

# PLANNING STATEMENT

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Metroline bus depot

The Linear Land, King's Cross Railway Lands

Metroline Travel Limited

March 2025 (*May 2025 update*)

OUR REF: M24.1103.01-RPT

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TETLOW KING PLANNING  
FIRST FLOOR, 32 HIGH STREET, WEST MALLING, KENT ME19 6QR  
Tel: 01732 870988 Email: [info@tetlow-king.co.uk](mailto:info@tetlow-king.co.uk)

[www.tetlow-king.co.uk](http://www.tetlow-king.co.uk)

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## Appendices

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[Please note that updates have been made to this planning statement to address validation matters. The updated text is shown in *blue italics* in the relevant chapters.]

### Copyright

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# Introduction

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## Section 1

1.1 This planning statement has been prepared by **Tetlow King Planning** on behalf of the **Metroline Travel Limited** (the applicant) to accompany the planning application relating to the Linear Land, King's Cross railway lands

1.2 The description of the proposed development is as follows:

*“Ancillary single storey administration and support accommodation facilities in connection with continued operation of a bus operating facility.”*

### Scope of Supporting Information

1.3 This application is supported by a detailed pack of supporting technical plans and documentation as follows:

|  |                             |
|--|-----------------------------|
| Site location plan                                 | (Portal provided)           |
| Existing General Arrangement (room identification) | FLBD-004                    |
| Existing General Arrangement                       | 4187-VED-00-XX-DR-SE-011000 |
| Proposed General Arrangement                       | 4187-VED-00-XX-DR-SE-011100 |
| Proposed General Arrangement Elevations            | 4187-VED-00-ZZ-DR-SE-013100 |
| Proposed General Arrangement 3D Elevations         | 4187-VED-00-ZZ-DR-SE-013101 |

### Structure

1.4 This statement comprises the following sections:

- Section 2: Site, surroundings and planning history
- Section 3: Proposal
- Section 4: Planning policy context
- Section 5: Planning considerations
- Section 6: Planning Balance

# Site & Surroundings

## Section 2

- 2.1 The 0.36 hectare site is located at the northern end of the Kings Cross railway lands on a site known as the 'Linear Land' (the 'Site').
- 2.2 The site plan is shown in Figure 1.

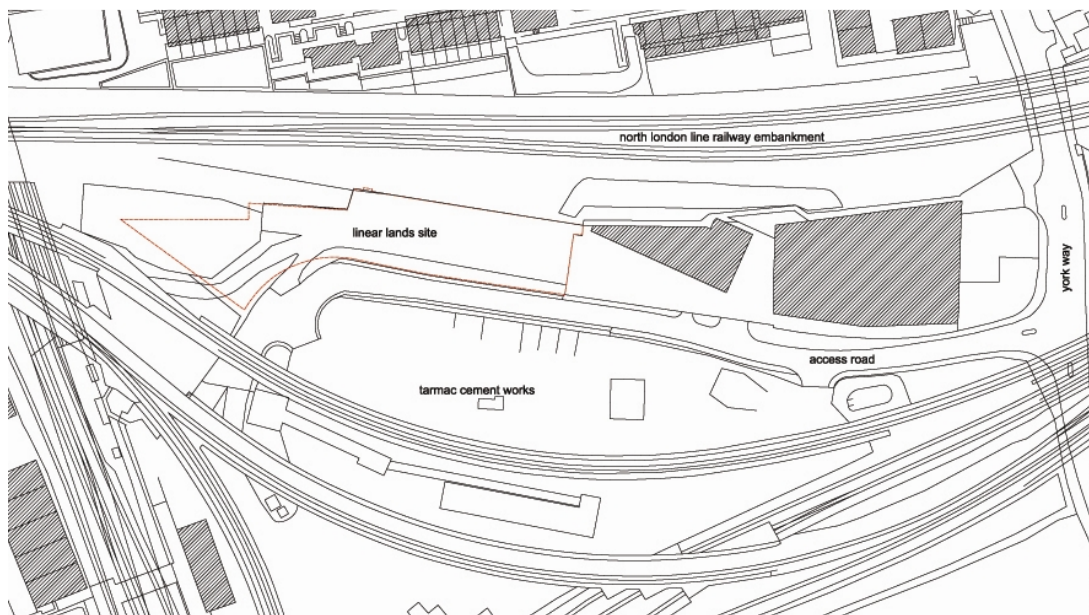


Fig. 1: Existing site plan (site boundaries highlighted in red)

- 2.3 The Site is immediately bounded by a development access road serving the Tarmac, Hanson and Pioneer concrete and aggregate facilities to the south, a transport depot facility operated by the London Borough of Camden (the "Camden Depot") to the east, the North London Line ('NLL') to the north and CTRL bridge structures to the west. Such uses typify the industrial nature of this area.
- 2.4 With reference to Figure 2, the nearest residential properties are those on the Maiden Lane Estate, located on the opposite side of the NLL, approximately 60m north of the Site.



Fig. 2: Aerial Photograph of the Site

- 2.5 The northern site boundary is defined by a 5m high brick retaining wall and security metal palisade fencing, which form part of the embankment to the NLL. The western, eastern and southern boundaries are each defined by a security metal palisade fence.
- 2.6 Access to the site is by way of the private development access road, leading off York Way.

