

Heritage Statement

Coal Drops Yard Pavilion



King's Cross Central
General Partner Ltd

July 2024

**KINGS
CROSS**

Coal Drops Yard, Kings Cross

Proposed Pavilion to Southern Yard – Heritage Statement

1.0 Introduction

This Heritage Statement has been prepared by Malcolm Fryer Architects to support the planning application for a new pavilion structure within the Coal Drops Yard precinct of Kings Cross. The proposals have been designed in detail by Fathom Architects in collaboration with an extensive design team and have been subject to an extensive pre-application process.

Malcolm Fryer Architects (MFA) are Accredited Conservation Architects (AABC) and were responsible for the repair documentation and construction delivery stages of the recent Coal Drops Yard development (2016-18) including the release of listed building conditions, working closely with London Borough of Camden’s Conservation Team. MFA have been appointed to advise the design team on heritage matters throughout the design development process of the pavilion proposal.

This Heritage Statement seeks to summarise the design development in response to this advice, and well as provide a Heritage Assessment of the submitted proposals.

2.0 Heritage Context

The proposed development site, now known as Coal Drops Yard, is located within the Regents Canal Conservation Area (sub area 3 Kings Cross Goods Yard) and is surrounded by various designated and non-designated heritage assets.

The heritage assets include:

- Eastern Coal Drops (GII)
- The Granary Building (GII)
- The Gasholder Triplets (GII)
- Gasholder Park (Gasholder No. 8, GII)
- St Pancras Lock Keeper’s Cottage (GII)
- St Pancras Steam Locomotive Water Point (GII)
- The Regent’s Canal Conservation Area

Buildings and structures that contribute positively to the conservation area include:

- The Regents Canal
- Western Coal Drops
- Fish & Coal Offices
- Wharf Road Viaduct
- The listed buildings named above

This Heritage Statement has been prepared to support the proposals for a new pavilion to the southern end of Coal Drops Yard, surrounded by Eastern Coal Drops and its adjoining brick viaduct to the East, Western Coal Drop with its adjoining cast iron viaduct to the West and Wharf Road Viaduct to the South, with the Regents Canal beyond. Overleaf are plans to illustrate the location of the proposed development and the surrounding heritage assets, as well as the context of the site within the wider Kings Cross Masterplan.

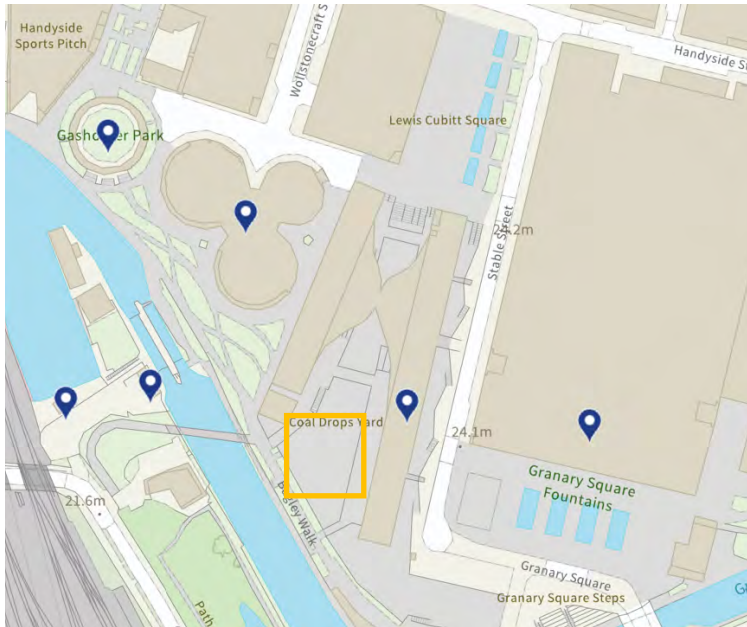


Fig 1a: Heritage Assets in the vicinity of the development site (shown in yellow) as shown on the National Heritage List for England

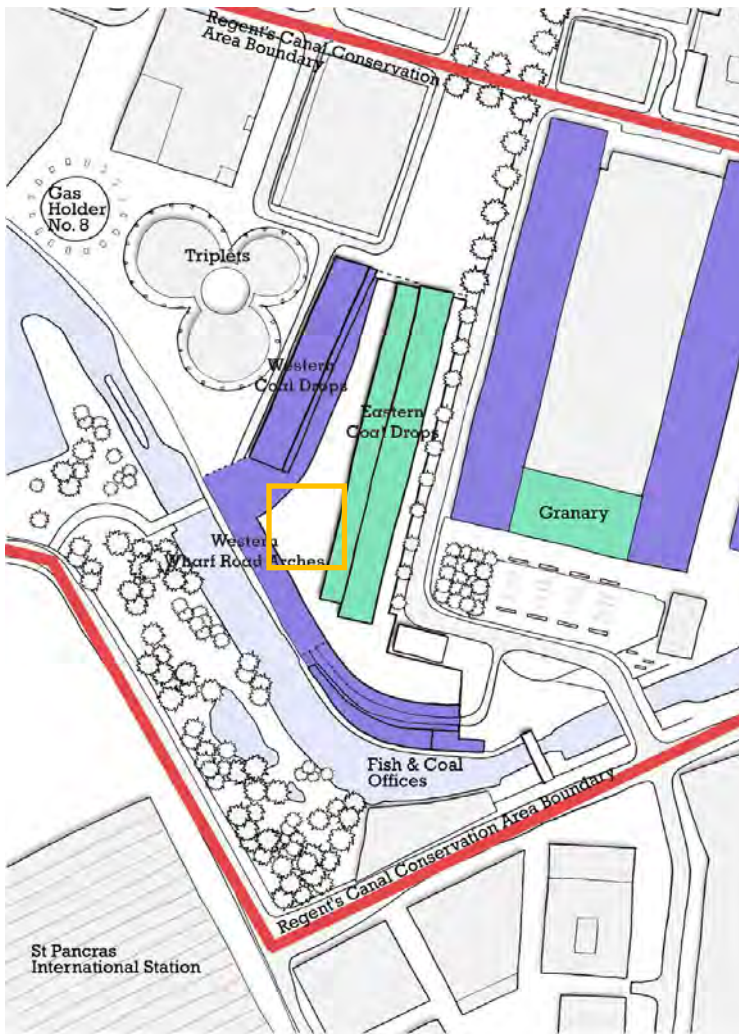


Fig 1b: Heritage Protection plan with the proposed development site in yellow.
 Red = Regent's Canal Conservation Area boundary; Green = Grade II Listed;
 Purple = Positive Contribution to a Conservation Area (from Coal Drops Yard 2017 LBC)

The recent transformation of the Goods Yard has sought to balance the immense industrial archaeology of the site with meaningful public access and amenity which respects and reveals the significance of the heritage assets. As part of this transformation masterplan, Coal Drops Yard and its surrounding buildings were subject to a substantial and ambitious redevelopment between 2016 and 2018, designed by Heatherwick Studios. The development adaptively re-used the eastern and western coal drop buildings, their viaducts and a section of the Wharf Road Viaduct and included a substantial roof level development that linked the two coal drops buildings, and substantial new public spaces.



Fig 2 (R): Location of the proposed development site shown in yellow within the recent wider Kings Cross masterplan

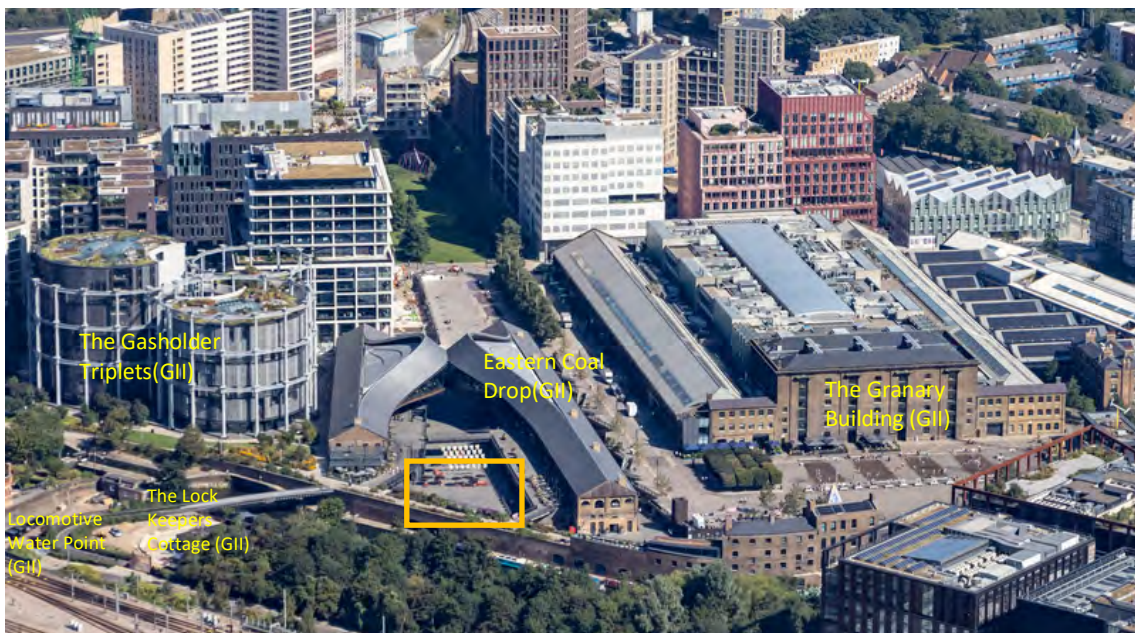


Fig 3: Aerial photograph of Kings Cross Goods Yard looking north through the Coal Drops Yard development with the proposed development site at the southern end of Coal Drops Yard shown in yellow with the Grade II listed Eastern Coal Drop to the right. The Grade II listed Granary building overlooks Granary Square to the east and Grade II listed Gasholder Triplets, Lock-keeper's Cottage and Locomotive Water Point are to the west

3.0 Outline History of Kings Cross Goods Yard and Coal Drops Yard

The Kings Cross Goods Yard was built in the 1850s, alongside the construction of King’s Cross Station, by Lewis Cubitt to store and distribute coal and other goods in and out of London and to interconnect with the road and canal distribution networks. The buildings share a utilitarian, Italianate architectural language, dominated by stock bricks, grey slate roofs and cast-iron structural elements. The form of the buildings was generally dictated by their individual functions, but they collectively formed a strong cohesive group along with the Canal and surrounding railway infrastructure. The Goods Yard spaces were never historically public spaces and were a highly secure compound owned by the railway. The context and spaces around the Goods Yard heritage assets are in many ways as important as the buildings themselves, as the form of the Goods Yard was to allow railway lines from the north to fan out and allow the transfer of goods from railways to canal and roads.



Fig 4 (L) Stanford's Map of 1871 showing the original Buildings of the 1850s and the Canal basins defining the Goods Yard complex (in red with the proposed development site in yellow). The Eastern Coal Drop was the only Coal Drop Building within the large yard at this time.

