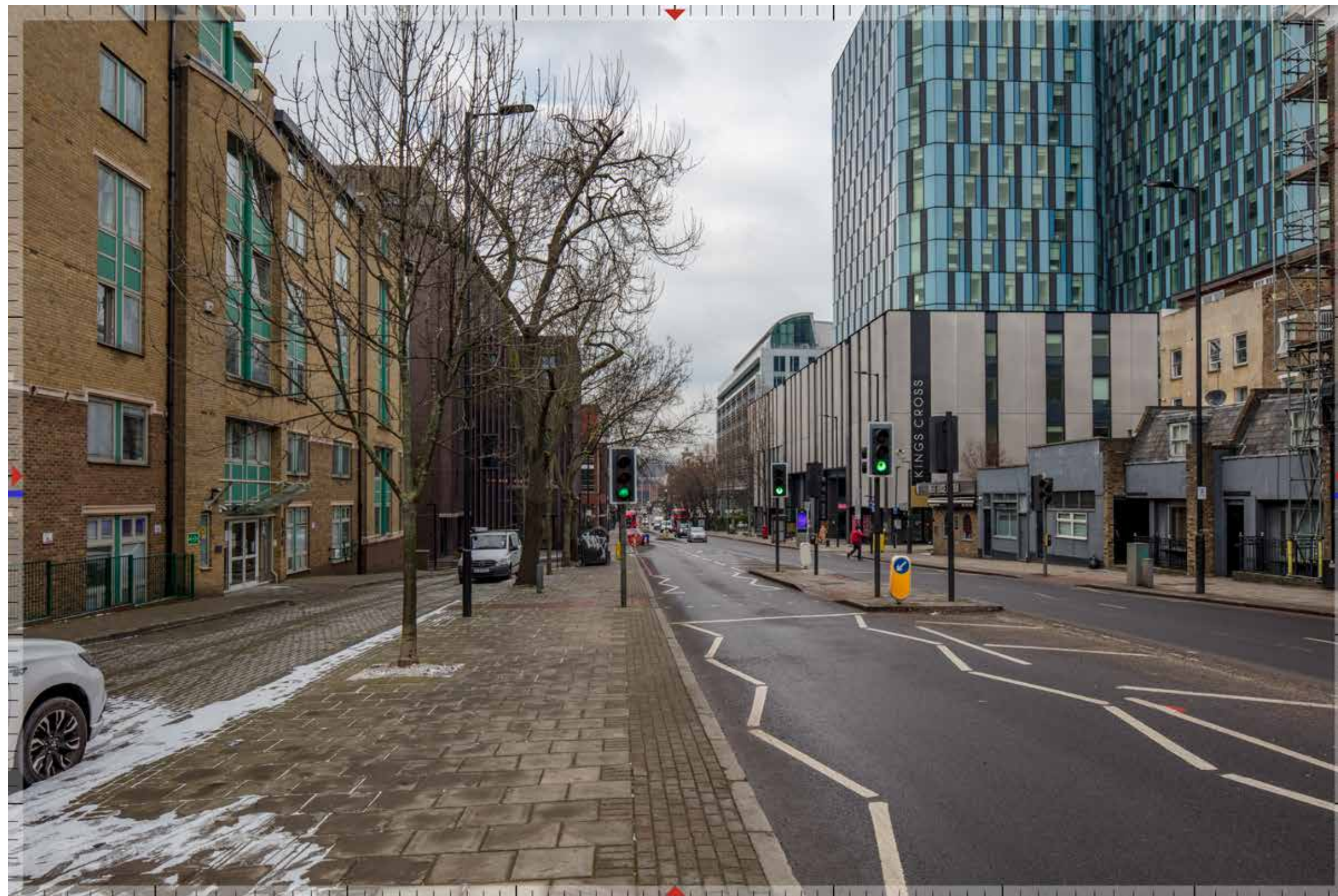




Existing



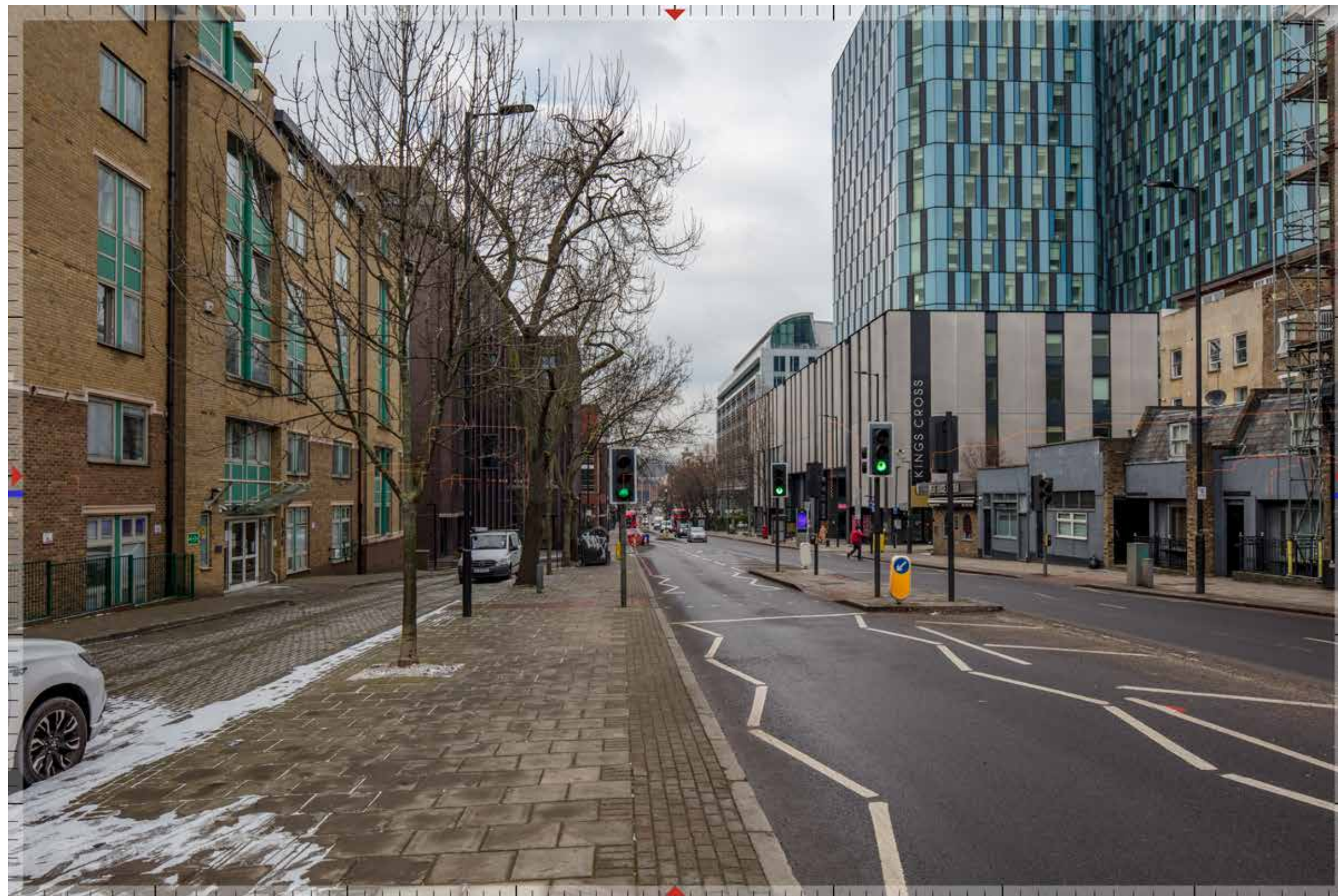
4553_0091



Proposed



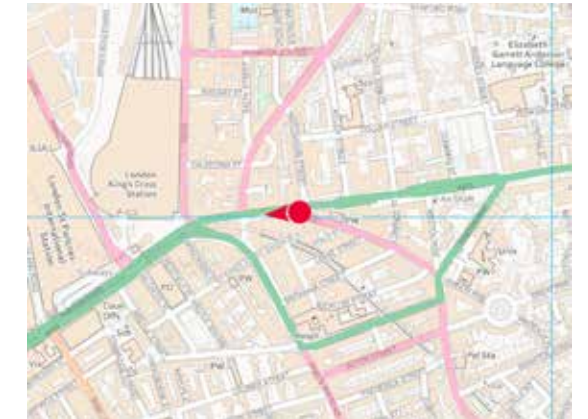
Summer reference photograph

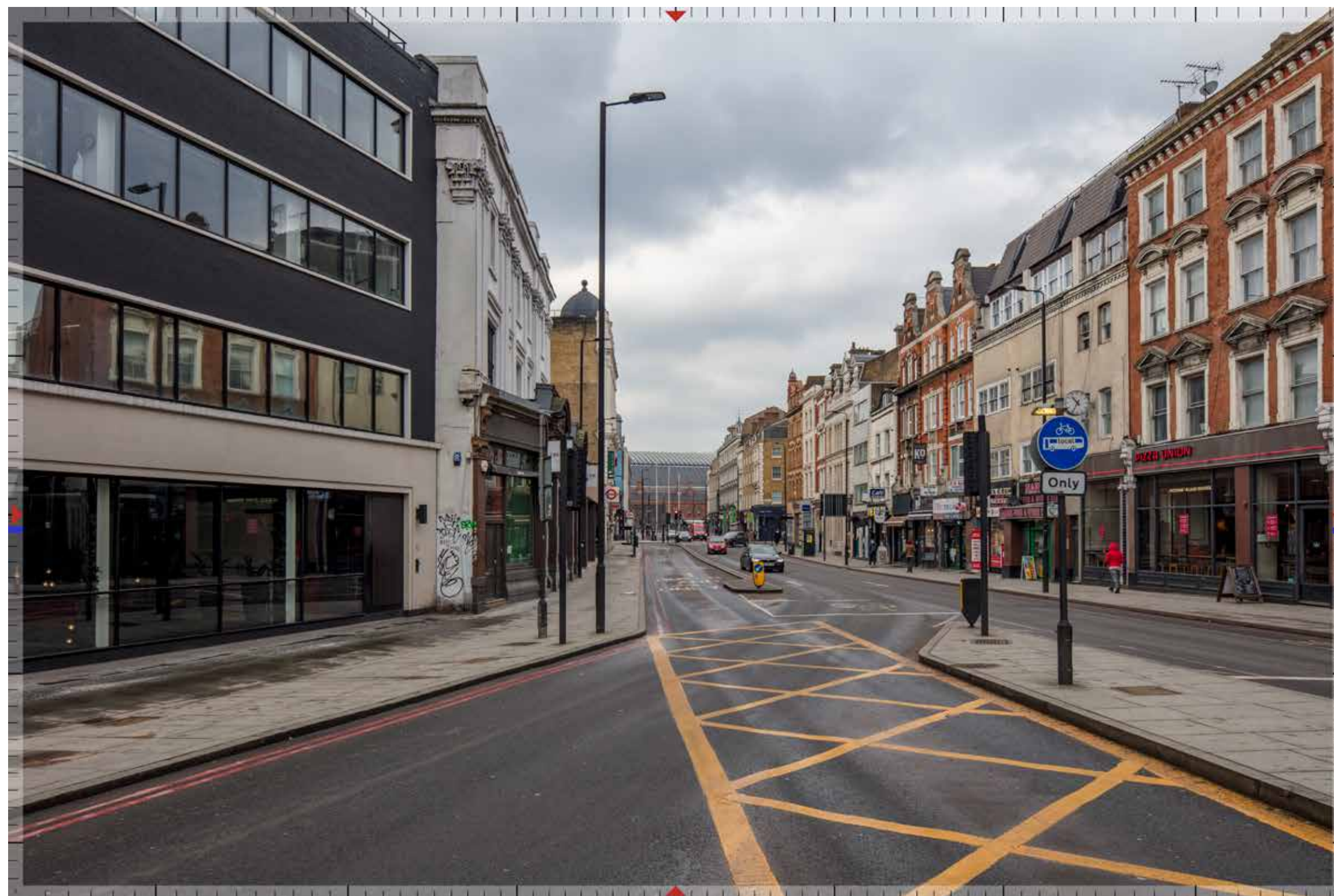