### Planning History

- 2.7 The most relevant planning history relates to the following:
- 2008/5813/P - Bus operating facility comprising hardstanding for parking and a bus washing and refuelling area, plus ancillary single storey administration and support accommodation. Approved February 2009 subject to conditions (please see Appendix 10)
- 2.8 There are then the condition approvals as follows:
- 2009/2928/P - Details of the proposed planting scheme pursuant to condition 2 attached to planning permission referenced 2009/1407/P (Bus operating facility comprising hardstanding for parking and a bus washing and refuelling area, plus ancillary single storey administration and support accommodation). Approved August 2009
- 2009/1823/P - Details of cycle storage as required by condition 4 of planning permission granted 12th February 2009 Ref: 2008/5813/P (for bus operating



facility comprising hardstanding for parking and a bus washing and refuelling area, plus ancillary single storey administration and support accommodation). Approved July 2019

2009/1407/P - Variation of conditions 3, 5, 6, and 9 and removal of conditions 2, 7 and 8 pursuant to planning permission granted 12 February 2009 (Ref: 2008/5813/P) for (Bus operating facility comprising hardstanding for parking and a bus washing and refuelling area, plus ancillary single storey administration and support accommodation). Approved May 2009

#### Other relevant history for neighbouring sites

- 2.9 Since the original grant of consent for the site it is also relevant to note the following neighbouring proposals approved;

2019/3426/P - Replacement of concrete plant and equipment including the installation of 1 x water tank and erection of addition to house plant/machinery (certificate of lawfulness) Approved September 2019

2012/2581/P - Variation of Condition 6 of planning permission 2004/5361/P dated 08/02/2005 to allow operation, deliveries and extend working hours to 24 hours a day, 7 days a week for a temporary period of 3 months from 01/07/2012. Approved July 2012

2011/4133/P - Installation of a new cement loading facility (as an extension to an existing cement loading facility) (Sui Generis). Approved October 2011

#### **Site Allocations**

- 2.10 The site is identified within the Kings Cross Growth Area as well as a specific site allocation in the DPD and also falls within two protected vistas.

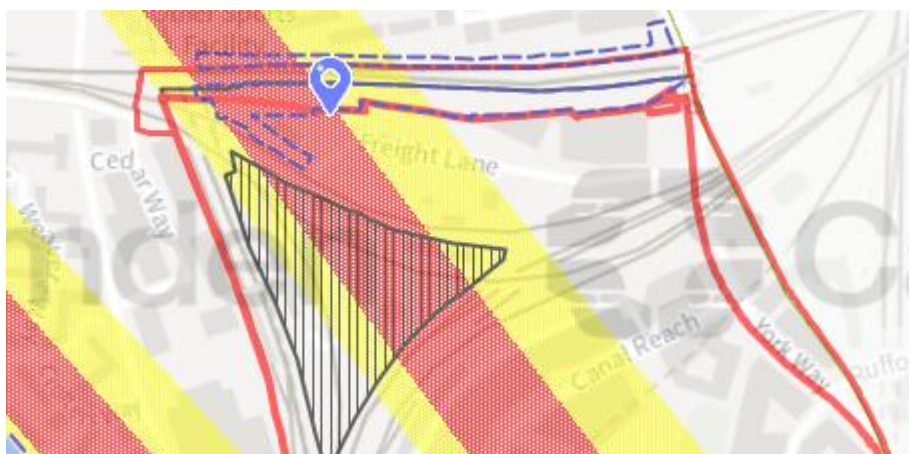


Fig. 3: Local Plan extract

# Development Proposals

## Section 3

- 3.1 The proposals seek to relocate the portacabin presently situated on the southern boundary of the site facing the palisade fencing (as shown on Fig. 4 below) and onto Freight Lane and replace with new portacabins, including the relocated portacabin, situated along the eastern boundary of the site. The pumping shed and tank will remain in situ.

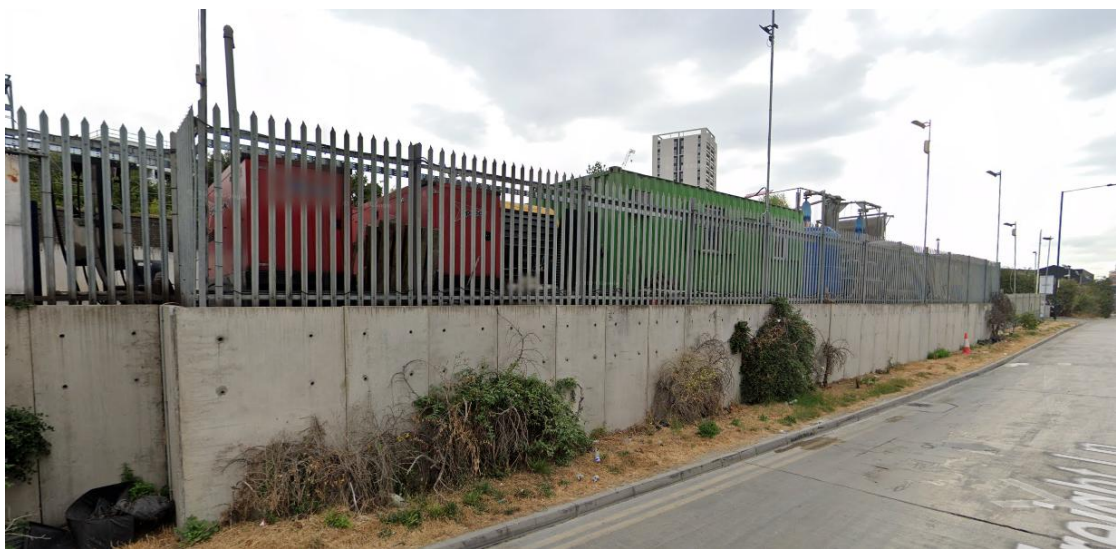


Fig. 4: previous view from Freight Lane

- 3.2 The location for the new portacabins was previously utilised for car parking for the site, backing onto parking for the neighbouring site operating as (as shown on Fig.5 below). 2 of the proposed portacabins were already on site but being relocated such that there is only 1 new cabin on site.