Fig 5 (R): Lewis Cubitt's Watercolour perspective as exhibited in the Royal Academy in 1851, shows the unifying classical Italianate architectural language with the Granary Building as the centrepiece. The open arcading of the Eastern Coal Drop can be seen on the left-hand side of the image.

Like most of the Goods Yard, Coal Drops Yard and the structures that initially defined it developed in a piecemeal manner as the volume levels and technology behind coal distribution evolved. A summary of the history of the various elements that defined Coal Drops Yard prior to its recent redevelopment is illustrated below.

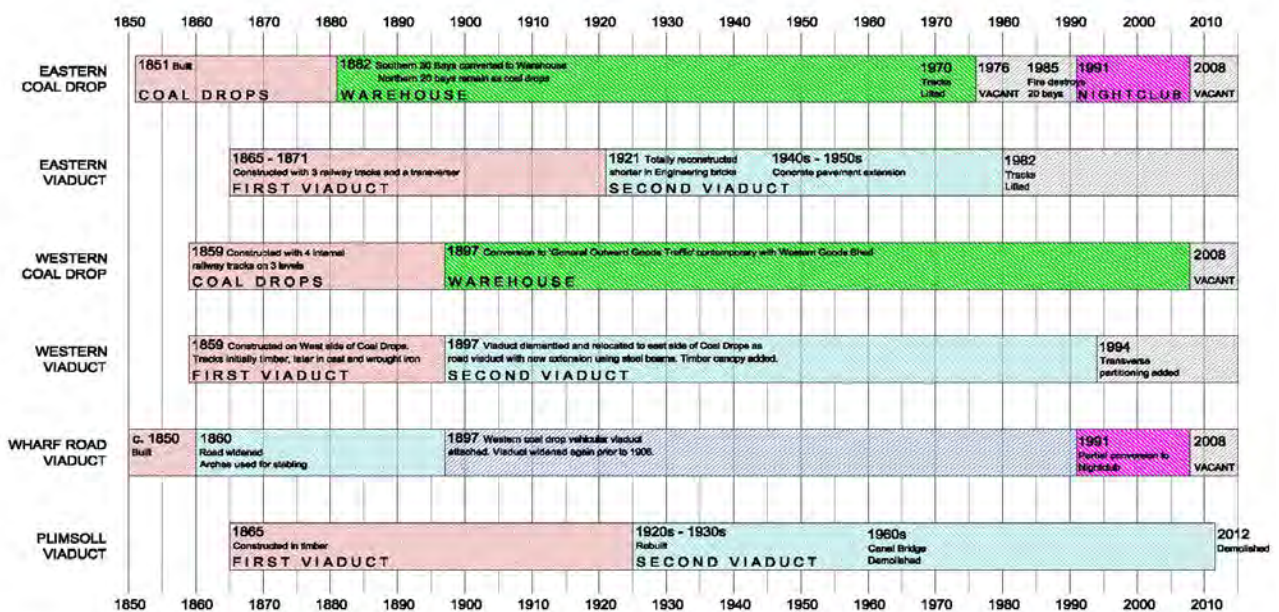


Fig 6: Historical summary of the development of the Coal Drop buildings and the associated viaducts within Coal Drops Yard, prior to the recent redevelopment

3.1 History of the Plimsoll Viaduct and Bridge

The Plimsoll Viaduct ran through Coal Drops Yard and over the canal from 1865 and has only recently been demolished. The first Plimsoll Viaduct and canal bridge was constructed in 1865 to cross the goods yard and canal to Samuel Plimsoll's Coal Yard on the south. Plimsoll had patented an improved coal drop system which treated the coal more gently to reduce dust and waste. The first Plimsoll Viaduct was constructed in timber, and this was replaced with a blue engineering brick and reinforced concrete structure in the 1920s. It had a unique system of differing heights to help propel the waggons to and from the drops using gradients and gravity, reducing the need for shunting and capstan work. The bridge was dismantled in the 1960s following the closure of the coal depot and the viaduct used for undercover storage until it was demolished in 2012 under the Kings Cross masterplan to reveal the much earlier cast iron viaduct to the Western coal drop.

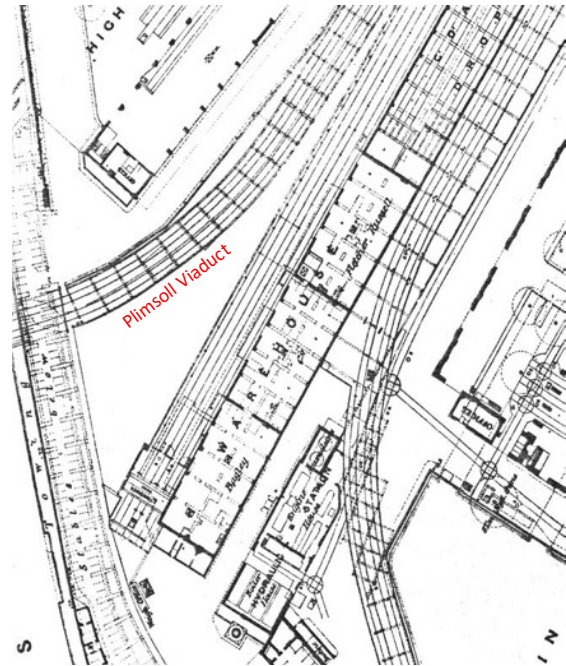
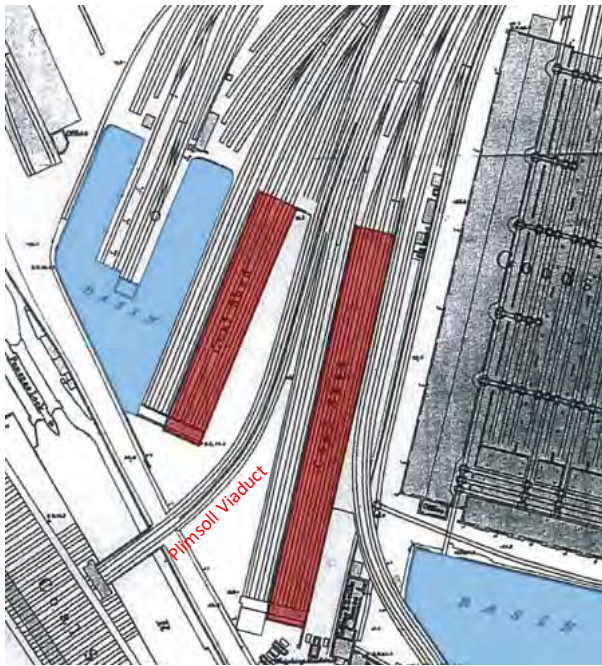


Fig 7(L): OS Plan of Coal Drops Yard in 1871 with the Eastern and Western Coal Drop Buildings shown in red with their adjoining viaducts and with the Plimsoll Viaduct and Bridge running through the yard between and across the Regents Canal

Fig 8(R): OS Plan of Coal Drops Yard 1906 plan following the construction of the cast iron viaduct between the Western Coal Drop and the original Plimsoll Viaduct. Note the lightness of the original timber Plimsoll Viaduct structure that is indicated in contrast to the solidity of the masonry viaducts indicated elsewhere.



Fig 9: Aerial view of Coal Drops Yard c. 1960 showing the Plimsoll Viaduct through Coal Drops Yard and the bridge connecting it across the Regents Canal to the Cambridge Street Coal Depot which remained in operation



Figs 10-12: The Plimsoll Viaduct Bridge over the Regents Canal to The Cambridge Street (formerly Plimsoll) Coal Depot

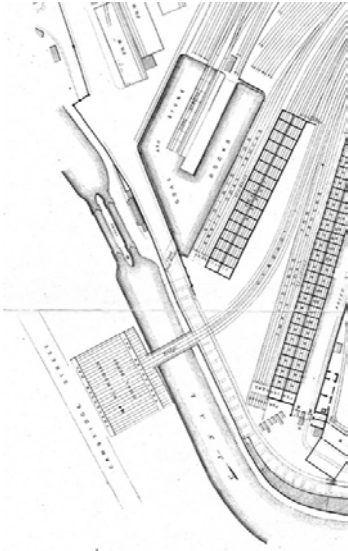


Fig 13 (L): 1865 OS map showing the newly built Plimsoll Viaduct and bridge over the canal.

Fig 14 (R): The Plimsoll Viaduct (left) in 1989 looking north to closely conjoin with the East Coal Drop Viaduct (right). The earlier cast iron Western Coal Drop Viaduct was largely concealed by the reconstructed 1920s viaduct



Fig 15: Coal Drops Yard looking north from the Wharf Road Viaduct in 1989 (left) showing the Western Coal Drop building (far left), Plimsoll Viaduct (left), the Eastern Coal Drop Viaduct (right) and the Eastern Coal Drop Building (far right)

The Plimsoll Viaduct had been rebuilt in the interwar period and was more solid in appearance than the many earlier arcaded structures that surrounded the southern yard. It was demolished as part of the masterplan for the area developed by Allies and Morrison for Argent to provide essential north-south circulation between the east and west coal drops at yard level and to enhance the legibility of the much earlier cast iron western viaduct which it concealed. Its removal also enabled the construction of essential new services infrastructure through the site at yard level. The Kings Cross Masterplan, which established the Coal Drop buildings and the yard between as a retail destination, received outline planning consent in 2006 and the Plimsoll Viaduct was demolished in 2012. Its removal enlarged the proportions of the southern yard significantly from its historic scale but provided important new circulation opportunities through and around Coal Drops Yard to provide essential public access under the masterplan. The alignment of the Plimsoll Viaduct remains demarcated in the current paving configuration within the southern yard where the pavilion is partially proposed.



Fig 16: The Western Coal Drop Viaduct (l) and rebuilt Plimsoll Viaduct (r) looking north from the Wharf Road abutment prior to the removal of the Plimsoll Viaduct in 2012. The Cast Iron Western Coal Drop Viaduct dates from 1857 when it was originally located on the western side. It was relocated to the eastern side and extended to the south in 1897 as a road viaduct. The Plimsoll Viaduct was rebuilt in the 1920s in blue engineering brick and reinforced concrete. It was removed to better reveal the earlier Western Viaduct and to enable north south circulation through the Yard.



Fig 17(L): The Plimsoll Viaduct (left) in 1989 looking north at the junction with the East Coal Drop Viaduct (right)

Fig 18 (R): The southern section of Coal Drops Yard following removal of the Plimsoll Viaduct in 2012, looking south-west to the Wharf Road Viaduct and newly exposed Western Coal Drop Viaduct. Remnants of the 1920s Plimsoll Viaduct and bridge are evident in the abutment with the Wharf Road viaduct.

3.2 Coal Drops Yard Retail Development 2016-2018

From 2016 to 2018 the eastern and western coal drop buildings, along with the eastern and western viaducts and a section of the Wharf Road Viaduct were transformed into a substantial new retail destination, designed by Heatherwick Studios. The adaptive re-use of the historic structures created approximately 60 units of varying sizes, providing public access to the buildings and wider site for the first time in its history.