Cumulative



Existing

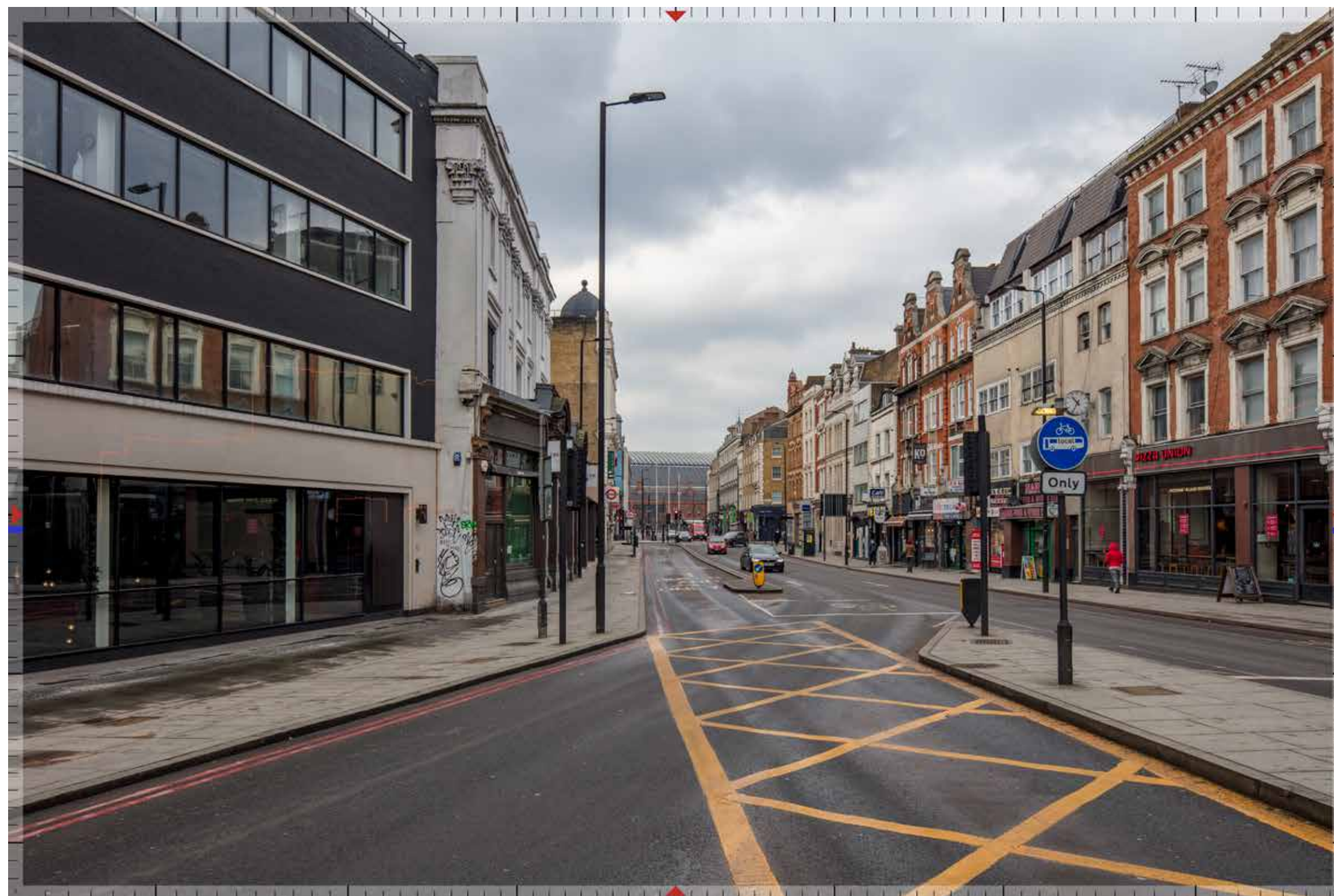




Proposed



Pentonville Road, junction with King’s Cross Road



Cumulative



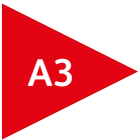
Existing



4553_0151



