

Delegated Report		Analysis sheet		Expiry Date:	21/03/2013	
		N/A		Consultation Expiry Date:	07/03/2013	
Officer			Application Number(s)			
Jenna Litherland			2013/0510/P			
Application Address			Drawing Numbers			
King's Cross Central Zone A (Access Ramp North) York Way London N1			Refer to draft decision notice			
PO 3/4	Area Team Signature	C&UD	Authorised Officer Signature			
Proposal(s)						
Details of enabling works comprising the construction of the access ramp (North), located with Development Zone A, pursuant to conditions 25, 31, 56, 64-65, 66-67 of outline permission granted 22/12/06 subject to a section 106 legal agreement (Ref. 2004/2307/P) for the comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area.						
Recommendation(s):		Approve				
Application Type:		Approval of Details				
Conditions or Reasons for Refusal:		Refer to Draft Decision Notice				
Informatives:						
Consultations						
Adjoining Occupiers:	No. notified	00	No. of responses	00	No. of objections	00
			No. electronic	00		
Summary of consultation responses:		Site notice displayed from 06/02/2013 until 27/02/2013. Advertised in the Ham and High 14/02/2013 (expires 07/03/2013). No representations received.				
Statutory and non-statutory Consultees:		English Heritage (archaeological service) – No response Regents Canal CAAC – No objection Kings Cross CAAC – No response Network Rail – No response				

Site Description

This application relates to 'King's Cross Central' the former railway lands north of King's Cross Station for which outline planning permission was granted by the Council in 2006 for a comprehensive, phased, mixed-use development. King's Cross Central is bound to the east by King's Cross Station and York Way, to the north by the railway lines used by High Speed 1, to the west by St Pancras International, and to the south by Euston Road. The site can be divided into two distinct areas, north of the Regent's Canal and South of Regent's Canal. The parameter plans which were approved as part of the outline permission included one which divided the site into 'development zones' (KXC 005).

The application site is located south of Goods Way and is bounded on the east by the railway lines approaching Kings Cross Station. The site falls within the boundary of development Zone A of the Kings Cross Central Development Site.

Relevant History

2012/4385/P: Details of Enabling Works comprising the construction of the Access Ramp (North) pursuant to conditions 25, 31, 56, 64-65, 66-67 of outline permission granted 22/12/06 subject to a section 106 legal agreement (Ref. 2004/2307/P) for the comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area. **Granted 11/10/2012**

- The current application seeks to make minor amendment to this permission.

2010/1495/P: Details of interim service road pursuant to condition 25 (Enabling Work) of outline permission granted 22/12/06 (2004/2307/P) for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area. **Granted 22/04/2010**

2009/0208/P: Amendments to planning permission ref: 2007/3284/P dated 7th Sept 2007 for approval of details for the specification, design and layout for the Shared Service Yard basement area and associated access ramp; written scheme of investigation for a related programme of building recording and analysis; and a written scheme of investigation for a related programme of archaeological work pursuant to conditions 25, 55 and 56 respectively of the outline permission (ref: 2004/2307/P) granted subject to a section 106 legal agreement dated 22nd December 2006 (for comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification). **Granted 10/03/2009**

2008/3731/P: Submission of partial Reserved Matters of Access and Landscaping and details of enabling works entailing various infrastructure relating to the southern part of the Kings Cross Central site between the Regents Canal, York Way, Kings Cross Station and Pancras Way; to include the realignment of Goods Way, reconstruction of part of the Regents Canal Southern Walls and provision of visitor moorings, partial details of Canal Square and full details of Boulevard as approved in outline as part of the planning permission for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area (Ref. No. 2004/2307/P, granted subject to a section 106 legal agreement on 22nd December 2006). **Granted 31/10/2008**

2007/3284/P: Approval of Details for the specification, design and layout for the Shared Service Yard basement service area and associated access ramp; written scheme of investigation for a related programme of building recording and analysis; and a written scheme of investigation for a related programme of archaeological work, pursuant to conditions 25, 55 and 56 respectively of outline planning permission (ref. 2004/2307/P) granted subject to a section 106 legal agreement dated 22nd December 2006 (for the comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification). **Granted 07/09/2009**