The design extended the inner gabled roofs of the two coal drop buildings to link the two buildings at roof level and define the yard, as well as creating fluid patterns of circulation vertical and horizontal circulation. The flowing roofs, supported by an entirely new and freestanding structure, formed an entirely new floating upper storey and a large covered outdoor space to create a central focus for the entire site.

The design sought to celebrate the very specific texture and history of the industrial buildings while creating 100,000 sq ft of new retail area, as well as significant new public spaces. The units varied in size from 180 sq ft to over 20,000 sq ft) and accommodated a wide range of brands, alongside new restaurants, bars and cafes.

The removal of 1920s Plimsoll Viaduct and the partial reduction in width of the Eastern Coal Drop Viaduct enabled strong north-south circulation through the yard and the creation of a public space between the buildings that widened to the south to create a much larger southern yard than had existed historically.



Figs 18 & 19: Coal Drops Yard in 1989 (left) and today (right), showing the removal of the Plimsoll Viaduct to reveal the earlier Western Viaduct and to enable the creation of a strong north-south circulation between the remaining viaducts at yard level.



Fig 20: Aerial view of Coal Drops Yard today looking north-west, showing the enlarged southern yard and the sweeping new 'ribbons' at roof level



Figs 20 & 21: Plans of the Coal Drops Yard development at Yard level (left) and Viaduct level (right). The removed Plimsoll Viaduct is reflected in the yard level finish, demonstrating the importance of its removal for the north-south circulation at yard level.



Figs 22 & 23: South (top) and North (bottom) elevations of the Coal Drops Yard development demonstrates the splayed nature of the relationship between the coal drop buildings and the very different nature of the north and south yard spaces that result.

4.0 Key Local Planning Policy

The key local policy for further development within Coal Drops Yard is Policy D2 of the 2017 Local Plan (Heritage)

Camden Local Plan (2017) Policy D2 – Heritage (with underline added for emphasis)

The Council will preserve and, where appropriate, enhance Camden’s rich and diverse heritage assets and their settings, including conservation areas, listed buildings, archaeological remains, scheduled ancient monuments and historic parks and gardens and locally listed heritage assets.

Designated heritage assets

Designated heritage assets include conservation areas and listed buildings. The Council will not permit the loss of or substantial harm to a designated heritage asset, including conservation areas and Listed Buildings, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

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

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

Conservation areas

Conservation areas are designated heritage assets and this section should be read in conjunction with the section above headed ‘designated heritage assets’. In order to maintain the character of Camden’s conservation areas, the Council will take account of conservation area statements, appraisals and management strategies when assessing applications within conservation areas. The Council will:

- e. *require that development within conservation areas preserves or, where possible, enhances the character or appearance of the area;*
- f. *resist the total or substantial demolition of an unlisted building that makes a positive contribution to the character or appearance of a conservation area;*
- g. *resist development outside of a conservation area that causes harm to the character or appearance of that conservation area; and*
- h. *preserve trees and garden spaces which contribute to the character and appearance of a conservation area or which provide a setting for Camden’s architectural heritage.*

Listed Buildings

Listed buildings are designated heritage assets and this section should be read in conjunction with the section above headed ‘designated heritage assets’. To preserve or enhance the borough’s listed buildings, the Council will:

- i. *resist the total or substantial demolition of a listed building;*
- j. *resist proposals for a change of use or alterations and extensions to a listed building where this would cause harm to the special architectural and historic interest of the building; and*
- k. *resist development that would cause harm to significance of a listed building through an effect on its setting.*

Other heritage assets and non-designated heritage assets

The Council will seek to protect other heritage assets including non- designated heritage assets (including those on and off the local list), Registered Parks and Gardens and London Squares.

The effect of a proposal on the significance of a non-designated heritage asset will be weighed against the public benefits of the proposal, balancing any harm or loss and the significance of the heritage asset.

5.0 Key Local Guidance: The Regents Canal Conservation Area Appraisal

While it has not been updated to reflect the substantial recent heritage led development at Kings Cross Goods Yard, the Regents Canal Conservation Area Appraisal (adopted September 2008) was developed alongside the 2006 Masterplan noted in the previous section and remains the defining strategic guidance document for further development within Coal Drops Yard. Relevant extracts for the project include (with underline added for emphasis):

Summary of special interest

The Regent's Canal, part of the Grand Union Canal, winds its way through the London Borough of Camden on its way to joining the river Thames, forming a corridor of unique character. The Canal is linked to a 3,000 mile network of waterways. The concentration of industrial archaeology along the Camden section of the canal, with its associated railway features is of exceptional interest and quality, unparalleled in London. It is an important feature of historic and visual interest in the wider townscape and, following the decline of traditional canal-related commercial activities, has been increasingly recognised as a valuable resource for water-based leisure activities, for its tranquil seclusion, for its ecological value and its potential for transportation and informal recreation. It is the Council's intention to conserve and enhance the existing character of the canal and to improve its potential for recreation, transportation and wildlife. The ever changing views, the variety and contrast of townscape elements and the informal relationship between buildings and canal make significant contributions to the character of the canal. Different sections of the canal vary considerably in terms of aspect, level, width and orientation and in the nature and function of adjacent buildings and landscape.

CHARACTER AND APPEARANCE OF THE AREA

Many of the industrial buildings and structures are fine examples of industrial brickwork, illustrating styles of engineering construction characteristic of the 19th and early 20th centuries and using various types of brick, some produced in London and others brought in by the railways from their respective regions. Cast iron and wrought iron are also well represented. The historic industrial use of the canal meant that warehouses and similar buildings on the canal edge had to be secure, as did the canal itself, so the ground floors often comprise solid brick structures. These add to the sense of enclosure of the canal and are an important part of its historic character. The change in use of the canal from industrial to leisure will be reflected in new approaches to the treatment of the canal edge, and this can be accommodated without necessarily losing the industrial quality of the area.

Sub Area 3 - Kings Cross Goods Yard

To the north of the canal are the Railway Lands, separated from the canal by a high retaining wall. This collection of buildings built to the Great Northern Railway is glimpsed only in part from the canal. The inlets to the basins, which were once linked into this complex are visible along the towpath to the south of St Pancras Lock. Here the towpath rises over a bridge with a prominent cast iron edge girder to the entrance to the infilled Coal and Stone Wharf. A portion of the Goods Yard is at a lower level and the former perimeter road called Wharf Road is locally carried on arches which contained stables. Their distinctive high-level windows set within the brick arches of the viaduct are seen in the boundary wall along the canal. Further along the towpath the Coal and Fish offices comprise the only building fronting directly onto the canal. Beyond the Coal and Fish Offices is the abutment of the former Somers Bridge, rebuilt in the late 19th century, and a brick-relieving arch set within the retaining wall, which marks out the inlet to the infilled Granary canal basin.

The Coal and Fish Offices

The Coal and Fish Offices face the Granary and were constructed in phases from 1852 onwards. The different periods of each building are distinguishable in their graduation of heights and bay widths. The roofs to these buildings have been recently refurbished. The

The Eastern Coal Drops

Built in 1851 this brick and cast-iron structure originally carried four high-level railway tracks from which wagons discharged coal into storage bins on a mezzanine floor above cart-loading bays. Late in the 19th century the southern end was converted into a warehouse and survives today, whilst the remaining northern end was badly damaged by fire

in 1985, although the cellular structure of the northern part of the coal drops is still discernible as evidence of its original use.

The Western Coal Drops

The Western Coal Drops were built in 1859-60 and, although only five years later than the Eastern Coal Drops incorporate a simplified method of carrying the high-level railway line using substantial cast iron beams. They were converted to a general goods transit shed when the Western Goods Shed (now demolished) was built alongside in 1897-99.

Townscape Sub Area 3

The buildings and the spaces of the Goods Yard have survived remarkably intact, and it is the totality of this historic urban grain, comprising both listed and unlisted structures, which contributes in large part to the unique character of the Conservation Area. Any significant erosion of part of this urban landscape may be likely to undermine the remainder. The structures and surfaces on site are of interest in themselves but it is the experience of them as a group that is the essence of the character of the conservation area.

The buildings on the railway lands are all goods sheds and ancillary offices, which are broadly aligned on the fan form of the railway sidings, which they serve. Contemporary illustrations of the Granary and Eastern Coal Drops clearly show that the design of the buildings, though functional, incorporated an understanding of formal urban design with the Granary's dominant, stripped classical elevation providing a strong relationship with both the canal and the former basin. The resulting site layout has created a defined space in front of the Granary enclosed by the Eastern Coal Drops and the Fish and Coal Offices, akin to a city square, and this space is to be exploited in Argent's masterplan for the King's Cross site.

The surface of the goods yard site is extensively finished in granite sets, which mark the industrial history of the site. To the front of the Granary Building the plan of the original canal basin is clearly visible as a concreted area surrounded by sets, which define its original edge. This hard floor treatment is an integral part of the character of this area, which is devoid of planting. The surface treatment is complemented by the utilitarian quality of the goods sheds. In addition to the setted surfaces there are a number of other features, which contribute to the character of the former Goods Yard including cast iron and granite bollards, capstan bases, GNR manhole and fire hydrant covers, and the remains of trackways.

The complexity of this space is added to by the ramps which access the lower yard areas below the eastern coal drops and by the elevated sections of railway, which remain on the edge of the space. This adds a sculptural quality to the urban space between the existing buildings on the site and forms a very important part of the character of the Goods Yard.

New Development

The conservation area is varied in scale and new design should respect the scale of the particular location. Appropriate design for the conservation area should complement the appearance, character and setting of the existing buildings and structures, the canal, and the environment as a whole. The enclosure or openness of particular sections of the canal should be respected as this quality contributes significantly to its varying character. Building heights should not interfere with views to local landmarks. Developments should respect and where possible enhance central London panoramas and other views from within and outside the conservation area.

6.0 The Southern Yard Site Today

While the above Conservation Area guidance remains highly relevant, it must also be considered that the recent redevelopment of Coal Drops Yard has added an important element of contemporary visual distinction to this historic townscape, creating a new series of views and relationships between the groups of buildings and the Regents Canal. The new sweeping roof form between the Eastern and Western Coal Drops has created a strong new visual element within the townscape sub area, particularly as the framing elements of views over Coal Drops Yard from the North and South. Similarly, the Gas Holder 'Triplets' has created a strong defining element within the Townscape, both in its relationship to the Regents Canal and as a backdrop to views from the North and East.

Today, the majority of northern yard sits underneath the merging roof structure, whereas the much larger southern end remains uncovered. The southern yard is currently a largely open space with commercial and retail units surrounding it including a variety of cafés, shops and restaurants. The expansive and less defined open space within the southern yard is used occasionally for temporary events.