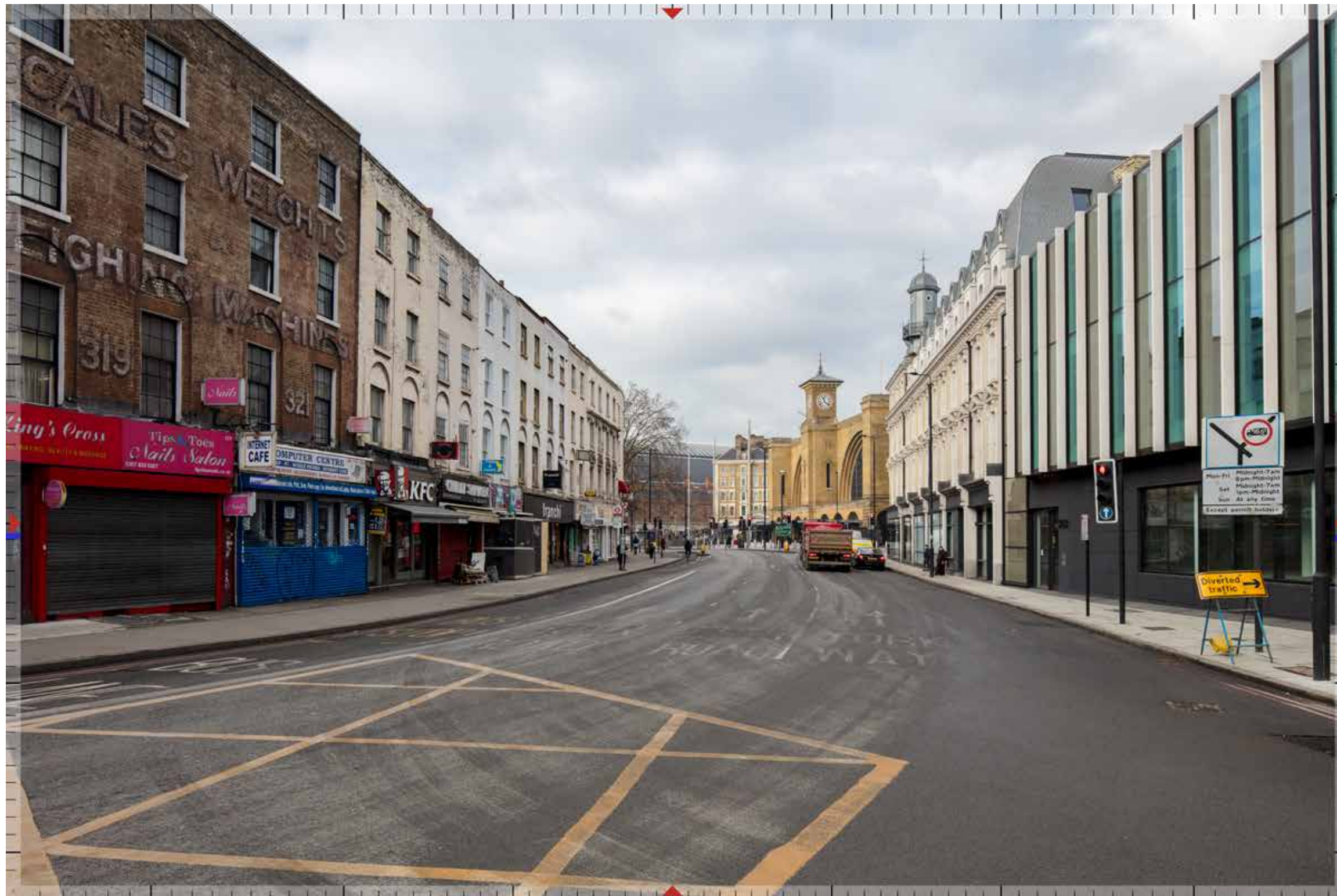
Proposed



Pentonville Road, approaching the junction with York Way



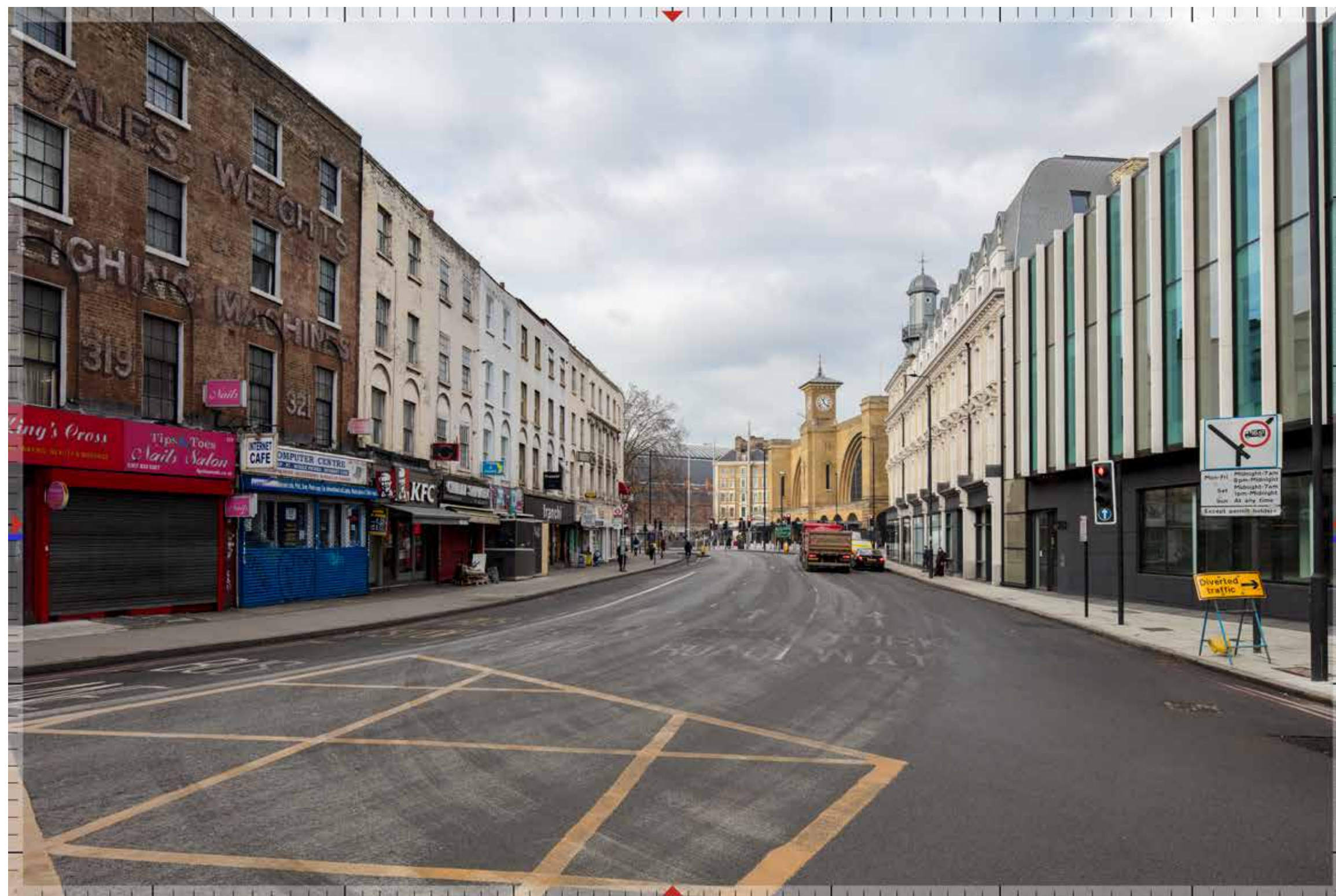
Cumulative



Existing



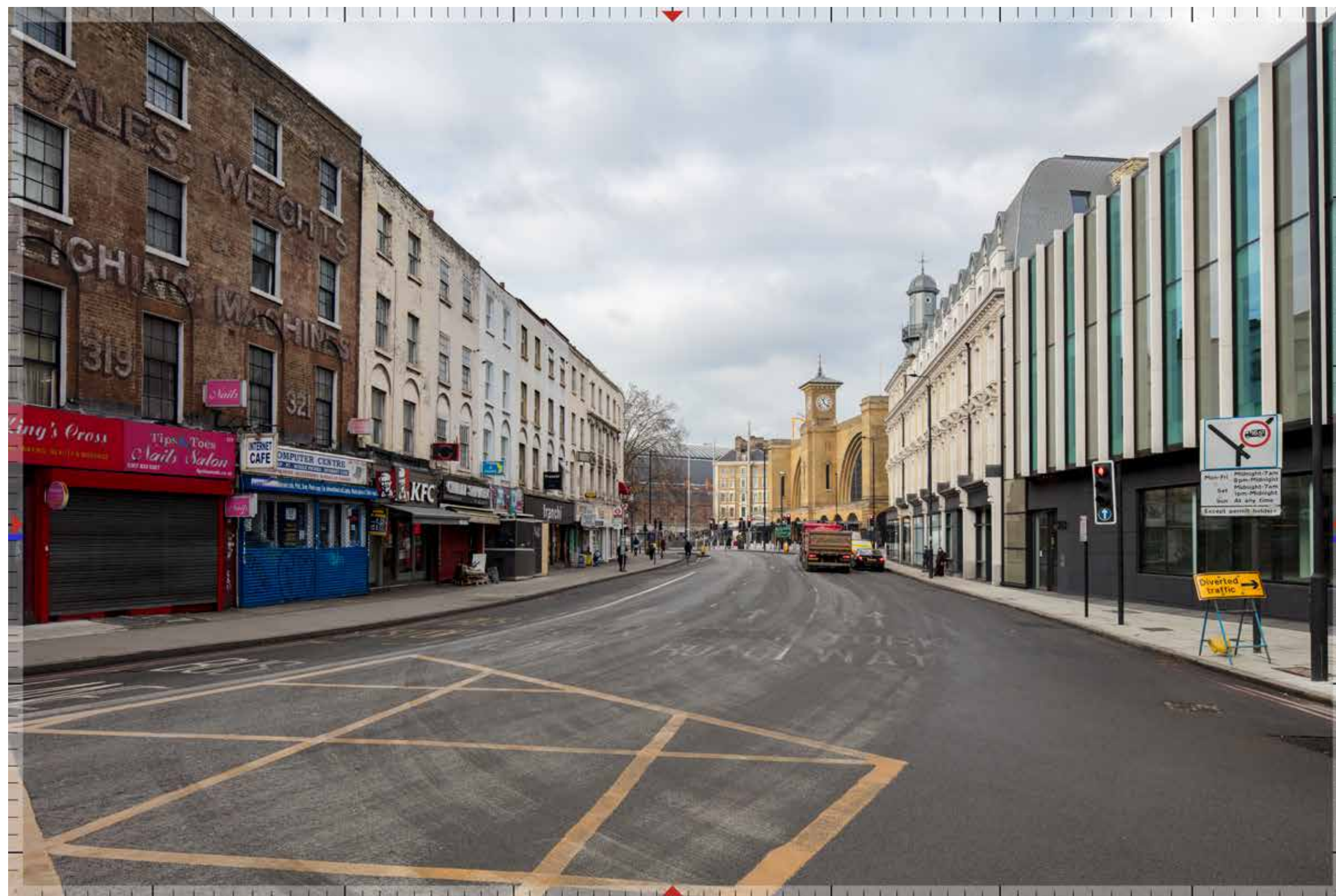