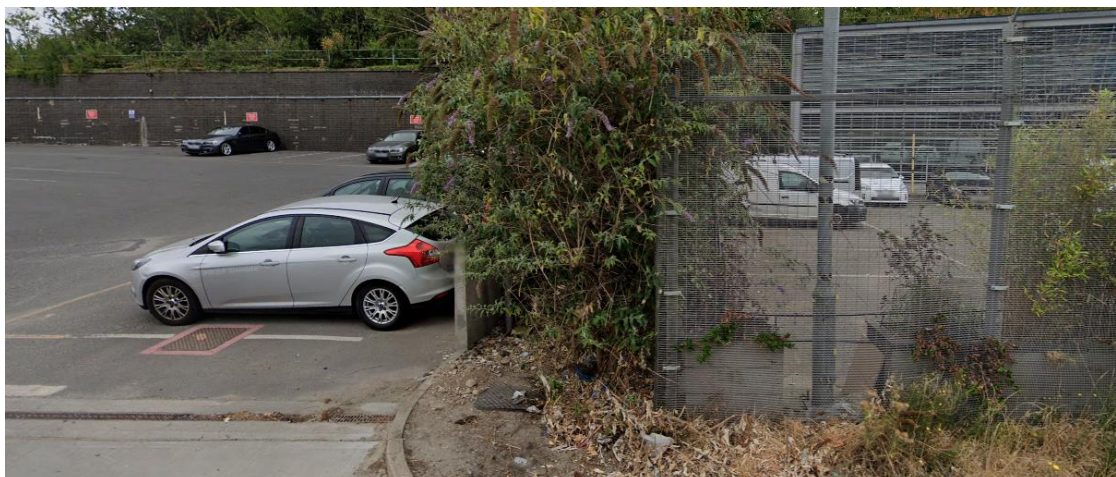


Fig. 5: previous view from Freight Lane



- 3.3 The new portacabins will provide a new ops cabin, SAASE engineering and IT hub to serve the operational requirements of the site. In addition, the diesel tank is proposed to be slightly realigned along the southern boundary to be located in a similar position to the original portacabin evident in Fig.4.
- 3.4 It is also to be noted that as part of the reconfiguration of the site the existing cabins located on the western boundary of the site are to be removed. Those cabins are shown on the plan extract below and annotated aerial image.

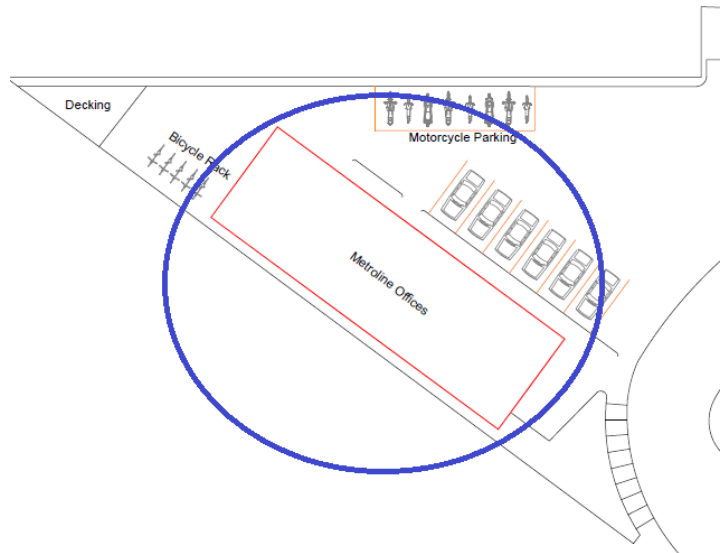


Fig. 6: Annotated site plan showing cabins to be demolished



Fig. 7: Annotated aerial image showing cabins to be demolished

# Planning Policy Framework

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## Section 4

### Introduction

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications for planning permission must be in accordance with the relevant development plan unless material considerations indicate otherwise.
- 4.2 The relevant Development Plan against which proposals will be considered comprises the London Plan (2021), the Camden Local Plan (2017) and the Camden Site Allocations DPD (2013).
- 4.3 Material considerations include the revised National Planning Policy Framework (NPPF).

### Development Plan

#### London Plan (2021)

- 4.4 The London Plan provides the strategic framework for development of all types across the whole of London. The following policies are considered of relevance:

#### *Policy T1 – Strategic approach to transport*

*A Development Plans should support, and development proposals should facilitate:*

- 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
- 2) the proposed transport schemes set out in Table 10.1.*

*B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.*

- 4.5 The supporting text to this policy notes:

*10.1.1 The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to*

*transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably.*

*Policy T3 – Transport capacity, connectivity and safeguarding*

*A Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.*

*B Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:*

- 1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)*
- 2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing*
- 3) safeguarding London's walking and cycling networks*

*C Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.*

*D In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.*

*E Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.*

4.6 The supporting text to this policy notes:

*10.3.2 By 2041, London's transport networks will need to cater for over five million additional trips every day. There is therefore an urgent need to improve public transport capacity, connectivity and quality of service to ensure that it continues to cater for London's growth. Particular attention should be paid to how the complementary modes of walking, cycling and public transport interconnect at transport hubs and on streets across London.*