6.1 Character and Setting of the Southern Yard

The character of the yard is derived from its former use as a railway yard, and thus the sense of openness is important. However, the removal of the Plimsoll Viaduct from the centre of the space has created a sense of openness within the southern yard that is excessive in scale and uncharacteristic of the Goods Yard historically. The Plimsoll Viaduct had existed on the site since 1865 as the defining feature of the southern yard between the East and West Coal Drops, with similar sized triangular yards to either side (prior to the relocation of the Western Viaduct to its present location). While the remaining surrounding viaducts are now the defining feature of the southern yard - especially at yard level - the scale of the yard between these elements and its apparent lack of a defined function is problematic for its current retail use. It is also not reflective of the historic character of the yard without the central defining viaduct feature that had sat between the two coal drop buildings. These issues are expanded upon further below.

Today, the immediate ground level context of the proposed development site is defined by the Wharf Road Viaduct to the south, the brick viaduct of Eastern Coal Drops to the East and the altered cast iron viaduct of Western Coal Drops to the West. As the iron viaduct is a more open structure, the site remains less linearly defined to the west, where the brick arches of Western Coal Drop on both levels remain clearly in view. At the upper levels, the development site is defined by the much wider visual context of the conjoined Coal Drops Buildings and its substantial new sculptural sweeping roof form to the North, East and West, the Fish and Coal Offices to the Southeast, the Gasholder Triplets to the Southwest and the Regents Canal corridor stretching to the West across Camley Street Natural Park.

The dominant forms which unify the surrounding elements at ground level are the heavy segmental brick arches of the viaducts and to a lesser extent the lighter silhouettes of the cast iron structures of the western viaduct and Gas Holders. The strong brick arched forms are of a wide variety of brick finishes from the lighter Gault brick of the Wharf Road viaduct, the London Stock Brick of the Western Coal Drop and the dark blue engineering brickwork of the Eastern Coal Drop viaduct.

The ramp down to the southern end of Coal Drops Yard and the elevated sections of viaducts continue to reflect important historic circulation routes, retaining the 'sculptural quality to the urban space between the existing buildings' as identified in the Conservation Area Appraisal as being a very important part of the character of the Goods Yard. This sculptural quality of the historic circulation elements has arguably been further revealed and celebrated by the recent Coal Drops Yard Development and is notable in several of the key views. The mineral quality of the granite set paved surfaces, while not original, are consistent with the hard surface character of the Conservation Area. While these setted surfaces serve to unify the yard spaces and new public circulation areas of the Goods Yard, the modern surfaces no longer reflect the complex industrial archaeology of the site and appear excessively uniform in areas, compromising the important group value of the Conservation Area. Subtle changes in the colour and gauge of the granite setts importantly serve to demarcate the line of the removed Plimsoll Viaduct.

6.2 The Removal of the Plimsoll Viaduct

As summarised in section 3.1, the proposed development site has in the past been partially occupied by the Plimsoll Viaduct which was removed in 2012 under the 2006 Outline Masterplan. It was in place when the Conservation Area Guidance was adopted in 2008, though outline permission for its removal had been granted in 2006.

As illustrated previously, the Plimsoll Viaduct that was removed consisted of open masonry supporting walls running east-west across the site with punched arched openings within the walls. It abutted the Western Viaduct along its western edge and abutted the Eastern Viaduct at the northern end of the Yard, blocking views and circulation through the yard. While its removal enabled the creation of north-south pedestrian circulation at yard level and the appreciation of the much earlier Western Viaduct and the relationship between the primary structures, the removal of this central viaduct structure substantially altered the urban grain and historic scale of the southern section of the yard and the resultant experience of the urban landscape as a tight and interconnected grouping of structures and surfaces. The proposed development site in the southern yard now appears much greater in scale than it has historically, somewhat compromising the historic scale and group value within the Conservation Area.

Notably, the Plimsoll Viaduct that was removed dated from the 1920s and was a heavy engineering masonry structure that replaced a lighter timber viaduct and bridge that had been built in 1865. While no illustrations of this earlier version of the Plimsoll Viaduct have been located to date, its lighter timber construction and freestanding nature (before the insertion / relocation of the Western Viaduct) would undoubtedly have created a very different character to the yard between the two heavy masonry coal drop buildings on either side.

6.3 Key Views

The key views that include the Coal Drops Buildings and Coal Drops Yard have greatly altered in recent years, notably through the creation of Granary Square on the site of the historic Goods Yard basin, the opening up of new pedestrian routes over Wharf Road Viaduct (Bagley's Way), the removal of a section of the Eastern Coal Drop Viaduct to open up the yard, and the relocation of the Gas Holder Triplets. The Key views that include the Coal Drop Buildings and Coal Drops Yard which have been carefully considered in the proposed development site are:

1. From the south of the canal, looking north to the Granary, Fish & Coal Offices and Eastern Coal Drops
2. Along Stable Street, with brick arcading on both sides of the street
3. From Wharf Road Viaduct (now known as Bagley Walk) towards the two Coal Drops and the Heatherwick's roof extension between
4. From the north, towards the two gables of the Coal Drops and the new extension
5. From the ramp, with views of Fish & Coal Offices and the gables of the Coal Drops with the Triplets beyond.

Overleaf is an aerial photograph illustrating these key views in their wider context.

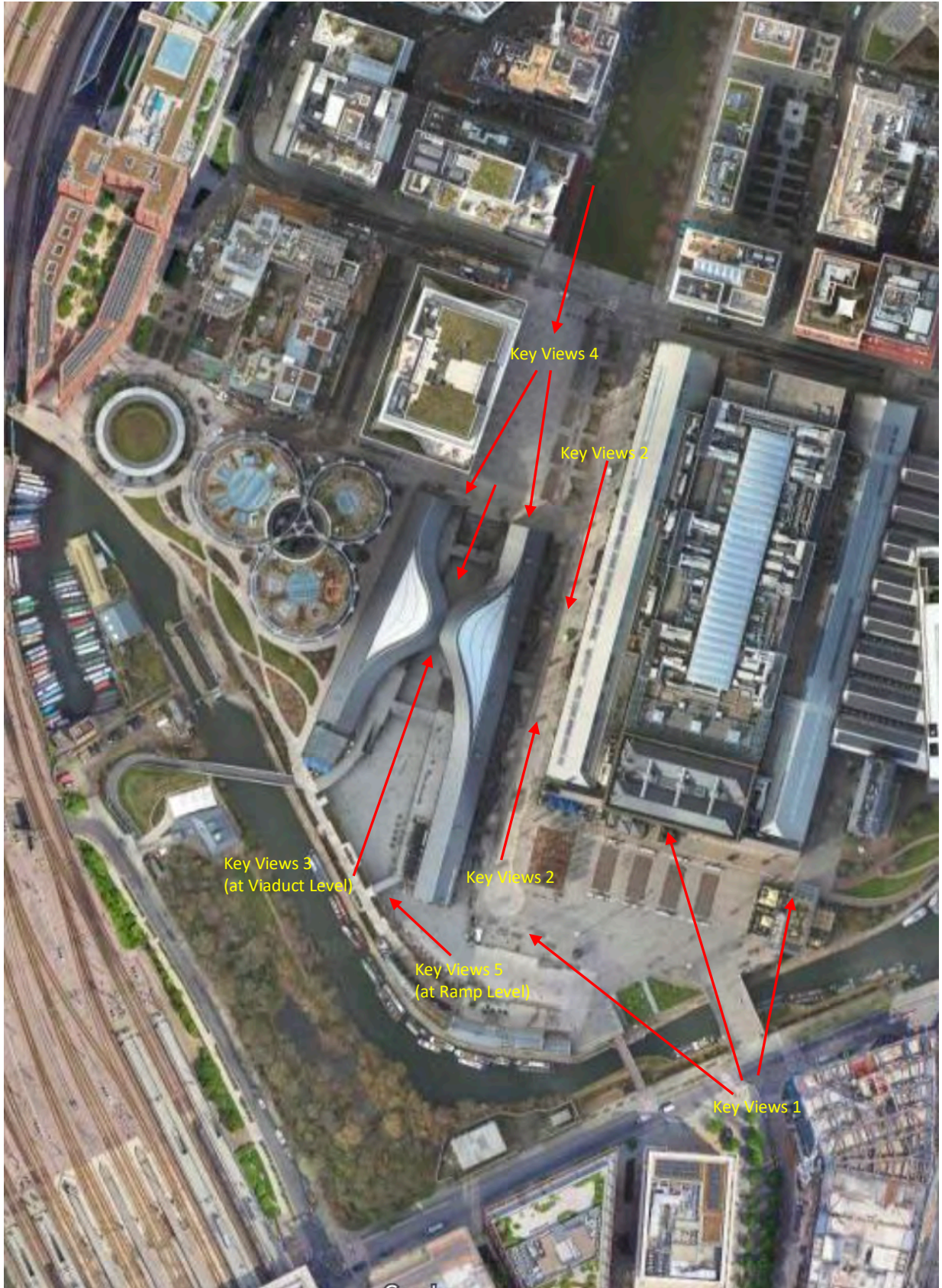


Fig 24: Key Views to and from the Southern yard

6.4 Views to and from the Regents Canal to Coal Drops Yard

The views from the Regents Canal through to Coal Drops Yard are primarily of the open public space and the arches of the Eastern Coal Drop viaduct. This relationship was the subject of extensive consultation through the Coal Drops Yard design development to maintain the historic sense of enclosure to the canal provided by the Wharf Road Viaduct (now Bagley Walk) along this section of the canal in relation to other more open sections within the Goods Yard historically. The resultant openings through two of the viaduct arches were optimal for providing reasonable public access amenity whilst retaining the sense of enclosure to the canal and the character of the high enclosing wall. The resultant new views from the Canal through the arches to Coal Drops Yard do not reflect a historical relationship and are more defined by the depth and materiality of the opened arches rather than the views of the yard and Eastern Coal Drop Viaduct beyond.

The new views that have been created at ground level from Coal Drops Yard across the Canal are also defined by the depth of the brick arches, terminated by the dense greenery of Camley Street Natural Park on the opposite side of the Regents Canal.

As with all tunnel-type views, movement through the depth of the arch creates a dynamic experience, with a sense of arrival and revealing in each direction. These are more intimate, serial and dynamic views than the deeper key views identified above.

The views from the newly pedestrianised Wharf Road Viaduct (now Bagley Walk) provides a wide prospect across Coal Drops Yard to the North and The Regents Canal and Camley Street Natural Park to the South, providing a very clear understanding of the complex historical relationships between the Goods Yard and the Regents Canal at the raised level. This is a recent but very important public experience of the industrial heritage of the site in revealing this complex relationship.



Figs 25 & 26: The two new entrance openings that were formed through the high wall of the Wharf Road Viaduct into Coal Drops Yard in 2018, within an otherwise very enclosed section of the Regents Canal. The newly created Bagley Walk at Viaduct level has created important new views.



Figs 27, 27a & 28: Tunnel-type views in and out of Coal Drops Yard from the Regents Canal at the lower Yard level.