4553_0181



Proposed



Summer reference photograph



Cumulative



Existing



4553_0231



Proposed



Gray's Inn Road, Junction with Pentonville Road



Cumulative



Existing





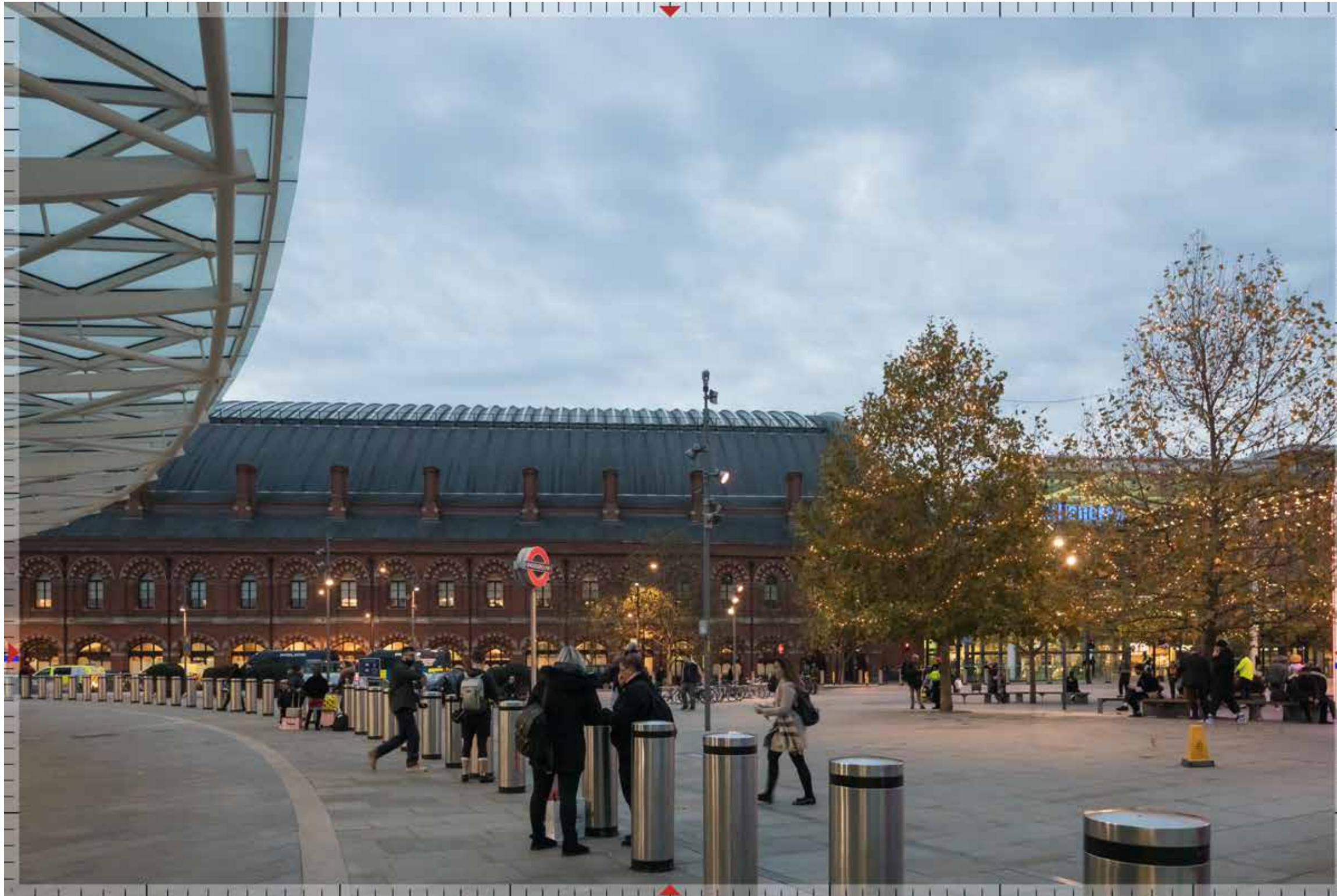