*10.3.11 The bus network also has an increasingly important role to play in the development of London, particularly delivering orbital connections. Therefore, the Mayor will work with partners to continue to develop a comprehensive network of frequent, high-quality bus routes.*

**Camden Local Plan (2017)**

4.7 The Camden local plan provides the local strategic policy framework for development through to 2031. The following policies are considered of relevance:

*Policy G1 – Delivery and location of growth*

*The Council will create the conditions for growth to deliver the homes, jobs, infrastructure and facilities to meet Camden's identified needs and harness the benefits for those who live and work in the borough.*

*Delivery of growth*

*The Council will deliver growth by securing high quality development and promoting the most efficient use of land and buildings in Camden by:*

- a. supporting development that makes best use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site;*
- b. resisting development that makes inefficient use of Camden's limited land;*
- c. expecting the provision of a mix of uses where appropriate, in particular in the most accessible parts of the borough, including an element of self-contained housing where possible; and*
- d. supporting a mix of uses either on site or across multiple sites as part of an agreed coordinated development approach, where it can be demonstrated that this contributes towards achieving the strategic objectives and delivers the greatest benefit to the key priorities of the Plan.*

*...*

*Location of growth*

*Development will take place throughout the borough with the most significant growth expected to be delivered through:*

- e. a concentration of development in the growth areas of, King's Cross, Euston, Tottenham Court Road, Holborn, West Hampstead Interchange and Kentish Town Regis Road;*
- f. development at other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead; and*
- g. the Council's Community Investment Programme (CIP).*

*The Council identifies and provides guidance on the main development opportunity sites in the borough through our Camden Site Allocations and Area Action Plans.*

*The Council will require development in the growth areas, other highly accessible and CIP areas to be consistent with the area priorities and principles set out below.*

#### 4.8 The supporting text to this policy notes:

*2.25 King's Cross is the borough's largest development area and is rapidly taking shape as the high density mixed use redevelopment continues to bring life back to the area. Large parts of the site have already been developed, with more new housing and commercial premises becoming occupied all the time. Community facilities including Camden Council offices, leisure centre and library, a new primary school, together with high quality new public squares, play spaces and improved routes through the area all add to the vibrancy of the area. Central St Martin arts college, small business space and the forthcoming Google headquarters add to the creativity of the area. Camden continues to work with the surrounding residential communities to harness the benefits of this major redevelopment and work in partnership with landowners.*





2.26 The Council's aspiration for King's Cross is to continue to secure the development of a high quality, successful, attractive, vibrant and safe places with a mix of uses, in particular offices, homes, retail, leisure and community facilities which:

- support and increases the borough's contribution to London's role as a world business, commercial and cultural centre;
- integrate with surrounding areas and communities, economically, socially and physically;
- create significant job and training opportunities for local people and contributes significantly to the regeneration of neighbouring communities;
- help to meet the range of housing, education, social and healthcare needs in Camden and beyond;
- maximise opportunities for walking, cycling and the use of public transport, to and through the area;
- improve community safety and reduce opportunities for crime and antisocial behaviour;
- protect and enhance features and assets of historic and conservation importance; and
- meet the highest feasible environmental standards.

### *Policy D1 - Design*

*The Council will seek to secure high quality design in development. The Council will require that development:*

- a. respects local context and character;*
- b. preserves or enhances the historic environment and heritage assets in accordance with Policy D2 Heritage;*
- c. is sustainable in design and construction, incorporating best practice in resource management and climate change mitigation and adaptation;*
- d. is of sustainable and durable construction and adaptable to different activities and land uses;*
- e. comprises details and materials that are of high quality and complement the local character;*
- f. integrates well with the surrounding streets and open spaces, improving movement through the site and wider area with direct, accessible and easily recognisable routes and contributes positively to the street frontage;*
- g. is inclusive and accessible for all;*
- h. promotes health;*
- i. is secure and designed to minimise crime and antisocial behaviour;*
- j. responds to natural features and preserves gardens and other open space;*
- k. incorporates high quality landscape design (including public art, where appropriate) and maximises opportunities for greening for example through planting of trees and other soft landscaping,*
- l. incorporates outdoor amenity space;*
- m. preserves strategic and local views;*
- n. for housing, provides a high standard of accommodation; and*
- o. carefully integrates building services equipment.*

*The Council will resist development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.*

### *Policy CC1 – Climate change mitigation*

*The Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.*

*We will:*

- a. promote zero carbon development and require all development to reduce carbon dioxide emissions through following the steps in the energy hierarchy;*

- b. require all major development to demonstrate how London Plan targets for carbon dioxide emissions have been met;*
- c. ensure that the location of development and mix of land uses minimise the need to travel by car and help to support decentralised energy networks;*
- d. support and encourage sensitive energy efficiency improvements to existing buildings;*
- e. require all proposals that involve substantial demolition to demonstrate that it is not possible to retain and improve the existing building; and*
- f. expect all developments to optimise resource efficiency.*

*For decentralised energy networks, we will promote decentralised energy by:*

- g. working with local organisations and developers to implement decentralised energy networks in the parts of Camden most likely to support them;*
- h. protecting existing decentralised energy networks (e.g. at Gower Street, Bloomsbury, King's Cross, Gospel Oak and Somers Town) and safeguarding potential network routes; and*
- i. requiring all major developments to assess the feasibility of connecting to an existing decentralised energy network, or where this is not possible establishing a new network.*

*To ensure that the Council can monitor the effectiveness of renewable and low carbon technologies, major developments will be required to install appropriate monitoring equipment.*

*Policy T1 – Prioritising walking, cycling and public transport.*

*The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.*

...