7.0 The Setting of the Eastern Coal Drop Today

The setting of the Grade II listed Eastern Coal Drops today reflects both its historical relationship within the Goods Yard complex as well as its contemporary context within a transformed public urban environment. The long east elevation forms the important defining western edges of Granary Square and Stable Street (including pedestrian Lower Stable Street beneath) with important new circulation openings reading as subtle background elements within the regular arcading as intended. The north and south elevations continue to reflect the large train shed opening and warehouse alterations respectively.

The setting of the Eastern Coal Drop from within Coal Drops Yard continues to be dominated by the segmental arcaded Eastern Viaduct at Yard level but remains legible as the long open train shed with its continuous original arcading at viaduct level. The breaking of the original elongated roof form by the Heatherwick designed 'ribbons' and the staggered nature of the Eastern Viaduct serves to define the distinctive nature of the northern and southern yards. As was historically the case, the setting of the Eastern Coal Drop remains much finer grained at Yard level, with wider views of the building in relation to its overall elongated scale and its relationship to the wider historic Goods Yard available mainly at the Viaduct level. Even with the Plimsoll Viaduct removed, the setting of the Eastern Coal Drop from the large southern yard area remains dominated by the Eastern Viaduct and its wide terrace area, with no clear vantage points along the length of the original building volume. This more intimate setting at yard level is reinforced by the industrial nature of the materials and finishes that have been retained.

The removal of 1920s Plimsoll Viaduct and the partial reduction in width of the Eastern Coal Drop Viaduct enabled an improved appreciation of the full length of the Eastern Viaduct at Yard level as an elongated frontage to the strong new north-south circulation through the yard. However, the removal of the viaduct created a much larger southern yard than had existed historically, diminishing the understanding of the historic scale of the relationship between the Eastern Coal Drop, its viaduct and the yard. Today the Yard appears excessively scaled in relation to the other areas of the Goods Yard Sub Area, exacerbated by a homogenous ground plane finish and wind patterns.



Figs 29 & 30: The east (l) and west (r) elevations of the Eastern Coal Drop today as viewed at viaduct level looking north remains dominated by the various arcaded elements at both levels. The breaking of the original elongated roof form by the Heatherwick design 'ribbons' and the now staggered nature of the Eastern Viaduct where it has been cut back serves to define the distinctive nature of the northern and southern yards. The extreme contrast in the scale of the immediate setting between Lower Stable Street to the east and the southern end of Coal Drops Yard following the removal of the Plimsoll Viaduct is profound and diminishes the understanding of the historic scale.

Overleaf is a summary analysis of the openness of the southern end of Coal Drops Yard following the removal of the Plimsoll Viaduct showing the substantial change in scale.

Openness of the yard - analysis summary

Historic context (with Plimsoll viaduct retained):

Existing:

Extent of open yard

Approximate open area of yard	1200m ²
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Approximate open area of yard	2850m ²
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Fig 31: Analysis summary of the openness of Coal Drops Yard following the removal of the Plimsoll Viaduct and the cutting back of the Eastern Coal Drop Viaduct, showing the substantial change from the historic scale.

7.1 The Setting of the Gasholder Triplets (GII) and Gasholder Park (Gasholder No. 8, GII)

The settings of the relocated Gasholder Triplets and Gasholder Park to the west of the site are now firmly re-established in their canal-side park settings. The relationship between the Triplets and the Western Coal Drop has been designed to provide a clear demarcation between the residential Gasholders and commercial Coal Drops, with little physical connectivity and most west openings of the Coal Drop infilled.

The Gasholders Triplets and Gasholder No. 8 (Gasholder Park) were re-sited so that their silhouettes at high levels could be enjoyed in distant views from the east, south and west, with a more detailed appreciation of them provided from their setting on the Regent's Canal and towpath to the south. They provide an important silhouette at high level within short and long views from the east, including from the important public spaces of Granary Square, Coal Drops Yard and Bagley Walk. The lighter colour that has been used for the Gasholders Triplets means that their silhouette can also be appreciated against the darker residential development within them.

7.2 The Setting of the Granary Building (GII)

The setting of the Granary Building is firmly established as the centrepiece of the transformed Goods Yard, adapted for the University of the Arts with a strong civic prominence over the new Granary Square to the South. The building dominates the key views from all the main southern approaches to the Goods Yard including from the pedestrian approach from Kings Cross Station and the Regent's Canal. Its relationship to the other buildings within the Goods Yard remains very much as Cubitt intended in 1851, as the large and dominant building, flanked by lower, classically inspired utilitarian buildings including the symmetrical transit sheds to either side and the Eastern Coal Drop to the west.

7.3 The Setting of the St. Pancras Lock Keeper's Cottage

The Grade II listed single storey lock keeper's cottage was originally built as a pumping station, designed by Sir John Wolfe Barry in 1898 before becoming a residence for the lock keeper in 1926. It now borders the south-western bank of the canal adjacent to the 2.1-acre Camley Street Natural Park which opened in 1985 on the site of the former Plimsoll Coal Depot. Its setting within this canal side parkland setting is now very much established, though its setting remains primarily related to the adjacent canal lock that it serviced.



Fig 31: The Grade II listed St. Pancras Lock Keeper's Cottage viewed from the south

7.3 The Setting of the St. Pancras Locomotive Water Point

The Grade II listed St. Pancras Locomotive Water Point was built in 1872 to supply water to steam locomotives of the steam railway network at St Pancras. It was designed by Sir George Gilbert Scott with ornate brickwork and a top floor containing a vast cast iron water tank. In 2001, it was moved 700m to the north instead, adjacent to the Camley Street Natural Park, and is now in the custodianship of the St Pancras Cruising, with a viewing platform at tank level with extensive views back across the Goods Yard.

The Water Point's new location was very carefully considered adjacent to the railway lines, canal and Good Yard to optimise access and views to and from the heritage asset whilst reflecting its original railway context. It now enjoys a prominent setting which is viewed from all directions at both a macro and micro scale. Views from Bagley Walk and the Eastern Coal Drop Viaduct see the Water Point sitting prominently behind the tall masonry wall of the raised railway viaduct. Views to the east from the Water Point take in the expanse of the southern Goods Yard and include the Lock Keeper's Cottage, Regents Canal, Gasholder Triplets, Coal Drops and the Granary Building.



Fig 32: The Grade II listed St. Pancras Water Point viewed from the south in its recently relocated setting



Fig 33: Views from the St. Pancras Water Point looking eastwards towards the Lock Keeper's Cottage, Regents Canal, Gasholder Triplets, Coal Drops and the Granary Building.

8.0 The Development Brief for the Southern Yard

The proposals for a pavilion to the southern section of Coal Drops Yard, seeks to create a more appropriate sense of scale to the southern yard as well as a sense of arrival to the southern end of the yard at the bottom of the historic circulation ramp. This includes:

- To create a new activity and dwell space within the south of the yard
 - To design new lettable units which frame and activate this new space at the south of the yard
 - To create more intensity through narrower 'streets', reducing the sparseness and windswept nature of the yard and channelling visitors close to shop windows, increasing engagement with the heritage assets.
- This desire to reinstate a more human scale to the urban space is more consistent with the historically complex scale and urban grain of the Conservation Area.

9.0 The Pavilion Proposals and Heritage Context

Guided by the guidance of the Regents Canal Conservation Area Appraisal and the significance of the other designated heritage assets, the design team have sought to address the scale and place-making challenges at the wide southern end of the Coal Drops Yard development. While the design team have understood the importance of experiencing the Goods Yard 'as a group' it was important for them to develop a distinctive contemporary design language that could relate sensitively and contextually to the form, scale and materiality of the various surrounding elements. It was also important to understand the scale and nature of elements that had historically inhabited the development site (primarily The Plimsoll Viaduct and Bridge), how these once related to the retained structures and yards, and why they had been removed under the site masterplan.

The proposed pavilion location within the southern yard is an area in which the important group value and resultant urban grain of the industrial archaeology has been diminished by the recent development and the overly uniform pavement condition. While reinstating a section of the recently removed central Plimsoll Viaduct was not considered appropriate or desirable, there were key elements of its historical and material evolution, its scale, height and permeability along with its historical relationship to the other viaducts, and the scale of spaces that was created between them that provided the essential starting point for a development that would seek to reinstate the more intimate historic urban grain and the relationships to the other viaducts at the ground plane.

Through feasibility studies with heritage guidance from MFA, it was determined that a low level, lightweight 'pavilion' type of intervention which reflected the scale of the removed viaduct and included high levels of transparency and permeability was the most appropriate for the location. Consultations confirmed the importance of creating a sense of the lightness and permeability yet also a sense of the permanence of the viaduct infill that has been recently removed, rather than anything temporary. A permanent solution would also promote a stronger quality of design and construction, in the pavilion tradition. An important consideration was that the original 1865 Plimsoll Viaduct through the centre of the yard (before the Western Viaduct) was a lighter timber structure with than the surrounding masonry viaducts to enable much greater visual and physical permeability between the yards that it formed to either side. It was also considered of historical significance that the original Plimsoll Viaduct railway deck was uniquely undulating to utilise gravity and gradients to move the waggons, rather than shunting or capstans.

The Design team also recognised that the quality of the urban spaces created between the buildings was of equal, if not greater importance than the buildings themselves. Key views were closely analysed by the design team to develop an architectural language that would relate very closely to the scale and forms of the surrounding segmental brick arches and the visually lighter iron viaduct elements within these key views to enhance each of them by reinstating a sense of the lost scale on the ground plane whilst also enhancing the wider views of the Goods Yard from the upper levels without interrupting them.

Guided by the Conservation Area Appraisal, the proposals have sought to reinforce the 'sculptural quality of the urban spaces between the existing buildings on the site' within which the southern yard site lies. The CA Appraisal identifies that the complexity of the space *'is added to by the ramps which access the lower yard areas below the*

eastern coal drops and by the elevated sections of railway, which remain on the edge of the space. This adds a sculptural quality to the urban space between the existing buildings on the site and forms a very important part of the character of the Goods Yard.' While the recent Coal Drops Yard development has arguably revealed these sculptural aspects of the Goods Yard at a macro level in expressing the perimeter viaducts and ramp, these sculptural qualities of the Goods Yard have historically been experienced at a more micro urban scale, aligned with the complexity of the industrial archaeology. The proposals seek to reinforce and re-balance the scale of these sculptural qualities in a distinctive but contextually sensitive manner.

The proposals for the new pavilion relate directly to the grid lines and segmental arched forms of the surrounding viaducts, along with the materiality of the existing roof and lighter timber cladding elements of the Conservation Area and immediate context. The resultant views reinstate a strong sense of arcading between the new and historic forms, which becomes evident at both a macro and micro scale. Views from the upper level would subtly reflect the lower arcading of the viaduct in the curved forms, as well as the general height of the removed viaduct element.

The cutting back of the south-west corner of the proposed triangular pavilion to define its main entrance seeks to create a much stronger spatial definition to the south-west corner of Coal Drops Yard and to protect the westerly views from the ramp approach towards the South gable of the Western Coal Drop and the Gasholder Triplets beyond (key views 5 identified previously). This cut back form also enables the archaeological complexity of the junction between the Wharf Road and West Coal Drops viaducts in the south-west corner to remain clearly readable from wider vantage points.