Proposed



Euston Road, junction with Birkenhead Street

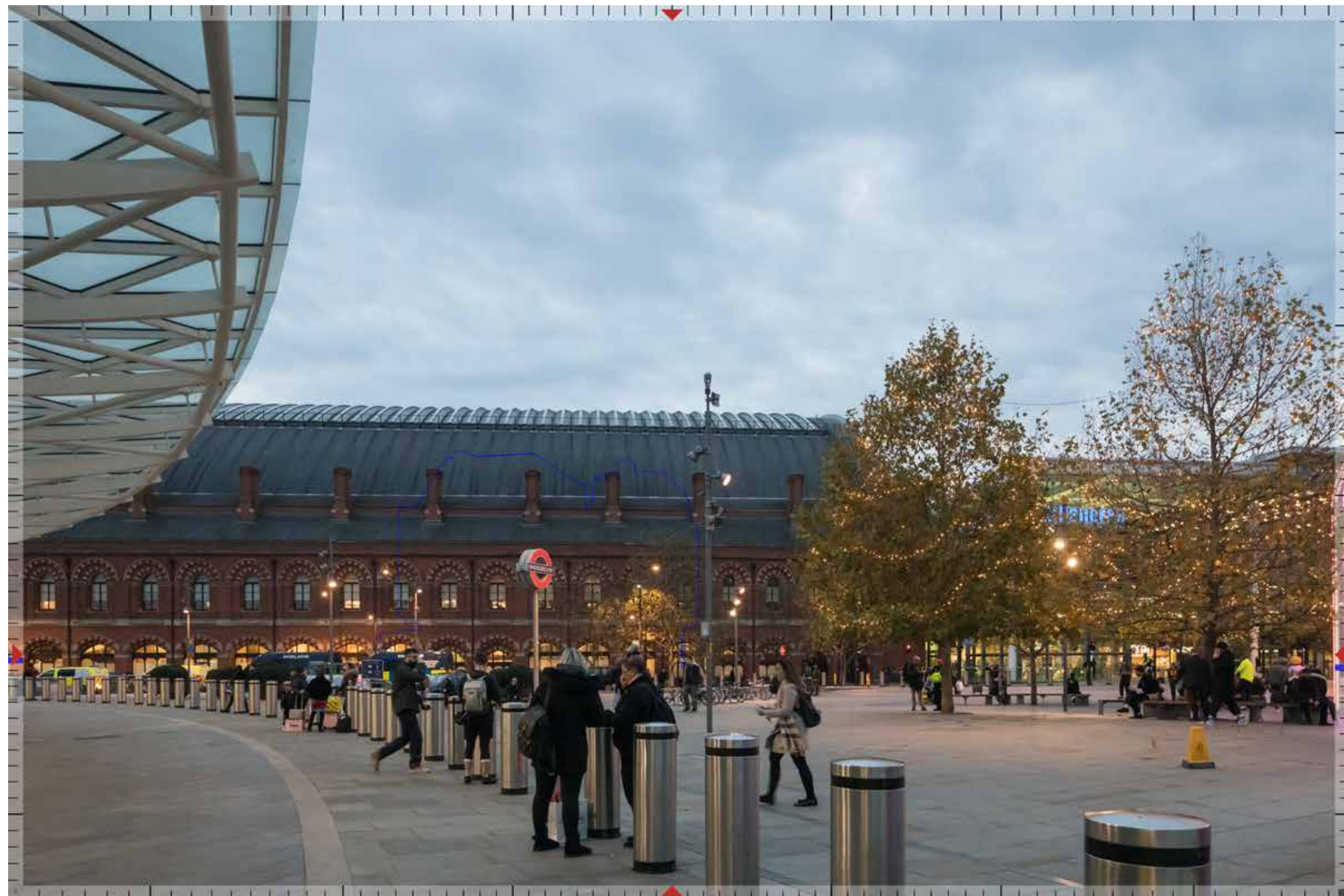


Cumulative



Existing

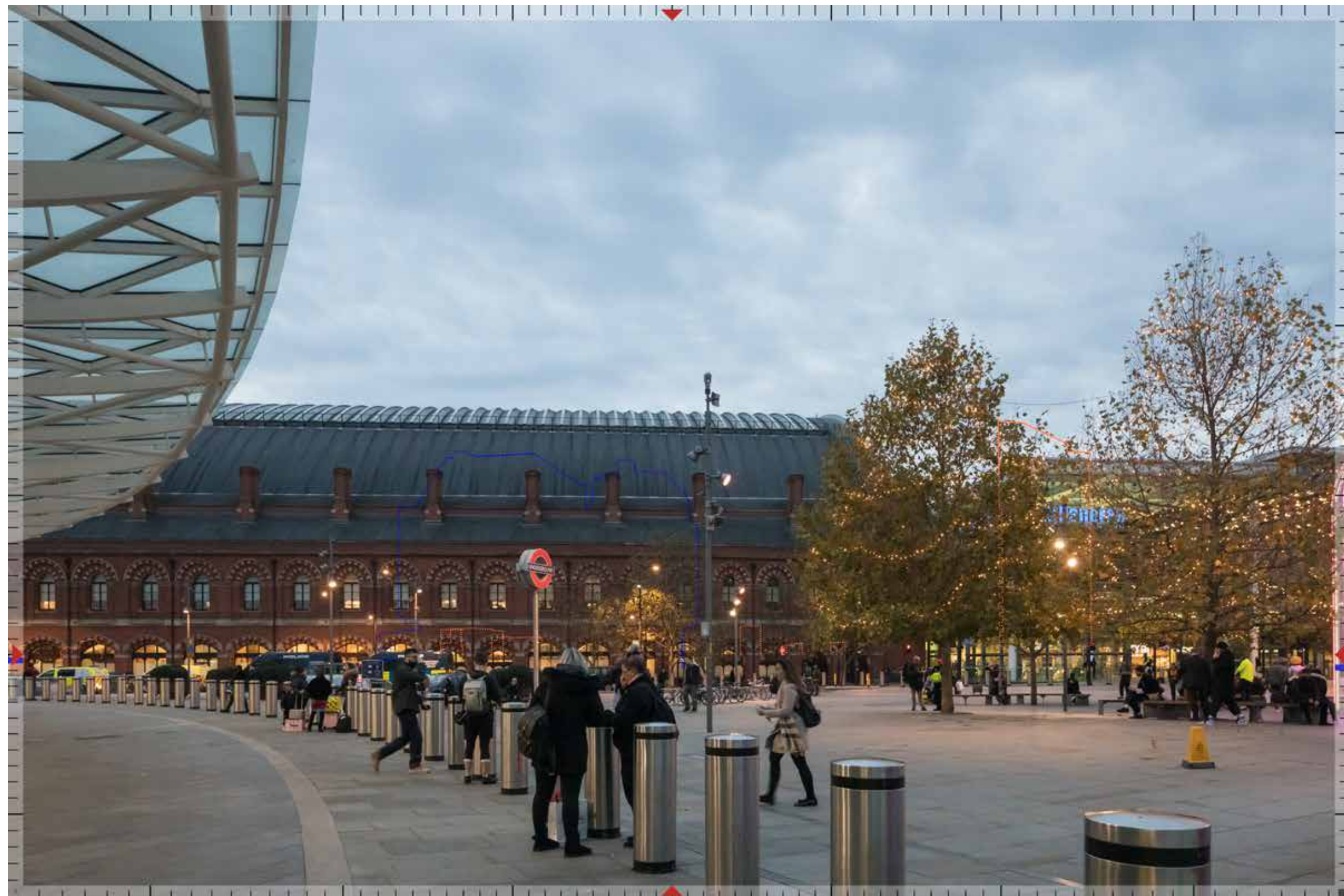




Proposed



King's Cross Station, exit from station