#### *Public Transport*

*In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.*

*Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort.*

4.9 The supporting text to this policy notes:

*10.12 In partnership with Transport for London, which manages the public transport network across London, the Council will ensure that Camden's growth is matched by improvements to public transport through planning obligations. It is expected that the majority of contributions towards public transport improvements will be sought towards bus network infrastructure (such as bus stops, shelters, passenger seating, waiting areas, signage, timetable information etc.) where the demand for bus services generated by the development is likely to exceed existing capacity (assessed through Transport Assessments). The Council may also seek contributions from major developments towards other forms of public transport if an existing public transport improvement scheme is available and related to the development. Details regarding public transport contributions can be found within our supplementary planning document, Camden Planning Guidance on planning obligations. Details regarding Transport Assessments can be found within Camden Planning Guidance on transport.*

*10.13 Most journeys involve changing between one form of travel and another and developments will sometimes need to cater for this. Passenger transport interchange facilities should provide for the coordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers.*

*10.14 Public transport should be accessible to all, however there are a number of rail and tube stations within Camden that do not offer step-free access. Stepfree stations offer accessible routes from entrance to platform via lifts and/ or ramps without the need for stairs and/or escalators. Step-free projects are largely managed by Transport for London and/or rail network companies. The Council will however promote step-free access where possible and work with organisations seeking to implement step-free access at Camden stations.*

*Policy T3 – Transport infrastructure*

*The Council will seek improvements to transport infrastructure in the borough.*

*We will:*

- a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and*
- b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;*

4.10 The supporting text to this policy notes

*10.24 Given the constraints on transport capacity in a densely developed borough like Camden, almost every part of existing transport infrastructure is a valuable asset. The Council will therefore seek to protect all existing and proposed transport facilities and links and safeguard the potential for improvements to the transport network.*

**Camden Site Allocations Plan (2013)**

4.11 The site is identified under Site 1: King's Cross Growth Area. The aspirations for development within this area are set out as follows:

*The Council's aspiration for King's Cross as set out in the Core Strategy is to secure a vibrant, attractive, safe destination with a mix of uses, in particular offices, homes, retail, leisure and community facilities, which:*

- supports and increases the borough's contribution to London's role as a world business, commercial and cultural centre*
- integrates with surrounding areas and communities, economically, socially and physically*
- creates job and training opportunities for local people and contributes significantly to the regeneration of neighbouring communities*
- helps to meet the full range of housing, education, social and healthcare needs in Camden and beyond*
- maximises opportunities for walking, cycling and the use of public transport, to and through the area*
- improves community safety and reduces opportunities for crime and anti-social behaviour*
- enhances features of historic and conservation importance*
- meets the highest feasible environmental standards.*

4.12 The DPD also provides specific site allocation guidance, stating:

*Development will be expected to:*



- *Be carried out in accordance with the Council's Core Strategy approach to the King's Cross Growth Area*
- *Take account of key objectives set out in the adopted planning brief where they still remain relevant*
- *Within the King's Cross Central site, be carried out in accordance with the outline planning permission (reference: 2004/2307/P), section 106 agreement and associated permissions and reserved matters approvals*
- *Support an appropriate balance of retail and food and drink uses within and around the stations for travellers and the local residential and working populations*
- *Have particular regard to the settings of heritage assets and opportunities*

# Planning Considerations

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## Section 5

5.1 This section provides a justification for the proposal having regard to the relevant planning policy background, the character of the local area and the site's planning history.

5.2 In light of the above matters, it is considered that the main issues relevant to the determination of this planning application include:

- Principle of development;
- Design, Appearance and Landscaping;
- Transport and access;
- Noise;
- Air Quality;
- Sustainability; and
- *SINC impacts.*

5.3 This section will discuss each of the above issues in turn below.

### **Principle of Development**

5.4 The principle of the proposed use is considered to be acceptable given the previous approval of such a use on this site as well as the ongoing need to secure sites for the maintenance and storage of public transport equipment.

5.5 The proposal in essence is replacing and improving an existing use on site and is therefore considered to be acceptable by virtue of providing sustainable transport development, encouraging the use of public transport, and replacing a use that would otherwise be displaced.

5.6 No alternative site has been considered for the proposal given the existing operation and the provision of public transport bus services is an essential part of the local highway infrastructure.

### **Design**

5.7 Given the other industrial uses in the immediate vicinity, we do not consider the proposed modular building to be incongruous to its surroundings.

- 5.8 The positioning and scale of the cabins in the eastern corner of the site would mean that the development would not visually impact on the views from the Maiden Lane Estate, moreover any views would be seen in the context of the nature of the built form generally within the immediate vicinity.
- 5.9 The proposed design of the cabins is in keeping with the previous approved details and appropriate to the wider industrial location and existing surroundings. It is considered that the cabins would not have any adverse effect on the visual amenity of the area. Indeed, to consider the overall impact we can look at how the area has changed since the consideration of the original application to the present date through use of historical aerial imagery.
- 5.10 Prior to the initial submission the wider area was less developed in 2008 as in the image below. At that time the cement works building was present but there was no built development south along what is now Chill Lane and Canal Reach.



Fig. 8: Aerial site image 2008

- 5.11 By 2015, so some 7 years later, development further south on Chill Lane and Canal Reach was starting to appear as in the image below.





Fig. 9: Aerial site image 2015

- 5.12 Rolling forward to now, as of the latest images from 2024 the wider area has now been developed with the large scale developments south of the railway line along Chill Lane and Canal Reach.