The importance of permeability and relative transparency of the pavilion at yard level has been very carefully considered by the design team to enable the reading of the relationships between the existing viaduct elements to be retained, whilst reflecting the permeable nature of the removed central viaduct. It was however, considered that a single expressive roof form would best reinforce the strong geometry of the surrounding historic viaducts as well as better reflect the solid (but once subtly undulating) rail deck of the removed Plimsoll Viaduct at the same level.



Fig 33: The yard level plan of the proposed pavilion, relates to the grid lines of the surrounding viaduct structures and is defined by their frontages whilst also subtly reflecting the historical fan-like nature of the viaducts in its triangular form.



Fig 34: The yard level 3D cutaway view of the proposed pavilion within the southern yard, showing the creation of more defined and human scaled circulation around the yard and the definition of a smaller yard destination space to the southwest corner, extending under the open cast-iron Western Coal Duct Viaduct structure.

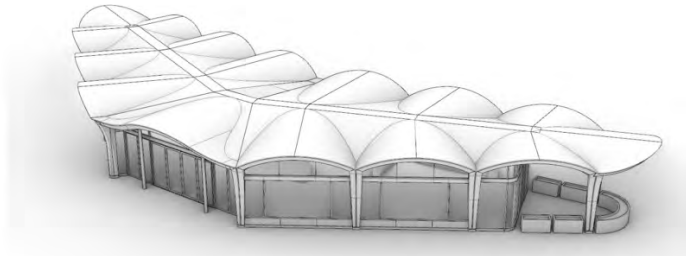
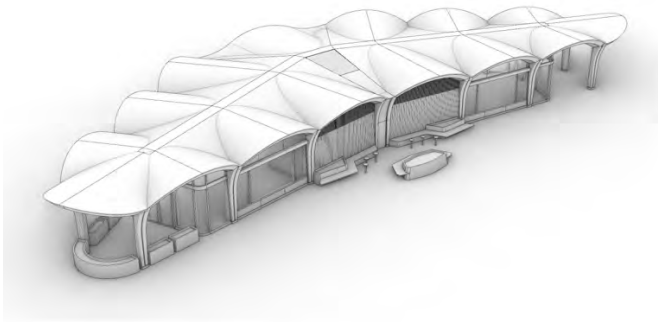


Source: www.kingscross.co.uk/paul-smith

Figure 43:



Figs 35: The east elevation of the pavilion reflects the Eastern Viaduct segmental arcading immediately opposite utilising a much lighter timber structure in a contemporary sculptural manner



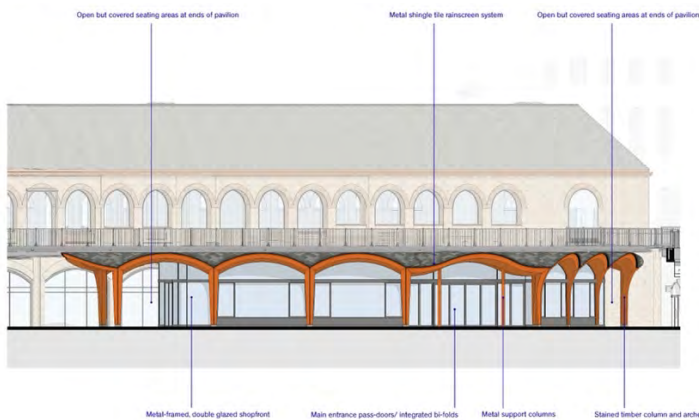
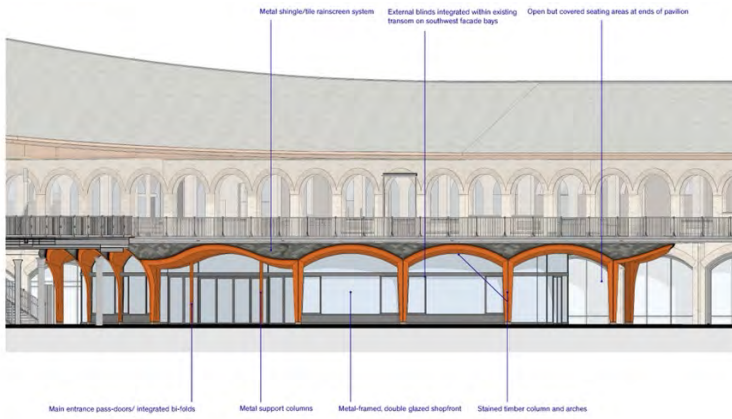
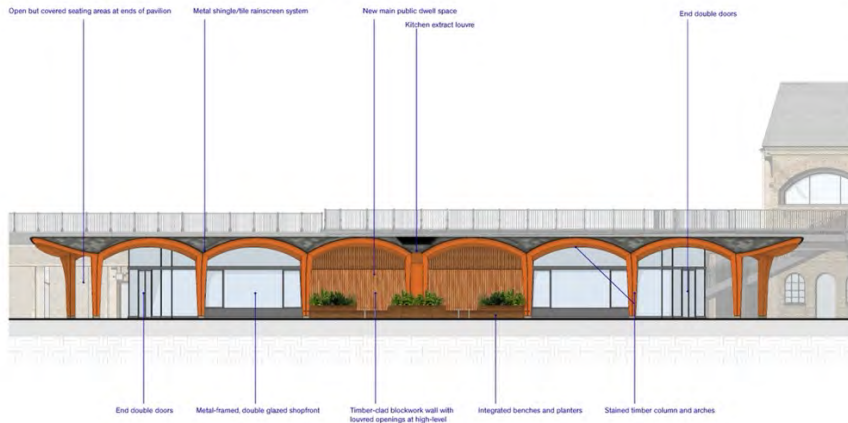
Figs 36: Model perspectives of the pavilion reflect the Eastern Viaduct segmental arcading in a sculptural manner that extends to the shallow undulating roof room.



Figs 37: The southwest elevation and model perspectives of the pavilion serves to extend the language of the segmental arcading to define a clear entrance to the pavilion overlooking the more defined new yard area to the south-west corner of the site.



Figs 38: The proposed timber structure and planar glazing reflects the dominant form of the site in a highly contemporary and sculptural manner which optimises transparency and subtly reflects the more open and permeable timber structure and undulating deck of the original 1865 Plimsoll Viaduct as well as the contemporary Heatherwick 'Ribbons'. The horizontal members of the glazing also reflect those of the arcaded shopfront openings opposite.



Figs. 39-42: East, West, South-West and North-West elevations in the context of the surrounding Coal Drop Buildings and viaducts

10.0 Heritage Assessment

In response to the guidance of the Conservation Area with respect to New Development, the Heritage Assessment of the proposals is best summarised under the following headings:

10.1 Group Value

The Conservation Area Appraisal places great weight on the totality of the historic urban grain, comprising of both listed and unlisted structures, as contributing in large to the unique character of the Goods Yard. The proposed pavilion location to the south of Coal Drops Yard is an area in which this important industrial group value and the resultant urban landscape have been eroded by the recent removal of unlisted elements and the expansive, uniform pavement conditions which replaced them. While reinstating the recently central Plimsoll Viaduct was not considered appropriate or desirable, elements of its scale, height, permeability and relationship to the other viaducts have provided the essential contextual references for the proposed pavilion to reinstate a more intimate urban grain in relation to the existing viaducts, preserving and enhancing the character of the Conservation Area in doing so. The continued and enhanced expression of the removed Plimsoll Viaduct in the ground plane has also been an important consideration in the design and layout of the pavilion to optimise this reference.

10.2 Scale of the Proposed Development

In accordance with the Conservation Area guidance, the proposals for the southern yard site seek to carefully respect the scale of the immediate context in the following ways:

- The overall scale of the proposed pavilion is driven by the desire to create more intimately scaled relationships adjacent to the existing viaduct structures, replacing the over-scaled southern yard area with a more appropriate urban grain which reflects the historic character of the Conservation Area, particularly the yards that existed to either side of the original Plimsoll Viaduct and its new public commercial use.
- The proposed pavilion volume has been broken down into a series of segmental arched forms and columns which relate directly to the scale of the structural grids and forms of the adjacent viaduct structures, reinstating a sense of the historic scale to the yard, preserving and enhancing the relationships between the structures and enhancing their understanding and appreciation by users in doing so.
- The height of the proposed pavilion reflects the scale of the removed section of viaduct and the nature of the spaces between them as well as serving to protect and reinforce the key views across Coal Drops Yard, preserving and enhancing its character.
- The cut back south-west corner of the pavilion to the southern yard site reduces its overall scale and defines an appropriately scaled public space around the deepest retained section of the iron west viaduct, whilst also protecting key views along the southern boundary of the yard.

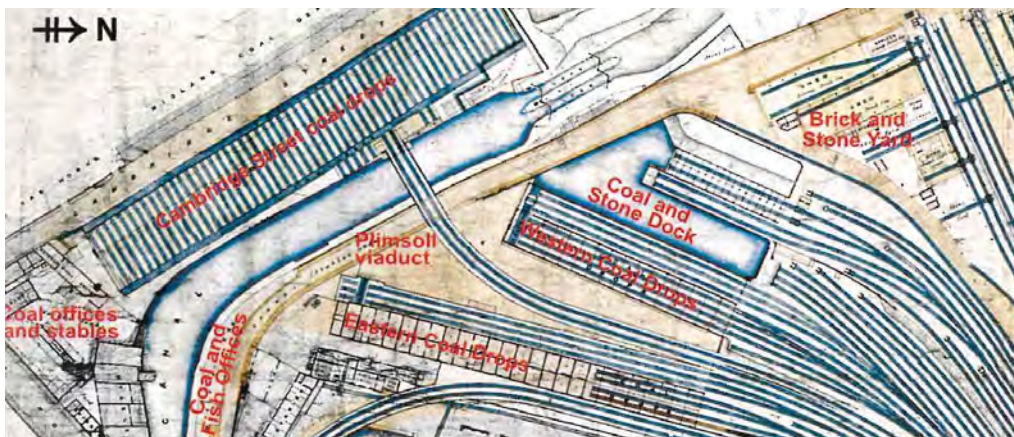


Fig 43: The scale of the proposed pavilion seeks to reflect the scale of the spaces within the yard that were initially defined to the east and west of the Plimsoll Viaduct that ran between the Eastern and Western Coal Drop Buildings and across the canal from 1865. The western yard was open until the Western Viaduct was relocated and extended in its current location in 1897.