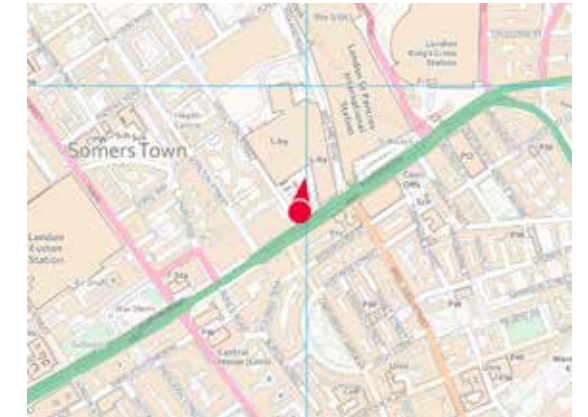


Cumulative

4553_1706



4553_2401



Existing



Proposed



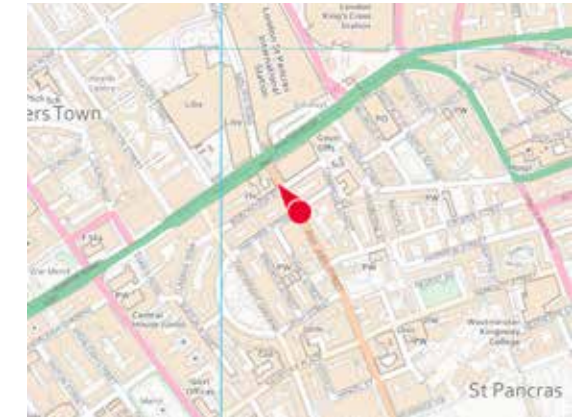
British Library, inside courtyard

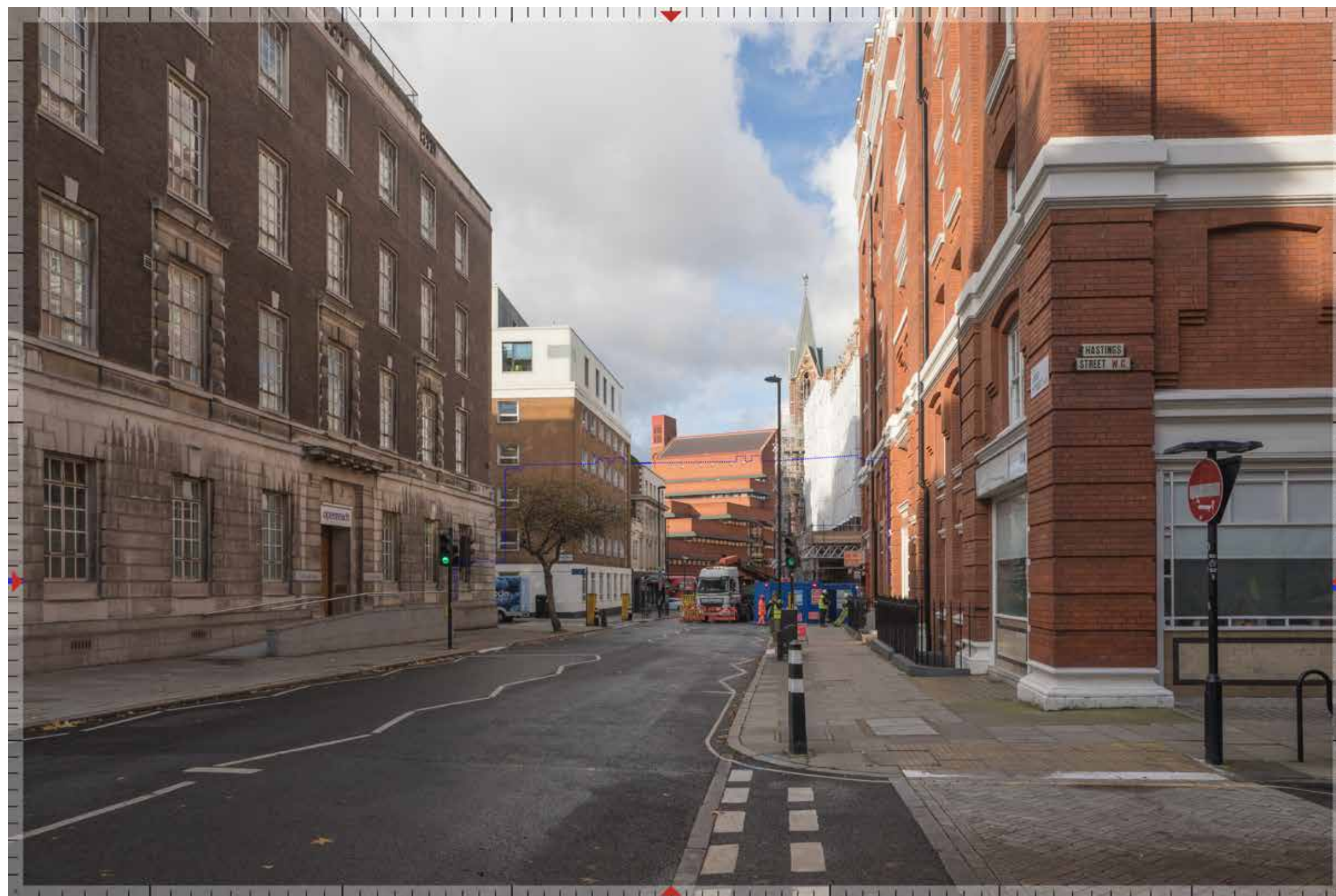