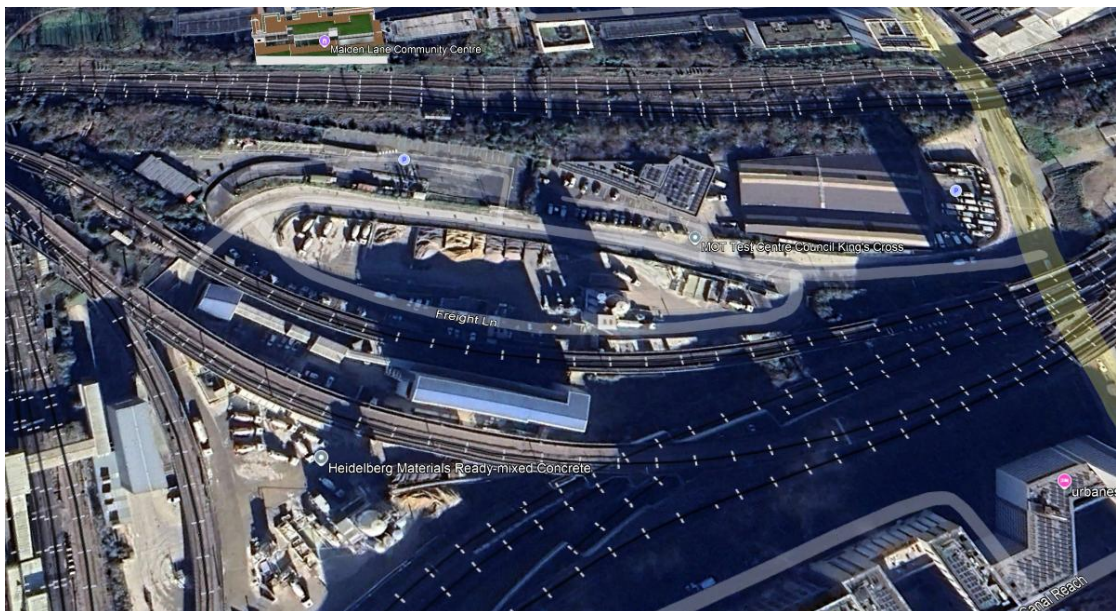


Fig. 10: Aerial site image 2024

- 5.13 Clearly, the revised development of the application site with modular single storey cabins will be seen in the context of the developed skyline that will dominate views from the Maiden Lane estate. The temporary nature of the buildings themselves will also not prevent further redevelopment in the long term should any alternative schemes come forward.

## Access

- 5.14 Vehicular access will remain via the existing development access road and its junction with York Way, approximately 300m to the east of the Site. All vehicles, including cars, will continue to enter via the western end of the Site and leave via a separate exit at the eastern end. This will allow for cars and buses to drive straight into parking spaces or the fuelling point/bus wash, thus minimising the use of reverse “bleepers”.
- 5.15 The development access road and its junction with York Way were designed to handle high volumes of traffic from the concrete facilities and the Camden Depot, including the provision of traffic lights. Highway capacity is therefore not a constraint. Furthermore, given that this is an existing facility which is being redeveloped there will be no increase in traffic flows on this road or on surrounding public highways as a result of this proposal.
- 5.16 Most of the users of the bus depot will approach the Site by public transport and it is envisaged that the main approach will be from the transport hub at Kings Cross, via York Way and the development access road. Provision for cycle racks will be made to encourage commuting to work by bicycle. However, as some of the drivers will be working night shifts, we have allowed a small number of car parking spaces for staff arriving when public transport is not available. The reduction in parking provision on site will not affect the ability of the site to operate or result in any off-site highway pressures.
- 5.17 On the basis that the works do not affect the wider operation of the site as the bus operating facility it is not considered necessary to provide additional technical information by way of a transport assessment, or travel plan measures, as the works only relate to replacement facilities not substantive changes to the day to day operation of the site itself.
- 5.18 *A Transport Statement is submitted with the application to explain in further detail the operational elements and impacts from the proposals.*

## Noise

- 5.19 When the site was originally approved it was subject to the terms of condition 2 which stated:

*“The use hereby permitted shall not be carried out outside the following times  
04.15am and 02.00am Mondays to Saturdays and on Sundays and Bank  
Holidays”*



- 5.20 The main concerns regarding the proposed use were the potential noise impact on residential occupiers on the Maiden Lane Estate, albeit the nearest residential premises is located approximately 60m to the north of the site.
- 5.21 A noise impact assessment was carried out in respect of the potential sources of noise and it concluded that the predicted noise of the bus movements range from 31 to 46 dB LAeq, 1hr.
- 5.22 Following the approval an application was made to delete condition 2 on the basis that the noise assessment determined no detrimental impacts arising from the scheme and had referenced the officer report where it had stated:
- “...the proposed use will have no adverse impact on the surrounding area in terms of creating an acceptable level of noise nuisance”.*
- 5.23 The officer report for that application seeking to remove the condition noted:
- “The noise assessment concluded that the use is unlikely to have any adverse impact on the surrounding area in terms of creating an unacceptable level of noise nuisance. Given the above it is considered appropriate that this particular condition is removed.”*
- 5.24 Given that this application seeks to update the site layout and not to introduce any additional equipment beyond that already assessed, or in closer proximity to neighbours, we consider that as with the previous variation there should be no requirement for a restriction on hours of operation. Indeed, the site has operated without giving rise to noise nuisance to demonstrate that this remains valid.