10.3 Appropriateness of Design

In accordance with the Conservation Area guidance, the design of the proposals seeks to be appropriate for the Conservation Area by complementing the appearance, character and setting of the existing buildings and structures, some of which are Grade II listed, as well as the Regents Canal in the following ways:

- The proposed pavilion design is derived from the structural grid lines, segmental arched forms and cast-iron columns of the surrounding viaducts, along with the materiality of the existing grey roofs and paving and the lighter timber elements of the Coal Drops so that they closely complement the existing buildings adjacent, reflecting the urban grain of the conservation area in a distinctive contemporary manner. The use of an open timber arcaded structure also subtly reflects the more open timber structure of the original Plimsoll Viaduct that ran through the centre of the yard from 1865 until its replacement in the 1920s.
- The proposed pavilion design creates a strong and sculptural sense of arcading between the new and historic forms, which becomes evident at both a macro and micro scales, as evidenced in the submitted views. There are also subtle references to the new kissing roof form of the Coal Drops provided by the projecting segmental arched canopies, particularly when viewed from the ground plane to the south. These strong interrelationships between the buildings enhance the character and setting of the Conservation Area. Importantly, the pavilion needed to be a single volume to strengthen this definition of the adjacent linear viaduct structures, and the circulation that they defined both historically and today.
- The proposed pavilion is low lying and subtly reflects the location and height of the removed Plimsoll Viaduct which originally ran through the centre of the yard, defining open yards to either side. The pavilion would be viewed extensively from the surrounding raised viaduct levels above, where the sculptural curved roof forms would subtly reflect the lower arcading of the adjacent brick viaducts, as well as the general height of the removed viaduct, which originally had a uniquely undulating rail deck. Views showing these interesting contextual interrelationships between the new pavilion and existing buildings as viewed from above have been submitted as part of the application in the Design and Access Statement and are discussed in the sections following.
- The proposed pavilion will include a high level of transparency and permeability across the ground plane to preserve the sense of openness of the yard and the existing interrelationships between the various existing buildings, and to retain the expression of the line of the removed 1920s Plimsoll Viaduct that is demarcated in the paving of the yard.
- Guided by the Conservation Area Appraisal, the proposals have sought to better reinforce the more *'sculptural quality of the urban spaces between the existing buildings on the site'*. While the recent developments have arguably revealed these sculptural aspects of the Goods Yard at a macro level, the proposed pavilion and the spaces created between the buildings seeks to reinforce these sculptural qualities at a more intimate scale in a distinctive contemporary but sensitive manner, complementing the character and setting of the existing buildings and structures.
- The proposed pavilion seeks to create a more defined public space to the south-west corner of Coal Drops Yard, terminating the east west pedestrian circulation from East Coal Drop and creating a more intimate relationship between the remaining viaduct buildings, preserving and enhancing the understanding of their character and setting, and the wider Conservation Area Sub Area.
- The landscape elements that are included in the proposals, which incorporate seating areas, are strategic and minimal to reflect the industrial, mineral quality of the Conservation Area Sub Area which was *'devoid of planting'* whilst providing important edge treatments and locations to dwell and appreciate the heritage assets and their wider setting.

10.4 Relationship to The Regents Canal

In accordance with the Conservation Area guidance, the proposals have sought to respect the nature of the canal adjacent to the site to maintain its varying character. The existing nature of the relationship between Coal Drops Yard and the Regents Canal was designed to maintain the historic sense of enclosure to the canal provided by the Wharf Road Viaduct along this section of the canal in relation to other more open sections within the Goods Yard historically. The openings through two of the viaduct arches balanced the provision of reasonable public access amenity whilst retaining the sense of enclosure to the canal and the character of the high enclosing viaduct wall

with its high set windows. Only two openings were formed in the development of Coal Drops Yard, rather than the three that were permitted under the masterplan consent.

The proposed pavilion will be glimpsed from the Canal towpath through the two newly opened arches. The tunnel framed, dynamic views from the Regents Canal would become shallower and more intimate with the sense of arrival to Coal Drops Yard better reflecting and respecting the historically enclosed nature of the Canal in this location with the high enclosing viaduct wall to the northern edge. This enhanced sense of enclosure around the recently formed entrance through to Coal Drops Yard contrasts with the more open and wider views of the Goods Yard across the former basin to Granary Square and is better in accordance with the Conservation Area guidance.

10.5 Material Language and Colour

The immediate context of the proposed pavilion within Coal Drops Yard is dominated by a variety of brickwork and cast-iron elements, as well as dark grey slate roofing. There are also lighter timber secondary cladding elements used for the Coal Drop gables and to infill blocked openings which are of simple timber boarding with a natural weathering finish. There is also now a strong materiality of expansive contemporary glazing in Heatherwick Studio's new roof addition, the roof addition to The Fish and Coal Offices and the many new shopfronts of Coal Drops Yard and Wharf Road Viaduct, as well as a variety of contemporary materials utilised in the surrounding new developments which are visible in wider views.

From the outset, it was considered important that the pavilion proposals be consciously distinctive and contemporary in design, yet sensitively designed so that they do not compete with or distract from the dominant form and materiality of the new local landmark that is the Coal Drops' new roof form, as well as the other designated and non-designated heritage assets. This required a very fine balance of forms and materials but reinforces the importance of the pavilion needing to appear visually lightweight and transparent on the ground plane as is proposed, to appear as a recessive part of the wider grouping of buildings and to maintain the sense of openness to the yard, whilst maintaining a distinctive design language.

The proposals utilise a refined contemporary language of a glulam timber structure with similarly toned timber soffit and cladding elements and minimally framed planar glazing to appear lightweight and horizontally transparent on the ground plane whilst also being sensitively contextual to the immediate and wider views. Timber has been used historically around the yard, often giving a more temporary feel. As well as having strong sustainability credentials, timber gives a lightness to the Pavilion, mediating between the lightweight installations that activate the yard on a temporary basis, and the weightiness of the permanent industrial architecture that surrounds it. Staining the timber in a brighter colour will create a warmer atmosphere that reflects the adopted historic colour palette of the wider Coal Drops Yard development as a reference. This 'pop' of a natural colour is restricted to yard level and does not detract from the visual dominance of the Heatherwick 'kissing ribbons' or the arcading of the Coal Drop Buildings at viaduct level, which they instead visually compliment, preserving and enhancing the character and setting of the heritage assets in doing so.

The use of an open timber arcaded structure is also an appropriate reflection of the more open and permeable timber structure of the original Plimsoll Viaduct that ran through the centre of the yard (connecting the open yards to either side beneath) from 1865 until it was replaced by a heavy masonry structure in the 1920s. The proposed language of slender, tapered columns and roof support beams also reflects the existing open construction of the existing western viaduct.

The views over the Pavilion roof from the surrounding viaducts placed great importance on its form and materiality. Grey metal shingle tiles are proposed as the roof covering of the undulating roof form, in either zinc or aluminium, subject to design development. This finish provides an interesting but subtle 'dragon skin' texture that relates to the dark grey slate roofing of the Coal Drops and other surrounding historic buildings, as well as the lighter grey granite cobble texture of the yard finish. A darker uniform roof finish will best reflect the sense of the solidity of the removed viaduct deck in wider views, better revealing and enhancing the character and understanding of the conservation area.

① Metal shingle panels (anodised aluminium or zinc)

② Stained timber soffits and column cladding

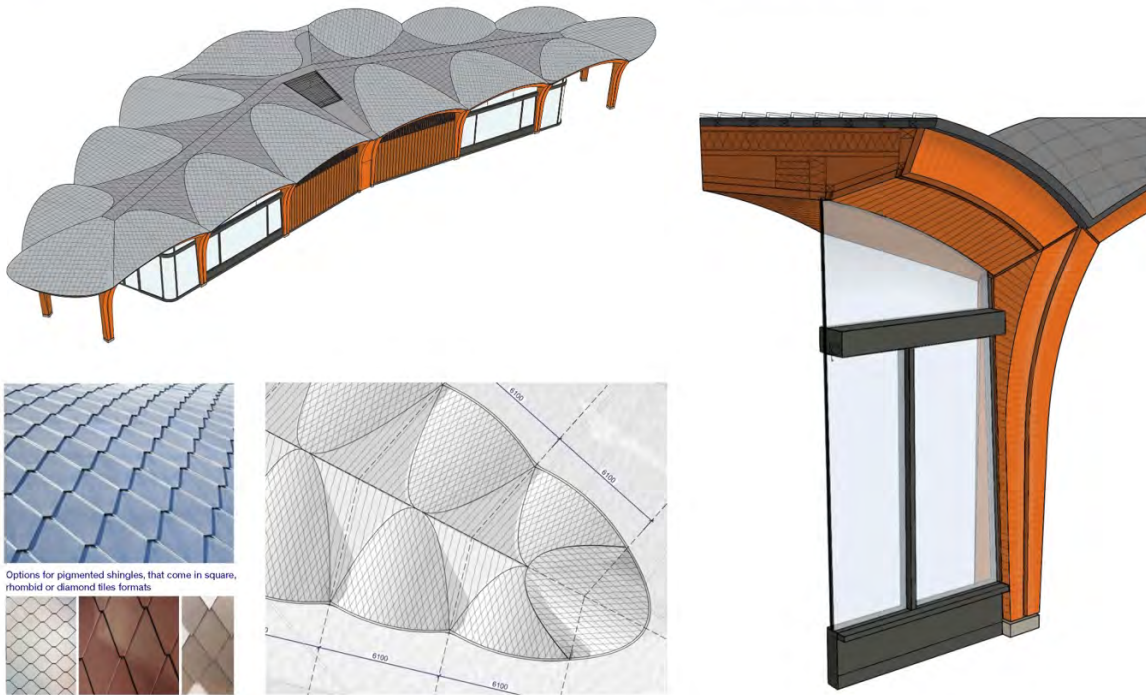


Fig 44: Grey metal shingle tiles are proposed as the roof covering of the undulating roof form, in either zinc or aluminium

This sensitive contextual material relationship at roof level enables the Pavilion to sit sensitively as a relatively background element within its context, particularly within the key views from above, whilst still appearing interesting, distinctive and contemporary at a more micro scale. The commitment to concealing all services below roof level will serve to secure the importance of this ‘fifth elevation’ as a clean and uncluttered sculptural element at historic viaduct level, preserving and enhancing the character and setting of the heritage assets.

The proposed internal floor finish of the Pavilion is intended to read as a visual continuation of the existing external granite sett finish and will continue to express the existing floor demarcation of the removed Plimsoll Viaduct, preserving and enhancing the character and understanding of the heritage assets.

10.6 Landscape Elements

The ground surfaces of the Goods Yard are characteristically hard finished in granite setts, reflecting the industrial history of the site. Whilst this hard floor treatment is an integral part of the yard’s character, and has historically been devoid of planting, there is also an increasing acceptance of the need to soften this hard industrial character, to reflect its evolving use and role as a public space and destination. Planting has therefore been strategically introduced into the yard around the pavilion, through combined bench seating planters around the covered seating areas and public dwell space to the east. These elements will appear as reversible planter furnishing elements which are separated from the hard paved ground plane, maintaining the character and setting of the Conservation Area, whilst providing important public amenity from which site users can further appreciate the neighbouring viaducts and the yard.