2004/2307/P: Outline application for a comprehensive, phased, mixed-use development of former railway lands within the King's Cross Opportunity Area, as set out in the Revised Development Specification. The development comprises business and employment uses within the B1 use class;

residential uses (including student accommodation), serviced apartments and hotels; shopping, food and drink and financial and professional services within the A1, A2, A3, A4 and A5 use classes; the full range of community, health, education, cultural, assembly and leisure facilities, within the D1 and D2 use classes; night clubs; multi storey and other car parking; re-erection of the linked triplet of gas holder guide frames to enclose new residential and other development, on the site of the Western Goods Shed; re-erection of the guide frame for gas holder no 8, alongside the re-erected triplet, to enclose new play facilities and open space; relocation of an existing district gas governor; works of alteration to other existing buildings and structures, to facilitate their refurbishment for specified uses; new streets and other means of access and circulation; landscaping including open space; new bridge crossings and other works along the Regent's Canal; the re-profiling of site levels; and other supporting infrastructure works and facilities (R1). **Granted 22/12/2006**

Condition 25 of this permission states:

'Details of the Enabling Works, including layout, design, and specifications shall be submitted to and approved in writing by the LPA before commencement of those works. All works shall be carried out in accordance with the details as approved.'

Relevant policies

National Planning Policy Framework 2012

London Plan 2011

LDF Core Strategy and Development Policies 2010

CS11 – Promoting sustainable and efficient travel (*complies*)

CS14 – Promoting high quality places and conserving our heritage (*complies*)

DP24 – Securing high quality design (*complies*)

DP17 – Walking, cycling and public transport (*complies*)

DP21 – Development connecting to the highway network (*complies*)

Camden Planning Guidance 2011

CPG1 - Design

CPG7 - Transport

Assessment

Details of the Access Ramp North were previously approved in November 2012 (ref: 2012/4385/P). This permission covers minor amendments to this scheme.

The proposed amendments can be summarised as:

- The Access Ramp movement joint and the turnout leading to the future Building A5 have been shifted north;
- Minor changes to the ramp gradient and to the lengths of two roof slabs, one becoming shorter the other becoming longer;
- Infilling of ventilation openings near the mouth of the Access Ramp;
- Small extension of the roof slab at the entrance to the Access Ramp; and
- Replacement of the roller shutter central bar with a structural column.

The application relates to the partial discharge of condition 25 of outline planning permission dated 22 December 2006 (ref: 2004/2307/P). Condition 25 (Enabling Works) states:

'Details of the Enabling Works, including layout, designs, and specifications shall be submitted to and approved in writing by the LPA before commencement of those works. All works shall be carried out in accordance with the details as approved.'

Reason: To ensure a comprehensive, sustainable and integrated development, facilitate regeneration and ensure safe and efficient access and to ensure the development is carried out in accordance with the assessment and conclusions of the Environmental Impact Assessment, in accordance with policies B1, T1, T12, SKC2, SKC3, SKC4 and KC8 of the London Borough of Camden Replacement Unitary Development Plan 2006.'

'Enabling Works', as defined in the outline planning permission, includes the Service Access and potential Kings Cross Station Servicing and the 'LUL/KXC Spur' to the London Underground Network as shown on Parameter Plan KXC017 (application 2004/2307/P).

Also relevant to this submission are the following conditions:

- condition 31 (Parameter Plans and Development Specification)
- condition 56 (Archaeological Investigation and Mitigation)
- conditions 64-65 (Spoil Removal)
- conditions 66-67 (Importing Infrastructure and Construction Materials)

Assessment

Each amendment will be considered in turn:

The Access Ramp movement joint and the turnout leading to the future Building A5 shifted north

This is a minor amendment which would be virtually unperceivable.

Minor changes to the ramp gradient and to the lengths of two roof slabs, one becoming shorter the other becoming longer

Again, this is a minor amendment and the gradient of the ramp would not exceed 1:10 at any point. This is considered acceptable.

Infilling of ventilation openings near the mouth of the Access Ramp

The three ventilation openings at the northern end of the east elevation would be infilled. In the long term this area would be covered by the façade of the building above. The infilling of these openings is considered acceptable.

Small extension of the roof slab at the entrance to the Access Ramp and replacement of the roller shutter central bar with a structural column

The roof slab over the entrance would project from the north elevation by approximately 0.8 metres and the roller shutter central bar would be replaced with a structural beam which would be wider and would have a greater depth. This would result in a more solid appearance, however in relation to the structure as a whole this would still appear as a minor alteration. These alterations will allow for greater flexibility of the design of the building located above. The increase size of the column would not impact on vehicles entering and exiting. This is demonstrated on the submitted swept path analysis. This amendment is considered acceptable.

All amendments are considered to be minor in nature and would not impact on the overall appearance of the structure.

Recommendation: Approve.

Disclaimer

This is an internet copy for information purposes. If you require a copy of the signed original please contact the Culture and Environment Department on (020) 7974 5613