### **Air Quality**

- 5.25 At the time of considering the original proposals on this site no issues with air quality were raised, nor were there any planning conditions imposed relating to air quality measures. As stated above, this application does not seek to change the operational nature of the site, only to replace previous support facilities on site. The works themselves will not therefore have any greater impact above those that previously existed.
- 5.26 That said, it is of course relevant to note that since the original consent was granted the local bus network has seen significant upgrades to stock such that all buses now are diesel hybrids.

## Sustainability

5.27 The continued use of the site as a bus depot supports sustainability by encouraging the use of public transport and providing depot facilities close to the relevant routes and termini, thus reducing travelling time and emissions. The prefabricated cabin solution limits the permanent impact on site as well as addressing sustainability objectives that will be achieved by the following measures:

- Using prefabricated modular cabins constructed off site
- Cabins to incorporate double glazed window units
- Insulation incorporated into the cabin's roofs, walls, and floors.

5.28 *The main policy for consideration here is policy CC1 of the Camden Local Plan, which states:*

*“The Council will require all development to minimise the effects of climate change and encourage all developments to meet the highest feasible environmental standards that are financially viable during construction and occupation.*

*We will:*

- a. promote zero carbon development and require all development to reduce carbon dioxide emissions through following the steps in the energy hierarchy;*
- b. require all major development to demonstrate how London Plan targets for carbon dioxide emissions have been met;*
- c. ensure that the location of development and mix of land uses minimise the need to travel by car and help to support decentralised energy networks;*
- d. support and encourage sensitive energy efficiency improvements to existing buildings;*
- e. require all proposals that involve substantial demolition to demonstrate that it is not possible to retain and improve the existing building; and*
- f. expect all developments to optimise resource efficiency.”*

5.29 *When assessing compliance of the proposals against this policy we can determine that elements b), d), and e) are not directly relevant due to the nature of the proposals themselves.*

5.30 *In respect of element a), the portacabins are constructed off site and moved to site and are designed fabric first to reduce energy consumption. Indeed, in this proposal only 1 additional cabin will be brought to site as the others are already existing on site. The proposals themselves do not result in the generation of CO2 emissions above what existed on site prior to the proposed demolition elements.*

- 5.31 *Turning to element c), the application site already operates as a bus terminus and the supporting Transport Statement now provided addresses the operational requirements relative to parking and location.*
- 5.32 *Turning to element d), as outlined only 1 additional temporary cabin would be brought to site with the remaining being repurposed from the site at present. The cabins are manufactured off site and designed fabric first to be as energy efficient as possible.*
- 5.33 *Turning lastly to element f), the scheme only utilises air conditioning for the server building on site. There is no mains electricity to the site hence the need for it to be operated by means of a generator.*
- 5.34 *The application itself seeks to retain and reuse existing temporary structures on site where possible and merely relocate them within the site for operational purposes. That approach accords with the council's wider sustainability approach to see effective reuse of buildings where possible. The temporary cabins being demolished are unfit for reuse having been designated as in need of demolition on the basis of health and safety grounds following structural survey.*

#### **SINC Impacts**

- 5.35 *The application site is adjacent to an identified SINC and therefore potential impacts arising from the proposals need to be considered. In this instance the proposals relate to temporary structures placed on the site on areas of existing hardstanding requiring no foundation works or any below ground disturbance.*
- 5.36 *The structures will be moved on site and placed on ground slabs that sit on top of the existing hardstanding to avoid ground disturbance.*
- 5.37 *Under such conditions the proposals will not have any impacts on the SINC or neighbouring trees.*

# Planning Balance

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## Section 6

- 6.1 On the basis that this proposal seeks to redevelop an existing operational bus facility with new ancillary support facilities to continue the provision of public transport serving the wider Camden area, in line with the policy objectives of both the London Plan and the Camden Local Plan we would hope that the application is considered favourably.
- 6.2 The scheme proposes the relocation of facilities from a more public facing southern boundary to a less impactful eastern boundary that borders another transport facility.

# Appendix 1

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Decision notice 2008/5813/P





Argent (King's Cross) Limited  
FAO. Alexandra Woolmore  
5 Albany Courtyard  
LONDON  
W1J 0HF

Application Ref: **2008/5813/P**  
Please ask for: **Richard Kirby**  
Telephone: 020 7974 **5142**

12 February 2009

Dear Sir/Madam

## **DECISION**

Town and Country Planning Acts 1990 (as amended)  
Town and Country Planning (General Development Procedure) Order 1995  
Town and Country Planning (Applications) Regulations 1988

### **Full Planning Permission Granted**

Address:  
**Linear Land Site**  
**Site at Kings Cross Railway Lands**  
**York Way**  
**London**

Proposal:  
Bus operating facility comprising hardstanding for parking and a bus washing and refuelling area, plus ancillary single storey administration and support accommodation.

Drawing Nos:

The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 The development hereby permitted must be begun not later than the end of three years from the date of this permission.

Reason: In order to comply with the provisions of Section 91 of the Town and



Country Planning Act 1990 (as amended).

- 2 The use hereby permitted shall not be carried out outside the following times  
04.15am and 02.00am Mondays to Saturdays and on Sundays and Bank  
Holidays.

Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy SD6 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 3 No sound emanating from the proposed reverse beepers shall be audible within any adjoining premises between 21.00hrs and 07.30 hrs on any day.