10.7 Lighting

The lighting design for the pavilion seeks to highlight rhythm of the arcading and sculptural soffit, aligned with the principles of the existing lighting strategy for the surrounding arcaded heritage assets, preserving and enhancing their character and setting during the nighttime operation of Coal Drops Yard. This low level lighting approach is also appropriate for the settings of the Grade II listed heritage assets in the wider context as it will not be visible.

10.8 Signage

Integrated shopfront and wayfinding signage have been carefully considered in the design development, and indicative proposals have been included in the submission for development at a later stage, which would then be subject to an application for advertisement consent. The indicative proposals are consistent with the adopted wayfinding and shopfront signage principles of the wider Coal Drops Yard development, serving to preserve the character of the immediate heritage assets within Coal Drops Yard and the wider Conservation Area. There is an opportunity to locate wayfinding signage on the solid wall of the eastern dwell space, opposite the Lower Stable Street cut-through, consistent with the design of the recently installed wayfinding strategy within Coal Drops Yard.

10.9 Impact on Key Views

Key views were closely analysed by the design team to develop an architectural language that would relate very closely to the scale and forms of the surrounding segmental brick arches and the visually lighter iron viaduct elements within these key views to enhance each of them by reinstating a sense of the lost scale on the ground plane whilst without interrupting the wider views of the Goods Yard. In accordance with the Conservation Area guidance, the building height does not interfere with views to local landmarks.

The impacts of the proposed pavilion on the identified key views are:

1. *From the south of the canal, looking north to the Granary, Fish & Coal Offices and Eastern Coal Drops*

This key view is unaffected by the proposed pavilion

2. *Along Stable Street, with brick arcading on both sides of the street*

This key view is unaffected by the proposed pavilion

3. *From Wharf Road Viaduct (now Bagley Walk) towards the two Coal Drops and Heatherwick Studio's roof extension between*

The views from the newly pedestrianised Wharf Road Viaduct (now Bagley's Walk) provides a wide prospect across Coal Drops Yard to the North and The Regents Canal and Camley Street Natural Park to the South, providing a very clear understanding of the complex historical relationships between the Goods Yard and the Regents Canal at the raised level.

This recently established key view from Wharf Road Viaduct was a central consideration in developing the form of the proposals. It was important that the proposals did not impact upon the clear views of the Coal Drop Buildings as well as the new local landmark that is the high sweeping roof by Heatherwick Studios which now conjoins them and frames the views to the north.

The submitted images demonstrate how the proposed pavilion is framed between the southern low level viaduct elements without having any substantial impact on the views of the existing visible elements of the Coal Drop Buildings or the new roof structure that conjoins them. Importantly, the low-lying nature of the proposed pavilion and the definition of its northern edge means that the new southern bridge between the East and West viaducts across Coal Drops Yard is also unimpeded by the proposals, maintaining the clear views through to Cubitt Square to the North.

Importantly, the key view of the pavilion from the south-west at viaduct level demonstrates how the alignment of the removed Plimsoll Viaduct will continue to be expressed and revealed in the ground surface in the proposals, enhancing the understanding of the heritage assets.



Fig 45: CGI of the Pavilion as viewed from the Southwest corner of the Yard from Bagley Walk.



Fig 46: CGI of the Pavilion as viewed from the Southeast, on the Bridge between Bagley Walk and the Eastern Coal Drop Viaduct.

4. From the north, towards the two gables of the Coal Drops and the new extension

This recently established key view from the North was also a central consideration in developing the form of the proposals, particularly in its impact on the dynamic views experienced in the northern approach to Coal Drops Yard.

The proposed pavilion would be viewed as a distant low level framing element in front of a section of the Wharf Road Viaduct when viewed from the raised northerly approach, so the main impact is in the visual

relationship to this visual backdrop. Notably this low-level view through to the Wharf Road Viaduct has been recently created through the removal of the central viaduct.

From a distance, views of the proposed pavilion within the key view from the north are mostly obstructed by the bridges across Coal Drops Yard that have been recently introduced at viaduct level. However, the relationship of the new arched pavilion roof form to the brick arches of the Wharf Road Viaduct beyond are evident and become more evident in the yard level views from the northern approach. Notably sections of the viaduct remain clearly visible to each side of the pavilion. While not considered to be key views, the importance of visual transparency becomes more significant in the northern views at yard level to maintain the visual relationships between the surrounding viaduct elements and the proposed pavilion. The submitted views demonstrate the changing dynamic views from the Northern approach and the retained visibility.

Notably, the proposed pavilion will not impact upon the clear views of the flanking Coal Drop Buildings or the new local landmark that is the high sweeping roof form which now conjoins them and frames the views through to the open Regents Canal Corridor and Camley Street Natural Park to the South beyond the Wharf Road Viaduct.

The visual impact on the recently created views of Wharf Road Viaduct from the north is mitigated by the transparency of the pavilion and the creation of a more intimate urban grain which reflects the removed viaduct and the character of the Conservation Area.



Fig 46: CGI of the Pavilion as viewed from the North at Yard level with Wharf Road Viaduct (now Bagley Walk) and Camley Street Natural Gardens beyond.

5. From the ramp, with views of Fish & Coal Offices and the gables of the Coal Drops with the Triplets beyond.

While the proposed landscape interventions will be visible within this key view, the proposed pavilion would not be seen within this view until the bottom of the ramp is reached, where the pavilion will seek to create an important sense of arrival to Coal Drops Yard which it currently lacks due to the existing scale and expanse of paving. The submitted views at this point of arrival show the strong but highly sensitive contextual relationship between the new pavilion form and the flanking viaduct elements, as well as with the dominant form of the new Heatherwick Roof beyond. It also demonstrated the more intimate sense of scale that would be created at this important point of arrival to Coal Drops Yard, being key to its use as a retail environment.

As evidenced in the submitted views below, the south gable of the Western Coal Drop, the silhouettes of the Gas Holder Triplets and the strong arcading of the brick viaduct elements would be unaffected, and the more defined public space to the southwest corner of the yard would become framed.



Figs 47 & 48:: CGI view of the Pavilion from the entrance to Coal Drops Yard at the bottom of the ramp

Dynamic Views around the Pavilion

While not considered to be Key views, there are many important dynamic views that would be created through and around the Pavilion, promoting a stronger understanding of the many historical and contemporary relationships with the surrounding heritage assets at both a micro and macro scale within the wider Conservation Area Sub Area.



Fig 49: CGI view of the eastern elevation of the pavilion looking north to the Heatherwick 'ribbons' and with the Easter Coal Drop Viaduct directly opposite.

10.10 Views from the Regents Canal Towpath

The views from the Regents Canal through to Coal Drops Yard are primarily of the open public space and the arches of the Eastern Coal Drop viaduct beyond. The views from the Canal through the arches to Coal Drops Yard do not reflect a historical relationship and are more defined by the tunnel-like depth and materiality of the opened-up arches rather than the views of the yard and viaduct beyond. They are therefore not considered to be key views.

As summarised above and as evidenced in the submitted views, the proposed pavilion would be visible from the Canal towpath through the two newly opened arches. The tunnel framed, dynamic views from the Regents Canal would become shallower and more intimate with the sense of arrival to Coal Drops Yard better reflecting and respecting the historic condition and the removed viaduct. While the impact on the existing views of the Eastern Coal Drop and its viaduct would be mitigated by the transparency of the proposed pavilion, the approach to reduce the depth of these views is aligned with the historically constrained nature of the Canal Towpath in this location and is better in accordance with the Conservation Area Guidance in contrasting the high wall of the perimeter viaduct with the more open and the wider key views of the Goods Yard across the former basin to Granary Square in the adjacent section.



Fig 50: Sketch perspective impression of the pavilion from the Wharf Road Viaduct entrance to Coal Drops Yard from the Regent's Canal, demonstrating the more enclosing relationship to the Viaduct and the glimpsed views through to the Eastern Coal Drops Viaduct and the activity to the more defined Southwest corner of the Yard.

10.11 Other Designated Heritage Assets

While the impacts on The Regent's Canal Conservation Area and Eastern Coal Drops (GII) have been discussed extensively above, consideration has also been given to the potential impacts of the other designated heritage assets in the vicinity of the proposed development site.

The proposed pavilion would not be visible from the Granary Building (GII) or Granary Square so there would be no visual impact on the building or its setting. The settings of the St. Pancras Lock Keepers Cottage and Water Point are also unaffected by the proposals, though the roofscape of the Pavilion will be enjoyed in the long views from the viewing Platform of the Water Point, enhancing the understanding of the Conservation Area.

The immediate setting of the Gasholder Triplets (GII) and Gasholder Park (Gasholder no. 8, GII) would be unaffected by the proposals within Coal Drops Yard, particular the views from key vantage points on the Regents Canal. The distant silhouetted views of the Gasholder Triplets from Coal Drops Yard would be largely unaltered by the pavilion proposals at both yard and viaduct levels, though a more dynamic series of views of the Triplets would be created as visitors circulate around the building.

11.0 Other Public Benefits

While there are clear heritage benefits in addressing the issues of scale to the southern end of Coal Drops Yard, it is recognised that there are also public benefits for the long-term sustainability of the Heritage Assets which are an important consideration in balancing against the impacts of the proposals. The new anchor unit Pavilion within the southern yard will serve to greatly improves pedestrian routes and navigability through Coal Drops Yard, helping to secure the long-term sustainability of the designated and undesignated heritage assets.

12.0 Conclusion

The proposals for a new pavilion within the southern yard site have sought to reveal and enhance the unique heritage context of the site. In seeking to reinstate a sense of the lost scale and complex spatial relationships to the Southern end of Coal Drops Yard, there are also important opportunities to address the wider circulation and navigability of the development.

The proposals have addressed the heritage considerations of the immediate site and wider setting with confidence and clarity to produce a sensitive and contextual design of very high quality in the pavilion tradition. The design recognises the totality of the historic urban grain and the spaces and interrelationships between the buildings that define the unique character of the Goods Yard and wider Conservation Area. The proposed new pavilion is a highly contextual response to a complex brief and addresses the significance of the designated and non-designated Heritage Assets through an appropriate but distinctive contemporary language which references the forms and materials of the immediate heritage setting. The carefully developed scale and form of the pavilion has sought to relate sensitively to the surrounding heritage assets whilst reinstating a more intimate sense of scale that reinforces the historically complex interrelationships between the group of buildings at yard and viaduct levels. The material language is the most appropriate for the brief to create an architecturally distinctive but visually sensitive new element which will preserve and enhance the character of the Conservation Area. As demonstrated in the submitted key views, the visual impacts of the proposals are mitigated through high quality design, and a careful consideration of scale, form and materials in relation to the surrounding heritage assets.

In accordance with Camden Local Plan (2017) Policy D2 (Heritage), the proposals preserve and enhance the character and appearance of the Conservation Area and do not cause any harm to the significance of the surrounding heritage assets or their settings. In accordance with the guidance of the Regents Canal Conservation Area Appraisal, the design respects the scale of the location and complements the appearance, character and setting of the existing buildings and structures, the canal, and the environment as a whole, respecting and enhancing the many views from within and outside the conservation area.

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