Cumulative



Existing

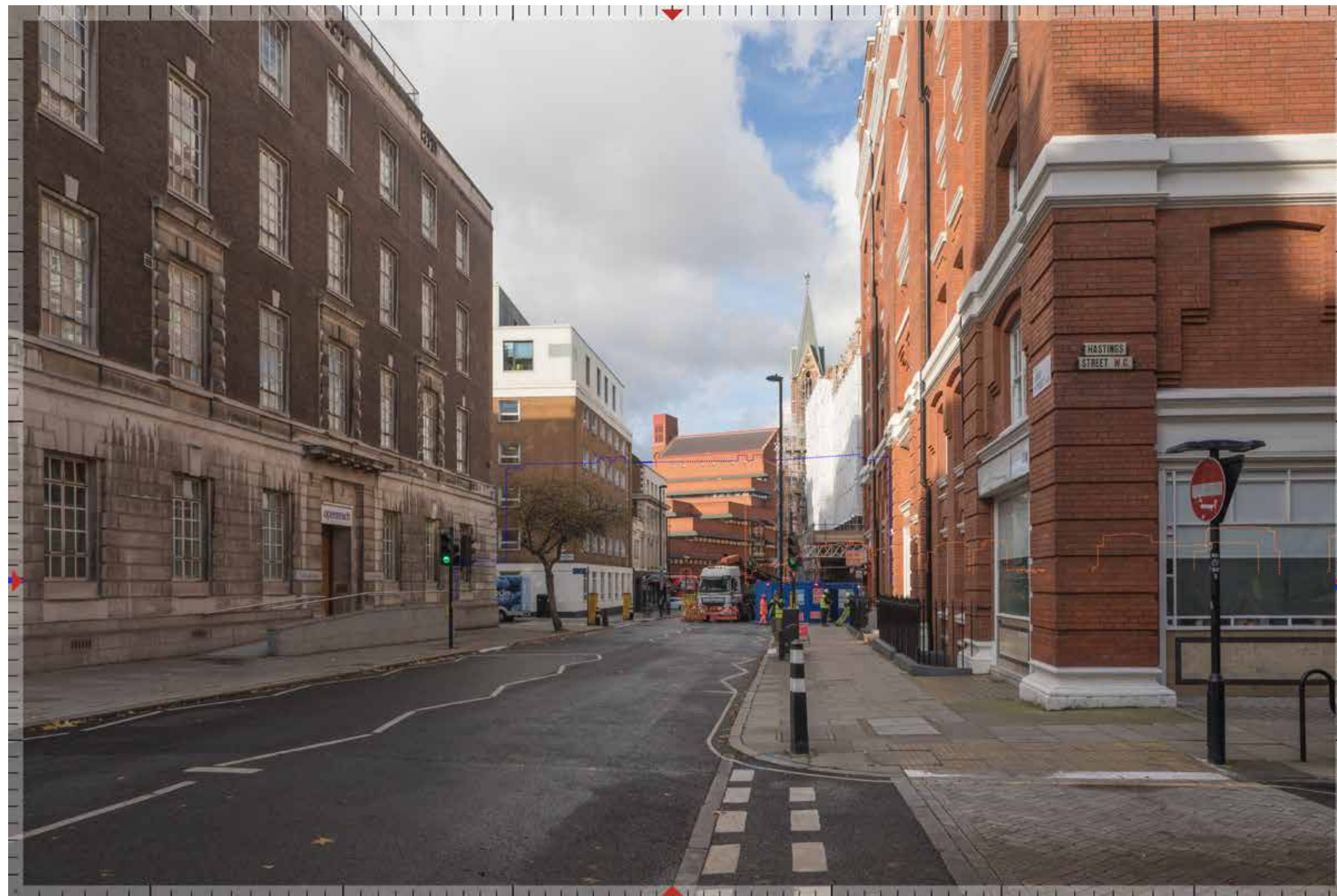




Proposed

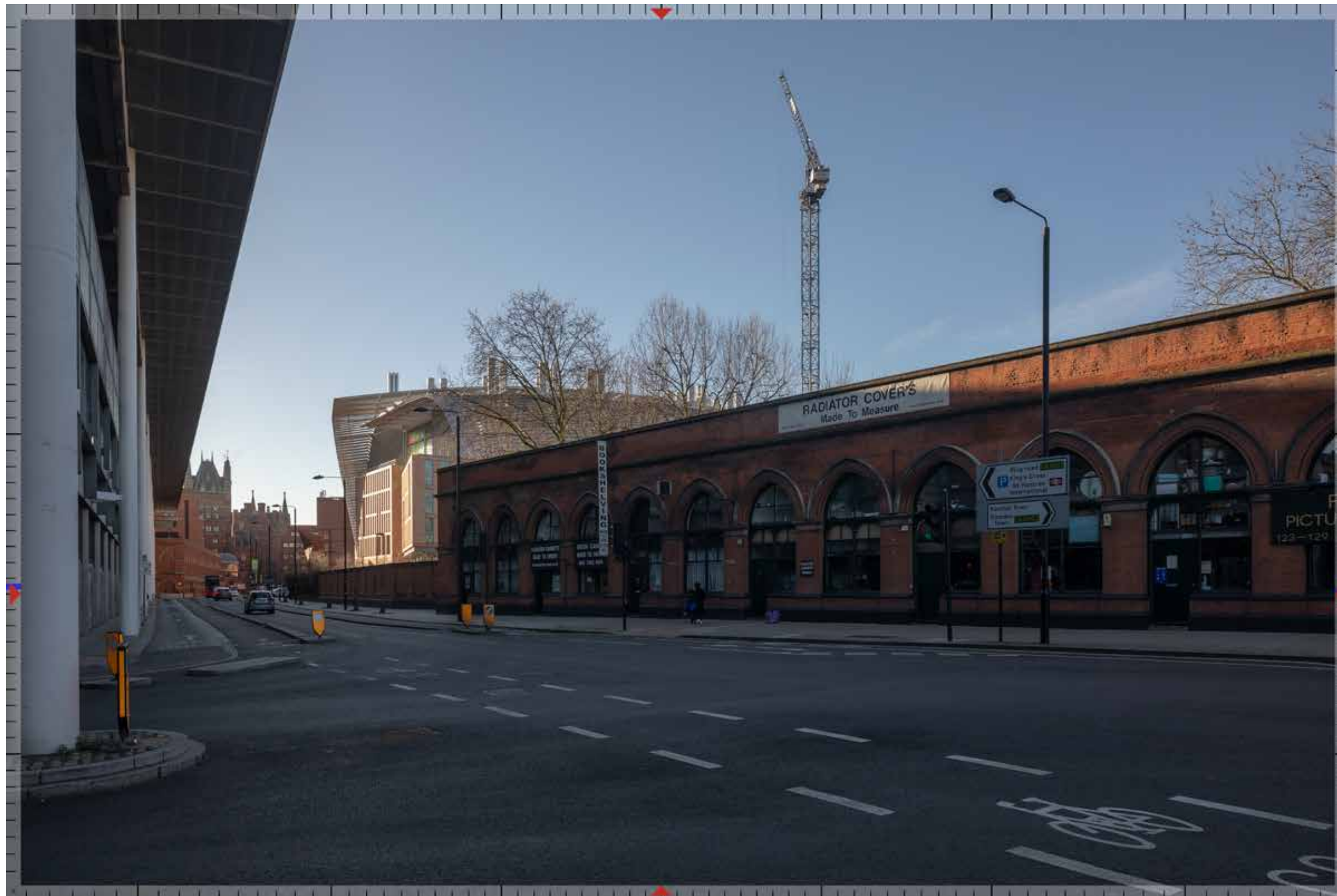


Judd Street, junction with Hastings Street



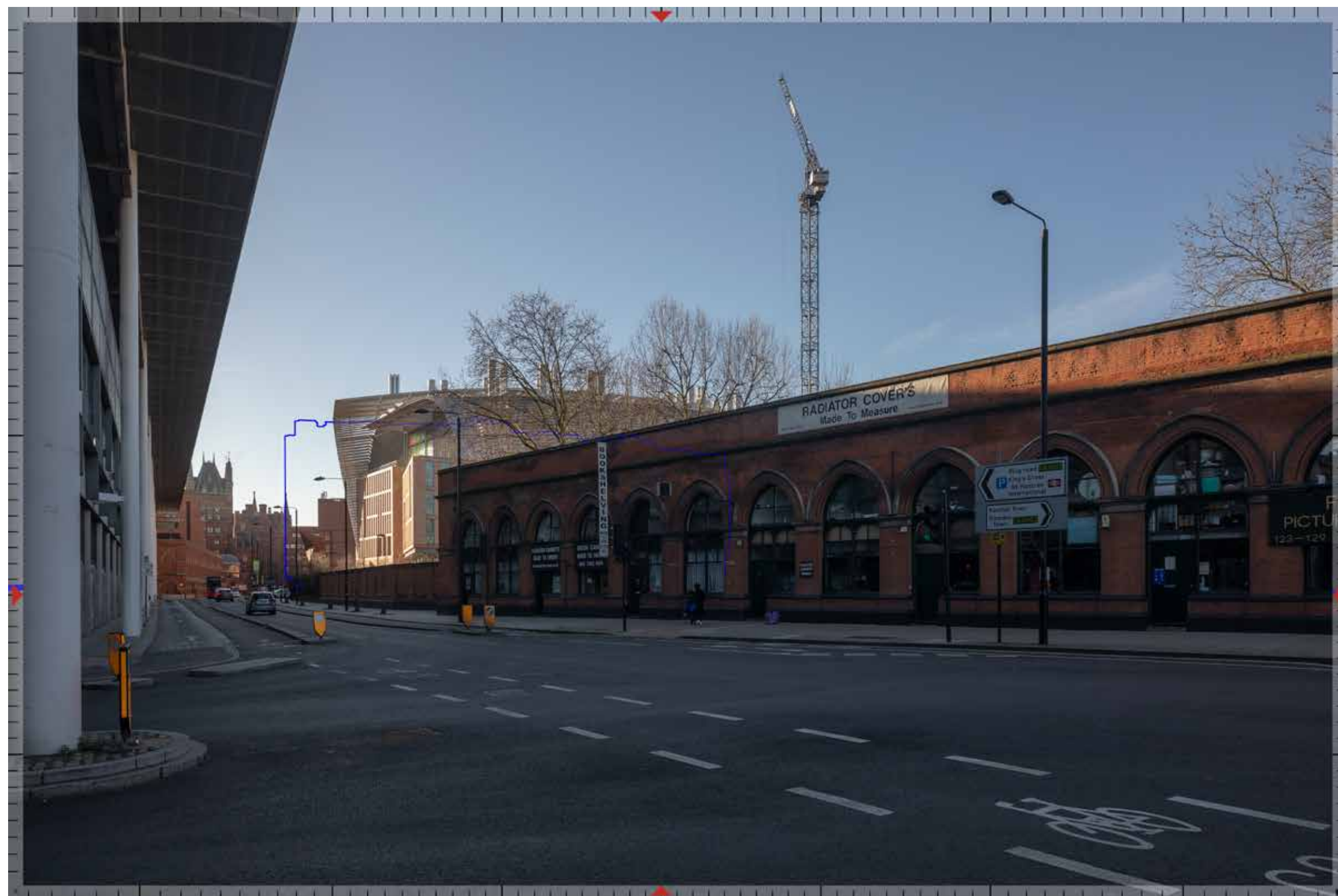
Cumulative