Reason: To safeguard the amenities of the [adjoining] premises [and the area generally] in accordance with the requirements of policies SD6, SD7B and Appendix 1 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 4 Before the development commences, details of the proposed cycle storage area for the 14 cycles shall be submitted to and approved by the Council. The approved facility shall thereafter be provided in its entirety prior to commencement of the use, and permanently maintained and retained thereafter.

Reason: To ensure the development provides adequate cycle parking facilities in accordance with the requirements of policy T3 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 5 Prior to commencement of the development, details of the proposed tree planting scheme shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To enable a standard of visual amenity in the scheme in accordance with the requirements of policy N8 of the London Borough of Camden Replacement unitary Development Plan 2006.

- 6 Noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment are in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then the noise levels from that piece of plant/equipment at any sensitive façade shall be at least 10dB(A) below the LA90, expressed in dB(A).

Reason: To safeguard the amenities of the occupiers of the residential premises at Maiden Lane Estate and the area generally in accordance with the requirements of policies SD6, SD7B, SD8A and Appendix 1 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 7 All plant and machinery shall be sound attenuated and isolated from the structure such that their use can be carried out without detriment to the amenity of adjoining

or surrounding premises.

Reason: To safeguard the amenity of the residential occupiers at Maiden Lane Estate and the area in general in accordance with the requirements of policies SD6, SD7B and SD8A , Appendix 1 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 8 No process shall be carried on or machinery installed which is not such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust, or grit.

Reason: To safeguard residential amenity to the occupiers of Maiden Lane Estate, and the area generally, in accordance with the requirements of policies SD6, SD7B and SD8A of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 9 The use shall accommodate no more than 48 buses, and no more than 48 buses shall be parked on the site at any given time.

Reason: To safeguard the amenities of the residential occupiers at Maiden lane Estate and the area generally and ensure highway safety in accordance with the requirements of policies SD6, SD7B, and T7B of the London Borough of Camden Replacement Unitary Development Plan 2006.

Informative(s):

- 1 Your proposals may be subject to control under the Building Regulations and/or the London Buildings Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. You are advised to consult the Council's Building Control Service, Camden Town Hall, Argyle Street WC1H 8EQ, (tel: 020-7974 2363).
- 2 All works shall be carried out in a reasonable manner complying with all local by-laws, planning permission, appropriate codes of practice, British Standards or other requirements of the Environmental Health Officer
- 3 You are reminded that filled refuse sacks shall not be deposited on the public footpath, or forecourt area until within half an hour of usual collection times. For further information please contact the Council's Street Environment Service (Rubbish Collection) on 020 7974 6914. or by email [recycling@camden.gov.uk](mailto:recycling@camden.gov.uk) or on the website [www.camden.gov.uk/recycling](http://www.camden.gov.uk/recycling)

### **Disclaimer**

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Argent (Kings Cross) Limited  
5 Albany Courtyard  
Piccadilly  
LONDON  
W1J 0HF

Application Ref: **2009/1407/P**  
Please ask for: **Angela Ryan**  
Telephone: 020 7974 **3236**

21 May 2009

Dear Sir/Madam

### **DECISION**

Town and Country Planning Acts 1990 (as amended)  
Town and Country Planning (General Development Procedure) Order 1995  
Town and Country Planning (Applications) Regulations 1988

#### **Variation or Removal of Condition(s) Granted**

Address:  
**Linear Land Site  
Former Kings Cross Railway Lands  
York Way  
London  
N1**

Proposal:  
variation of conditions 3, 5, 6, and 9 and removal of conditions 2, 7 and 8 pursuant to planning permission granted 12 February 2009 (Ref: 2008/5813/P) for (Bus operating facility comprising hardstanding for parking and a bus washing and refuelling area, plus ancillary single storey administration and support accommodation).

Drawing Nos: Supporting Statement

The Council has considered your application and decided to grant permission subject to the following condition(s):

Condition(s) and Reason(s):

- 1 No sound emanating from any bus reverse beepers shall be audible within any adjoining premises between 21.00hrs and 07.30 hrs on any day.



Reason: To safeguard the amenities of the adjoining premises and the area generally in accordance with the requirements of policy SD9 of the London Borough of Camden Replacement Unitary Development Plan 2006

- 2 Prior to commencement of the development, details of the proposed planting scheme shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To enable a standard of visual amenity in the scheme in accordance with the requirements of policy N8 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 3 Unless otherwise agreed in writing by the Local Planning Authority, noise levels at a point 1 metre external to sensitive facades shall be at least 5dB(A) less than the existing background measurement (LA90), expressed in dB(A) when all plant/equipment are in operation unless the plant/equipment hereby permitted will have a noise that has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or if there are distinct impulses (bangs, clicks, clatters, thumps), then special attention shall be given to reducing the noise levels from that piece of equipment at any sensitive façade to at least 10dB(A) below the LA90, expressed in dB(A). For the avoidance of doubt, bus engines do not fall within 'plant/equipment' in this condition.

Reason: To safeguard the amenities of the occupiers of the residential premises at Maiden Lane Estate and the area generally in accordance with the requirements of policies SD6, SD7B, SD8A and Appendix 1 of the London Borough of Camden Replacement Unitary Development Plan 2006.

- 4 No more than 48 buses shall be parked on the site at any given time.

Reason: To safeguard the amenities of the residential occupiers at Maiden Lane Estate and the area generally and to ensure highway safety in accordance with the requirements of policies SD6, SD7B and T7B of the London Borough of Camden Replacement Unitary Development Plan 2006.

Informative(s):

- 1 You are reminded that Conditions (1) and (4) and the informtives attached to the planning permission dated 12th February 2009 (Ref: 2008/5813/P) are still applicable.

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