4553_1906



Existing

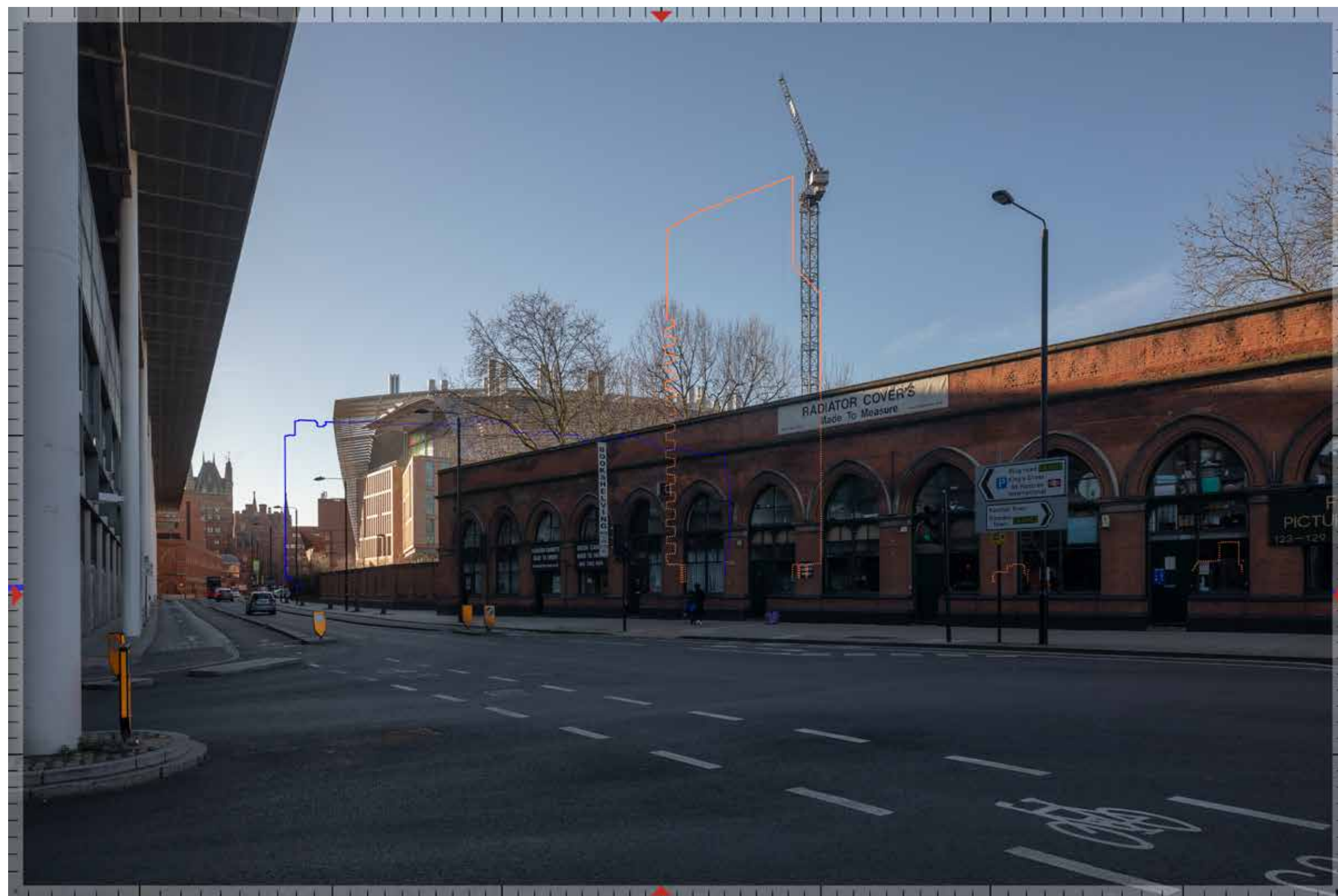




Proposed



Midland Road, junction with Goods Way



Cumulative

4553_2806



Existing





Proposed



Midland Road, exit from St Pancras International